

Appendix B2

Meeting Materials



Meetings

Municipal Stakeholder Meetings

Minutes of Meeting

Date of Meeting	July 29, 2020	Time	10:00am – 11:15 AM	60636190
Project Name	Bradford Bypass EA/ Preliminary Design			
Location	Microsoft Teams Teleconference			
Regarding	Municipal Meeting (2019-E-0048)			
Attendees	Salia Kalali Cameron Bevers Peter Dorton Larry Sarris Tim Sorochinsky Riyaz Sheikh Mir Hyder Sonia Rankin Sandra Robinson Sarah Cook Gary Niven Julie Scruton Greg McGrath	MTO – Area Manager MTO – Project Manager MTO – Corridors Management Office MTO – Environmental AECOM – Project Manager AECOM – Deputy Project Manager AECOM – Highways AEOCM – Environmental Simcoe County – Real Estate Simcoe County – Real Estate Simcoe County – Real Estate Simcoe County – Transportation Construction Simcoe County – Construction		
Distribution	Attendees & Project Team			
Minutes Prepared By	Mir Hyder, B.Eng.			

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Project Scope / Key Project Issues	Action
<ul style="list-style-type: none"> The purpose of the meeting is to discuss Simcoe County and MTO project/ program plans with a focus on the proposed Simcoe County widening project on County Road 4 from the north entrance to Bradford limits to 1km north of Simcoe Road 89. MTO's program includes Preliminary Design and Class Environmental Assessment for the Bradford Bypass Freeway (Highway 400-Highway 404 Link). 	Info.
<ul style="list-style-type: none"> R.Sheikh provided an overview of the Bradford Bypass (Highway 400-Highway 404 Link) assignment led by the Ministry of Transportation. The proposed plan includes an east-west freeway connecting Highway 400 and Highway 404. 	Info.
<ul style="list-style-type: none"> Simcoe County is currently leading a widening project on County Road 4. The scope includes widening County Road 4 from two to four lanes from the north entrance to Bradford to 1km north of Simcoe Road 89. Standards for the roadway include a 100km/h design speed with a posted speed of 80km/h. A site preparation contract will be tendered for this year, with the widening works scheduled for 2021. 	Info.
<ul style="list-style-type: none"> MTO inquired in its participation/ consultation during the Municipal Class EA and design process for these works. It was indicated by Simcoe County that the environmental assessment was 	Info.

<p>finalized in 2013. MTO shared CAD drawings of the proposed Bradford Bypass with the Simcoe County at that time.</p>	
<ul style="list-style-type: none"> • MTO acknowledged receipt of the notice of study completion, however requested that Simcoe County provide the final EA document. The County will provide the final document to the Ministry. 	<p>Simcoe County</p>
<ul style="list-style-type: none"> • It was noted that the detail design process for the County Road 4 widening works are approaching the 90% stage. MTO requests the latest design as soon as possible for review as a design has not been received to date. The County will provide both CADD and PDF of the County Road 4 widening design. Post-Meeting Note: <i>Design drawings and documentation were provided by Simcoe County on August 13, 2020 for Simcoe County's CR4 .</i> 	<p>Simcoe County</p>
<ul style="list-style-type: none"> • The County requested the KMZ file that was presented at the commencement of the meeting outlining the proposed Bradford Bypass for reference. AECOM/MTO will provide the file, however it is noted that the plan is very preliminary, it is based on the 2002 EA design and is subject to change as the study progresses. 	<p>AECOM / MTO</p>
<ul style="list-style-type: none"> • Simcoe County indicated that they acquired additional properties along County Road 4 for the purpose of the widening. AECOM noted that contact has been made with the County to acquire Permission to Enter agreements on Simcoe County owned lands. AECOM requested the limits of the of the properties owned by the County to update the PTE requests and streamline the PTE process. 	<p>Simcoe County</p>
<ul style="list-style-type: none"> • The County inquired about an MTO-owned parcel of land required for the widening project that lies within the proposed Bradford Bypass corridor. MTO will follow-up with the MTO Property Office and will further discuss with the County on next steps. 	<p>MTO / Simcoe County</p>
<ul style="list-style-type: none"> • The County will need to obtain an encroachment permit irrespective of whether the land is owned by the Ministry, as construction will be occurring within MTO's designated Controlled Access Highway (CAH) lands. 	<p>Info.</p>
<ul style="list-style-type: none"> • MTO noted that Simcoe County will need to be engaged for cost sharing discussions regarding the Bradford Bypass as it relates to the County Road 4 structure. This item will be further discussed between the MTO and Simcoe County. 	<p>MTO / Simcoe County</p>
<ul style="list-style-type: none"> • MTO inquired regarding the Simcoe County's plan to implement roundabouts. Currently, there are no roundabouts in the transportation system, however 9 multi-lane roundabouts are planned with the first roundabout proposed to be constructed within a couple of years. 	<p>Info.</p>

2. Other Business	Action
<ul style="list-style-type: none"> • A second meeting is proposed to occur in 2 weeks with the Simcoe County's Transportation Team. MTO and Simcoe County will provide their availabilities to AECOM to facilitate the scheduling of the meeting. Post-Meeting Note: <i>Design drawings and documentation were provided by Simcoe County on August 13, 2020 for Simcoe County's CR4 works. The drawings are currently being review by MTO/AECOM, and a follow-up meeting with Simcoe County will be re-scheduled upon the culmination of this review.</i> 	<p>MTO / Simcoe County / AECOM</p>

Bradford Bypass – Highway 400-404 Connecting Link

Joint Municipal Meeting: Town of Bradford West Gwillimbury, Simcoe County

Assignment No. 2019 – E – 0048

October 13th 2020



Agenda

Safety Moment

- Introductions
- Environmental Assessment (EA) Process and Consultation
- Project Overview
- Identification of any On-going / Future Municipal Projects and Plans
- Project Schedule
- Other Business / Open Discussion

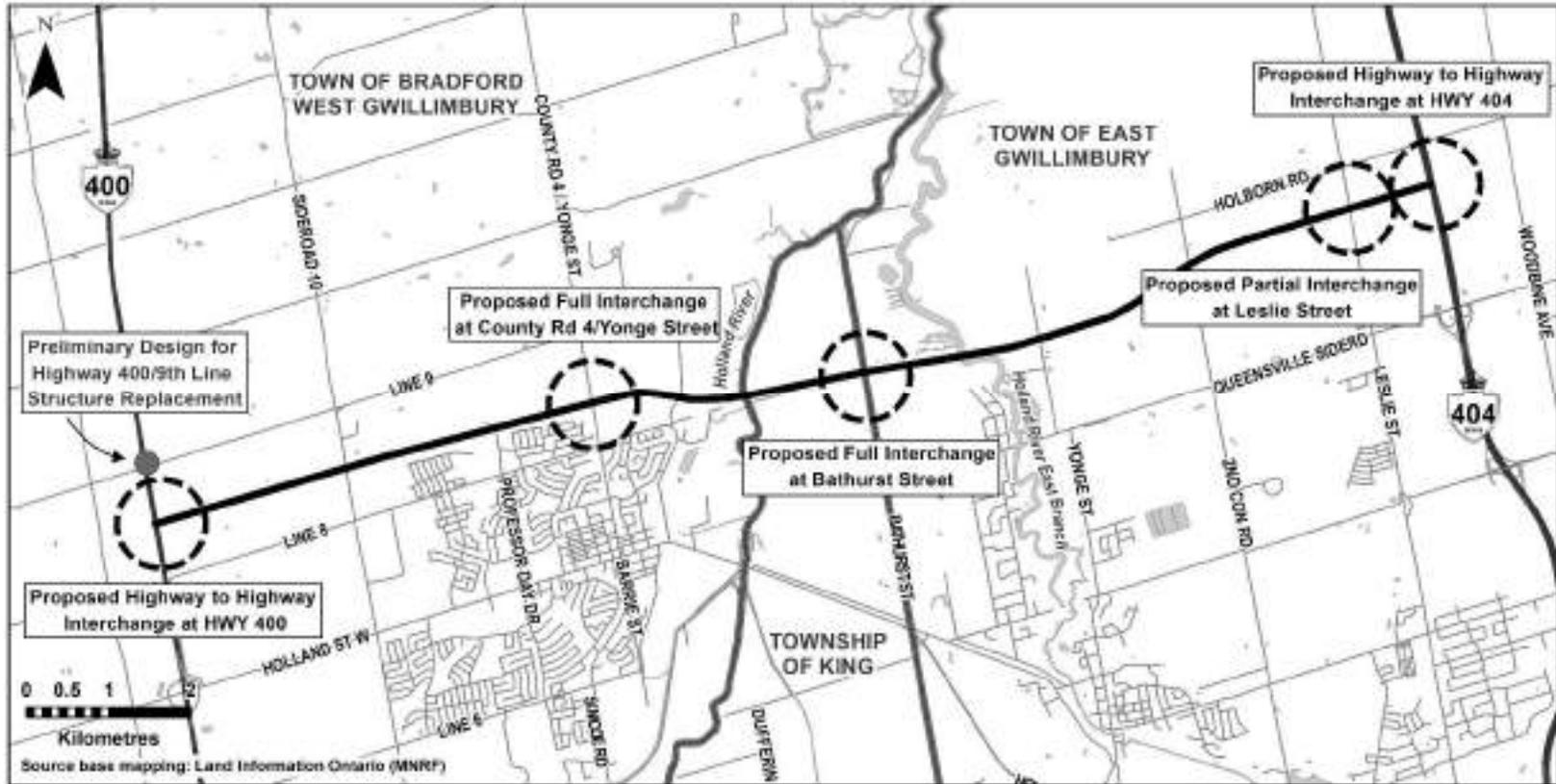
Environmental Assessment Process & Consultation

- Environmental Assessment (EA)
 - Preliminary Design EA Process: Group 'A' Project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*.
 - Studies: Field Investigations Underway Archaeology, Ecology, Fluvial Geomorphology, Drainage
 - Land Use & Socio-Economic Considerations: Official & Secondary Plans, Zoning Provisions, Agriculture & Property Assessment
- Key Environmental Issues
 - Holland River Crossings: Permitting, Indigenous & Public Consultation, Design Constraints
 - Cemetery at Highway 400 and 8th Line (Interchange Configuration, Access)

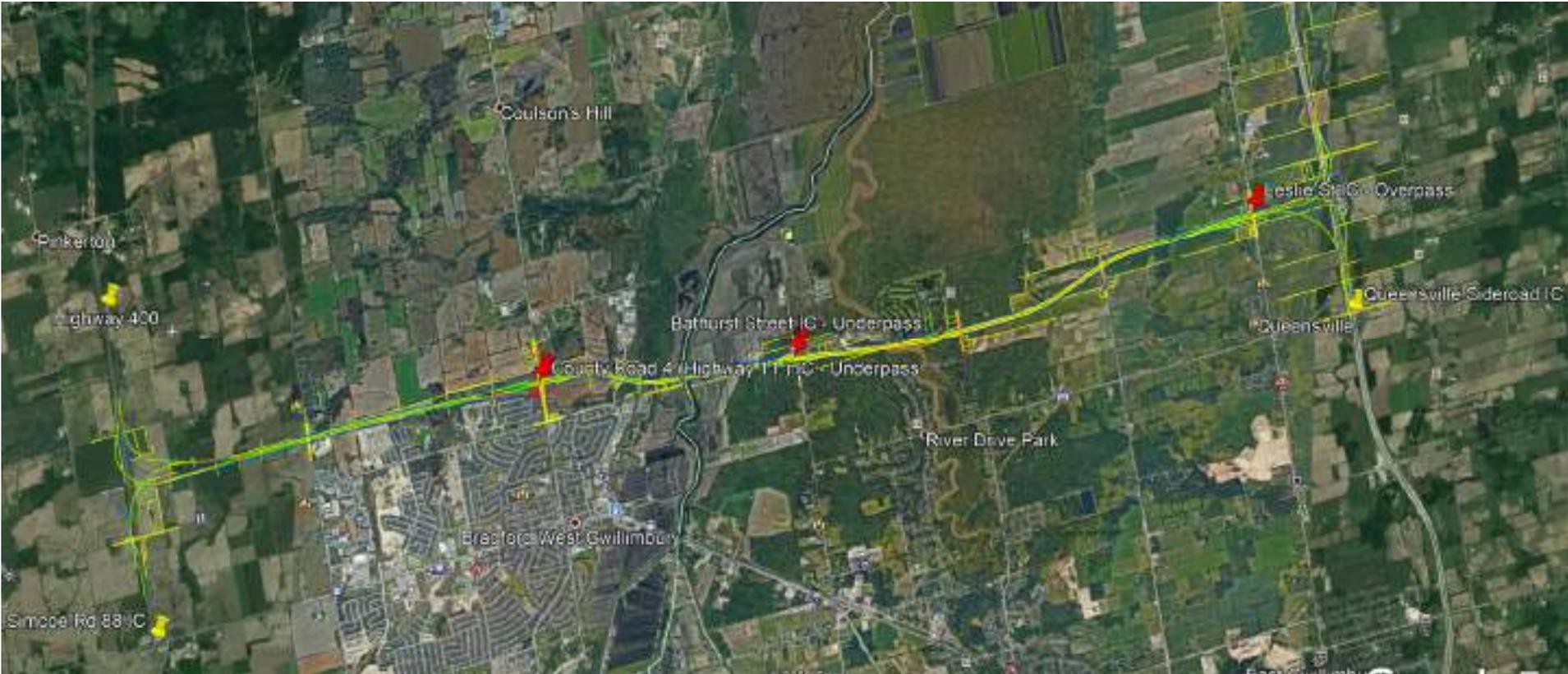
Key Milestones

- 1992-1997: Route Planning & EA Study (2002 EA Approval)
- 2019-2020: Environmental Study Updates & PTE
- 2020-2023: Preliminary Design
 - Notice of Study Commencement: September 24, 2020
 - PIC 1: Spring 2021
 - PIC 2: Fall 2022

Project Overview and Scope



Project Overview and Scope



Project Overview

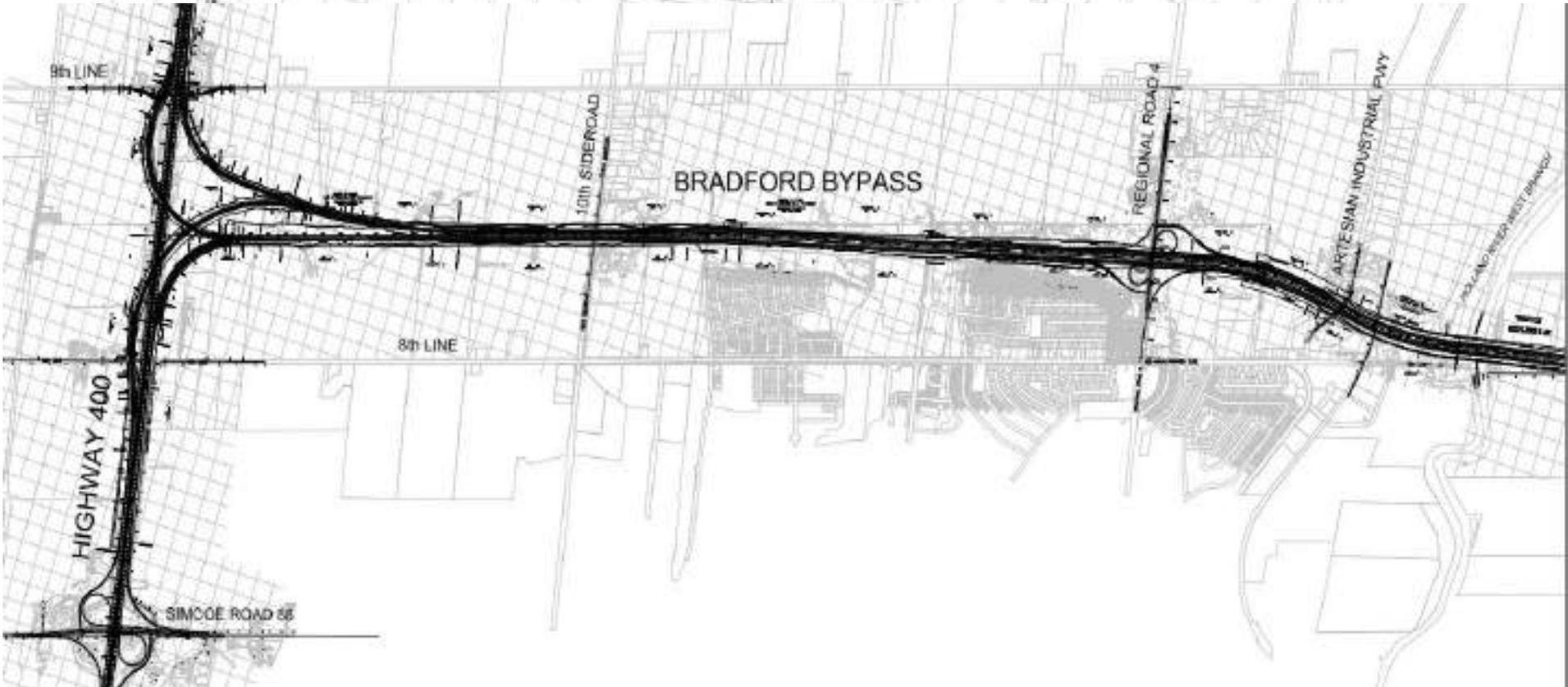
Key objectives for this project include:

- Develop and assess alternatives for the following:
 - Refinements to the Preliminary Design of the Bradford Bypass for the 2002 EA approved route within the Study Area;
 - Crossing road details (grade separations and interchanges);
 - Freeway to freeway interchanges;
 - Bridges (new and rehabilitation), structural culverts, culvert extensions, and retaining walls.
- Identify the preferred alternative;
- Environmental investigations and impact assessment work, and evaluation of developed alternatives;
- Preparation of a Group 'A' TESR and Preliminary Design Report.

Project Overview

- Coordination with Key Stakeholders
 - Town of Bradford West Gwillimbury, Town of East Gwillimbury, York Region, County of Simcoe and Township of King, government regulatory agencies (MNRF, MECP, DFO, etc.) and stakeholder interest groups such as NVCA, LSRCA, Bradford District Board of Commerce, Canadian National Railway (CNR) / Metrolinx
 - Other key stakeholders
- Traffic Management for Staging
 - Highway 400 / Highway 404 Interchanges – Tie-ins and interchanges within vicinity
 - Regional Road 4, 10th Concession, Artesian Industrial Parkway
 - Other considerations:
 - Metrolinx rail line
 - Holland River crossings
- Utility Impacts and Relocation Strategies
 - Municipal utilities along crossing roads and proposed interchanges
 - Existing utilities, proposed works and/or future plans

Project Overview



Bradford Bypass

Existing Municipal Crossing Roads

	Existing Crossing Roads		
Location	10 th Sideroad	County Road 4	Artesian Industrial Parkway
Classification	RCU 70	UAU 70	RCU 70
Lane Configuration	2 lanes (1NB/ 1SB)	<u>North of Crossing</u> 2 lanes (1NB/ 1SB) <u>South of Crossing</u> 4 lanes (2NB/ 2SB) *Plus 2 LTL on approach to 8 Line	2 lanes (1NB/ 1SB)
Shoulder Type	Partially Paved	Fully Paved	Gravel
Posted Speed (km/h)	60	50	60
Proposed ROW (m)	36	45	30 (existing)
Proposed Widening	4 lanes (Line 8 to CR 21) Long-term	4 lanes (8 th Line to CR 89) Short-term	N/A

Future Municipal Initiatives

- Road Widening / Expansion
 - County Road 4 Proposed Widening
 - Professor Day Drive Extension
- Active Transportation
- Other Municipal Initiatives??

Project Schedule

Task	Dates
Notice of Study Commencement	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	Spring 2021
Selection of Preferred Alternative	2021-2022
Public Information Centre 2	Fall 2022
Preliminary Design Anticipated Completion	Early 2023
Filing of the Transportation Environmental Study Report (TESR)	Early 2023

Other Business / Open Discussion

- Other Business / Open Discussion

Project Information / Contact Details

The Bradford Bypass Project Team

Website: www.bradfordbypass.ca

Email: projectteam@bradfordbypass.ca

Toll-Free: 1 (877) 247-6036

QUESTIONS?

THANK YOU!



Minutes of Meeting

Date of Meeting	October 13, 2020	Time 2:30 p.m. – 4:00 p.m.	Project Number 60636190
Project Name	Bradford Bypass Preliminary Design and Environmental Assessment		
Location	Microsoft Teams Meeting		
Regarding	Joint Municipal Meeting (Simcoe County, Town of Bradford West Gwillimbury)		
Attendees	Cameron Bevers	MTO – Project Manager	
	Salia Kalali	MTO – Area Manager	
	John MacKinnon	MTO – Area Manager	
	Rhonda Gribbon	MTO – Environmental	
	Larry Sarris	MTO – Environmental	
	Tim Sorochinsky	AECOM – Project Manager	
	Riyaz Sheikh	AECOM – Deputy Project Manager	
	Jon Newman	AECOM – Highways	
	Mir Hyder	AECOM – Highways	
	Sonia Rankin	AECOM – Environmental	
	Christian Meile	Simcoe County	
	David Parks	Simcoe County	
	Greg McGrath	Simcoe County	
	Debbie Korolnek	Simcoe County	
	Julie Scruton	Simcoe County	
	Geoff McKnight	Town of Bradford West Gwillimbury	
	Rebecca Murphy	Town of Bradford West Gwillimbury	
	Joe Coleman	Town of Bradford West Gwillimbury	
	Frank Jonkman	Town of Bradford West Gwillimbury	
	Mahesh Ramdeo	Town of Bradford West Gwillimbury	
	Peter Loukes	Town of Bradford West Gwillimbury	
Distribution	Attendees and Project Team		
Minutes Prepared By	Mir Hyder, B.Eng.		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<ul style="list-style-type: none"> S.Rankin provided a safety moment regarding vehicle safety. As we move towards winter weather in the upcoming months it is recommended to make sure all your fluids are topped up and all tools required for cleaning your vehicle are available. At temperatures below 7C it is recommended to use winter tires. 	Info.
<ul style="list-style-type: none"> T.Sorochinsky introduced the AECOM and MTO Project team. 	Info.

<ul style="list-style-type: none"> • An overview of the Bradford Bypass assignment was presented including the project history, EA approvals, study updates, permission to enter (PTE) initiatives, and the current EA and Preliminary Design. 	Info.
<ul style="list-style-type: none"> • It is noted that the Notice of Study Commencement Material went into circulation on September 24, 2020. 	Info.
<ul style="list-style-type: none"> • Key upcoming milestones for this assignment include Public Information Centre (PIC) #1, scheduled for Spring of 2021 and PIC #2 scheduled for Fall of 2022. 	Info.
<ul style="list-style-type: none"> • R.Sheikh provided a more in-depth overview of the project components of the proposed Bradford Bypass. All details presented at this time are conceptual and reflective of the 2002 EA and the initiation of this study. 	Info.
<ul style="list-style-type: none"> • AECOM's key objectives on this assignment will be to: <ul style="list-style-type: none"> ○ Develop and assess design alternatives of the Bradford Bypass, Freeway to Freeway Interchange, and crossing road configurations. ○ Refine the approved EA design within the study area. ○ Following the PICs and study process, identify a preferred alternative based on geometric and environmental needs and constraints, and prepare a Group 'A' TESR and Preliminary Design Report. 	Info.
<ul style="list-style-type: none"> • AECOM requested that the Municipalities notify AECOM of any key stakeholder not identified in this presentation. It was noted that the Bradford Board of Commerce is actually the Bradford Board of Trade. 	Info.
<ul style="list-style-type: none"> • AECOM also requested that any mapping showing the network of existing and/ or proposed utilities, developments, and infrastructure projects be forwarded to the Project Team. 	Simcoe / BWG
<ul style="list-style-type: none"> • Simcoe County's County Road 4 widening was observed to conflict with MTO's design standards for the Bradford Bypass. In addition, the proposed widening works will conflict with components of the proposed BBP design including profiles, property, utilities, and active transportation. 	Info.
<ul style="list-style-type: none"> • Simcoe County inquired as to how these changes can be accommodated at the current design phase (90%). The assignment is in the process of mobilizing for an advance contract for site preparation, with the actual widening contract proposed for 2021. There are concerns with revisiting the design at this stage in the design process. It was noted that MTO recognizes the current status of the design and understands that the associated EA was circulated to the Ministry in 2014 with the request of design drawings as they progress. The first set of design drawings that were received by the MTO was in August 2020. It is acknowledged that this is not a desirable situation, and both organizations will continue to work together to find an amicable solution. A separate meeting will be coordinated in the upcoming weeks to further discuss the matter with Simcoe County. 	Info.
<ul style="list-style-type: none"> • Simcoe County requested clarification as to the requirement for a permit from the MTO on property that the County owns. It was indicated that as a result of the 2002 EA that the Ministry has placed a Controlled Access Highway (CAH) designation on title of all properties impacted by the project. This designation provides the Ministry with certain rights, and MTO asserts corridor rights on these properties, requiring property owners to obtain permits. MTO noted that EA Bump-up (Part II Order) opportunities for Class EA projects have changed. No Part II Orders as this is restricted to Aboriginal Treaty Rights. 	MTO / AECOM/ Simcoe
<ul style="list-style-type: none"> • Simcoe County inquired regarding the status of the Bradford Bypass with respect to funding and being included in the capital works program. Funding has been made available 	Info.

<p>for the preparatory works; however, funding is not currently available for the complete construction of the freeway (not included in the current 5-year capital program).</p>	<p>Info.</p>
<ul style="list-style-type: none"> • The Town of Bradford West Gwillimbury (BWG) noted that they are looking forward to the assignment and that the community is looking forward to its implementation. • In literature provided for this assignment, there are references to both the Bradford Bypass and the Highway 400/404 Connecting Link. BWG have put effort into moving away from the Bradford Bypass nomenclature as the project title. It was noted that there is a regional benefit to this project, so the preference is for it to be referred to as the Highway 400/404 Connecting Link moving forward. BWG requests AECOM / MTO to reinforce this concept to assist in enhancing the value of the highway to communities and areas beyond Bradford. 	<p>Info. MTO / AECOM</p>
<ul style="list-style-type: none"> • It was noted by BWG that 10th Sideroad has been identified as a potential interchange along the freeway in BWG's Plans (2006/2007 Master Plan). BWG believes there is considerable value to have a second access point along the freeway for employment lands still developing or already developed in the surrounding area and request this to be explored as part of the EA. BWG is launching their update to the Transportation Master Plan in 2021. 	<p>Info.</p>
<ul style="list-style-type: none"> • MTO noted that the EA is being undertaken based on the assumption of the original EA and assumes that the interchanges proposed will remain in place. MTO/AECOM are committed to looking into the previously identified crossings, and have not scoped in additional interchanges as part of the EA. This does not preclude exploring other interchange locations however it would be difficult to seek EA approval for them. If the town of BWG, wishes to request an interchange at 10th Sideroad, a partial interchange may be feasible, but implementation of a full interchange may prove challenging given the proximity to the Highway 400/BBP interchange. Any traffic data BWG may have to justify an interchange at this location is requested. 	<p>MTO / AECOM / BWG</p>
<ul style="list-style-type: none"> • BWG has protected lands on the south side of the corridor at 10th Sideroad for potential interchange ramps (N-E and S-E). It was assumed that that the proposed ramps would service the area south of BBP with N-E and E-S ramp movements proposed providing access to and from the east. No ramps were planned to service the area north of the highway. 	<p>Info. BWG</p>
<ul style="list-style-type: none"> • It was noted that Professor Day Drive will eventually be extended to the north. BWG did some work with the Ministry with respect to the northerly extension. The current plans identify it as an underpass (PDD bridge over BBP). Information on this material was requested. 	<p>Info.</p>
<ul style="list-style-type: none"> • BWG noted that their preference is that access along the north-south crossing roads will need to be maintained outside of temporary closures during construction. There are very few north-south connections and any closures beyond a temporary closure would not be sustainable to the road network. MTO does not have any intention of permanent closures at these locations, and all efforts will be made to keep these roads open. It is noted however that some roads may be temporarily closed to facilitate construction of crossings. 	<p>BWG</p>
<ul style="list-style-type: none"> • It is requested that BWG provide any plans for municipal roads, crossings, developments, etc. that may impact the project and notify the Project Team accordingly. 	<p>BWG / AECOM</p>
<ul style="list-style-type: none"> • The cemetery adjacent to Highway 400 is currently maintained by BWG and is likely a pioneer cemetery and not currently active. If the proposed design impacts the cemetery, it will need to be closed. It is likely that BWG Parks and Facilities go into the cemetery to mow the property periodically. S. Rankin will connect with the Park and Facilities 	

<p>representative to obtain more information. A PTE will also be provided as long as works are non-intrusive.</p>	<p>BWG</p>
<ul style="list-style-type: none"> • It is noted that there is a potential development proposed around County Road 4 towards Artesian Industrial Parkway. There are some utilities in this area that will be crossing the proposed Bradford Bypass alignment. The preference is to not preclude future servicing when the highway is constructed. When plans for development progress, BWG will coordinate with MTO Corridor Management regarding future plans. It is noted that these works may also impact the profile of County Road 4. Preliminary plans and the proposed design schedule will be forwarded to the Project Team. 	<p>BWG</p>
<ul style="list-style-type: none"> • Plans for a proposed roadway between County Road 4 and Professor Day Drive north of the proposed freeway is also being assessed at this time. The transportation schedule for this will be provided. 	<p>Info.</p>
<ul style="list-style-type: none"> • It is noted that there is currently a section of noise wall constructed just west of County Road 4 that is over 20 years old. This is a developer-built wall as a result of a contested sub-division application. Details of the existing wall are currently not available. This will be reviewed during the noise analysis of the study to determine if the new criteria for noise abatement is satisfied. 	<p>Info.</p>
<ul style="list-style-type: none"> • The intersection of County Road 4 and 8th Line was recently reconfigured. As part of the 8th Line EA analysis, requirements to accommodate SB traffic from Simcoe County was assessed. It was thought that a 3-lane roundabout may be required, however this does not have any status at this time and no plan is in place to replace the signalized intersection with a roundabout. It is noted that this study did not include any traffic changes as a result of the Bradford Bypass. 	<p>Info.</p>
<ul style="list-style-type: none"> • MTO reiterates that the Project Team is interested in engaging in two-way discussions regarding this project, and both Simcoe County and the Town of Bradford West Gwillimbury are encouraged to contact the project team regarding any comments or concerns moving forward. 	
<ul style="list-style-type: none"> • Comment from Julie about extent of works related to Highway 4000/CR88 (extending to 5th Sideroad); MTO indicated that this is being led by Heather Glass and we don't know the extent on/toward 5th Sideroad 	
<ul style="list-style-type: none"> • Details regarding the water line along 10th Sideroad connecting to the reservoir? 	

Bradford Bypass – Highway 400-404 Connecting Link

Joint Municipal Meeting: Regional Municipality of York, King Township, and the Town of East Gwillimbury

Assignment No. 2019 – E – 0048

October 20th 2020



Agenda

Safety Moment

- Introductions
- Environmental Assessment (EA) Process and Consultation
- Project Overview
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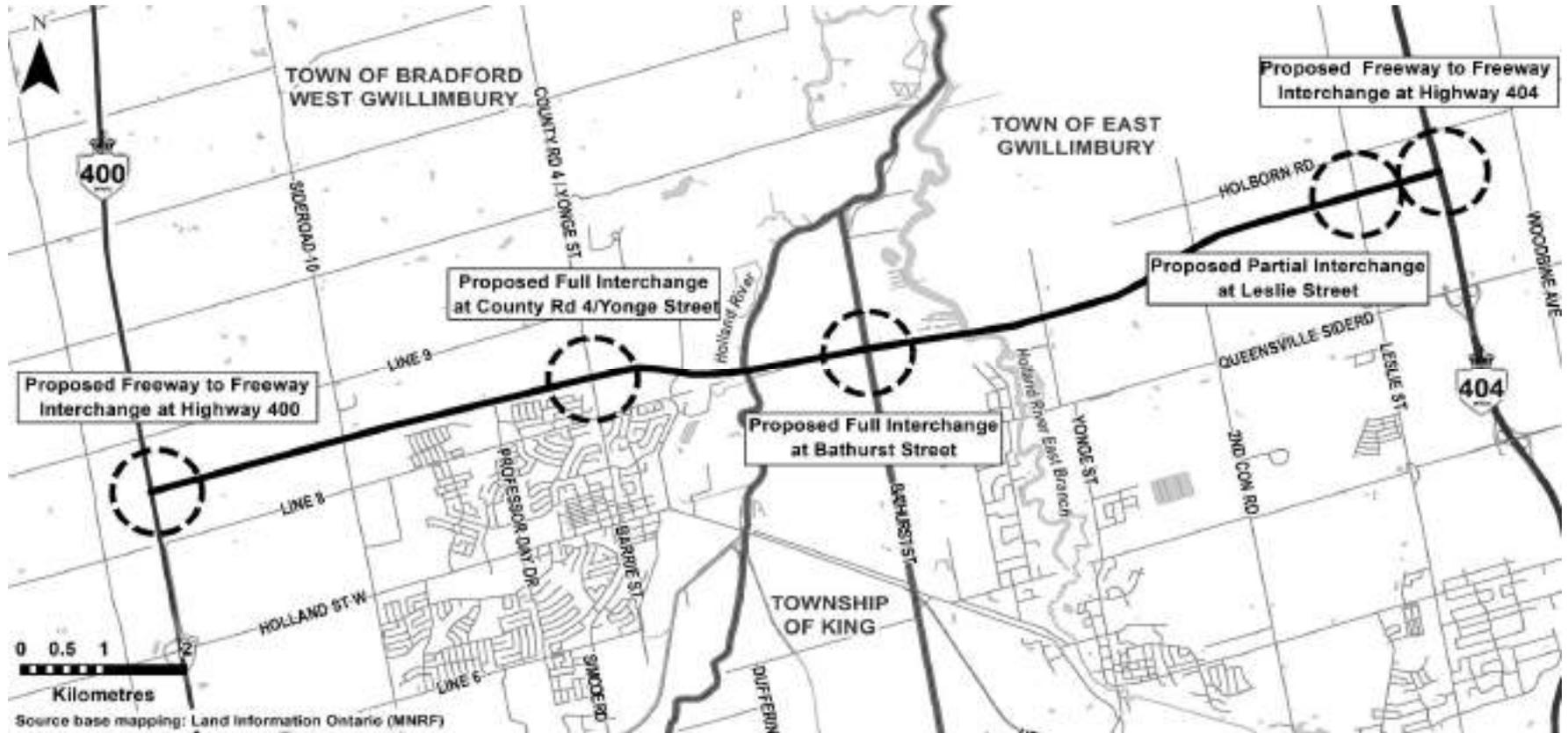
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 - Studies: Field Investigations Underway Archaeology, Ecology, Fluvial Geomorphology, Drainage
 - Land Use & Socio-Economic Considerations: Official & Secondary Plans, Zoning Provisions, Agriculture & Property Assessment
- Key Environmental Issues
 - Holland River Crossings: Permitting, Indigenous & Public Consultation, Design Constraints
 - Aerodrome (2nd Concession)

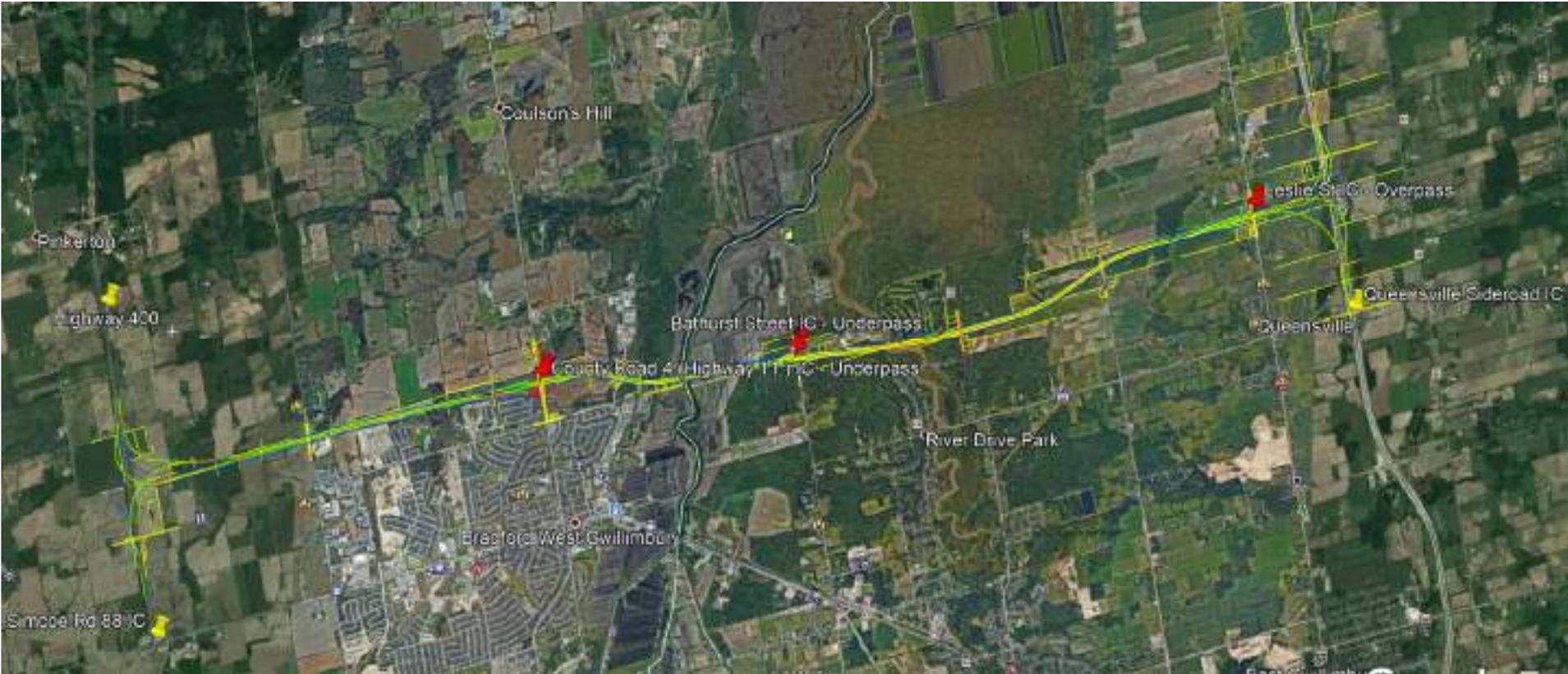
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- 2019-2020: Environmental Study Updates & PTE
- 2020-2023: Preliminary Design
 - Notice of Study Commencement: September 24, 2020
 - PIC 1: Spring 2021
 - PIC 2: Fall 2022

Project Overview and Scope



Project Overview and Scope



Project Overview

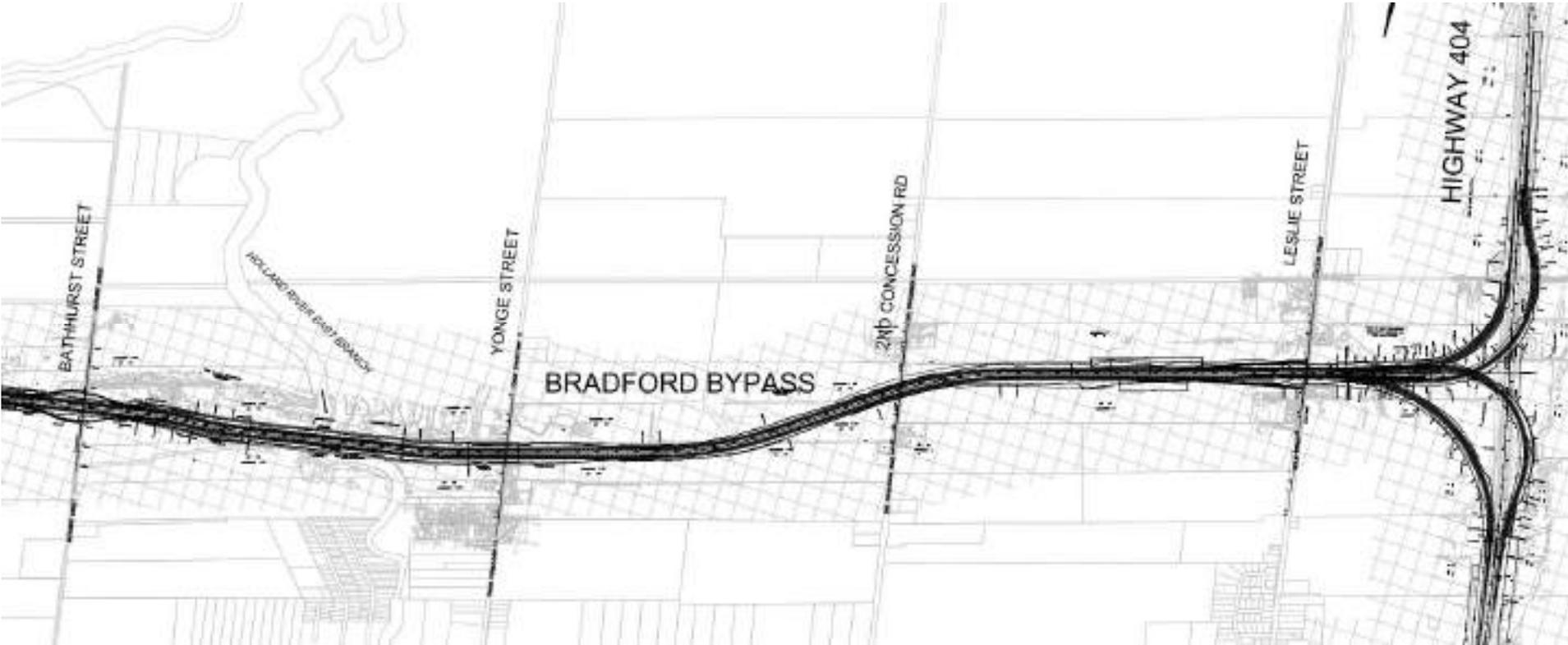
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- Develop and assess alternatives for the following:
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Project Overview

- Coordination with Key Stakeholders
 - Town of Bradford West Gwillimbury, Town of East Gwillimbury, York Region, County of Simcoe and Township of King, government regulatory agencies (MNRF, MECP, DFO, etc.) and stakeholder interest groups such as NVCA, LSRCA, Bradford District Board of Commerce, Canadian National Railway (CNR) / Metrolinx
 - Other key stakeholders
- Traffic Management for Staging
 - Highway 400 / Highway 404 Interchanges – Tie-ins and interchanges within vicinity
 - Bathurst Street, Yonge Street, 2nd Concession Road, Leslie Street
 - Other considerations:
 - Metrolinx rail line
 - Holland River crossings
- Utility Impacts and Relocation Strategies
 - Municipal utilities along crossing roads and proposed interchanges
 - Existing utilities, proposed works and/or future plans

Project Overview



Existing Municipal Crossing Roads

	Existing Crossing Roads			
Location	Bathurst Street	Yonge Street	2 nd Concession Road	Leslie Street
Classification	RCU 70	RLU 70	RCU 70	RCU 100
Lane Configuration	2 lanes (1NB/ 1SB)	2 lanes (1NB/ 1SB)	2 lanes (1NB/ 1SB)	2 lanes (1NB/ 1SB)
Shoulder Type	Gravel Surfaced	-	-	Partially Paved
Posted Speed (km/h)	60	50	70	80
Proposed ROW (m)	N/A	N/A	N/A	Up to 36m
Proposed Widening	N/A	N/A	N/A	TBC

Future Municipal Initiatives

- Road Widening / Expansion
- Active Transportation
- Other Municipal Initiatives??

Project Schedule

Task	Dates
Notice of Study Commencement	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	Spring 2021
Selection of Preferred Alternative	2021-2022
Public Information Centre 2	Fall 2022
Preliminary Design Anticipated Completion	Early 2023
Filing of the Transportation Environmental Study Report (TESR)	Early 2023

Other Business / Open Discussion

- Other Business / Open Discussion

Project Information / Contact Details

The Bradford Bypass Project Team

Website: www.bradfordbypass.ca

Email: projectteam@bradfordbypass.ca

Toll-Free: 1 (877) 247-6036

QUESTIONS?

THANK YOU!

Minutes of Meeting

Date of Meeting	October 20, 2020	Time 10:00 a.m. – 11:30 a.m.	Project Number 60636190
Project Name	Bradford Bypass PD & EA		
Location	Microsoft Teams Meeting		
Regarding	Joint Municipal Meeting (York Region, King Township, Town of East Gwillimbury)		
Attendees	Cameron Bevers	MTO – Project Manager	
	Rhonda Gribbon	MTO – Environmental	
	Larry Sarris	MTO – Environmental	
	Tim Sorochinsky	AECOM – Project Manager	
	Riyaz Sheikh	AECOM – Deputy Project Manager	
	Jon Newman	AECOM – Highways	
	Mir Hyder	AECOM – Highways	
	Sonia Rankin	AECOM – Environmental	
	Denny Boskovski	Town of East Gwillimbury	
	Kevin Brake	Town of East Gwillimbury	
	Lawrence Cuk	Town of East Gwillimbury	
	Jamal Massadeh	Town of East Gwillimbury	
	Adam Robb	Town of East Gwillimbury	
	Lauren Crawford	York Region	
	John La Chapelle	York Region	
	Steve Mota	York Region	
	Steve Murphy	York Region	
	Joshua Wang	York Region	
Distribution	Attendees and Project Team		
Minutes Prepared By	Mir Hyder, B.Eng.		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<ul style="list-style-type: none"> R.Sheikh provided a safety moment regarding tornadoes. If there is a tornado watch or warning, seek shelter in stable dwellings. Stay away from windows and outside doors, and if possible, seek shelter in basements or structurally sound locations such as bathtubs, closets, or hallways. If outdoors, seek shelter in below grade ditches/ topography and avoid potential wind tunnel catalysts such as underpass structures. 	Info.
<ul style="list-style-type: none"> T.Sorochinsky provided a brief introduction of the AECOM and MTO Project Team. An overview of the assignment was presented including project history, EA approvals, study updates, permission to enter initiatives (PTE), and the current ongoing EA and Preliminary Design. 	Info.

<ul style="list-style-type: none"> • It is noted that the Notice of Study Commencement (NOSC) Material was circulated on September 24, 2020. 	Info.
<ul style="list-style-type: none"> • Key upcoming milestones for this assignment include Public Information Centre (PIC) #1, scheduled for Spring 2021 and PIC #2 scheduled for Fall 2022. 	Info.
<ul style="list-style-type: none"> • S. Rankin provided a detailed overview of the environmental assessment component of the assignment. 	Info.
<ul style="list-style-type: none"> • R.Sheikh provided a more in-depth overview of the project components of the proposed Bradford Bypass. All details presented at this time are conceptual and reflective of the 2002 EA and the initiation of this study. 	Info.
<ul style="list-style-type: none"> • AECOM's key objectives of this assignment will be to: <ul style="list-style-type: none"> ○ Develop and assess design alternatives of the Bradford Bypass, Freeway to Freeway Interchange, and crossing road configurations. ○ Refine the approved EA design within the study area. ○ Identify a preferred alternative based on geometric and environmental needs and constraints and prepare a Group 'A' Preliminary Design Report. 	Info.
<ul style="list-style-type: none"> • AECOM requested that the Municipalities notify AECOM of any key stakeholder not identified in this presentation. 	York / King / EG
<ul style="list-style-type: none"> • AECOM also requested that any mapping showing the network of existing and/ or proposed utilities, developments, AT initiatives, and infrastructure plans / projects be provided to the Project Team. It was noted that Leslie Street has plans for a widening to the existing ROW width, but the project team was not able to determine if road widening works are proposed through the Bradford Bypass corridor. 	York / King / EG / Info.
<ul style="list-style-type: none"> • York Region requested that AECOM submit an email to summarize all information requests. The Region has a good record of information and should be able to provide responses to most inquiries. 	AECOM
<ul style="list-style-type: none"> • The Town of East Gwillimbury (EG) inquired if there will be an opportunity during the study to discuss jurisdiction on Bathurst Street given the proposed interchange at Bathurst Street. Furthermore, it was noted that during the Highway 407 extension, MTO expropriated the local ROW and negotiated with the municipalities regarding maintenance etc. at a later date. The preference would be to have these discussions during the study process. 	MTO
<ul style="list-style-type: none"> • It was noted that according to the Controlled Highway Access Plan, for grade separations where an interchange is present, the entire interchange and ramps would be designated as a controlled access highway. For grade separation without an interchange, MTO directive B101 is prescriptive in these instances. 	Info.
<ul style="list-style-type: none"> • EG inquired if the Bradford Bypass will be constructed in its entirety or broken into phases. At this time, MTO is in the process of determining how the project will be funded and constructed. The highway may be split into multiple contracts with some advanced works. Irrespective of how the works are completed, the current objective is to open the entire stretch of the Bradford Bypass at once. EG prefers the highway be constructed in one phase, but if a staggered approach is adopted, it is requested that the details of the phases and interim terminus points are shared. It is reiterated that the project is still in early development stages and that these details will be confirmed at a later stage. 	Info.
<ul style="list-style-type: none"> • York Region requested that the presentation and directive B101 be circulated to the meeting attendees. It is noted that the Ministry directive B101 is available via the MTO library and is a long-standing directive. The presentation will be circulated to the attendees. 	AECOM
<ul style="list-style-type: none"> • MTO inquired if there have been any discussions of jurisdictional transfer between York Region and Town of East Gwillimbury. With 3 of the crossing roads under EG jurisdiction, 	Info.

<p>EG noted that formal discussions have not been initiated with York Region. Typically, crossing roads with interchanges would fall under the Region's jurisdiction.</p> <ul style="list-style-type: none">• MTO reiterated that the Project Team is interested in engaging in two-way discussions regarding this project. York Region, the Township of King, and the Town of East Gwillimbury are welcome to reach out to the Project Team regarding any comments or concerns moving forward.	<p>Info.</p>
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Bradford Bypass

Municipal Meeting – March 30, 2021

Simcoe County & Regional Municipality of York

Bradford-West Gwillimbury, King Township, East Gwillimbury

Preliminary Design Alternatives and Project Overview

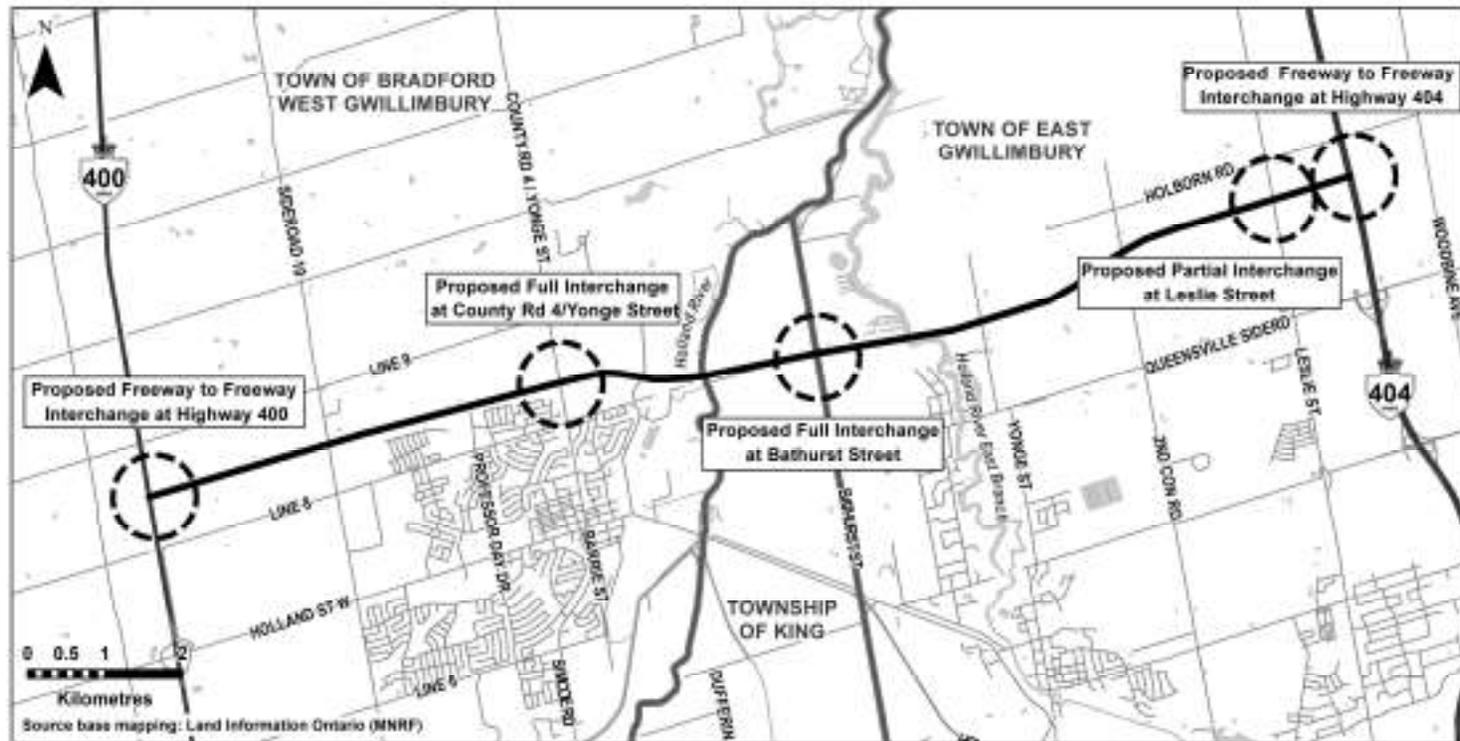
Introduction to the Meeting

- General Introduction of attendees
 - Simcoe County; Bradford-West Gwillimbury
 - York Region; King Township; East Gwillimbury
 - Project Team: MTO and AECOM
- Meeting purpose
 - Presentation of Preliminary Design Refinements and Alternatives
 - Overview of Environmental Assessment and Preliminary Design Study
 - Municipal Consultation Requirements and Feedback
 - Communication
 - Consultation
 - Council presentations
- Next Steps and Discussion

The Project

- The proposed Highway 400 – Highway 404 Link (Bradford Bypass) is a new 16.2 km rural controlled access freeway between Highway 400 and Highway 404.
- The 2002 EA approved alignment will extend from Highway 400 between Lines 8 and 9 in Bradford West Gwillimbury, will cross a small portion of King Township and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury.
- There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch.

Project Location



Crossing Structures

Preliminary Design Review of Road Crossing Structures as Overpass or underpasses

Decisions at these locations are preliminary and subject to change as the design progresses

Road Crossing Locations	Proposed Overpass*	Proposed Underpass*
9 th Line at Highway 400	X	
10 th Sideroad	X	
Professor Day Drive		X
County Road 4 Interchange		X
Artesian Industrial Parkway	X	
Metrolinx Rail Line	X	
Holland River	X	
Bathurst Street Interchange		X
Holland River East Branch	X	
Yonge Street	X	
2 nd Concession Road		X
Leslie Street Interchange	X	

Bradford Bypass Roll Plan (2 of 2)

2002 Approved EA Alignment – Preliminary Design Base Case



Study Overview

Environmental Assessment Study Process

Timelines

Consultation Overview

- Consultation in accordance with the MTO Class EA for Group 'A' project
- Project Notifications: newspapers, direct mailings, Canada post mailouts, website
- Information sharing and receiving feedback: website, project phone number; project email
- Comments and Responses
 - On-going response to comments received: 231 comments received
 - On-going update and expansion of the project contact list: 435 contacts on the project list
- Meetings
 - Municipal meetings
 - Agency meetings
 - Meetings held and planned with Indigenous Communities
 - Plan and coordinate stakeholder group meetings: community, greenbelt and environmental group, government advisory group, municipal advisory group
 - Individual meetings and consultation with impacted property owners
- Public Information Centres
 - PIC #1 – Presentation of Preliminary Design Refinements and Alternatives
 - PIC #2 – Presentation of the Preferred Design and showcase the evaluation process
- Other Consultation Opportunities (as requested or as needed)
 - Group meetings, individual meetings, phone calls and direction communications
- Consultation and Engagement as part of meeting the requirements of regulatory approvals for the project
 - Indigenous consultation, navigation needs and considerations, businesses, public, agencies, and other key stakeholders

Overview of Key Stakeholders

Agencies consulted, engaged or will be included going forward as needed for the project:

- **Federal Agencies**

- Fisheries and Oceans Canada (DFO)
- Indigenous and Northern Affairs Canada
- Transport Canada
- Canadian Environmental Assessment Agency
- Environment and Climate Change Canada
- Canadian Transportation Agency

- **Provincial Agencies**

- Ministry of Indigenous Affairs
- Ministry of Natural Resources and Forestry
- Ministry of the Environment, Conservation and Parks
- Ministry of Municipal Affairs and Housing
- Ontario Ministry of Agriculture, Food and Rural Affairs
- Ministry of Heritage, Sport, Tourism and Culture Industries
- Ministry of Health and Long-Term Care
- Ministry of Energy, Northern Development and Mines
- Ministry of the Solicitor General
- Infrastructure Ontario
- Metrolinx

- **Municipal Agencies**

- Town of East Gwillimbury
- County of Simcoe
- Township of King
- Town of Bradford West Gwillimbury
- York Region
- Central York Fire Services
- York Regional Police
- South Simcoe Police Services
- Queensville Fire
- King Fire and Emergency Services
- Bradford West Gwillimbury Fire & Emergency Services
- East Gwillimbury Fire Services
- York Catholic District School Board
- York Region District School Board
- Simcoe County District School Board
- Conseil scolaire catholique MonAvenir
- Conseil scolaire Viamonde
- Student Transportation Services of York Region
- York Region Transit

- Ministry of Economic Development, Job Creation and Trade
- Ontario Provincial Police
- Ontario Federation of Agriculture

- Bradford West Gwillimbury Public Library
- King Chamber of Commerce
- East Gwillimbury Chamber of Commerce
- Bradford Board of Trade
- The Corporation of the County of Simcoe
- Holland Marsh Drainage System Joint Municipal Services Board

- **Conservation Authorities**

- Lake Simcoe Region Conservation Authority
- Nottawasaga Valley Conservation Authority

- **Other Technical Stakeholders**

- Ontario Trucking Association
- Oak Ridges Moraine Foundation
- Canadian National Rail
- Canadian Pacific Rail
- The Friends of the Greenbelt Foundation
- York Simcoe Naturalists

- **General Stakeholders**

- Property owners
- Interested parties & Public Interest Groups
- Businesses

On-going update of the contact list for the life of the project

Study Process Overview

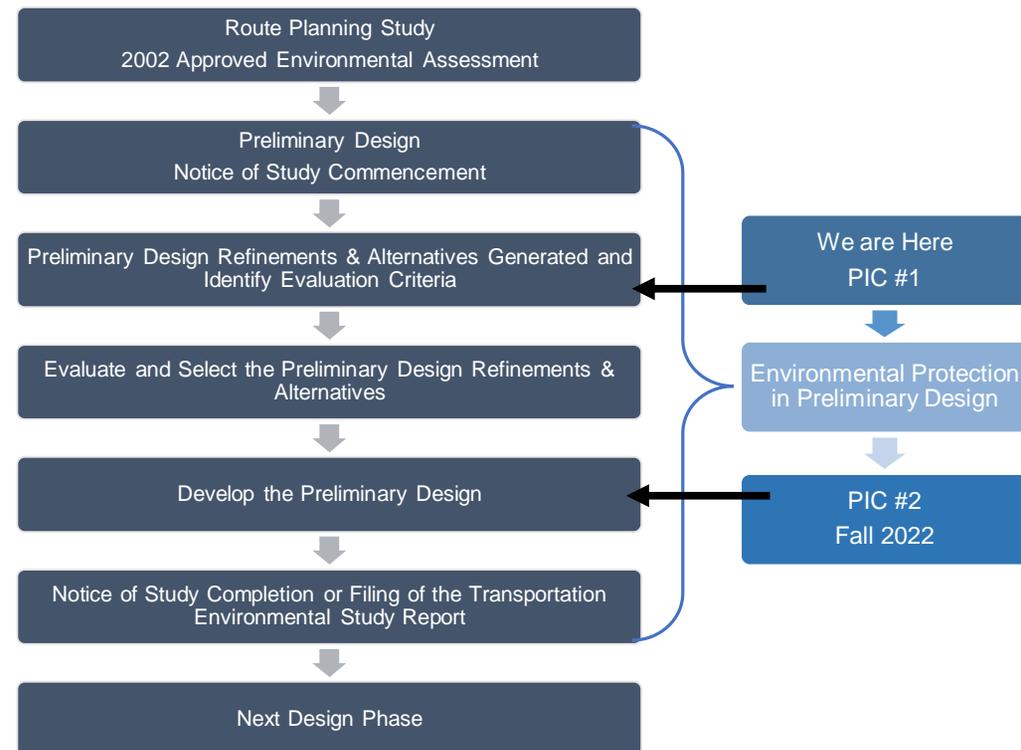
- **Route Planning and Environmental Assessment (Complete)**
 - 2002 Approved Environmental Assessment – Selection of the Preferred Route
 - Designation of the Highway Right-of-Way
- **Advanced work prior to 2020 Preliminary Design (Complete)**
 - Update to technical design standards and environmental updates to reflect changes to environmental policies, legislations and existing conditions
- **Preliminary Design Study and Environmental Assessment (Current)**
 - Preliminary design refinements and alternatives for the selection of a preferred design within the designated corridor
 - Environmental technical studies, on-going consultation and engagement on the preliminary design, preliminary impact assessment and development of environmental protection / mitigation strategies and measures,
- **Detail Design Study and Environmental Assessment (Future)**
 - Detailed design of the proposed highway and various design components to advance to construction
 - Environmental assessment and consultation on the detail design, detailed impact assessment, and final development of mitigation measures, consultation and engagement with regulatory agencies to secure environmental permits, licences, approvals and agreements to undertake the work.

Environmental Assessment Exemption

- Ministry of Environment Conservation and Parks Exemption proposal (ERO 019-1883)
 - Posted by the Ministry of the Environment, Conservation and Parks (MECP) to eliminate duplication in work already completed
 - No regulation prescribing such an exemptions has been proposed or enacted
- MTO is currently following the approved planning process for a Group 'A' project under the MTO Class EA
- The MTO will continue to follow all applicable federal and provincial legislation, standards and practices, and document the following:
 - Environmental investigations, assessment of impacts, proposed mitigation, consultation and, permits and approvals

MTO Class EA Study Process

- Environmental Assessment Principles
 - This study will follow the study process for a Group 'A' project in accordance with the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000).
 - Environmental Studies and Impact Assessments
- Consultation Principles
 - Carryout consultation to present the Preliminary Design and Environmental Assessment to engage the public, regulatory agencies, and Indigenous communities and solicit feedback
- Transportation Principles
 - Develop Preliminary Design Refinements & Alternatives
 - Evaluate and Select a Preferred Alternative
 - Develop the Preliminary Design
- Documentation Principles
 - Document the Preliminary Design Study in a Transportation Environmental Study Report (TESR)
 - Public and agency review of the TESR for a period of 30-days at the completion of the study.



Preliminary Design Study Timeline



September 2020 - Notice of Study Commencement



September 2020 - Permission to Enter and Study Initiation



September 2020 to End of 2022 - Field Investigations and Data Collection



September 2020 to April 2021 - Generation of Alternatives

WE
ARE
HERE



Public Information Centre #1: April 22, 2021 to May 6, 2021 (Webinar May 18, 2021)*



April 2021 to Fall 2022 – Evaluation and Selection of Preferred Alternatives



Fall 2022 - Public Information Centre #2



End of 2022/Early 2023 – Filing of the Transportation Environmental Study Report (TESR)



Early 2023 – Preliminary Design Anticipated Completion

***PIC #1 target dates to be confirmed**

Preliminary Design Refinements and Alternatives

Traffic Overview

Mainline Alternatives

Freeway-to-Freeway Interchanges

Municipal Road Interchanges

Traffic Overview

Traffic – Needs and Justification

2002 Approved EA

- Road Discontinuities
 - Inefficient travel as a result of the presence of physical and operational discontinuities.
- Future Demand Growth Implications / Relieve Congestion
 - Current road, transit, rail network is inadequate in terms of capacity and location to accommodate future demand through northern York Region and southern Simcoe County.
- Lack of Long-Term Plan
 - Lack of a defined, approved long-term highway network plan in northern York Region and southern Simcoe County places constraints on provincial and municipal planning process.

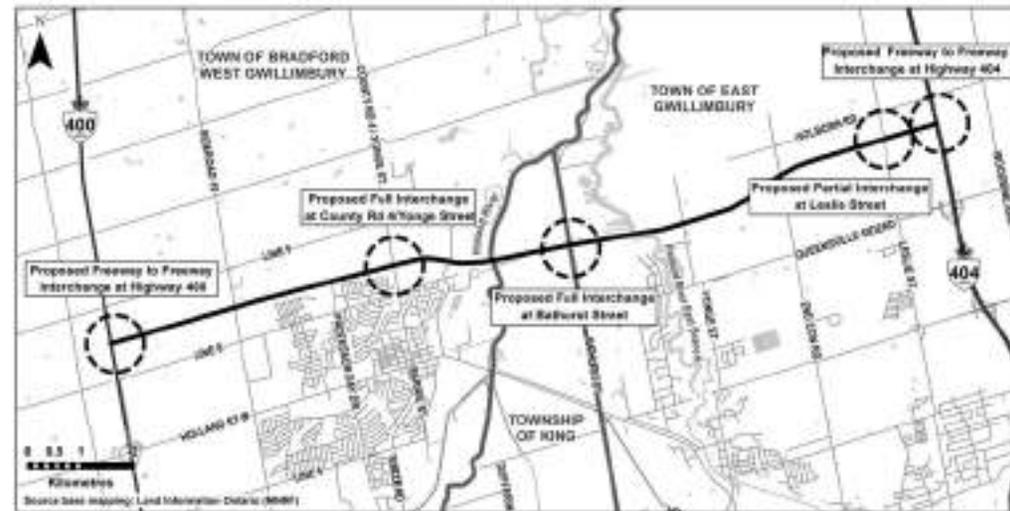
Traffic - Capacity Analysis

- Methodology
 - Capacity analysis for three screenlines: west (blue), central (magenta) and east (yellow).
 - Screenline – imaginary line containing key sections of roadways for comparison between traffic demand and capacity.
 - Considered 2020, 2041 No Bradford Bypass, and 2041 Bypass scenarios
- Findings
 - Existing peak hour volumes account for up to 87% of east-west capacity
 - Capacity exceeded by up to 9% under 2041 No Bradford Bypass Scenario
 - Introduction of Bradford Bypass Corridor provides sufficient capacity in 2041



Interchange Selection

- Interchange locations and route previously identified in the 2002 Approved EA Study through weighting/scoring method
- Updated travel demand forecast uses new traffic data to confirm findings of the 2002 Approved EA
- Interchange alternatives being developed for each previously identified location



Generation of Design Refinements and Alternatives

- The displays and material for the project have been divided into the following three sections for the purpose of evaluating the refinements and alternatives:
- Preliminary Design Refinements of Bradford Bypass
 - Mainline Refinements
 - Holland River East Branch Crossing
 - Hydro Tower crossing
- Freeway to Freeway Interchange Alternatives
 - Highway 400
 - Highway 404
- Arterial / Crossing Road Interchange Alternatives
 - County Road 4
 - Bathurst Street
 - Leslie Street

Mainline Design Refinements and Alternatives



Highway Alignment Adjustment Alternative

Professor Day Drive Base Case and Refinement



Refinement based on current highway design standards
Corrections for substandard curves



Highway Alignment Refinement

Artesian Industrial Parkway Base Case and Refinement

Holland River East Branch Crossing



Holland River East Branch Crossing

Base Case from 2002 Approved EA Alignment



Holland River East Branch Crossing

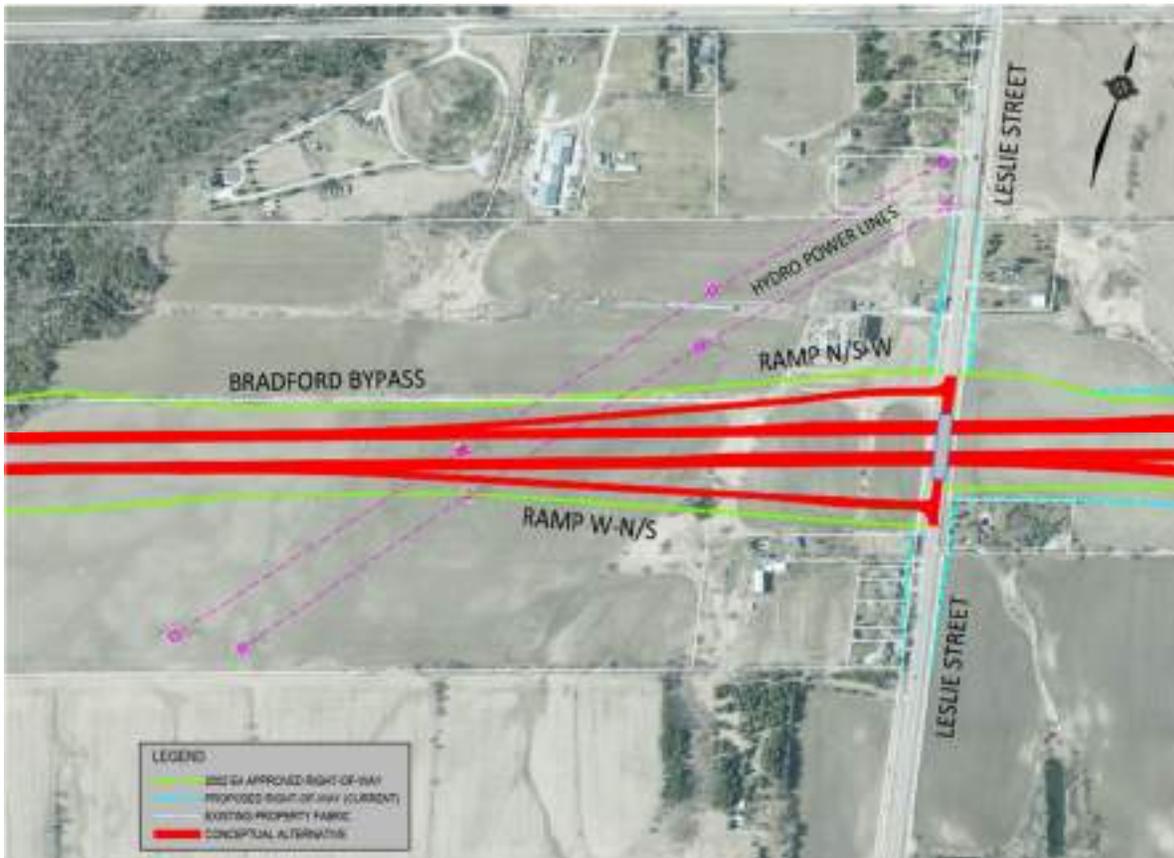
Alternative 1 – Curved Transition east of river crossing



Holland River East Branch Crossing

Alternative 2 – Tangent transition east of river crossing

Hydro Tower Corridor Crossing

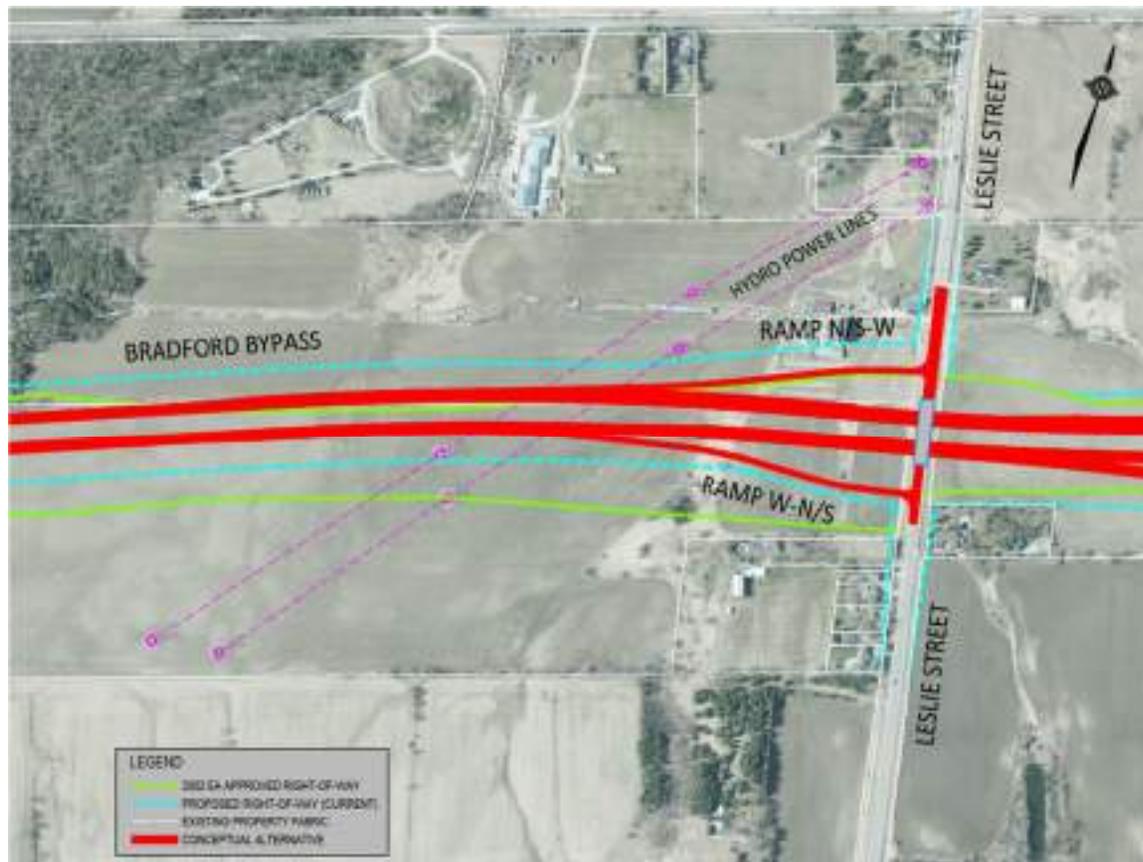


Alignment from the 2002
Approved EA is maintained.

Impacts to two existing
Hydro Towers requiring
relocation.

Base Case – Hydro Tower Relocation

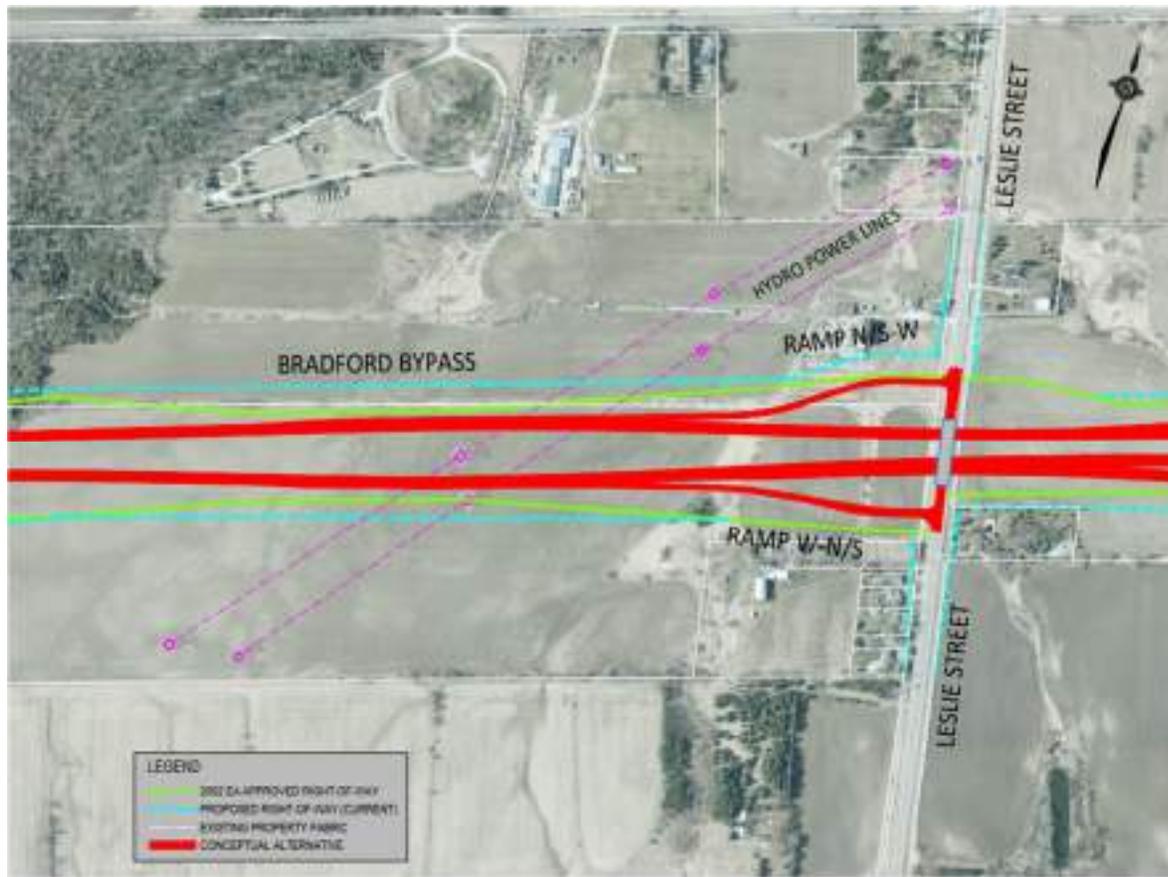
Base Case from 2002 Approved EA Alignment



- Gradual realignment of the Bradford Bypass approximately 50 metres to the north.
- Avoids the need to relocate two Hydro Towers.
- Moderate property impacts. Additional property beyond the 2002 Approved EA required in the northeast and northwest quadrants of the Leslie Street interchange.

Alternative 1 – Alignment Shift To The North

Maintain Hydro Towers and Realign Bradford Bypass to the North



- Gradual flare of the Bradford Bypass WB lanes to the North and EB lanes to the South, requiring an additional 20 metres of property on both sides compared to the Base Case.
- Potentially avoids the need to relocate Hydro Towers.
- Moderate property impacts. Additional property beyond the 2002 Approved EA required in the northeast and northwest quadrants of the Leslie Street interchange.

Alternative 2 – Alignment Flare Around Hydro Tower

Maintain Hydro Tower in the median, and Realign Bradford Bypass Lanes to the North and South

Freeway to Freeway Interchanges

2002 Approved EA Freeway-to-Freeway Interchanges

Highway 400



Highway 404



Base case scenario for
Freeway-to-Freeway
Interchange Design

Designs do not meet
current highway design
standards

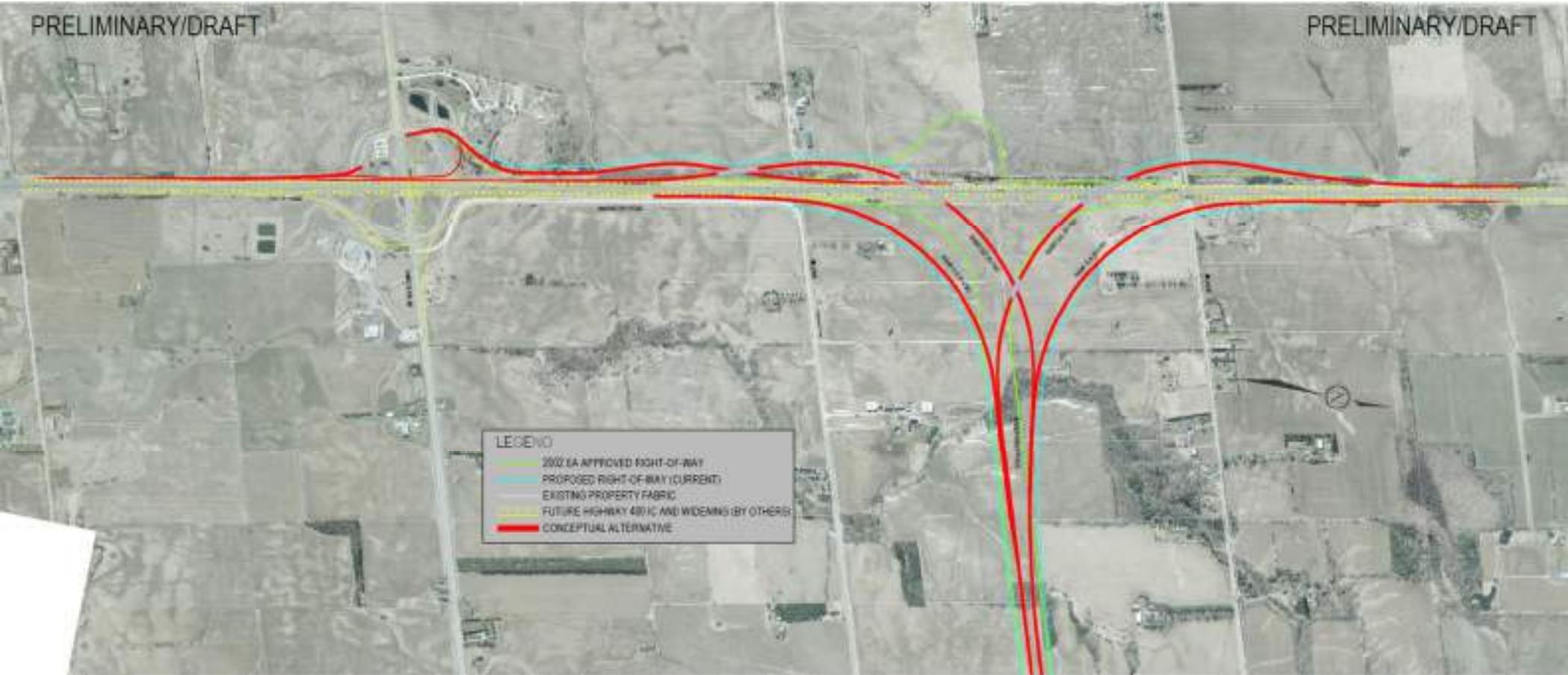
Highway 400 and Highway 404 Interchanges - New Base Case

- 2020 Preliminary Design Updates: Freeway to freeway ramp alignment revisions to meet current design standards.
- General Design Considerations include:
 - Replacement of loop ramps with direct ramps to provide high speed moves for all ramps at Highway 400 and Highway 404
 - 3 level stacked freeway to freeway interchange to accommodate four directional ramps at three levels
 - Accommodations for the existing cemetery at 8th Line adjacent to Highway 400
 - Traffic interactions at adjacent interchanges on Highway 400 and Highway 404

Highway 400

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

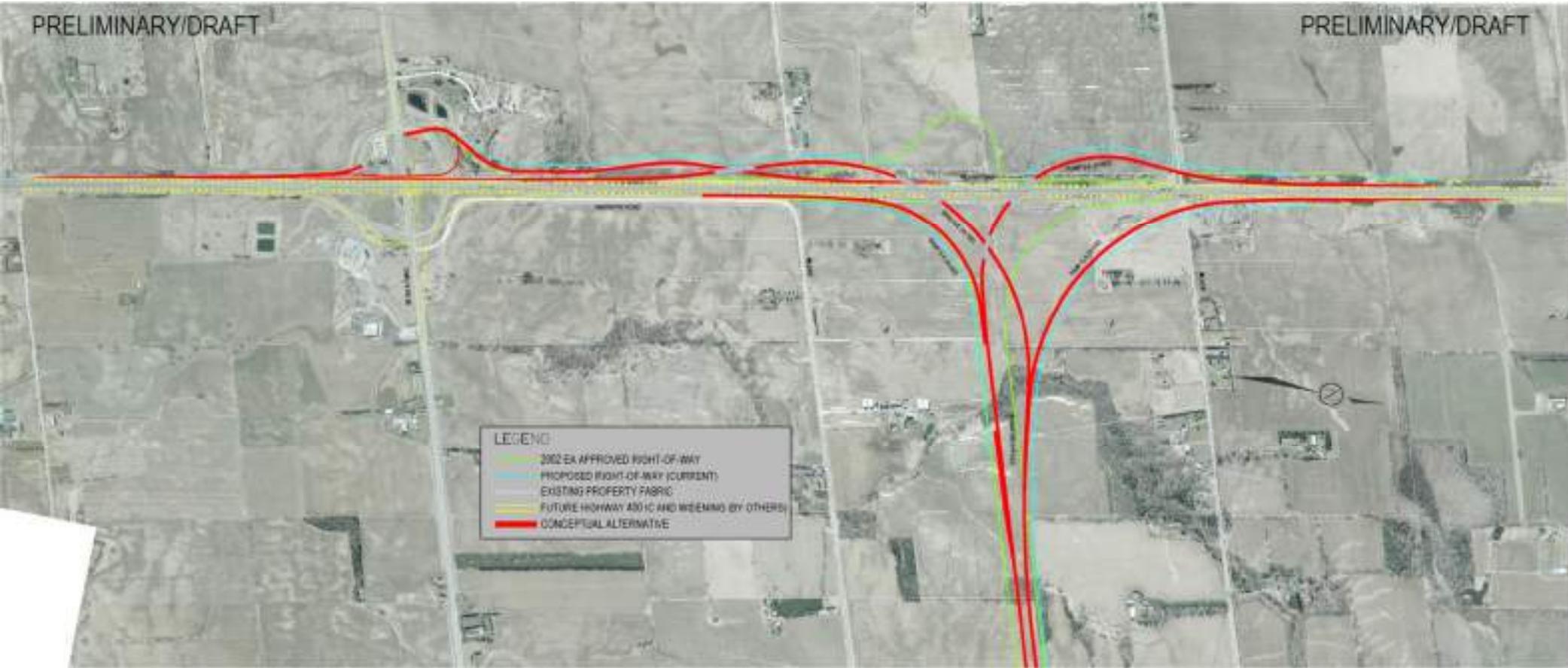


Highway 400 Alternative 1

Basketweave on Highway 400 SB at Simcoe County Road 88 Exit

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

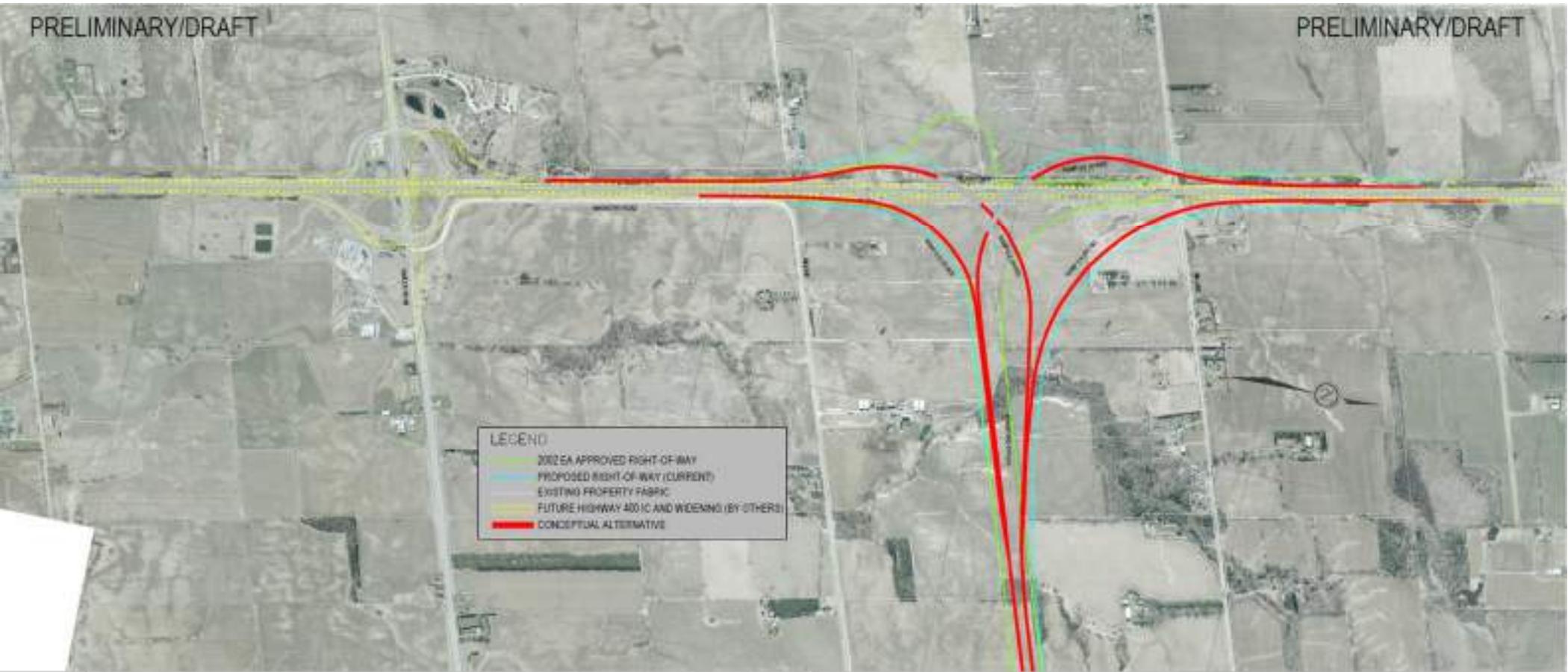


Highway 400 Alternative 2

Basketweave on Highway 400 SB at Simcoe County Road 88 Exit

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT



Highway 400 Alternative 3

Directional ramps WITHOUT BASKETWEAVE

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

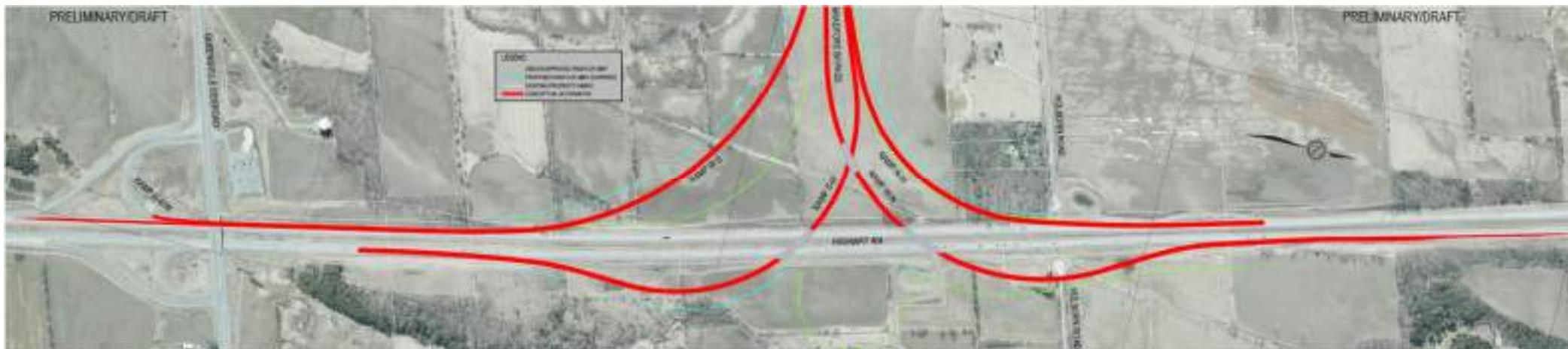
LEGEND

- 3002 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- FUTURE HIGHWAY 400 IC AND WIDENING (BY OTHERS)
- CONCEPTUAL ALTERNATIVE

Highway 400 Alternative 4

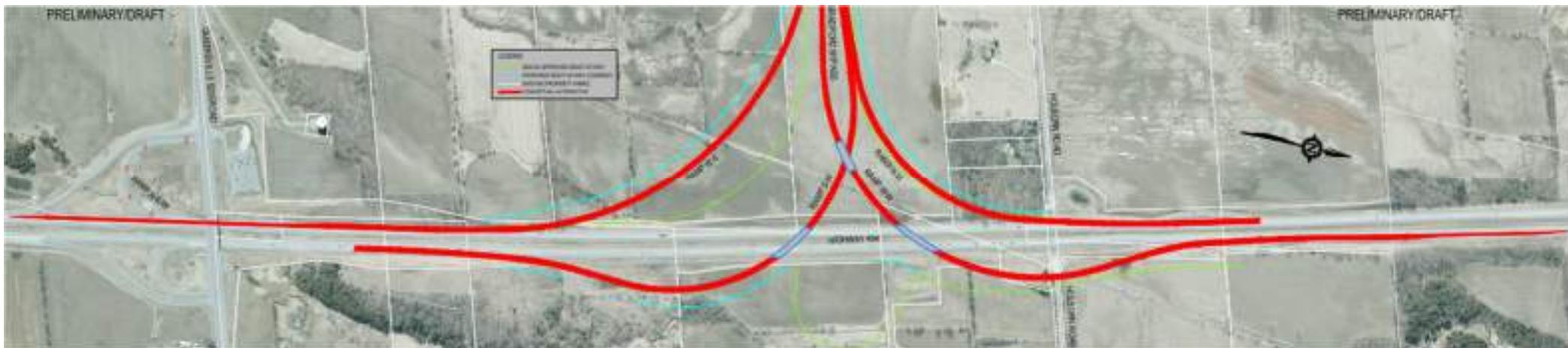
Directional ramps WITHOUT BASKETWEAVE

Highway 404



Highway 404 Alternative 1

Extend 2-Lanes from Bradford Bypass to Connect with Existing Queensville Sideroad Ramp



Highway 404 Alternative 2

Extend 2-Lanes from Bradford Bypass Beyond Queensville Sideroad and Remove Existing Queensville Sideroad Ramp



Highway 404 Alternative 3

Extend 1-Lane from Bradford Bypass and connect with Existing Ramp at Queensville Sideroad Interchange

Municipal Road Interchanges

County Road 4 Interchange

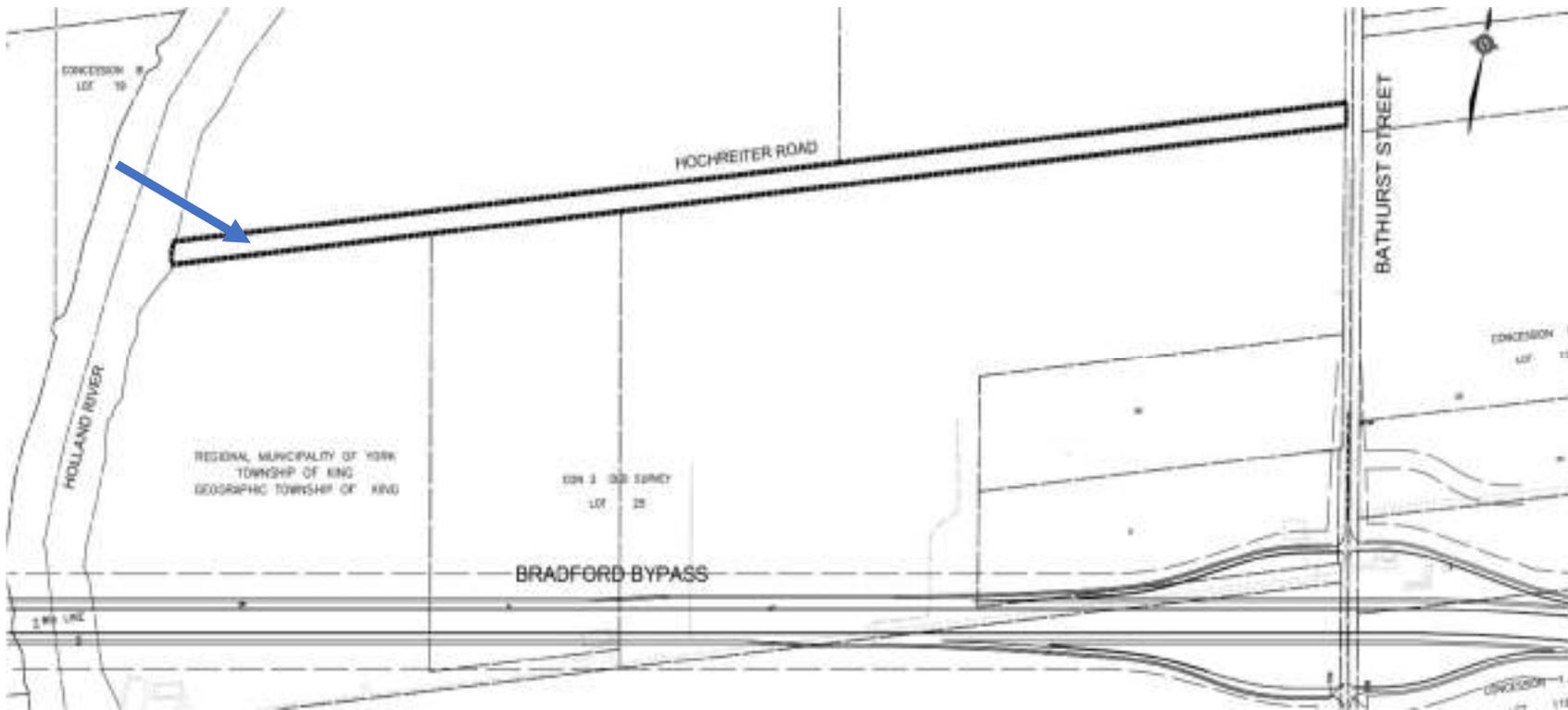


Bathurst Street



Base Case – Bathurst Street

Base Case from 2002 Approved EA Alignment



Bathurst Street - Hochreiter Road

Municipal Road Allowance?

Bathurst Street Interchange

Alternative 1



Alternative 2



Leslie Street



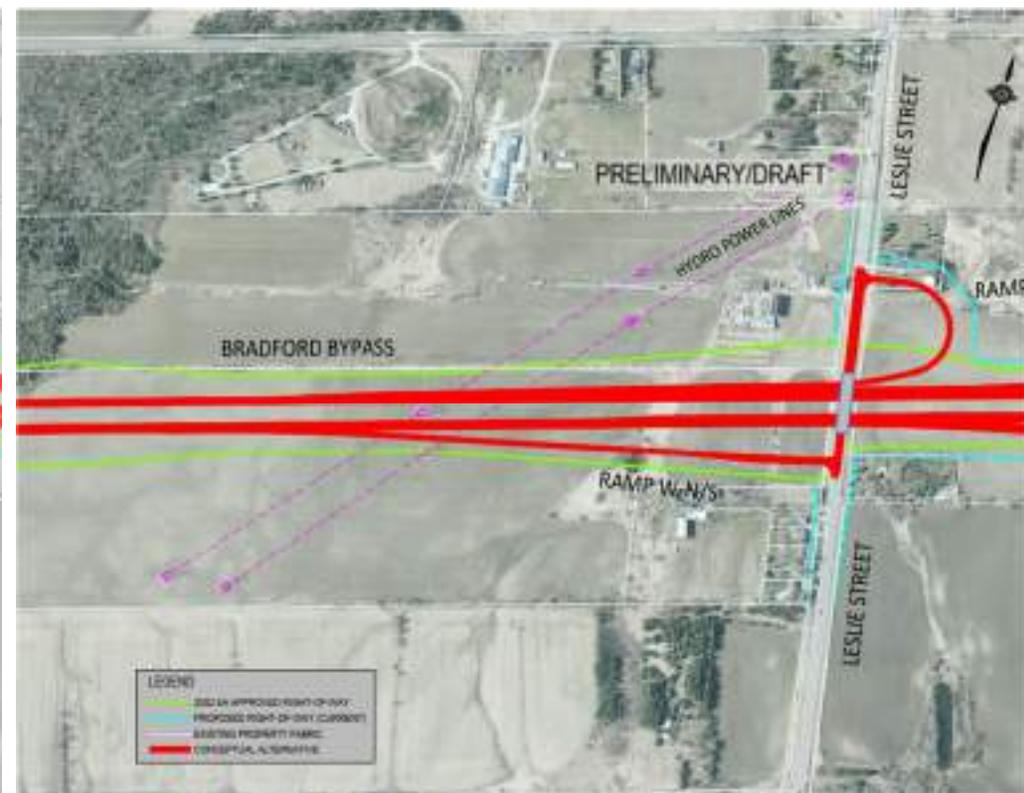
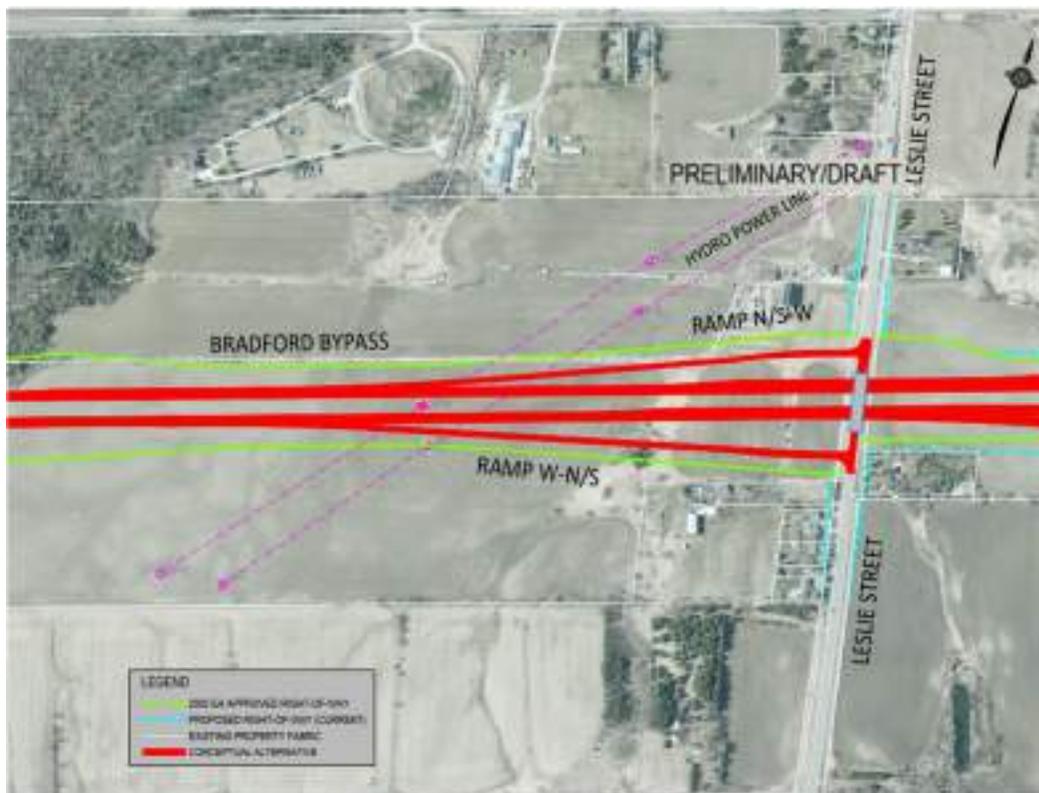
Base Case – Leslie Street

Base Case from 2002 Approved EA Alignment

Leslie Street Alternatives

Alternative 1 – Partial Diamond

Alternative 2 – Parclo A2



Preliminary Design Considerations

Engineering overview

Environmental overview

Overall Engineering Considerations Bradford Bypass

Transportation Highway

- Interchange configurations and Highway Geometrics
- Grading considerations
- Traffic Volume (demand)
- Traffic Operations (Level of Service)
- Traffic Operating Speed (design speeds)
- Safety
- Traffic Staging
- Constructability

Structural

- Bridges, Culverts & Structural Design
- Retaining Walls & Noise Barrier Walls
- Foundations & Geotechnical
- Navigability
- Constructability
- Traffic Staging

Other

- Utilities
- Drainage and Stormwater Management
- Financial (cost)
- Property impacts
- Active Transportation
- Traffic Management Systems
- Illumination / Traffic signals
- Pavement Engineering

Overall Environmental Considerations Bradford Bypass

- Agricultural Lands
- Air Quality (greenhouse gases, traffic emissions)
- Archaeological Resources
- Built Heritage (Built Heritage Resources, Cultural Heritage Landscapes)
- Community Effects (agricultural, industrial, residential, commercial)
- Contamination (areas of medium or high potential contamination)
- Erosion and Sediment Control
- Fish and Fish Habitat (Species at Risk, specialized habitat)
- Groundwater (Highly Vulnerable Aquifers, Significant Groundwater Recharge Areas, Wellhead Protection Areas, water wells)
- Human Health
- Land Use (Designated Areas, Policy Areas)
- Landscape and Snowdrift (aesthetics, revegetation, highway safety)
- Noise (construction noise, traffic noise)
- Surface Water (drainage, fluvial geomorphology, watercourses/waterbodies)
- Terrestrial Ecosystem (Species at Risk, Areas of Natural Significance and Importance, wetlands, woodlots, deer wintering areas)

Overview of Environmental Project Works

- The following environmental discipline studies will be carried out during the current Preliminary Design and Class EA Study:
 - Agricultural Impact Assessment
 - Air Quality Impact Assessment
 - Cultural Heritage Assessment
 - Erosion and Sediment Control Risk Assessment
 - Groundwater Impact Assessment
 - Human Health screening assessment
 - Land Use and Property Impact Assessment
 - Noise and Vibration Impact Assessment
 - Preliminary Landscape Composition Plan
 - Snowdrift Assessment
 - Waste and Excess Materials Management Plan
- Studies initiated in 2020:
 - Archaeological Assessment (Stages 2, 3 and 4)
 - Drainage and Hydrology
 - Fish and Fish Habitat Existing Conditions and Impact Assessment
 - Fluvial Geomorphology
 - Terrestrial Ecosystems Existing Conditions and Impact Assessment
- A Transportation Environmental Study Report (TESR)
 - A TESR will be prepared in accordance with the MTO Class EA to document the design and environmental process, as well as potential environmental impacts and mitigations.
 - The TESR will be made available for public and agency review for a period of 30 days at the end of this study.

Applicable Environmental Legislations and Approvals to be Considered & Applied

Federal

Canadian Navigable Waters Act
Fisheries Act
Migratory Bird Convention Act
Species at Risk Act

Provincial

Clean Water Act
Endangered Species Act
Environmental Activity and Sector Registry
(construction dewatering)
Environmental Assessment Act (Class EA for
Provincial Transportation Facilities)
Environmental Protection Act
Greenbelt Plan
Lake Simcoe Protection Act
Lakes and Rivers Improvement Act
Ontario Heritage Act
Permit to Take Water
Planning Act
Provincial Policy Statement
Safe Drinking Water Act
Water Resources Act
Ontario Regulations (various)

Municipal

Conservation Authority
Regulations
By-Laws (noise, sewer use, forest
conservation, etc.)
Official Plans
Road Occupancy Permit/Road
Closure Permit
Site Plan Review

- The Ministry will continue to review and consider applicability of federal, provincial and municipal legislation for the project
- Permits, Licences, Approvals and Agreements will be secured as required for the project, and conditions of those approvals applied to the project.

Overview of Environmental Protection and Mitigation Strategies for the Project

Avoid

Design refinements and alternatives to horizontal and vertical alignments, grading and component designs (i.e., bridges, culverts, etc.) to avoid incursions, encroachments

Minimize/Mitigate

Where avoidance is not possible, strategies in design refinements and alternatives are implemented to limit the incursion, encroachment or extent of potential impacts that may alter or impact an environmental consideration.

Involves consultation and negotiation and may be part of an approval process.

Compensate/Offset

Where a permanent impact is anticipated and efforts to avoid, minimize and mitigate are not technically feasible, consultation with affected stakeholders, and regulatory agencies are undertaken to determine reasonable compensation, replacement or offsetting measures.

Typically addressed through a Permit, Licence, Authorization or Agreement.

Next Steps

PIC #1

- Virtual PIC Participation and Review Period (To Be Confirmed)
- Webinar Session
- Comments and Responses

Selection of Preferred Design

- Consultation and engagement (on-going)
- Environmental and Design Studies, and impact assessments
- Assess and evaluate the preliminary design refinements and alternatives
- PIC #2 to present the preferred preliminary design

Preliminary Design Study Completion

- Refinement of the preliminary design
- Consultation
- Document the preliminary design and environmental assessment
- Advance to the next phase of design

Feedback from Municipal Representatives

- Feedback and Discussion of the Preliminary Design Refinements and Alternatives presented
- Engagement and Consultation Requirements
 - Confirm communications
 - Consultation Requirements
 - Council Presentations
- Other Items

Questions & Discussion



Minutes of Meeting

Date of Meeting	March 30, 2021	Time 2:00 p.m. – 3:30 p.m.	Project Number 60636190
Project Name	Bradford Bypass Preliminary Design and Environmental Assessment		
Location	Microsoft Teams Meeting		
Regarding	Joint Municipal Meeting (Simcoe County, Town of Bradford West Gwillimbury, Town of East Gwillimbury, York Region, King Township)		
Attendees	Cameron Bevers	MTO – Project Manager	
	Salia Kalali	MTO – Area Manager	
	Harinder Singh	MTO – Project Engineer	
	Rhonda Gribbon	MTO – Environmental	
	Larry Sarris	MTO – Environmental	
	Tim Sorochinsky	AECOM – Project Manager	
	Riyaz Sheikh	AECOM – Deputy Project Manager	
	Jon Newman	AECOM – Highways	
	Mir Hyder	AECOM – Highways	
	Sonia Rankin	AECOM – Environmental	
	Ilya Sher	AECOM – Traffic	
	Christian Meile	Simcoe County	
	David Parks	Simcoe County	
	Greg McGrath	Simcoe County	
	Rob Elliot	Simcoe County	
	Geoff McKnight	Town of Bradford West Gwillimbury	
	Rebecca Murphy	Town of Bradford West Gwillimbury	
	Joe Coleman	Town of Bradford West Gwillimbury	
	Mahesh Ramdeo	Town of Bradford West Gwillimbury	
	Mike Disano	Town of Bradford West Gwillimbury	
	Alan Wiebe	Town of Bradford West Gwillimbury	
	Terry Foran	Town of Bradford West Gwillimbury	
	Mark Valcic	Town of East Gwillimbury	
	Denny Boskovski	Town of East Gwillimbury	
	Mike Molinari	Town of East Gwillimbury	
	Margot Begin	Town of East Gwillimbury	
	Adam Robb	Town of East Gwillimbury	
	Kevin Brake	Town of East Gwillimbury	
	Jamal Massadeh	Town of East Gwillimbury	
	Marco Ramunno	Town of East Gwillimbury	
	Steve Mota	York Region	
	Joshua Wang	York Region	

	Tim Machuletz	King Township
	Carolyn Ali	King Township
Distribution	Attendees and Project Team	
Minutes Prepared By	Mir Hyder, B.Eng.	

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<u>Introductions and Overview:</u>	
<ul style="list-style-type: none"> Meeting attendees introduced themselves. 	Info.
<ul style="list-style-type: none"> T. Sorochinsky provided an overview of the assignment. The Bradford Bypass spans between Highway 400 and Highway 404 and is a 16.2km rural controlled access highway, approved as part of the 2002 EA and route planning assessment. 	Info.
<ul style="list-style-type: none"> There are a number of grade separated crossings at municipal roads and watercourses, as well as various proposed interchanges. 	Info.
<ul style="list-style-type: none"> Anchoring interchanges are freeway to freeway interchanges at Highway 400 and Highway 400, and crossing road interchanges include County Road 4, Bathurst Street, and Leslie Street. 	Info.
<ul style="list-style-type: none"> R. Sheikh provided a summary of refinements that have been developed as part of this preliminary design assignment. 	Info.
<ul style="list-style-type: none"> S. Rankin provide a summary of key elements of the study consultation. The assignment is proceeding as a Group A project under MTO class EA. 	Info.
<ul style="list-style-type: none"> It is noted that the Project Team received various comments from stakeholders and the public and are providing responses on a frequent basis. The project contact list encompasses 435 individuals, all who will receive direct communications. 	Info.
<ul style="list-style-type: none"> The first public information centre (PIC #1) for the assignment is anticipated to occur spanning April – May 2021 and will identify design refinements and alternatives. The second PIC will showcase the recommended plan and is anticipated to take place in 2022. 	Info.
<ul style="list-style-type: none"> Consultation and engagement are some of the key elements that will be a focus of the project, which will also meet regulatory requirements. 	Info.
<ul style="list-style-type: none"> AECOM provided a summary of key stakeholders, among them are Federal, Municipal, Provincial, Conservation Authorities, General Stakeholders, etc. 	Info.
<ul style="list-style-type: none"> AECOM provide an overview of the Study Process including: <ul style="list-style-type: none"> Route planning study (2002); Advanced works prior to 2020 Prelim Design (updating tech standards); Current PD study and EA; Detail Design and EA (Future). 	Info.
<ul style="list-style-type: none"> Notice of Study Commencement (NOSC) was circulated September 2020. 	Info.
<ul style="list-style-type: none"> Field investigation and data collection was initiated in September 2020 and is on-going as the study progresses. 	Info.
<ul style="list-style-type: none"> The study is currently in the preliminary refinements alternatives phase. 	Info.
<u>Preliminary Design Refinements and Alternatives</u>	
<ul style="list-style-type: none"> I. Sher provide details of the traffic analysis being undertaken as part of this study. 	Info.
<ul style="list-style-type: none"> The deficiencies identified in the 2002 EA, include road discontinuity (in particular east / west connections), future demand growth, and the lack of long-term planning. All of these key factors in the study are still applicable today. 	Info.

<ul style="list-style-type: none"> As part of this study, AECOM is undertaking a Capacity Analysis. The Horizon year for this analysis is 2041, and includes developing and analyzing screen lines, similar to those developed in the 2002 EA study. The goal is to assess the forecasted traffic volume versus the capacity of study area. 	Info.
<ul style="list-style-type: none"> AECOM considered three scenarios: 2020 without the Bradford Bypass, 2041 without the Bradford Bypass, and 2041 with the Bradford Bypass. 	Info.
<ul style="list-style-type: none"> It was observed that the current existing conditions of the corridor is at 87% of east-west capacity, and by 2041 the capacity will be exceeded by 9% for screen lines overall. Introduction of Bradford Bypass provides sufficient capacity in the 2041 horizon year. 	Info.
<ul style="list-style-type: none"> Interchange locations and route previously identified in 2002 EA were selected through a weighting/scoring method. Using updated travel demand forecast, interchange alternatives have been developed at each of these locations. 	Info.
Mainline Refinements:	
<ul style="list-style-type: none"> It is noted that there is an existing residential development to the south between County Road 4 and 10th Sideroad. As part of the refinements, the mainline alignment was shifted to the north by approximately 10m to avoid impacts to development in the south. 	Info.
<ul style="list-style-type: none"> Artesian Industrial Parkway / Metrolinx Rail: Refinements were also made to the horizontal alignment in the vicinity of Artesian Industrial Parkway. The 2002 approved EA alignment proposed back to back curves with radii of 1000m which does not meet the current geometric standards. These curves were refined to current standards which include 1700m radii curves. 	Info.
<ul style="list-style-type: none"> Holland River East Branch: <ul style="list-style-type: none"> In the base case (2002 approved EA alignment), the proposed Bradford Bypass alignment runs through both Silver Lakes golf course at the east bank, and Albert's Marina on the west bank. Additionally, it impedes on a known archaeological site along the east bank of the river. Furthermore, there are fluvial concerns as the river meanders to the north introducing design complexities with respect to the proposed bridge crossing. Alternative 1: Shifts the mainline to the south by approximately 150m at the most pronounced location. This alternative alleviates design complexities and potentially mitigates environmental impacts for some components. Additional considerations include mitigating impacts to the marina and golf course. There are still residential impacts relative to the 2002 EA alignment. This alternative ties back into 2002 EA alignment just east of Yonge Street. Alternative 2: Slight modification to Alternative 1. The Bradford Bypass ties back into the existing alignment via a tangent section approximately 1km east of Yonge via a tangential section. 	Info.
<ul style="list-style-type: none"> Hydro Tower Corridor: <ul style="list-style-type: none"> There is an existing hydro corridor just west of Leslie Street with a northeast to southwest alignment. The base case (2002 approved EA Alignment) would require relocation of hydro towers as the Bradford Bypass would be in direct conflict with the existing towers. Hydro one requested additional consultation as the project and design progresses. Alternative 1: Alignment of the Bradford Bypass shifts to the north relative to the 2002 EA alignment, and passes between the existing towers. With a northerly shift of approximately 50m, this alternative potentially avoids the need to relocate towers pending additional Hydro One consultation. Alternative 1 generates 	Info.

<p>moderate property impacts to the north and changes the footprint of the Leslie Street interchange.</p> <ul style="list-style-type: none"> ○ Alternative 2: The Bradford Bypass median is flared around the existing Hydro towers, generating additional property impacts of approximately 20m on both sides of the 2002 EA ROW. This alternative poses challenges with access to the Hydro Tower in the median. Additional consultation with Hydro One is required. 	
<p>Freeway to Freeway interchanges:</p>	
<ul style="list-style-type: none"> ● AECOM undertook an advanced design assignment on behalf of the MTO prior to the study to update certain highway elements to current design standards, including the freeway to freeway interchanges at Highway 400 and Highway 404. It is noted that current standards do not allow for loop ramps and design parameters have also changed. The design was updated to include full directional ramps. 	<p>Info.</p>
<ul style="list-style-type: none"> ● Highway 400: <ul style="list-style-type: none"> ○ Alternative 1: All interchange ramps are designed to a 750m radii allowing for a 120km/h design speed. Additional property is required beyond 2002 EA alignment, based on current standards. This alternative introduces a basketweave structure for motorist travelling from the Bradford Bypass to 400 southbound and motorists accessing Simcoe Road 88 from Highway 400 (southbound). ○ Alternative 2: Modification to Alternative 1 reducing impacts to property by introducing smaller radii for ramps with lower traffic volumes (100km/h design speed). Major moves are maintained at a 120km/h design speed. ○ Alternative 3: Revise the geometric parameters of the ramps to have only the major move from Bradford Bypass to Highway 400 designed to a 750m radius ramp (120km/h design speed). All other ramps are revised to 440m radii with 100km/h design speeds. The modifications in this alternative provide westbound Bradford Bypass traffic with an opportunity to exit to the Simcoe County Road 88 interchange. Weaving analysis will be conducted to assess the performance of this alternative. ○ Alternative 4: Variation to Alternative 3. Geometric adjustments through the introduction of multiple curves for the Bradford Bypass to Highway 400 southbound ramps. AECOM will assess vehicle interactions and review feasibility. 	<p>Info.</p>
<ul style="list-style-type: none"> ● Highway 404: <ul style="list-style-type: none"> ○ Alternative 1: Major traffic movement is Bradford Bypass to Highway 404 south (GTA bound). The ramp has a ramp radius of 750m which translates to a 120 km/h design speed. This ramp will interact with the Queensville Sideroad off-ramp with one lane carried through to the Queensville Sideroad exit and the other merging with Highway 404. ○ The other three ramps are designed to ramp geometrics equivalent to a 100km/h design speed. ○ Alternative 2: This alternative extends the two W-S ramp lanes beyond the existing Queensville interchange. The southbound off ramp to Queensville Sideroad is closed with this alternative. Motorists would use adjacent interchanges to access this area. 	<p>Info.</p>

<ul style="list-style-type: none"> ○ Alternative 3: Two lanes from the Bradford Bypass to Highway 400 southbound ramp merge into one lane prior to the Queensville interchange. This requires minor modifications at the Queensville Sideroad interchange. ○ Alternative 4: This alternative introduces a Basketweave, separating Highway 404 southbound traffic from the Bradford Bypass to Highway 404 southbound ramp (W-S ramp) traffic. Motorists using the Bradford Bypass would need to exit at the Leslie Street Interchange to access Queensville Sideroad. There is considerable amount of property impacts in the southwest quadrant associated with this alternative. There are also impacts to the existing commuter lot. 	
<p>Municipal Interchanges:</p>	
<ul style="list-style-type: none"> ● County Road 4: <ul style="list-style-type: none"> ○ A Parclo A4 is proposed for this interchange location with a slightly larger property footprint than the 2002 Approved EA design. It is noted that the design is still maintained within the 2002 EA approved right of way. County Road 4 is proposed to pass over the Bradford Bypass (Underpass structure). This alternative facilitates the projected heavy traffic demand at this location. 	<p>Info.</p>
<ul style="list-style-type: none"> ● Bathurst Street: <ul style="list-style-type: none"> ○ The base case at this location is a diamond interchange as per the 2002 approved EA. This option features two directional on ramps and off ramps. A minor realignment is required to the marina access road. Property impacts are identified in the northeast and northwest quadrants. ○ It is noted that Hochreiter Road is a private road owned by the various property owners adjacent to the road. AECOM inquired if King Township is aware whether a sliver parallel to the private road to the north is a public road allowance. AECOM is requesting confirmation on the parcel to determine the treatment of the owners that access their respective properties via the private road. AECOM/MTO to follow up with King Township (C.Ali, T. Macheultz) regarding a request for confirmation. ○ Alternative 1: Maintains the Diamond interchange configuration with some modifications. Generated alternatives for the Bathurst street interchanges include potential roundabouts at the north and south ramp terminals which are to be confirmed pending further design development. Access to the Marina is modified to connect directly to the north roundabout ramp terminal. This alternative does present some challenges with respect to signing the roundabout due to the additional roundabout leg. ○ Alternative 2: Maintains the Diamond interchange configuration with some modifications. This alternative realigns the entrance to the Marina to the north by approximately 400m as per MTO control access guidelines with respect to distances of entrances from ramp terminals. 	<p>Info.</p> <p>AECOM / King Township</p>
<ul style="list-style-type: none"> ● Leslie Street: <ul style="list-style-type: none"> ○ The base case is a partial diamond interchange due to the proximity of Highway 404 Freeway to Freeway interchange. A full moves interchange at this location is not feasible. ○ Alternative 1: This carries forward the partial diamond interchange. Depending on outcome of mainline alternatives for hydro crossings, the alignment of the interchange may shift slightly. 	<p>Info.</p>

<ul style="list-style-type: none"> ○ Alternative 2: This alternative introduces a Parclo A2 configuration in the north quadrant of the interchange. As a result, additional property impacts are expected in the north east quadrant. This modification provides additional room with respect to Hydro tower crossings and required horizontal clearances. 	
<p>Preliminary Design Considerations:</p> <ul style="list-style-type: none"> ● Various design considerations have been made in preparation of the design alternatives and will also be made in subsequent design stages including: <ul style="list-style-type: none"> ○ Highways, structural design, grading, traffic volumes, operations, bridges, culverts, navigability, etc. ○ Active Transportation, Illumination, pavement engineering etc. ○ Environmental: Agricultural lands, air quality, archaeological resources, built heritage, community effect, contamination, erosion sediment control, groundwater, and fish and fish habitat. ○ There are a wide range of environmental studies being conducted for this assignment. A detailed list is available on the project website. ● A TESR will be prepared based on the impact assessments conducted as part of this study. It will be made available for a 30-day public review period at the end of this study. 	<p>Info.</p> <p>Info.</p>
<p>Applicable Legislations and Approvals</p> <ul style="list-style-type: none"> ● MTO will review and consider applicability of legislation for this assignment including Federal, Provincial and Municipal components. ● Permits, licenses, and agreements and approvals will be secured as required for the projects and conditions of approvals will be applied to the project. 	<p>Info.</p> <p>Info.</p>
<p>Environmental Protection and Mitigation</p> <ul style="list-style-type: none"> ● Regarding environmental impacts, the first approach is to avoid the impact/encroachment, through modifications to grading alignments, profiles etc. Where it is not possible to avoid impacts, strategies to make refinements to minimize and mitigate impacts where they may occur. The Project Teams looks to find least impactful refinements to move project forward, which involves consultation and engagement. Minor tweaks and adjustments are reviewed with key stakeholders. ● In cases when the above cannot occur, compensation or a buyout offer is made. This is used as a last resort, as issues can be typically be addressed through a permit, licenses, authorization, or agreement. 	<p>Info.</p> <p>Info.</p>
<p>Next Steps:</p> <ul style="list-style-type: none"> ● The study is progressing towards the first PIC #1. This will be a virtual PIC with participation from the public/ stakeholders. Given the limitations with COVID, the review period (2 weeks) will be followed up with a webinar to further engage the public on the PIC process. ● Following the PIC, the Project Team will continue consultation and engagement with stakeholders and the public. Additional emphasis will be placed on engagement and consultation with key stakeholders and agencies. ● Environmental Impact Assessments and design studies will continue in the next phase of design. The Project Team will assess and evaluate preliminary design refinements and alternatives. PIC #2 will present the preferred preliminary design. ● The final stage includes refinements to preliminary design based on comments and feedback received from the ongoing consultation. A final Transportation Environmental Study Report and Preliminary Design Report will be prepared documenting the preliminary design and EA process. 	<p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p>

<p><u>Feedback from Municipal Representatives:</u></p>	
<ul style="list-style-type: none"> The Project Team welcomes feedback from all municipalities over the duration of the study. Bradford West Gwillimbury (BWG): 	All
<ul style="list-style-type: none"> BWG noted that their council is very enthusiastic to see this project move forward. During last years kickoff call, the Town reiterated interest in a partial interchange at 10th Sideroad. AECOM noted that opportunities to not preclude an interchange in this area are being looked at. Some basic alternatives have been developed to determine the feasibility of an interchange at this location. From a Provincial perspective, the Ministry does not see a provincial need for an interchange at 10th Sideroad. The Ministry would not object to an interchange but would want the town to lead the initiative. 	Info.
<ul style="list-style-type: none"> BWG inquired if a basketweave ramp from Bradford Bypass to South on Highway 400 would preclude traffic from exiting on County Road 88. The Town prefers an exit at County Road 88 to service future employment opportunities. If Alternatives 1 or 2 are the preferred option, this would place further emphasis for access at 10th Sideroad. 	AECOM
<ul style="list-style-type: none"> It was noted that the recent Provincial budget set aside money for work on the BBP which could potentially begin by the end of this year. BWG requested clarification on how advance work could begin prior to finalizing the EA. The Ministry's understanding is that the budget announcement included funding that MTO requested back in February, for the Simcoe County Road 4 structure and other potential Early Works opportunities that are still-to-be identified. MTO noted that we <u>do not</u> have EA approval to construct anything related to these Early Works at this time. MTO would require "approvals" to proceed with work in 2021. 	Info.
<ul style="list-style-type: none"> There is a 15-year-old section of noise wall, just west of County Road 4. MTO was a party to the hearing in which a settlement required that the developer build a noise wall to MTO standard at that time. BWG inquired if the adequacy of this noise wall be assessed through acoustic reports. The Project Team will discuss this with a noise specialist. Any details on this wall that the are available would be of value to the Project Team. If not, the Project Team will confirm details via a site visit. 	BWG / AECOM
<ul style="list-style-type: none"> Large commercial park developments are proposed to the north of the 10th Sideroad corridor. BWG inquired when details of this potential interchange and elevations of the Bradford Bypass through this area will be available. AECOM will continue to develop and refine profiles as part of the next phase of the project. AECOM will make note of the park and share details of the profiles once developed. 	AECOM
<p>East Gwillimbury (EG):</p>	
<ul style="list-style-type: none"> EG inquired if the recently announced provincial budget includes the EA and Preliminary Design of the Bradford Bypass or does it include the Detail Design and Construction as well. The Ministry noted that there may be a desire, given the size of the BBP, to breakup the overall project into multiple contracts. Intention of funding is for acquiring property, constructing advanced contracts, as well as funding the current studies. Although funding is available, it need approvals before any construction works can proceed. MTO is committed to continuing with preliminary design works under current timelines ending in late 2022 or early 2023. The Ministry is also in the process of acquiring property from willing sellers. 	Info.
<ul style="list-style-type: none"> EG would like more direct consultation on this project given that a majority of the works are within East Gwillimbury. EG also requested quicker response times from the Project Team to inquiries made on the project website. EG noted that their Council would like to see more PICs to help keep the public more informed. AECOM acknowledged the feedback. 	Info.

<ul style="list-style-type: none"> EG noted that their Council requests an interchange at 2nd Concession Road. The planning environment is different now to where it was during the original EA. East Gwillimbury is conducting a land needs assessment to include future development of white belt lands which would support the need for a 2nd Concession interchange. Also, Second Line has direct line of sight to the GO transit line with linkages to adjacent employment areas. EG's interest in an interchange at 2nd Concession road has been noted. The project team confirmed that an interchange is feasible; however, it will not be included in this study since MTO cannot protect for property without a provincial need. All efforts will be made not to preclude an interchange at this location. An EA for a future interchange at 2nd Concession would be a Municipal initiative. 	Info.
<ul style="list-style-type: none"> EG also inquired if the Project Team will be reassessing vertical alignment and lane configurations. Bathurst is proposed to be an underpass, but is very close to bodies of water, and may have ground water issues. The Project Team will continue to review underpasses verses overpasses at various locations. 	Info.
<ul style="list-style-type: none"> Both EG and York Region have challenges managing traffic volumes at the Highway 11 and Bathurst Street intersection. EG inquired if impacts at this intersection are being modelled. The concern is, if an interchange is constructed at Bathurst Street, a majority of traffic will go south to that intersection and will further impact operations. AECOM noted that typically, key intersections within the area of influence of the ramp terminals are included in the forecast model, however this falls outside of that influence area. 	Info.
<ul style="list-style-type: none"> EG inquired if the Ministry would consider a full interchange at 2nd Concession in lieu of a partial interchange at Leslie? MTO noted that Leslie Street is a Regional Road, with EA approval for a partial interchange obtained in the 2002 EA. It is noted that York Region does not have any comments with respect to interchange location, and would be happy to continue working with MTO and the municipality to deliver an interchange that provides the maximum benefit. An assessment has been completed and there are no obvious conflicts with an interchange at 2nd Concession Road, but this would need to be confirmed based on further assessment. The Project Team will assess which location provides the most benefit. 	AECOM / MTO
<ul style="list-style-type: none"> EG requested additional information regarding the first PIC. AECOM noted that the PIC will be virtual and that all PIC material will be posted to the project website. There will be advanced notification and mailouts etc. in advance of the PIC. The posted material will be on the website for the remainder of the project. The public input period will be approximately 2 weeks, after which the Project Team will respond to comments. A webinar presentation around May 18th will be held to address comments and answer key questions. 	Info.
<ul style="list-style-type: none"> EG requested a copy of the presentation. AECOM will circulate a copy to attendees. <i>Post Meeting Note: A copy of the presentation was circulated to all attendees.</i> 	AECOM
Simcoe County (SC):	
<ul style="list-style-type: none"> SC requested that the Ministry provide an update on the request for a federal EA. MTO provided a detailed report to IAAC addressing their areas of interests. A decision from IAAC is anticipated by early May. 	Info.
<ul style="list-style-type: none"> Note: On the IAAC website, the BBP is now on the registry under 81382. 	Info.
<ul style="list-style-type: none"> SC inquired if there are any changes to delivery of County Road 4? The Project Team are proceeding under the assumption that this work will continue. It is the Ministry's intention to proceed with this undertaking assuming that the necessary approvals will be in place. 	Info.
AECOM / MTO:	
<ul style="list-style-type: none"> Bradford West Gwillimbury, East Gwillimbury and King have indicated an interest in council presentations. York Region will confirm if a council presentation is required. Simcoe County 	AECOM

<p>staff will provide an update to Council and will advise if a presentation is needed. AECOM will coordinate with the respective clerks for bookings.</p> <ul style="list-style-type: none"> • MTO inquired if King Township is generally supportive of a Bathurst Street Interchange? This may be answered in the council meeting. King Township noted it would be beneficial for council to see this presentation before responding. • AECOM inquired if there are there any agricultural community groups that we should include in our consultation program. It was suggested to include the Holland Marsh Growers Association. <i>Post Meeting Note: The Holland Marsh Growers Association is already on the project contact list (Jody Mott, Exec Director). They also received the Notice of Study Commencement in September.</i> 	<p>Info.</p> <p>AECOM</p>
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Minutes of Meeting

Date of Meeting	July 28, 2021	Time	10:00am – 11:00am	60636190
Project Name	Bradford Bypass EA/ Preliminary Design			
Location	Microsoft Teams Teleconference			
Regarding	Meeting to Discuss Active Transportation			
Attendees	Harinder Singh	MTO		
	Larry Sarris	MTO		
	Rhonda Gribbon	MTO		
	Nicole Ramesar-Fortner	MTO		
	Tim Sorochinsky	AECOM		
	Riyaz Sheikh	AECOM		
	Mir Hyder	AECOM		
	Sarah Schmied	AECOM		
	Joe Coleman	Bradford West Gwillimbury		
	Terry Foran	Bradford West Gwillimbury		
Distribution	Attendees & Project Team			
Minutes Prepared By	Mir Hyder, B.Eng.			

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Meeting Minutes	Action
<ul style="list-style-type: none"> R.Sheikh provided an overview of the project. AECOM inquired about the municipality’s intentions for active transportation along Professors Day Drive. It is noted that Bradford West Gwillimbury (BWG) intends to incorporate multi-use paths or sidewalks on both sides. Similarly, a multi-use path or sidewalk will also be incorporated on Artesian Industrial Parkway and County Road 4. AECOM inquired if there is a proposed cross section of Professors Day Drive. There are no up to date cross sections available, however it is noted that information may be available in the 2005 Transportation Master Plan. AECOM to review. AECOM are developing cross sections based on the feedback received to date from municipalities. The draft cross-sections will be circulated to the municipalities for feedback and discussions. BWG noted that Professors Day Drive will be 2 lanes north of 8th Line, and 4 lanes south of 8th Line, however this would need to be confirmed. BWG will follow up with AECOM. BWG inquired if there was any opportunity to accommodate paths and crossing locations via proposed culverts, watercourse crossings, and wildlife crossings through the BBP corridor. BWG noted there are plans for a pedestrian crossing between East Gwillimbury and West Gwillimbury. In addition, there is interest in providing pedestrian crossings along the west side of the BBP corridor. It was noted that the structure spans along both Holland River crossings will be large with opportunities to accommodate a crossing as the as the design develops. It is also noted that the Ministry needs to meet navigation clearance 	<p>Info. Info.</p> <p>AECOM</p> <p>AECOM</p> <p>BWG</p>

<p>requirements for the east and west branches of the Holland River, and the size of the structure will be dependent on federal approvals among engineering and environmental requirements.</p> <ul style="list-style-type: none"> • AECOM will be looking to conduct an impact assessment, including impacts associated with wildlife crossings and the crossing sizes as part of the study process. This will need to be discussed with MNRF to determine what opportunities are available for crossing locations. • BWG wants to protect for future a trail north and south of watercourse 2 and 3 (as per BWG mapping) and would like culverts at these water courses to be sized accordingly. Watercourse 4 and 5 (as per BWG mapping) are also in consideration for trails. The request is to provide oversized culverts throughout the corridor to no preclude future development. AECOM will review opportunities for an oversized culvert at these locations. • It is noted that BWG is looking to acquire the bush lot near watercourse 5 for a future municipal park. AECOM inquired if BWG could provide any available plans for the proposed park. No plans are available at the moment. Plans are also unavailable for the trail corridor adjacent to Highway 400. 	<p>Info.</p> <p>AECOM</p> <p>Info.</p>
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Minutes of Meeting

Date of Meeting	July 29, 2021	Time 3:30pm – 4:30pm	60636190
Project Name	Bradford Bypass EA/ Preliminary Design		
Location	Microsoft Teams Teleconference		
Regarding	Meeting to Discuss Active Transportation		
Attendees	Harinder Singh	MTO	
	Salia Kalali	MTO	
	Rhonda Gribbon	MTO	
	Tim Sorochinsky	AECOM	
	Riyaz Sheikh	AECOM	
	Mir Hyder	AECOM	
	Sonia Rankin	AECOM	
	Sarah Schmied	AECOM	
	Paul Newman	East Gwillimbury	
	Mike Molinari	East Gwillimbury	
	Aaron Karmazyn	East Gwillimbury	
	Frank Mazzotta	East Gwillimbury	
	Mark Valcic	East Gwillimbury	
Distribution	Attendees & Project Team		
Minutes Prepared By	Mir Hyder, P.Eng.		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Meeting Minutes	Action
<ul style="list-style-type: none"> R.Sheikh provided an overview of the project. 	Info.
<ul style="list-style-type: none"> AECOM has been in correspondence, including meetings, with East Gwillimbury (EG) throughout the study process and have obtained preliminary cross-section requirements for roadways under East Gwillimbury’s jurisdiction. Based on the available information, MUP or sidewalks have been identified for Bathurst Street and Yonge Street. At Leslie Street, there is an existing cycling facility to the south that is ultimately planned to become a dedicated cycling facility. 	Info.
<ul style="list-style-type: none"> AECOM is currently developing cross sections for roadways along the Bradford Bypass and will circulate these back to the municipality for input and feedback. 	Info.
<ul style="list-style-type: none"> EG inquired about the potential for a trail crossing at the Holland River. East Gwillimbury would like the Ministry to facilitate a trail crossing along the Holland River. 	Info.
<ul style="list-style-type: none"> EG is excited to hear about the announcement of the Bradford Bypass. Park and Facilities are looking forward to collaborating with the team to enhance and expand their trail system. 	Info.
<ul style="list-style-type: none"> Consideration is also being made for potential water transportation as well, including recreational activities such as canoeing and paddling among others. 	Info.

<ul style="list-style-type: none"> • EG inquired if an alignment has been identified for the Bradford Bypass. At this time the Project Team is in the process of evaluating design alternatives. A preferred alignment will be available by the Fall of 2022, when PIC #2 is scheduled to occur. 	<p>Info.</p>
<ul style="list-style-type: none"> • EG will forward the Active Transportation Master Plan to the group. This will provide a good basis to determine where there are potential opportunities to connect existing routes. 	<p>EG</p>
<ul style="list-style-type: none"> • AECOM inquired if there are any shape files or CAD available with respect to the trail routes. EG will provide the linework completed in 2012. An update has occurred since then, however these are indicative of the general plan. Updated shape files to reflect the updated network will also be provided as they become available. AECOM requested that these files are circulated to Riyaz Sheikh, Mir Hyder, Harinder Singh, Larry Sarris, and Sonia Rankin. 	<p>EG</p>
<ul style="list-style-type: none"> • AECOM noted that EG's main points of contact are noted to be Adam Robb and Denny Boskovski. EG requested that Frank Mazotta and Aaron Karmazyn are to be included in all future correspondence as well. 	<p>AECOM</p>

**Highway 400 – Highway 404 Link (Bradford Bypass)
County Road 4 Advance Contract**

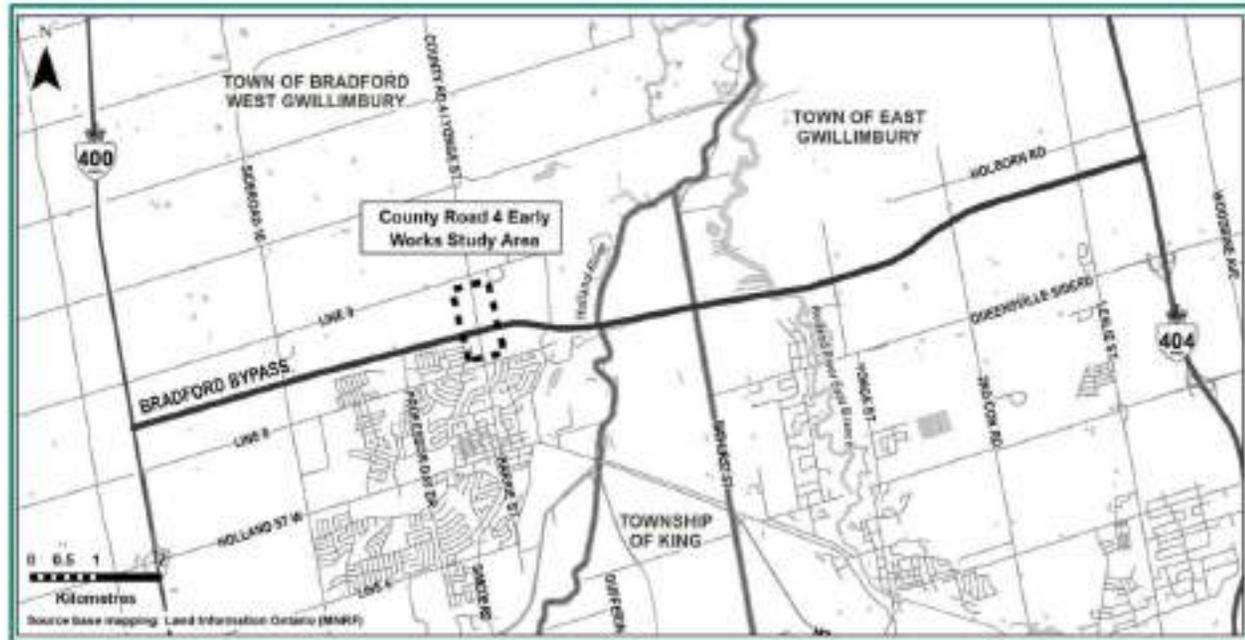
G.W.P. 2008-21-00

Stakeholder Meeting
County of Simcoe & Town of Bradford West Gwillimbury

September 22, 2021

Agenda

- Project Overview & Schedule
- Existing Conditions
- Proposed Work
 - Interim Widening Works
 - Future Interchange Works
 - Construction Staging
 - Environmental Overview and Approvals
- Key Discussion Items
- Next Steps
- Questions & Comments



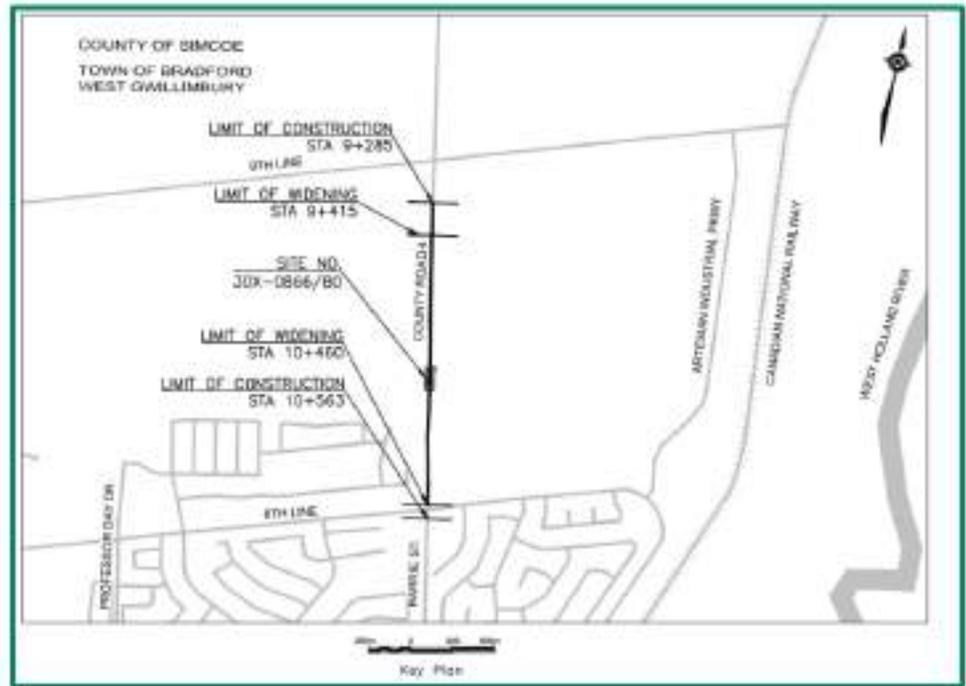
Project Overview

- County of Simcoe, County Road 4: Phase I widening from 11th Line to 8th Line, Environmental Study Report (June 2012). (Site preparations commenced in late 2020.)
- MTO, Highway 400 – Highway 401 Link (Bradford Bypass) Preliminary Design and Class Environmental Assessment Study. (Commenced September 2020, Ongoing)
- MTO, County Road 4 Advance Contract, Design-Build Ready assignment. (Commenced April 2021, Ongoing)



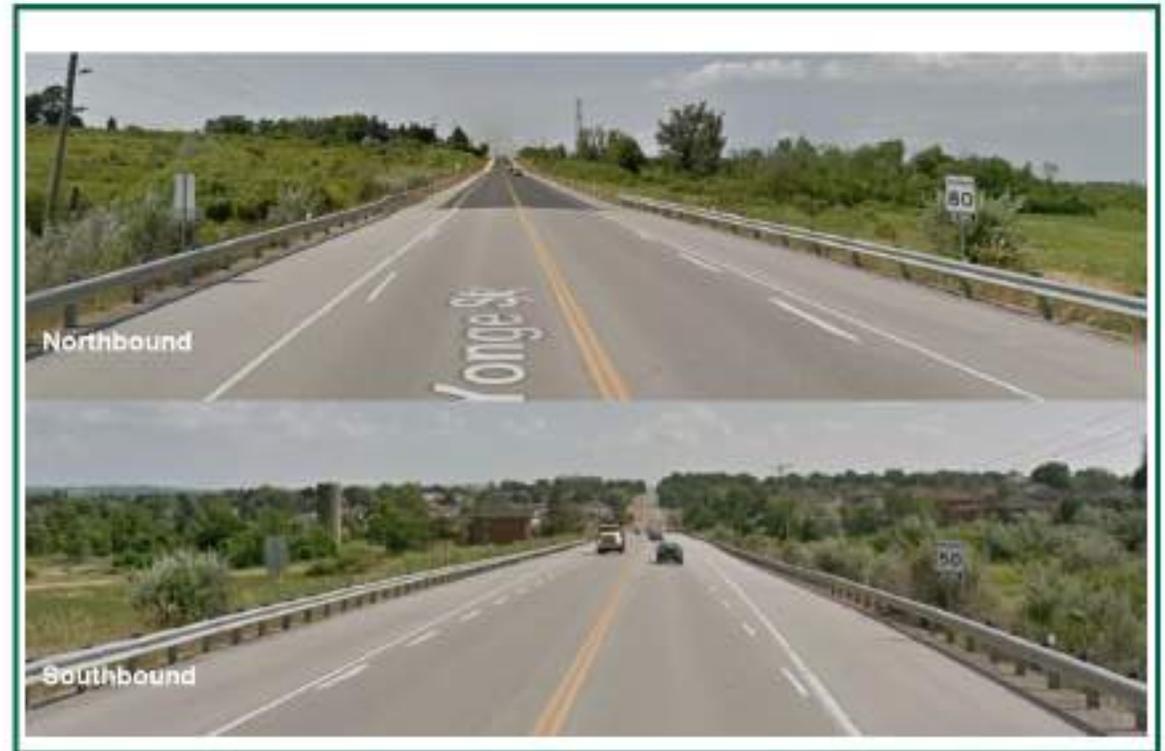
Project Overview - County Road 4 Advance Contract

- Design-Build of a new Underpass Bridge for the future Highway 400-Highway 401 Link (Bradford Bypass) and widening from 2 to 4 lanes on County Road 4, between 8th Line intersection and 9th Line intersection, in the Town of Bradford West Gwillimbury and County of Simcoe.
- The new bridge and widening will be designed to meet the Ministry's requirements for a future County Road 4 interchange.
- **Procurement Schedule:**
 - DB-RFP Advertisement – Fall / Winter 2021
 - DB-RFP Award – Spring 2022



Existing Conditions – County Road 4

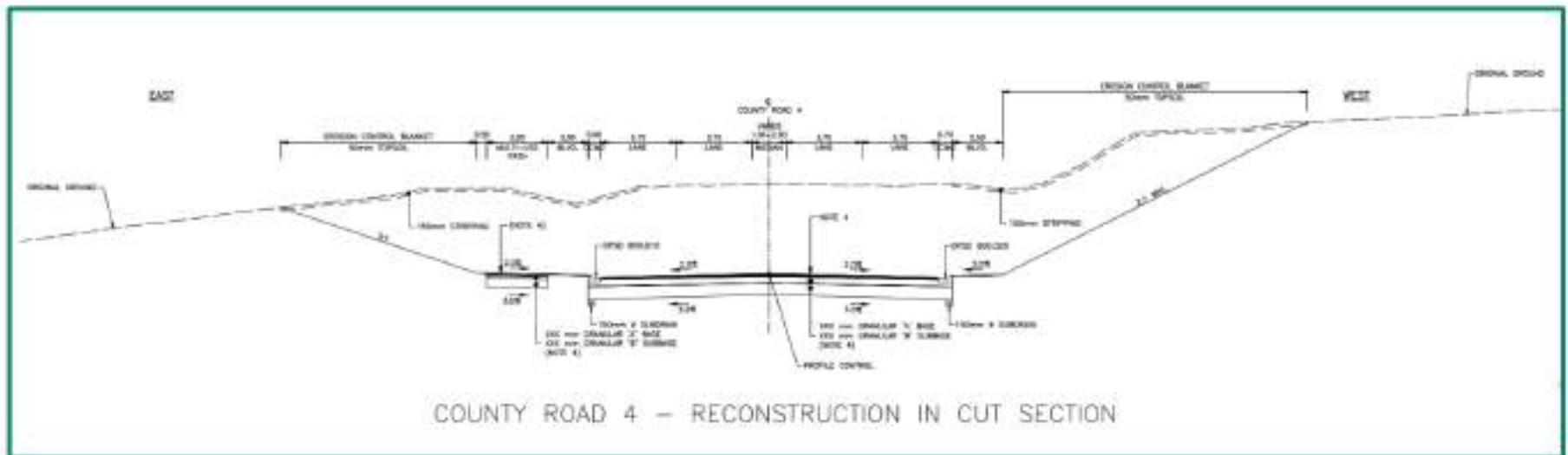
- Mixed urban and rural roadway
- Mixed posted speed
- Profile
- Drainage
- Driveways
- 8th Line Intersection
- Property
- Utilities



Interim Works - County Road 4 Widening

Interim Works (GWP 2008-21-00 Contract):

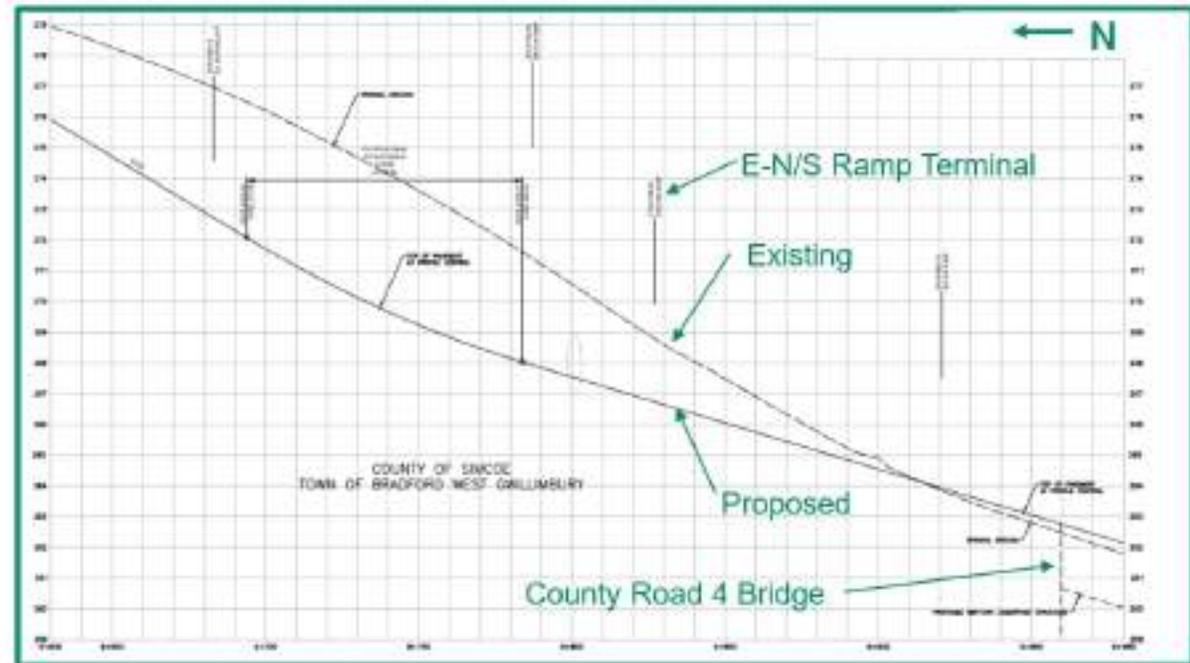
- New underpass bridge (Per County Road 4 and Bradford Bypass Requirements)
- Urban undivided County Road 4 with 80km/h design speed (UAU 80) and 60 km/h posted speed.
- Widening from 2 to 4 lanes, including redesign of the roadway to meet future interchange requirements (significant cut & fill).
- 3.0 m interim multi-use pathway



Interim Works - County Road 4 Widening

Interim Works (GWP 2008-21-00 Contract):

- Driveway realignments and relocations.
- Interim drainage system improvements and culvert extensions.
- Provisions for the future interchange (Electrical, ATMS, grading).
- Interim illumination, pavement markings, signage, and traffic control devices.



Future Works – County Road 4 Interchange

Future Works:

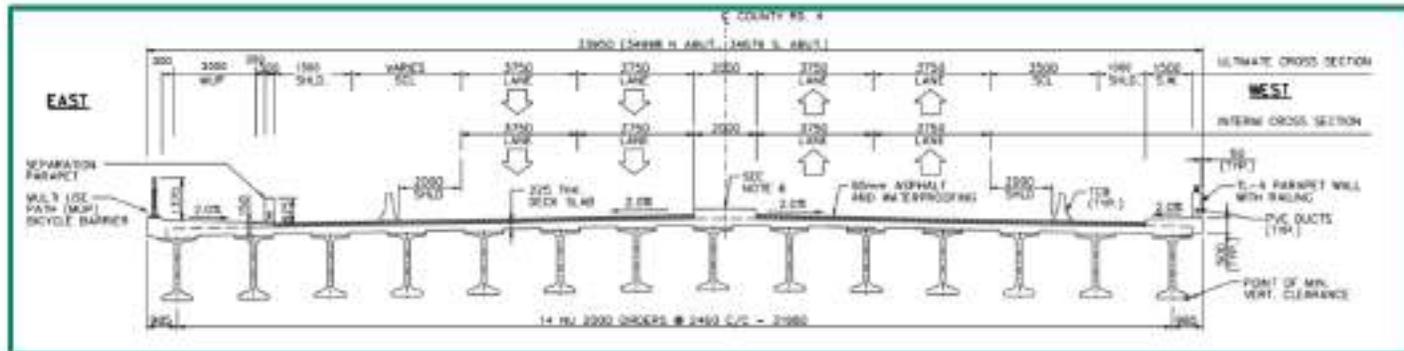
- Highway 400-Highway 404 Link (Bradford Bypass Mainline).
- Interchange ramps (4.75 m Lanes, Parclo A4 Configuration)
- Decision point illumination.
- Ramp terminal traffic signals and illumination.
- Ultimate multi-use pathway alignment
- Ultimate drainage system improvements.
- Ultimate pavement markings, signage, and traffic control devices.



Proposed Work – County Road 4 Underpass Structure

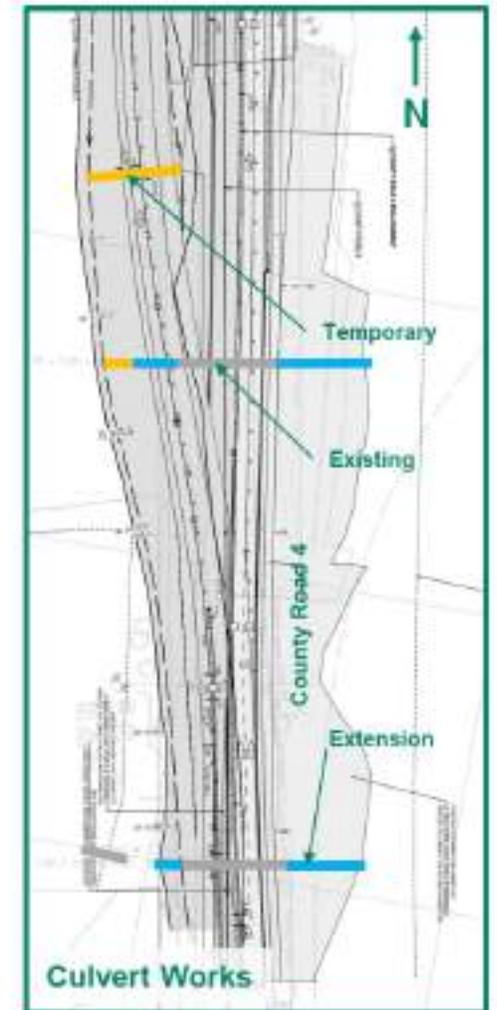
County Road 4 Underpass (Site # 30X-0866/B0):

- One stage bridge construction staging will require a temporary detour road around the proposed structure site.



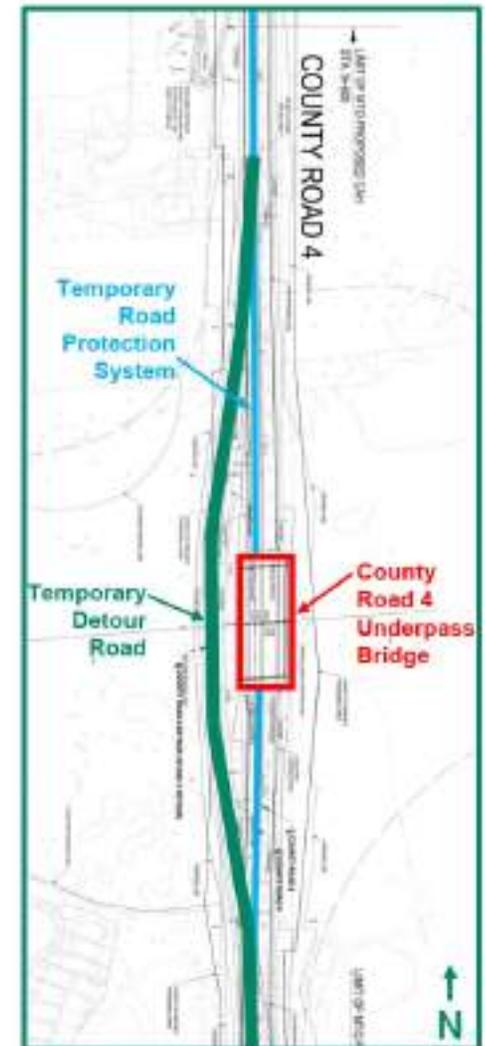
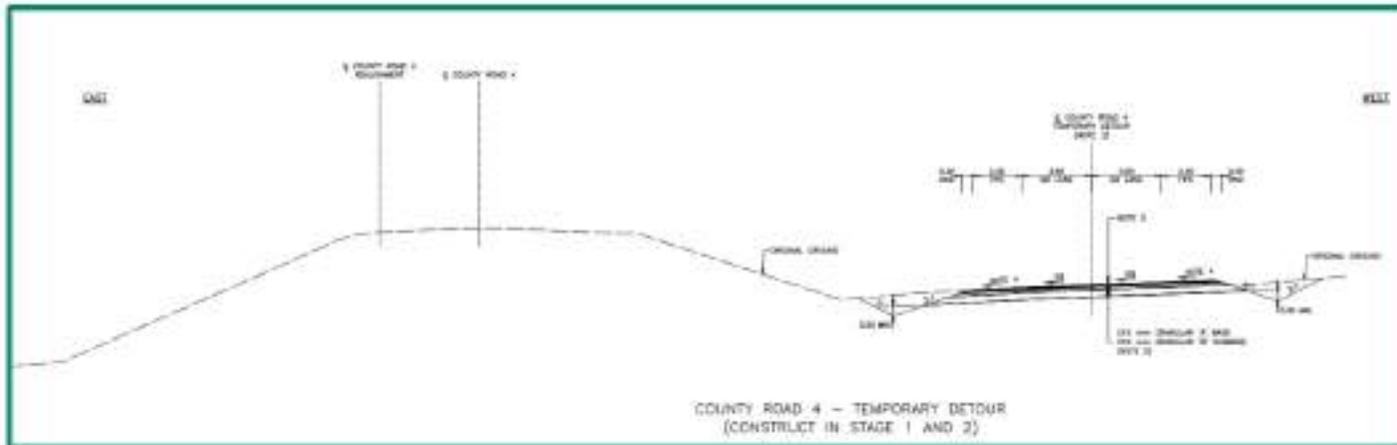
Proposed Work – Other Disciplines

1. Traffic Engineering
2. Drainage & Hydrology Engineering
3. Electrical Engineering
4. ATMS
5. Pavement Engineering
6. Foundations Engineering

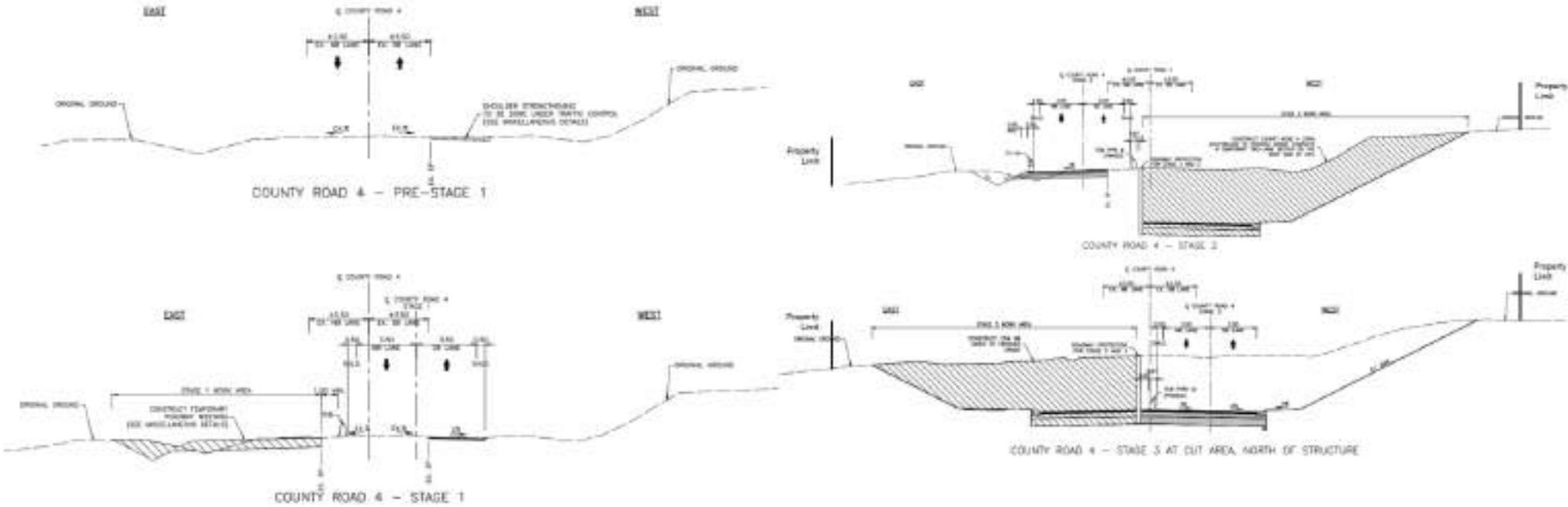


Proposed Work – Construction Staging (General)

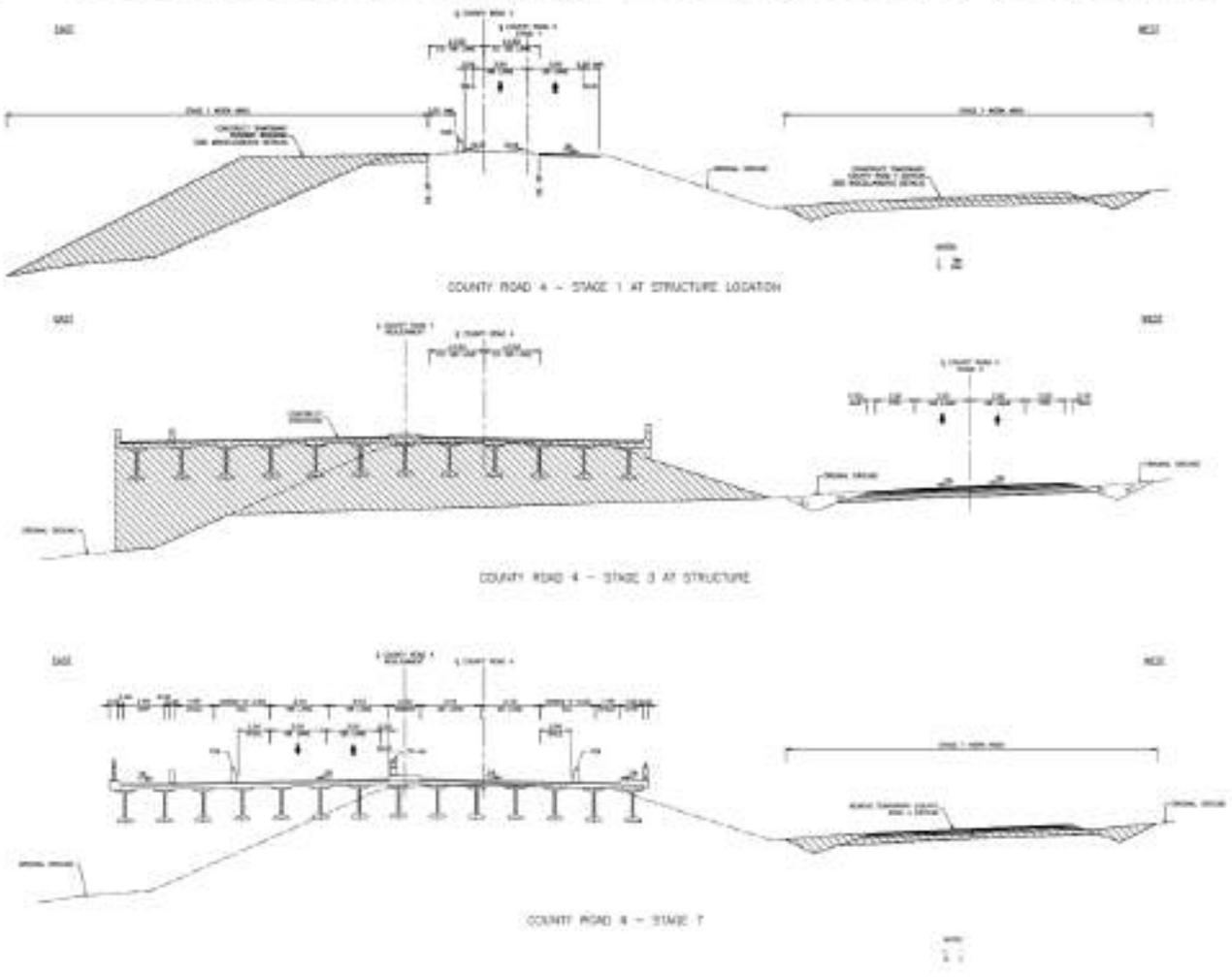
- Proposed staging is subject to change
- Temporary detour (~800 m, 2-lanes, 80 km/h design speed).
- Temporary road protection system for large cut and fill section (~900 m, max cut depth 5 m)
- Lane reductions, shifts, closures, and night and/or weekend works at 8th Line Intersection.



Proposed Work – Construction Staging (General)



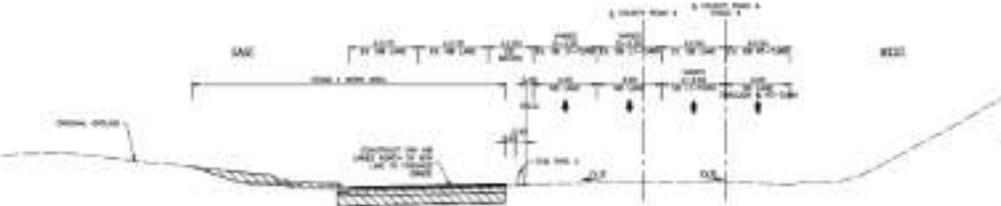
Proposed Work – Construction Staging (County Road 4 Bridge)



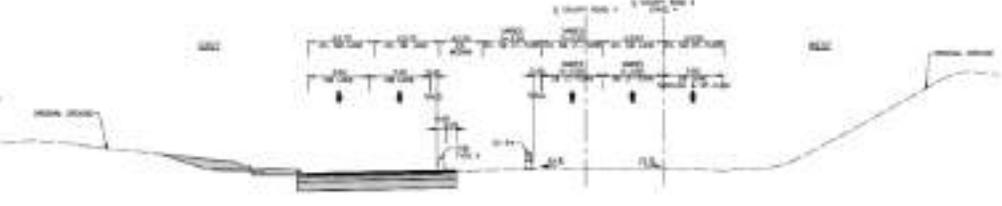
Proposed Work – Construction Staging (8th Line Intersection)

Night-Time Works (4-Lanes)

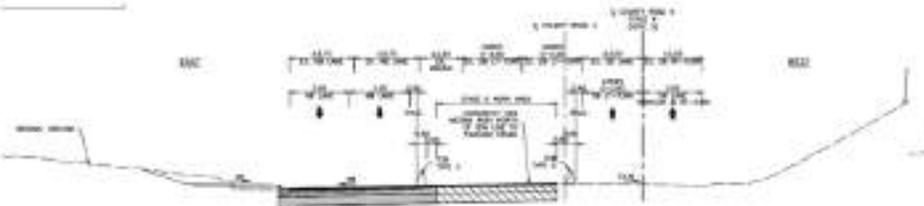
Day-Time (5-Lanes)



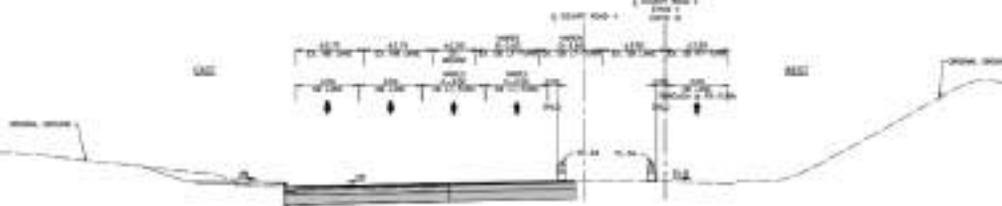
COUNTY ROAD 4 – STAGE 4 AT 8TH LINE INTERSECTION DURING NIGHTTIME CLOSURE



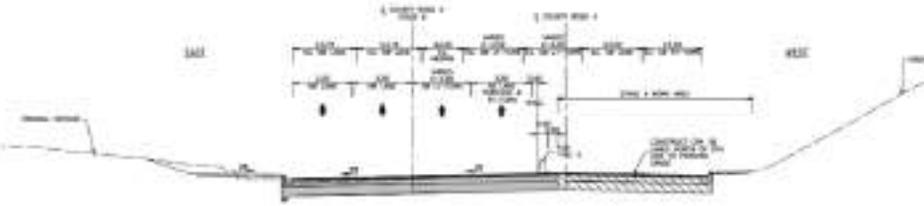
COUNTY ROAD 4 – STAGE 4 AT 8TH LINE INTERSECTION DURING DAYTIME



COUNTY ROAD 4 – STAGE 5 AT 8TH LINE INTERSECTION DURING NIGHTTIME CLOSURE



COUNTY ROAD 4 – STAGE 5 AT 8TH LINE INTERSECTION DURING DAYTIME



COUNTY ROAD 4 – STAGE 6 AT 8TH LINE INTERSECTION DURING NIGHTTIME CLOSURE

Environmental Overview and Approvals

This project is following the approved planning process for a Group 'A' project

- Review and carry forward environmental commitments made during the previous 2002 Route Planning and Environmental Assessment Study, commitments made during the Simcoe County Road 4 Widening Environmental Assessment study, as well as assess any new impacts and prescribe new mitigation measures to be carried forward to further design and construction

Consultation

- Notice of Study Commencement was published for the overall Bradford Bypass Project on September 24, 2020 and letters were distributed on September 23, 2020
- Public Information Centre #1 was held for the overall Bradford Bypass Project virtually in two parts
 - PIC materials were made available on the project website for a two-week stakeholder review period from April 22 to May 6, 2021
 - A webinar was held on May 18, 2021
- Meetings to be held with County of Simcoe, Bradford West Gwillimbury and emergency services in September 2021

Environmental Overview and Approvals

Investigations, Reporting, Permits and Approvals

- A Cultural Heritage Evaluation Report for 2835-2879 Yonge Street has been prepared. The property does not meet criteria of Ontario Regulation 9/06 and Ontario Regulation 10/06 and therefore does not demonstrate cultural heritage value or interest. No further assessment or mitigation is required
- Terrestrial investigations have been completed in the County Road 4 Study Area
- Fisheries investigations will be completed at the Stormwater Management Pond in the southwest quadrant of the future interchange
- Archaeological assessments are in progress
 - H2 Site (site originally identified by the County of Simcoe)
 - Stage 2 and 3 reports with the County
 - Stage 4 required
- Determine dewatering requirements (EASR), Hydrogeological Investigation Report
- Letters have been distributed for a Door-to-Door Water Well Survey. A Door-to-Door Water Well Survey Report will be prepared
- A Waste and Excess Materials Management Plan will be prepared, sampling being undertaken during geotechnical borehole program
- A Transportation Environmental Study Report is being prepared for the advance works at County Road 4
 - To be available for a 30-day public review period (November – December 2021)
- Letter of Eligibility for Environmental Clearance (late Fall 2021)

Key Discussion Items

1. Design
2. Construction & management of traffic
3. Environmental
4. Property
5. Utility relocations
6. Other requirements & comments

Key Discussion Items

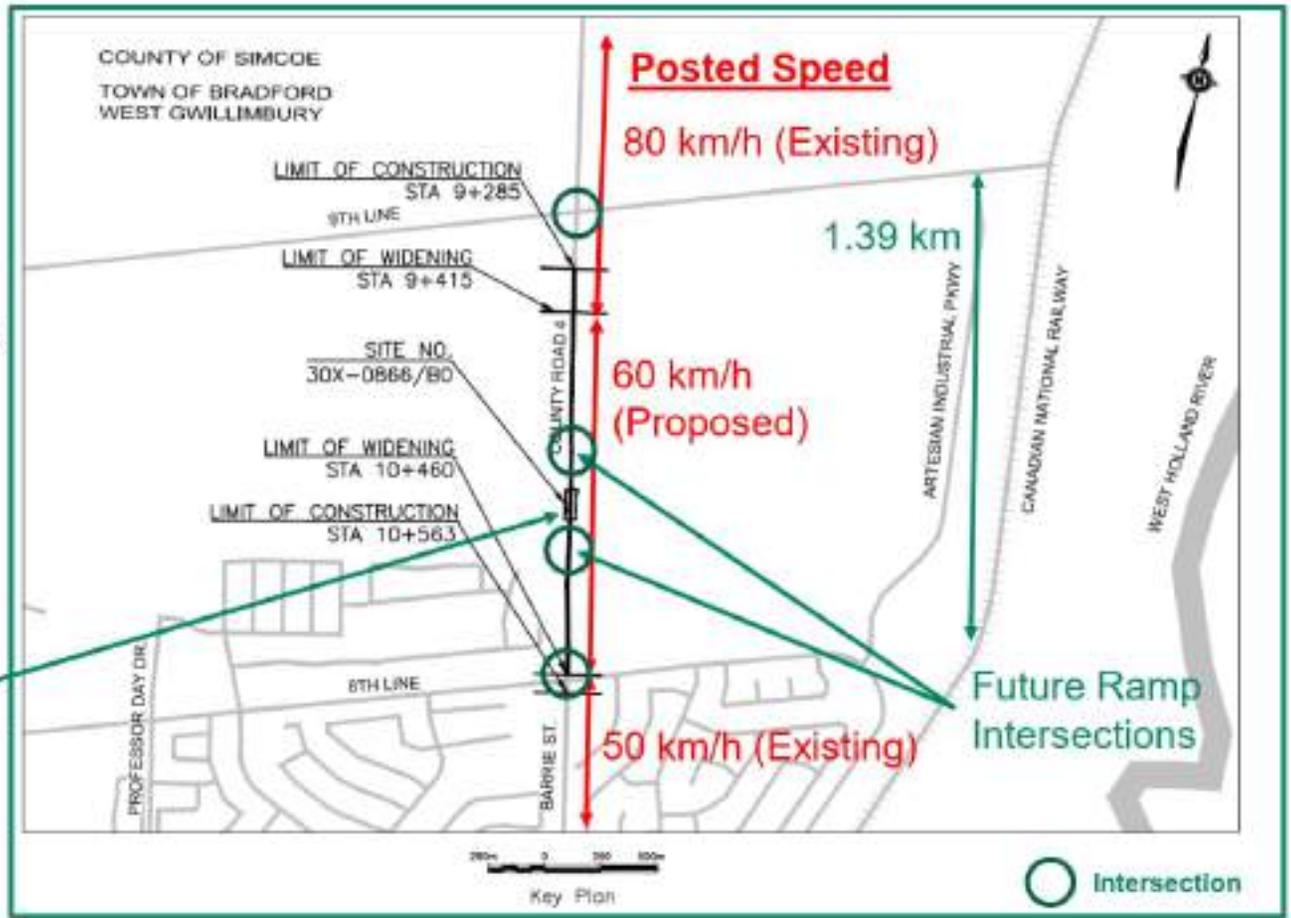
1. Design

- a) Change in Design Speed (80 km/h) and Change in Posted Speed (60 km/hr / 70 km/hr)
- b) Widening / Tie-in / Construction Limits
- c) Realigned driveway and other driveway shifts
- d) Multi-Use Pathway (Interim / Ultimate condition)
- e) Stormwater pond (grading and drainage)

Key Discussion Items

1. Design

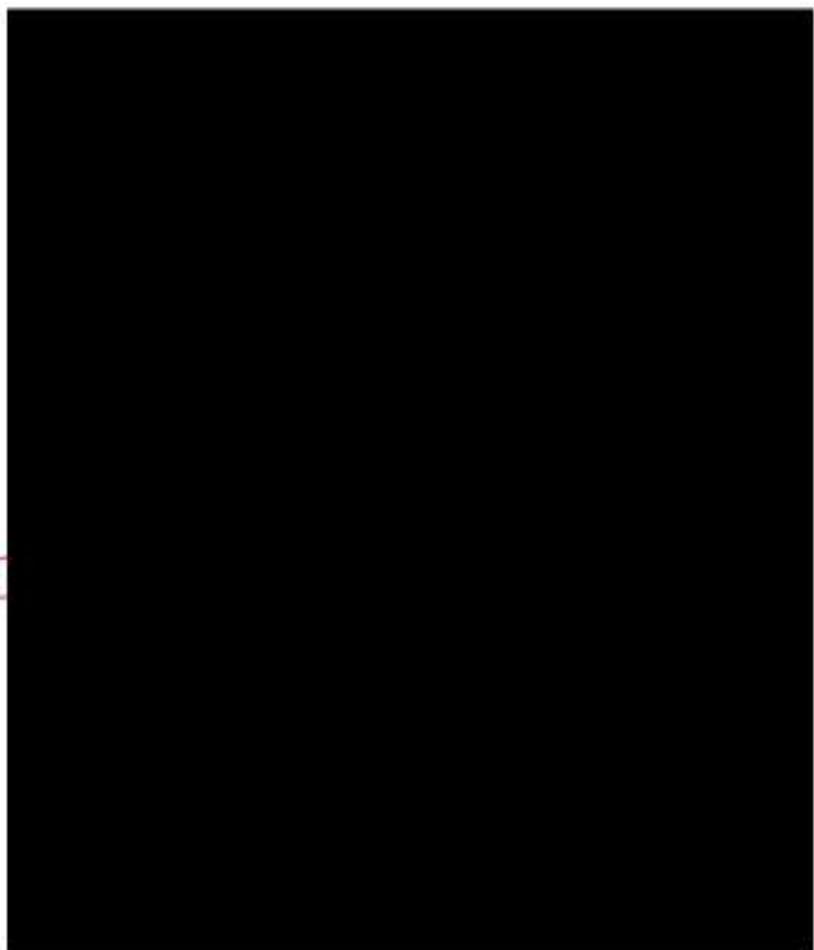
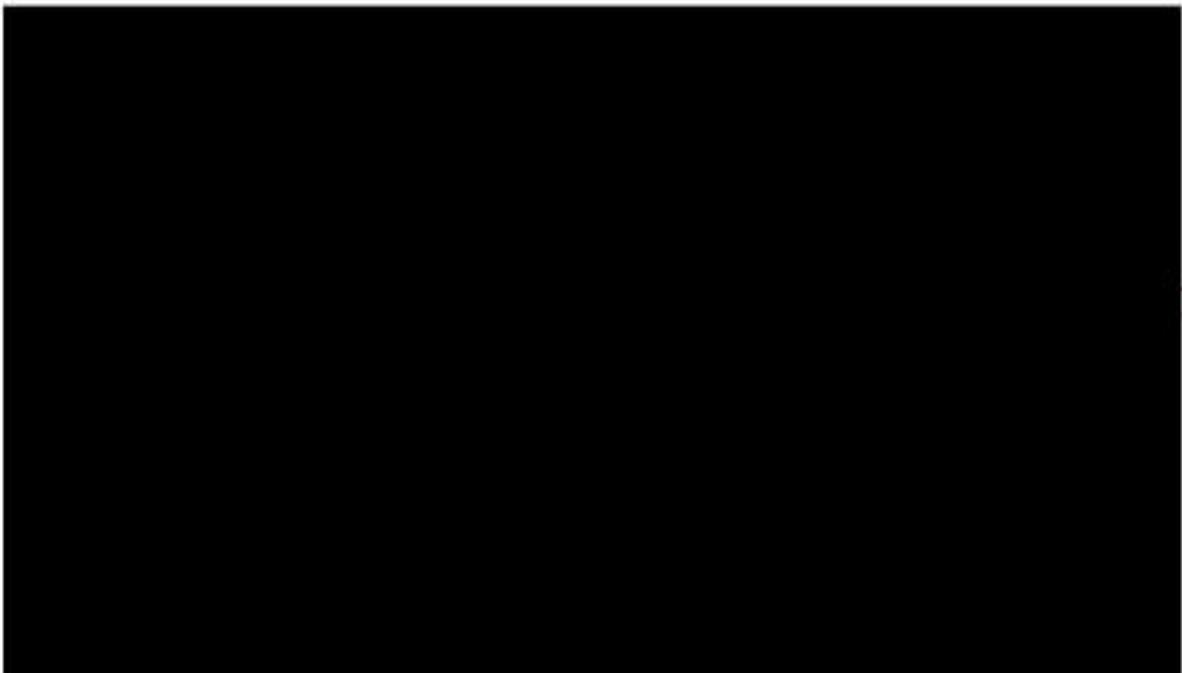
- a) Change in Design Speed (80 km/h) and Change in Posted Speed (60 km/hr / 70 km/hr)
- b) Widening / Tie-in / Construction Limits



Key Discussion Items

1. Design

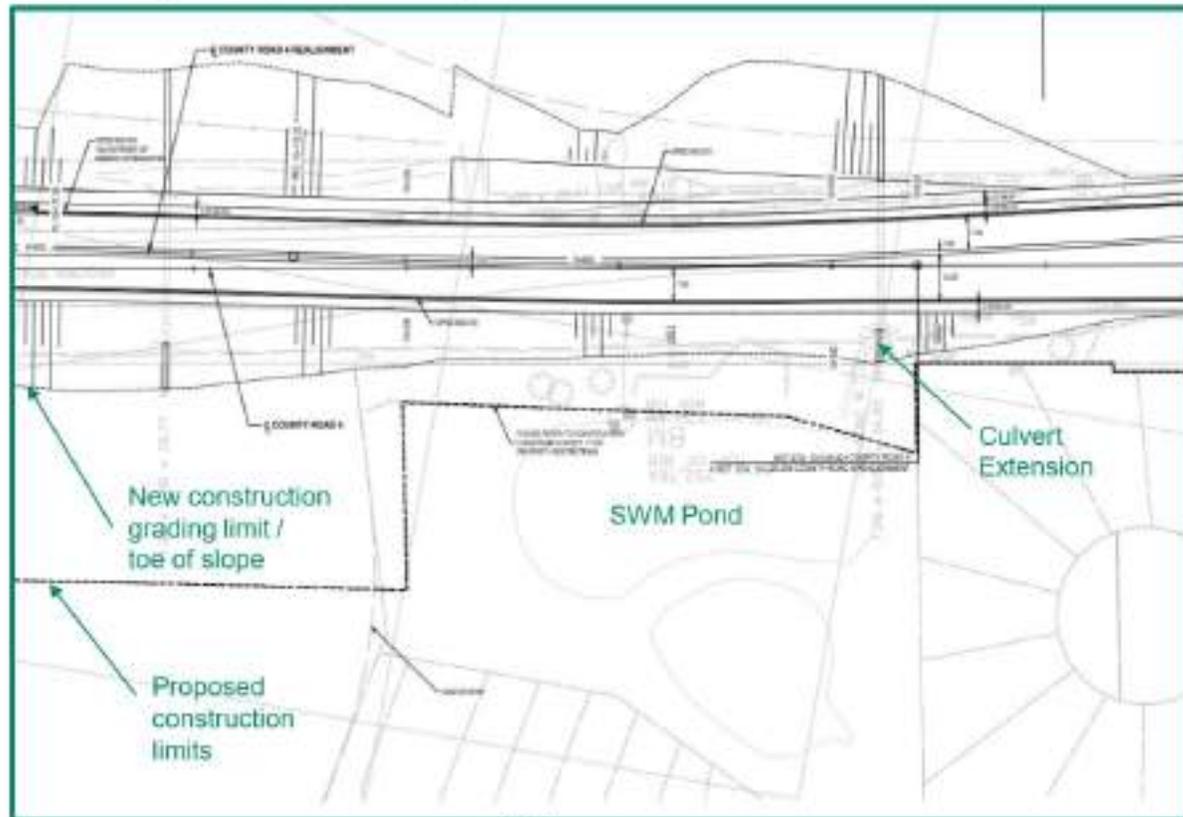
- c) Realigned driveway and other driveway shifts



Key Discussion Items

1. Design

e) Storm Water Management Pond (grading and drainage)



Key Discussion Items

2. Construction & management of traffic

- a) Construction staging & temporary detour
- b) 8th Line intersection staging
- c) Winter operations and maintenance
- d) PTE&C
- e) Adjacent & future works / projects

3. Environmental

- a) Archaeology

4. Property

- a) Agreements / acquisitions
- b) PTE&C

5. Utilities

- a) Relocations & access
 - i. Hydro One Distribution
 - ii. Bell
 - iii. Rogers
 - iv. Zayo

6. Other requirements & comments

Next Steps

- Review and incorporate comments from Stakeholders
- Complete field investigations and documentation
- Assess potential impacts to the natural, socio-economic and cultural environments and develop protection and mitigation measures
- Update Design-Build Ready package
- Additional stakeholder consultation
- Property acquisition and clearances
- Utility coordination, relocations, and clearances

Questions & Comments

AECOM Delivering a
better world

Minutes of Meeting

Date of Meeting	September 22, 2021	Time 3:00PM – 5:00PM	60636190
Project Name	Bradford Bypass EA/ Preliminary Design - County Road 4 Advance Contract		
Location	Microsoft Teams Teleconference		
Regarding	Stakeholder Meeting – County of Simcoe and Town of Bradford West Gwillimbury		
Attendees	John MacKinnon Rhonda Gribbon Christian Meile Julie Scruton Peter Loukes Katy Modaressi Rebecca Murphy Joe Coleman Tim Sorochinsky Riyaz Sheikh Nico Valenton Sarah Schmied Mir Hyder	MTO MTO County of Simcoe (Simcoe County) County of Simcoe (Simcoe County) Bradford West Gwillimbury (BWG) Bradford West Gwillimbury (BWG) Bradford West Gwillimbury (BWG) Bradford West Gwillimbury (BWG) AECOM AECOM AECOM AECOM AECOM	
Distribution	Attendees & Project Team		
Minutes Prepared By	Fadwa Hamdan, BES.		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Meeting Minutes	Action
<p><u>Introduction & Project Overview</u></p> <ul style="list-style-type: none"> AECOM provided a safety moment regarding fatigue mitigation in the workplace. AECOM provided an overview of the project including existing conditions, and the proposed interim and future works. The Bradford Bypass crosses County Road 4 between 8th and 9th Line. The County is currently planning to widen County Road 4 from 2 to 4 lanes, which includes this section of County Road 4. The widened cross section will include a multi-use pathway. MTO is working with the County to prepare an advance contract that includes the County's widening, improved roadway geometry that meets the future interchange requirements, and a new bridge that will cross over the future Bradford Bypass. AECOM noted there are existing driveway deficiencies in the corridor and with the proposed improvements to County Road 4, driveway entrances may require relocation and/or realignment. BWG noted additional property is required for the MTO design. MTO noted property acquisition based on the preliminary design is ongoing. 	<p>Info.</p> <p>Info.</p> <p>Info.</p>

<ul style="list-style-type: none"> • BWG noted the County has commenced some site preparation in the study area based on the County’s widening design, and utilities are planning to complete relocation works in 2022. • Simcoe County requested information about the MTO Limits, MTO noted the preliminary Controlled Access Highway (CAH) Limits were provided in the reference drawings provided; however, the limits can change based on the final design. • Simcoe County asked who would own the County Road 4 / 8th Line intersection, MTO noted the County Road 4 / 8th Line intersection would continue to be owned by the County. • Simcoe County requested information about future maintenance of the roadway. MTO noted when the interchange is constructed and the CAH is established, the area within the CAH would be under MTO ownership, and the lifecycle maintenance is MTO’s responsibility. MTO noted that it does not plan on acquiring ownership of any section of County Road 4 until after the interchange is constructed. Winter plowing, salt, sanding, and spring cleanup is under the County/Town’s responsibility under MTO Directive B-101. • AECOM provided an overview of the conceptual construction staging approach. The staging approach consists of maintaining the existing number of lanes during construction, a temporary protection system to permit the construction of the widening works, and the use of a detour around the west side of the bridge to permit bridge construction in one stage. • Simcoe County asked how long the temporary detour would be in place. MTO noted the duration of the construction staging and temporary detour is currently under review. The shoulders meet winter operations width, and geometry meets 80 km/h design speed. • AECOM provided an overview of the environmental approvals specifically for the County Road 4 contract. 	<p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p>
<p><u>Design Speed & Posted Speed</u></p> <ul style="list-style-type: none"> • AECOM noted there are two existing posted speeds in this corridor of 60 km/h and 80 km/h. MTO noted the posted speed is the County’s jurisdiction. AECOM noted a change in design speed to 80 km/h within the MTO contract limits is proposed due to property constraints, and the 4 signalized intersections that will exist within 1.4 km once the interchange is constructed. • MTO noted a posted speed of 70 km/h northbound is proposed for the interim condition (after the widening is completed but before the interchange is constructed), with a reduction to 60 km/h posted speed in the ultimate condition once the County Road 4 interchange is constructed. A posted speed of 60 km/h southbound is also proposed. During construction the posted speed will be 60 km/h. • Simcoe County asked how long would the interim northbound posted speed of 70 km/h would be in place for this section of County Road 4. MTO noted the date for the construction of the Bradford Bypass is in review. • Simcoe County agreed to support the proposed 80 km/h design speed. Simcoe County also noted there is a bylaw that requires temporary detours/zones to be 60 km/h. 	<p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p>
<p><u>Property, Driveways, Stormwater Pond</u></p> <ul style="list-style-type: none"> • AECOM noted there were existing driveway locations that did not meet standards for the existing County Road 4, and there are driveway locations that do not meet standards for the widened County Road 4. 	<p>Info.</p>

<ul style="list-style-type: none"> • MTO noted for driveways that do not meet standards, there are two options: purchase of the properties and the relocation/realignment of the driveways (once the owners provide PTE&C agreement). • Simcoe County noted that if entrances can be constructed such that sight line requirements can be satisfied, and an agreement with the property owners can be reached, Simcoe County is okay with keeping the driveways. AECOM to provide further information regarding driveway relocations/realignments, and driveway sight distances. [Post meeting note: AECOM/MTO provided proposed driveway relocations/realignments, and sight distances for the County's review] • BWG inquired if there will be any impacts to the Town's Stormwater Management Pond at 8th Line and County Road 4. AECOM noted impacts to the pond and the culvert outlet from the pond are not anticipated. BWG requested a separate meeting to discuss any impacts to the pond. AECOM agreed to setup the meeting. [Post meeting note: A meeting to discuss the Town's Stormwater Management Pond was held on November 16, 2021]. • BWG noted the property ownership at the northeast corner of 8th Line and County Road 4 requires clarification. MTO noted the ownership when searched was under the Town and not the County. MTO noted if the property is acquired by MTO, it would be transferred to the County. 	<p>Info.</p> <p>AECOM</p> <p>AECOM</p> <p>Info.</p>
<p><u>Multi-Use Pathway (MUP)</u></p> <ul style="list-style-type: none"> • BWG inquired if the proposed bridge would support future sidewalks. • MTO noted a MUP included on the east side of the bridge as per the County's requirements. A sidewalk on the west side of the bridge is not planned for the bridge unless funding is provided by the municipality. MTO noted only a shoulder is provided on the west side of the bridge. • BWG noted the MUP is planned to extend from 8th Line to County Road 89. MTO confirmed the MUP is included in the design. 	<p>Info.</p> <p>Info.</p> <p>Info.</p>
<p><u>Construction Staging, Traffic Management, Limits</u></p> <ul style="list-style-type: none"> • BWG inquired if traffic engineering has reviewed the detour. AECOM noted the traffic team has reviewed the detour including the proposed lane reductions when required at 8th Line intersection. AECOM noted during construction the existing number of through lanes would be maintained through the site. • BWG noted if timelines can be provided for the contract, the planning and scheduling for reconstruction of Holland Street (south of the study area) is ongoing. MTO noted the contract duration is currently under review and works will occur in 2022, 2023, and 2024. MTO will provide a schedule update to BWG and the County once the contract is awarded. • MTO inquired when the County was planning to commence their County Road 4 widening contract. Simcoe County noted there is a hold on the County's contract due to Utility relocations which are ongoing. Simcoe County noted the utility relocations also depend on MTO's design between 9th Line and 8th Line. Simcoe County noted works could start on the north side or south side of their limits. MTO noted language will be included in the contract for the Design-Builder to coordinate construction limits. [Post meeting note: The County Road 4 RFP includes requirements for contract coordination with the County's County Road 4 widening contract]. 	<p>Info.</p> <p>MTO</p> <p>MTO / AECOM</p>

<p><u>Environmental</u></p> <ul style="list-style-type: none"> BWG noted the abandoned house at 2843 Yonge Street will be demolished by others. MTO requested to be updated when the demolition would take place. [Post meeting note: BWG provided updated information regarding the demolition permit] AECOM inquired the status of the Archaeology Stage 2 and 3 reports with the County's project. Simcoe County noted they are waiting for the submissions from their sub-consultant. These reports include other archaeology sites along County Road 4 including outside of MTO's limits. BWG to provide further updates regarding the requested archaeology reports. 	<p>BWG</p> <p>BWG</p>
<p><u>Transportation Planning / Traffic Engineering</u></p> <ul style="list-style-type: none"> BWG noted that they are in the process of completing their Transportation Master Plan and need to coordinate Bradford Bypass information into their model. AECOM noted as the project is currently ongoing, the information provided at this time may not represent the preferred alternative, which is expected in spring / summer 2022. BWG to request the specific information required from AECOM. 	<p>BWG</p>
<p><u>Utilities</u></p> <ul style="list-style-type: none"> MTO requested if Hydro One has done any relocation works in the field. Simcoe County noted no works have commenced yet. MTO/AECOM to continue coordinating utility relocations in the MTO contract limits. 	<p>MTO/AECOM</p>
<p><u>Other Business</u></p> <ul style="list-style-type: none"> N/A 	<p>Info.</p>

Minutes of Meeting

Date of Meeting	December 10, 2021	Time 11:00am – 12:00pm	60636190
Project Name	Bradford Bypass EA/ Preliminary Design		
Location	Microsoft Teams Teleconference		
Regarding	Meeting to Discuss Active Transportation Initiatives		
Attendees	Larry Sarris	MTO	
	Rhonda Gribbon	MTO	
	Riyaz Sheikh	AECOM	
	Sonia Rankin	AECOM	
	Mir Hyder	AECOM	
	Frank Mazzotta	Town of East Gwillimbury	
	Denny Boskovski	Town of East Gwillimbury	
	Aaron Karmazyn	Town of East Gwillimbury	
	Stephanie Fraser	Town of East Gwillimbury	
Distribution	Attendees & Project Team		
Minutes Prepared By	Mir Hyder, B.Eng.		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Meeting Minutes	Action
<ul style="list-style-type: none"> R.Sheikh provided an overview of the project. 	Info.
<ul style="list-style-type: none"> AECOM presented the preliminary high-level plan, including conceptual typical crossing road cross sections. The Town of East Gwillimbury (EG) inquired with respect to typical sections at the structural crossings. AECOM will continue to develop typical cross-sections and will distribute them to the municipalities once complete. 	Info.
<ul style="list-style-type: none"> AECOM noted that all information available and received from EG and other municipalities have been taken into consideration in the development of these sections. 	Info.
<ul style="list-style-type: none"> It was also noted that updates to the Transportation Master Plan are ongoing. The TMP would not be completed until the first quarter of 2023, however if any significant deviation from the existing conditions is expected, AECOM requests to be notified such that it can be accounted for as part of the study. 	EG
<ul style="list-style-type: none"> EG inquired with respect to the plans for connecting Active Transportation and Trails with the N-S regional roads. AECOM noted that typically in these scenarios, provisions for future trails and associated infrastructure are not precluded to facilitate future implementation of trails by the municipalities. Typically, AT infrastructure crosses freeway facilities via crossing roads/ interchanges. 	Info.
<ul style="list-style-type: none"> EG identified that Yonge Street is identified as part of the lake-to-lake route and requests the typical sections incorporate AT provisions on the street as well. AECOM noted the updated feedback and will address accordingly. 	AECOM
<ul style="list-style-type: none"> EG will provide AECOM with their multi-use trail standards and AT/MP mapping. It is noted that a 3.0m AT path is the standard. It is noted that York Region is still confirming the 	EG

<p>ultimate route for the lake-to-lake trail. EG suggests that discussions occur with York Region pertaining to this route. EG will provide the project team with appropriate contact information. AECOM will account for this initiative.</p> <ul style="list-style-type: none"> • EG inquired with respect to plans for an E-W Active Transportation network along the BBP corridor. Based on the information gathered from official plans and master plans all AT opportunities that have been considered run along the existing N-S corridors. The Project Team noted there is insufficient space to incorporate an AT corridor within the designated CAH of the Bradford Bypass. • EG inquired if additional property can be acquired to accommodate an adjacent AT corridor on either side of the proposed Bradford Bypass. Acquiring additional lands for purposes other than what has been identified for the Bradford Bypass would require lands beyond the 2002 Approved EA. Suggestions for trails of this nature would likely require an Environmental Assessment that is independent of the proposed highway. • EG is also potentially assessing implementing a trail through the Hydro corridor in the vicinity of the Highway 404. Plans will be provided to AECOM in both PDF and GIS format. • EG reiterated their interest for an interchange at 2nd Concession. Furthermore, the location of the interchange at Bathurst Street was discussed. As per the Towns plans, future development is anticipated south of this interchange only. Further discussion with the Town, Region, and Project Team is requested for the incorporation of the interchange at Bathurst. It is noted that if an interchange is built at this location, jurisdiction would be transferred to the Region. 	<p>Info.</p> <p>Info.</p> <p>EG</p> <p>Info.</p>
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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 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 10th Sideroad and 2nd 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 10th 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 2nd 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

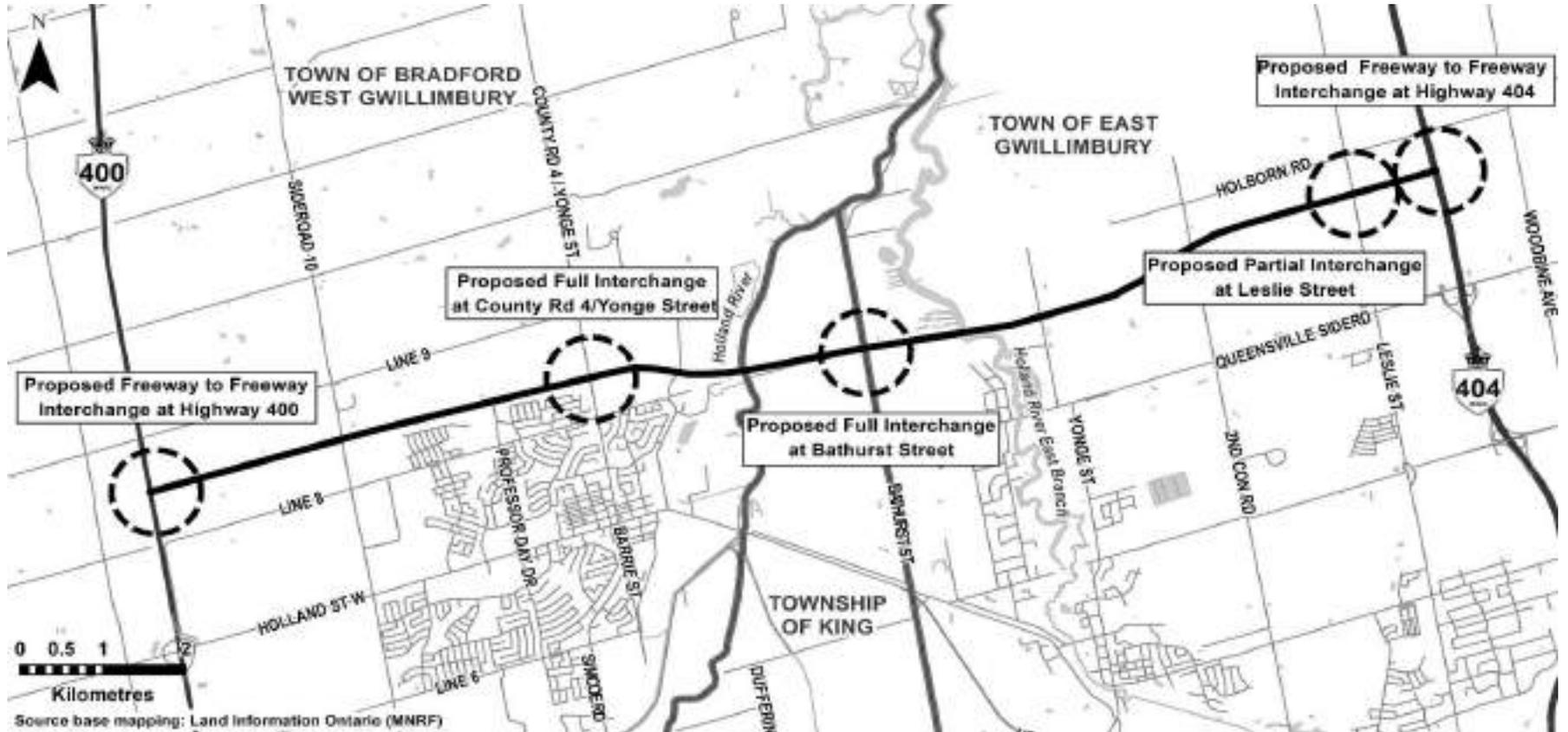
Invited Attendees

- 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 nd – May 18 th , 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 8th Line and 9th 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

- 200 EA APPROVED RIGHT-OF-WAY
- PREVIOUS DESIGN 200 EA
- EXISTING PROPERTY PARCEL
- AREA OF CONCEPTUAL ALTERNATIVES
- AREA OF REFERENCE TO 200 EA



PRELIMINARY/DRAFT

PRELIMINARY/DRAFT



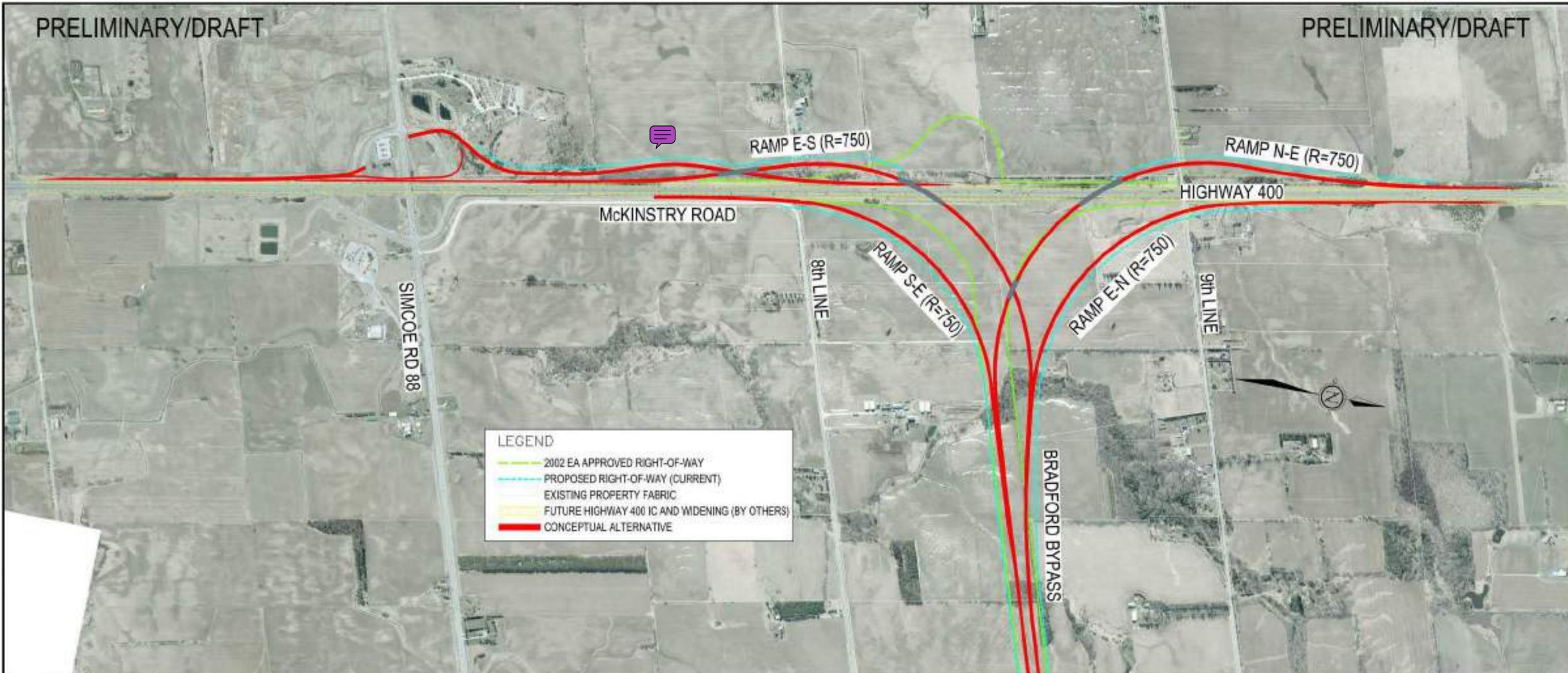
LEGEND

- 2022 CA APPROVED RIGHT-OF-WAY
- PREVIOUS DESIGN (2002 CA)
- EXISTING PROPERTY FABRIC
- AREA OF CONCEPTUAL ALTERNATIVES
- AREA OF ATTACHMENT TO 2002 CA



PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

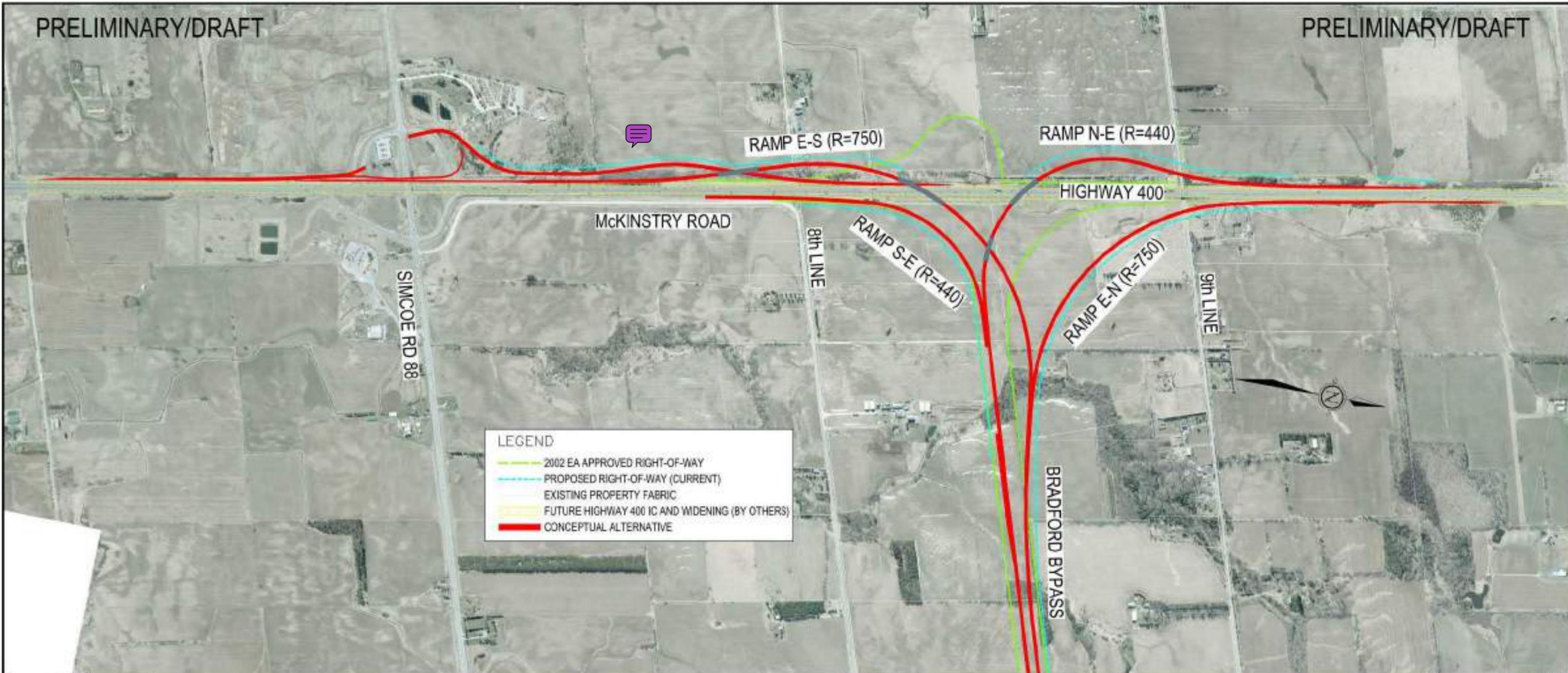


LEGEND

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

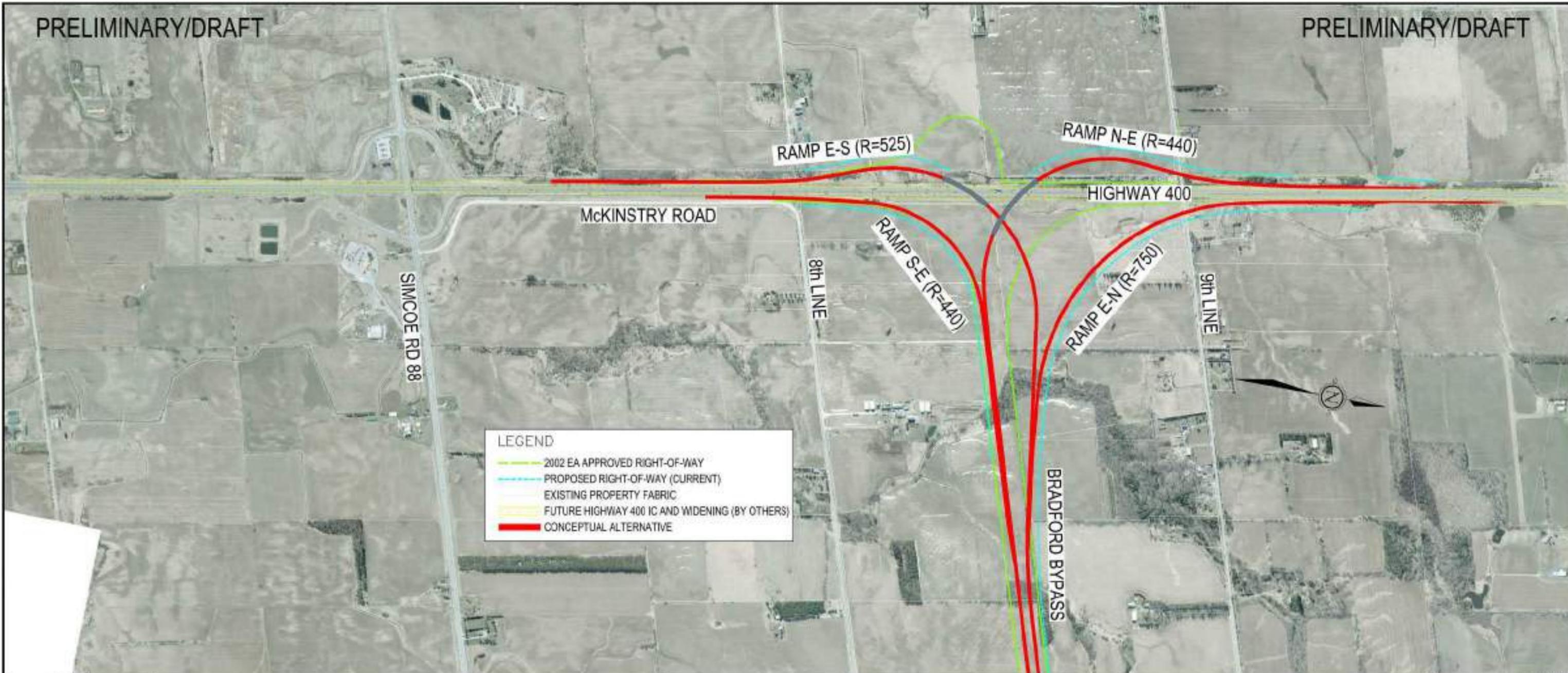
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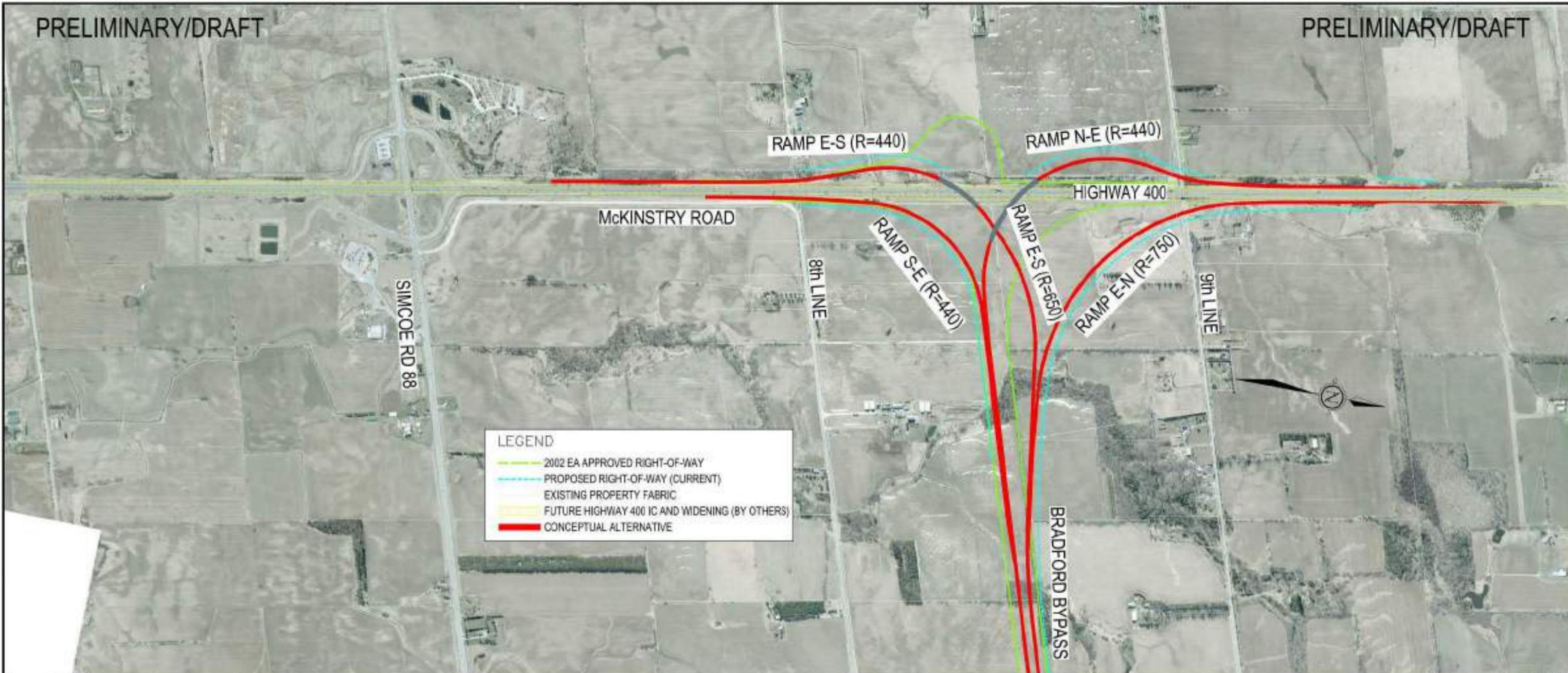


LEGEND

- 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



LINE 9

LEGEND

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



BRADFORD BYPASS

COUNTY ROAD 4

RAMP N-W

RAMP S-W

RAMP E-N/S

RAMP W-N/S

RAMP N-E

RAMP S-E

CHELSEA CRESCENT

WYMAN CRESCENT

ARTESIAN INDUSTRIAL PARKWAY
METROLINX

LINE 8

LINE 8



PRELIMINARY/DRAFT

LEGEND

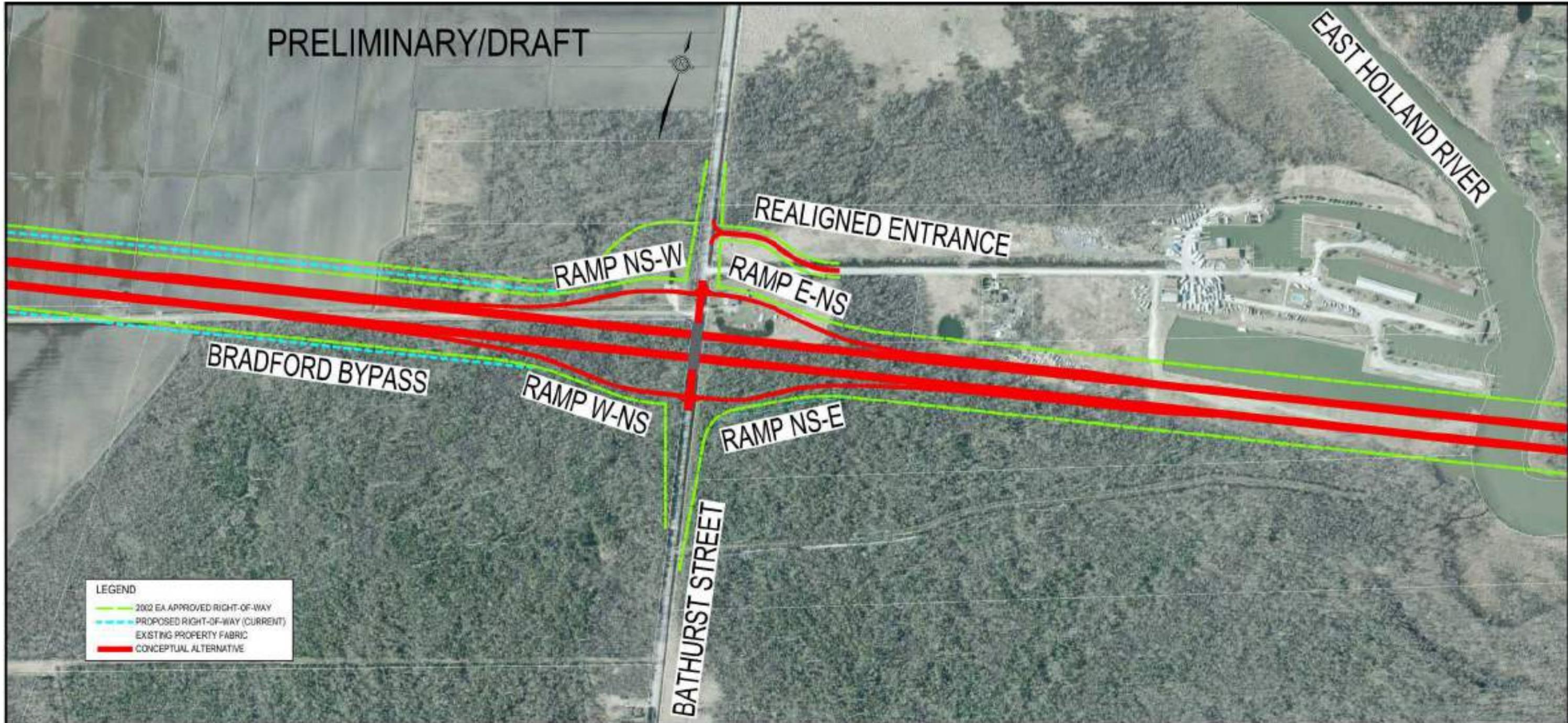
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- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- DESIGN REFINEMENT
- PREVIOUS DESIGN (2002 EA)

BATHURST STREET

BRADFORD BYPASS



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
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

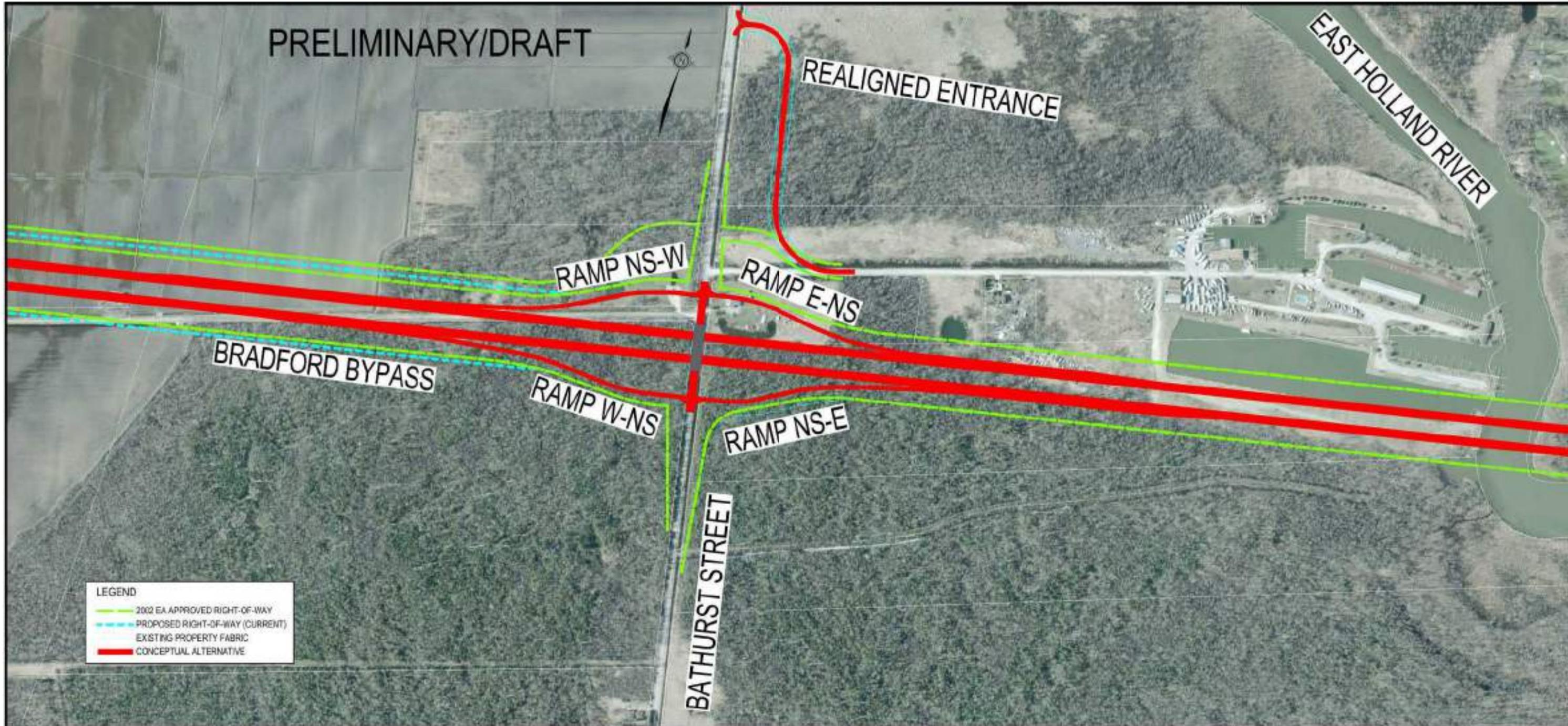
ALTERNATIVE 2
- BATHURST STREET - DIAMOND
INTERCHANGE WITH TWO ROUNDABOUTS -



DATE: MARCH, 2021

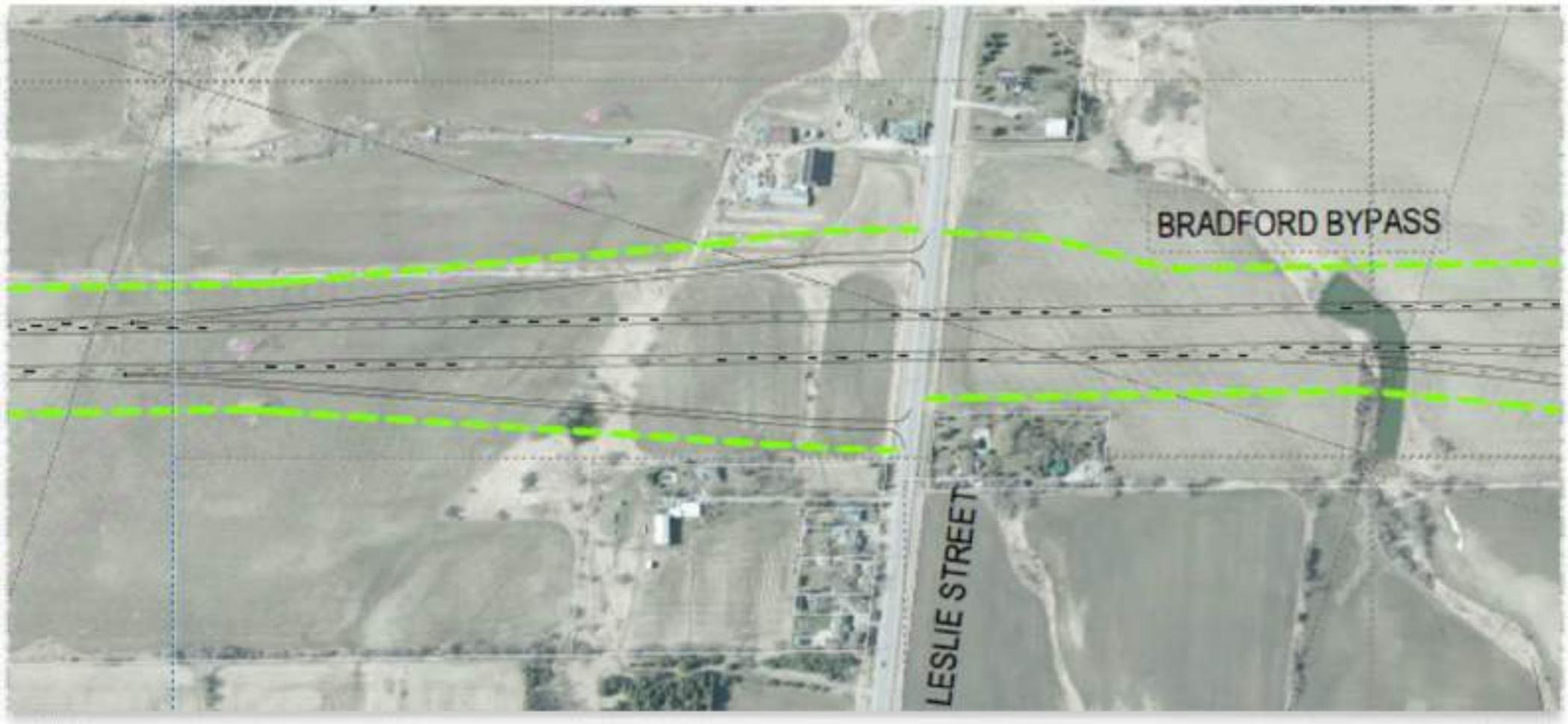
DWG

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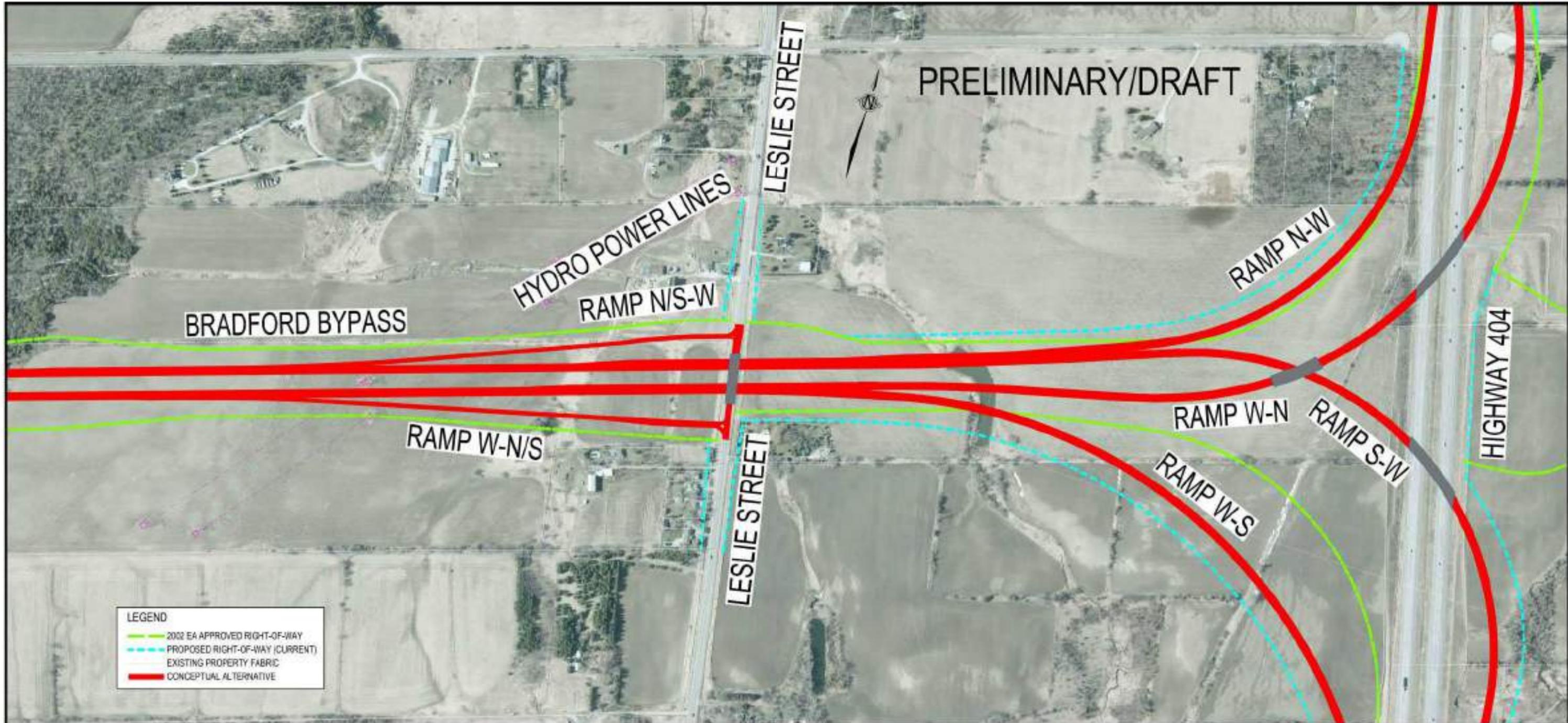
<p>AECOM</p>		<p>BRADFORD BYPASS HIGHWAY 400 - 404 LINK</p>	<p>BRADFORD BYPASS AND BATHURST INTERCHANGE</p>	<p>ALTERNATIVE 3 - BATHURST STREET - DIAMOND INTERCHANGE -</p>	<p>100m 0m 100m</p>	<p>DWG 3</p>
<p>Ontario  Ministry of Transportation</p>					<p>DATE: MARCH, 2021</p>	

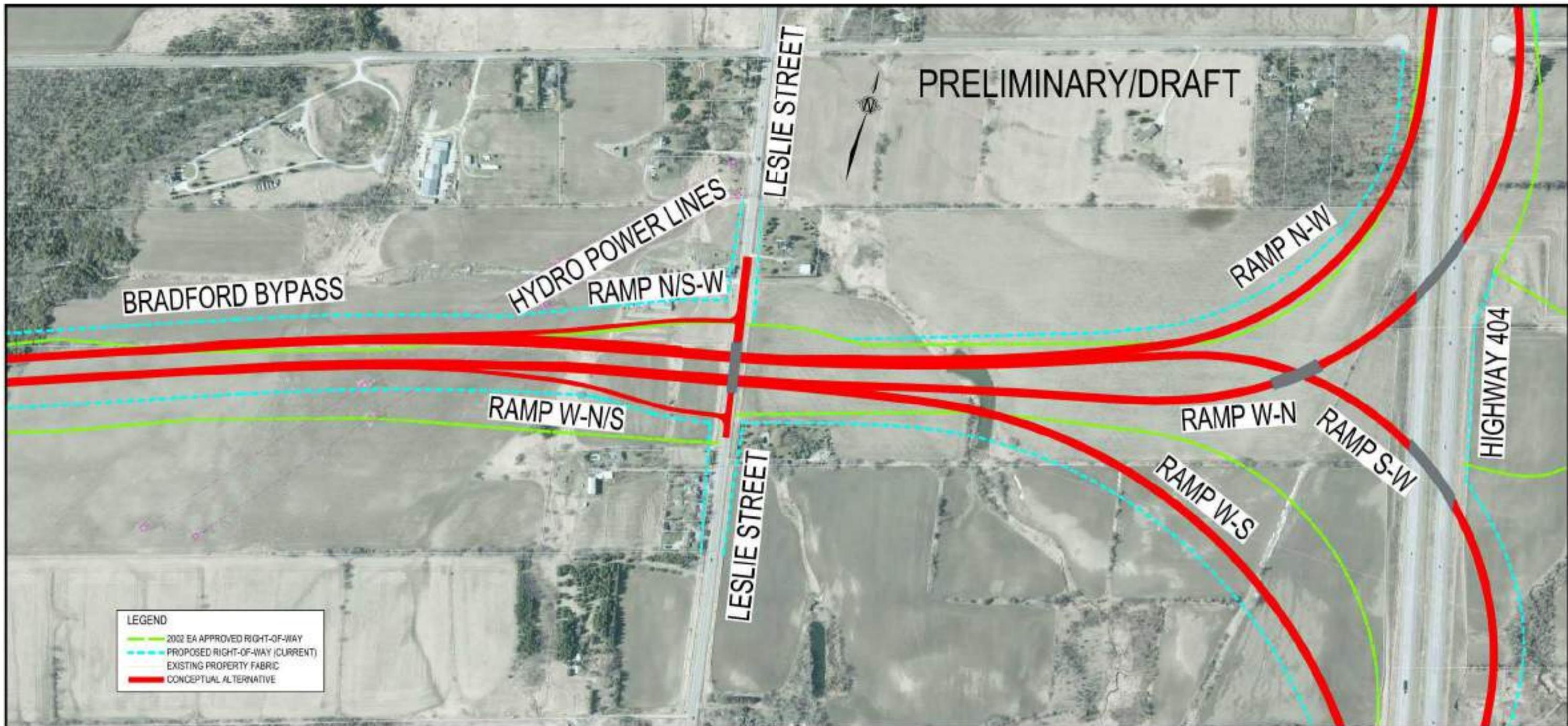


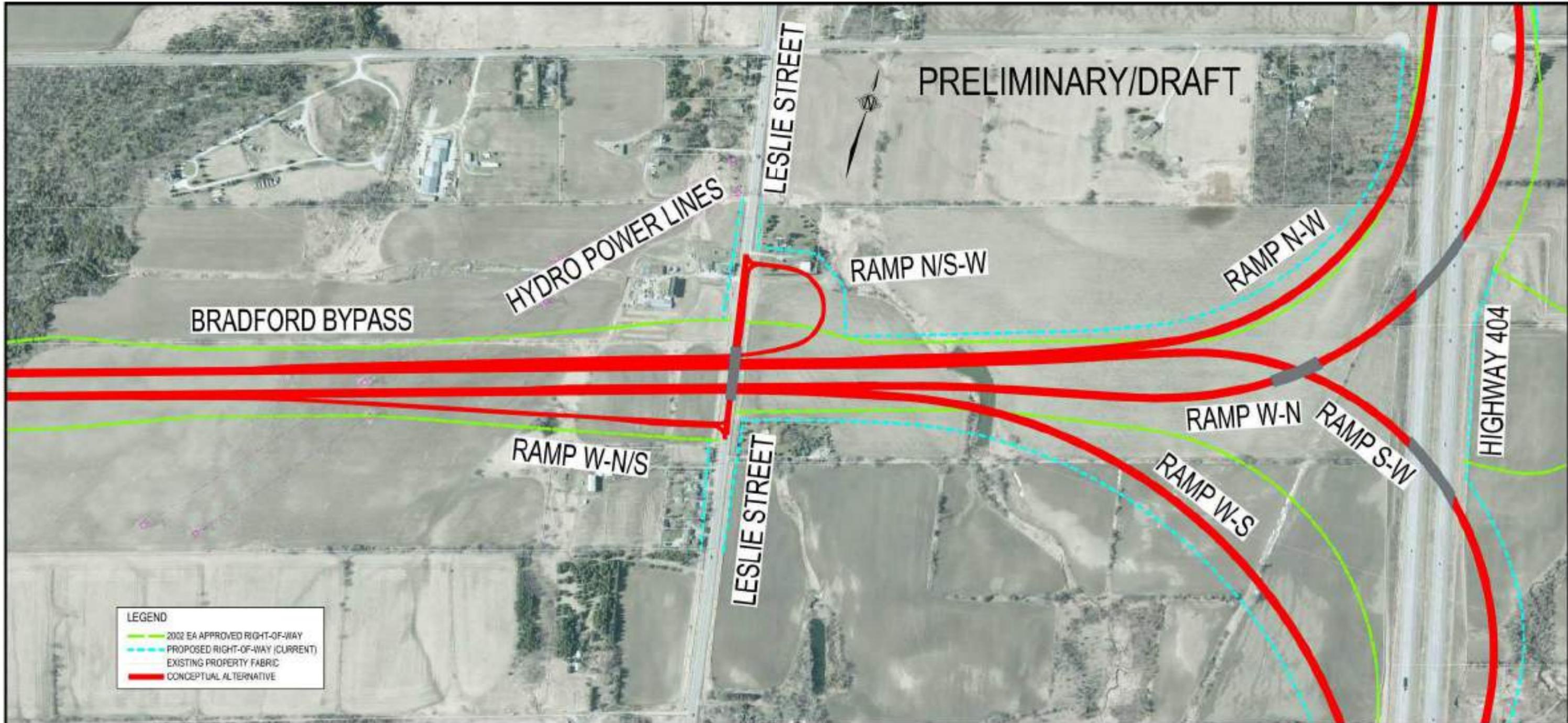


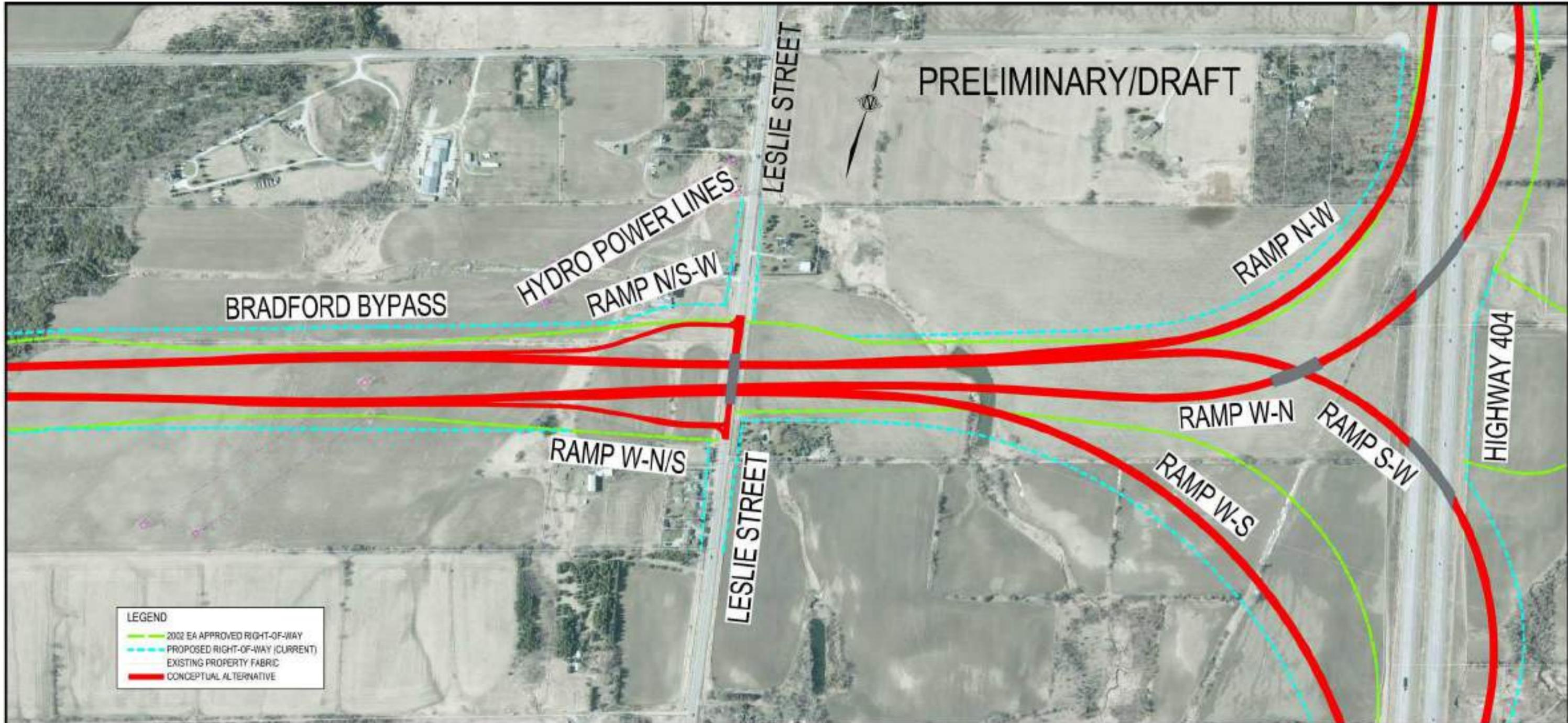
BRADFORD BYPASS

LESLIE STREET









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

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

- 300 M APPROXIMATE RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY CORRECTS
- EXISTING PROPERTY LINES
- CONCEPTUAL ALTERNATIVES



CLENSVILLE BOULEVARD

RAMP N-E-W

RAMP W-S

BRADFORD BYPASS

RAMP S-W

RAMP N-W

RAMP E-W

HIGHWAY 404

DRYDEN ROAD

CHURCH ROAD

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

- 300 M APPROXIMATE RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY CORRECTS
- EXISTING PROPERTY LINES
- CONCEPTUAL ALTERNATIVE



QUEENVILLE SUPERROAD

RAMP E-W

RAMP W-S

BRANDON BYPASS

RAMP S-W

RAMP N-W

HIGHWAY 404

DRYDEN ROAD

CHRON ROAD

ARCADIS

BRANDON BYPASS
VARIABLE SPEED LANE

BRANDON BYPASS
VARIABLE SPEED LANE

ALTERNATIVE 1
VARIABLE SPEED LANE

Scale bar and sheet number 2

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

- 300 M APPROXIMATE RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY CORRECTS
- EXISTING PROPERTY LINES
- CONCEPTUAL ALTERNATIVE



GREENVILLE SUBROAD

RAMP N-E-W

RAMP W-S

BRADFORD BYPASS

RAMP S-W

RAMP N-W

RAMP E-W

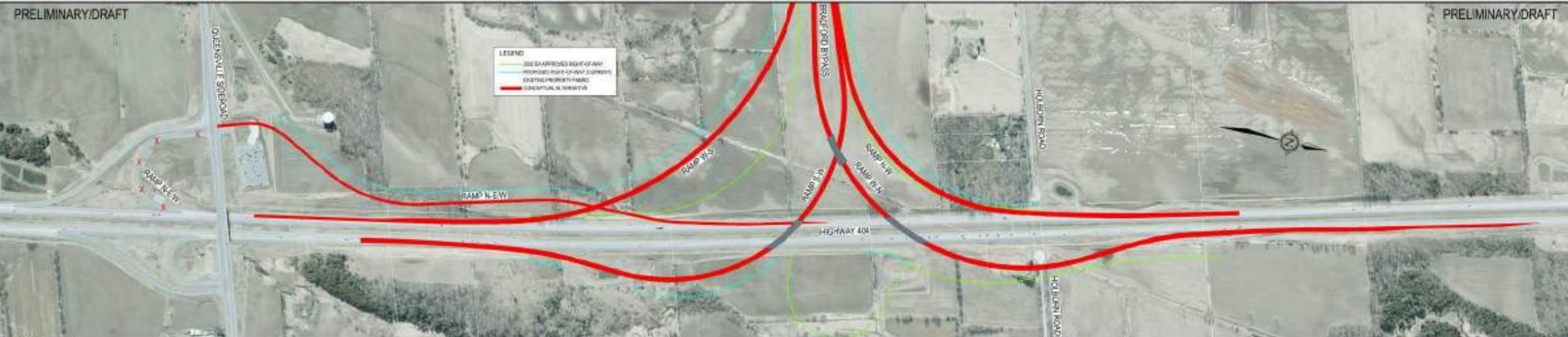
HIGHWAY 404

DRYDEN ROAD

DRYDEN ROAD

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT



LEGEND

- 200 M APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY CORRECTS
- EXISTING PROPERTY LINE
- CONCEPTUAL ALTERNATIVE

Technical Stakeholder Meetings

Ontario



**Highway 400 – Highway 404 Link (Bradford Bypass)
County Road 4 Advance Contract**

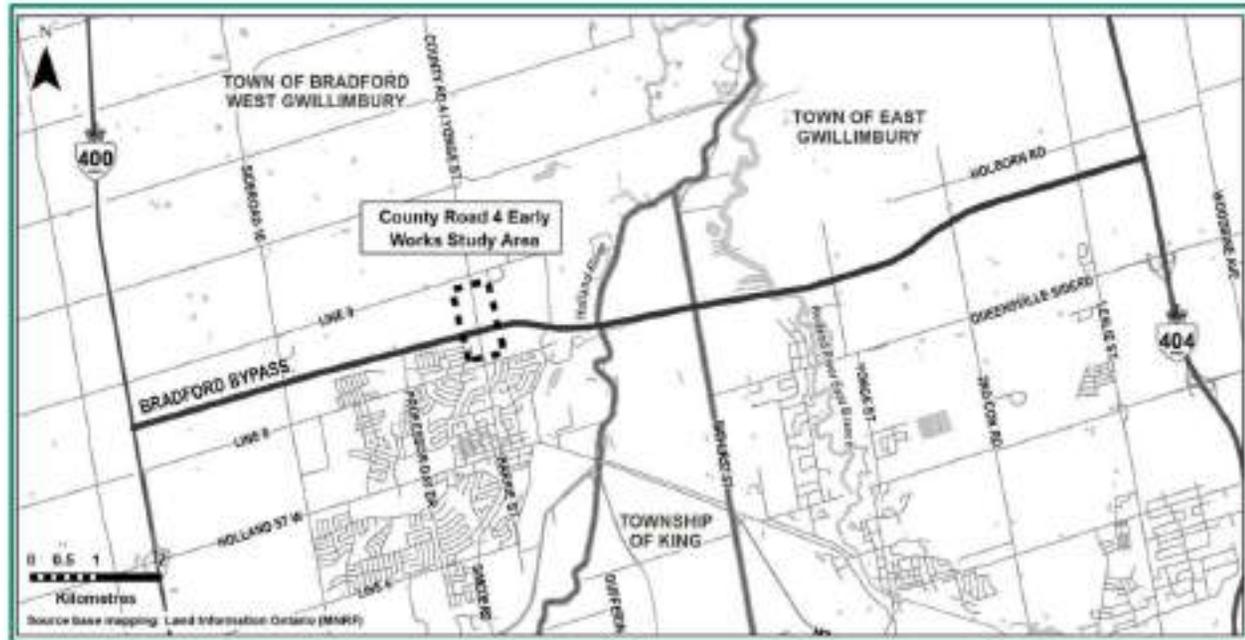
G.W.P. 2008-21-00

Stakeholder Meeting
County of Simcoe & Town of Bradford West Gwillimbury
Fire, Police, and Emergency Medical Services

September 29, 2021

Agenda

- Project Overview & Schedule
- Existing Conditions
- Proposed Work & Construction Staging
- Key Discussion Items
- Next Steps
- Questions & Comments



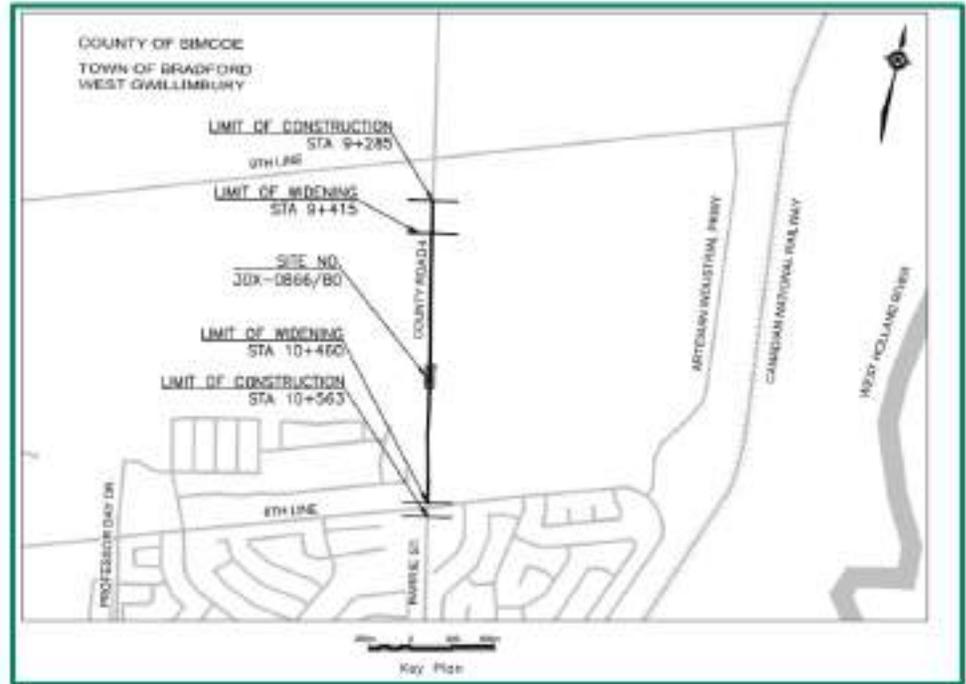
Project Overview

- County of Simcoe, County Road 4: Phase I widening from 11th Line to 8th Line, Environmental Study Report (June 2012). (Site preparations commenced in late 2020.)
- MTO, Highway 400 – Highway 401 Link (Bradford Bypass) Preliminary Design and Class Environmental Assessment Study. (Commenced September 2020, Ongoing)
- MTO, County Road 4 Advance Contract, Design-Build Ready assignment. (Commenced April 2021, Ongoing)



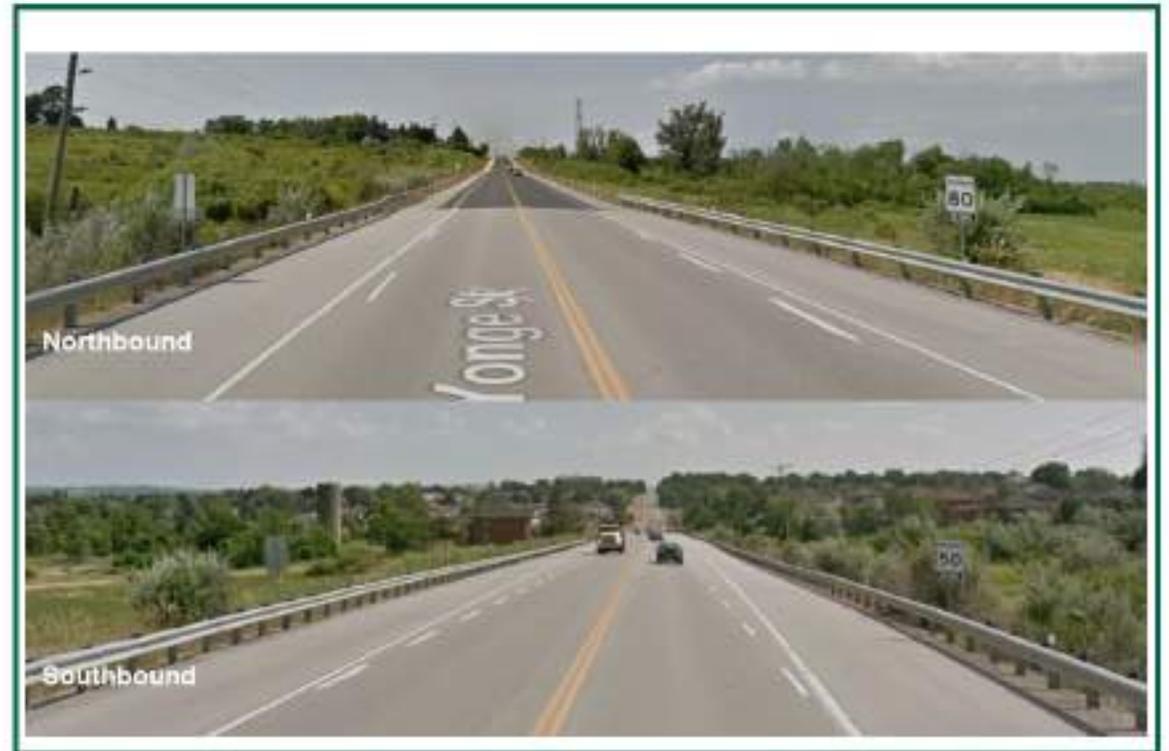
Project Overview - County Road 4 Advance Contract

- Design-Build of a new Underpass Bridge for the future Highway 400-Highway 401 Link (Bradford Bypass) and widening from 2 to 4 lanes on County Road 4, between 8th Line intersection and 9th Line intersection, in the Town of Bradford West Gwillimbury and County of Simcoe.
- The new bridge and widening will be designed to meet the Ministry's requirements for a future County Road 4 interchange.
- **Procurement Schedule:**
 - DB-RFP Advertisement – Fall / Winter 2021
 - DB-RFP Award – Spring 2022



Existing Conditions – County Road 4

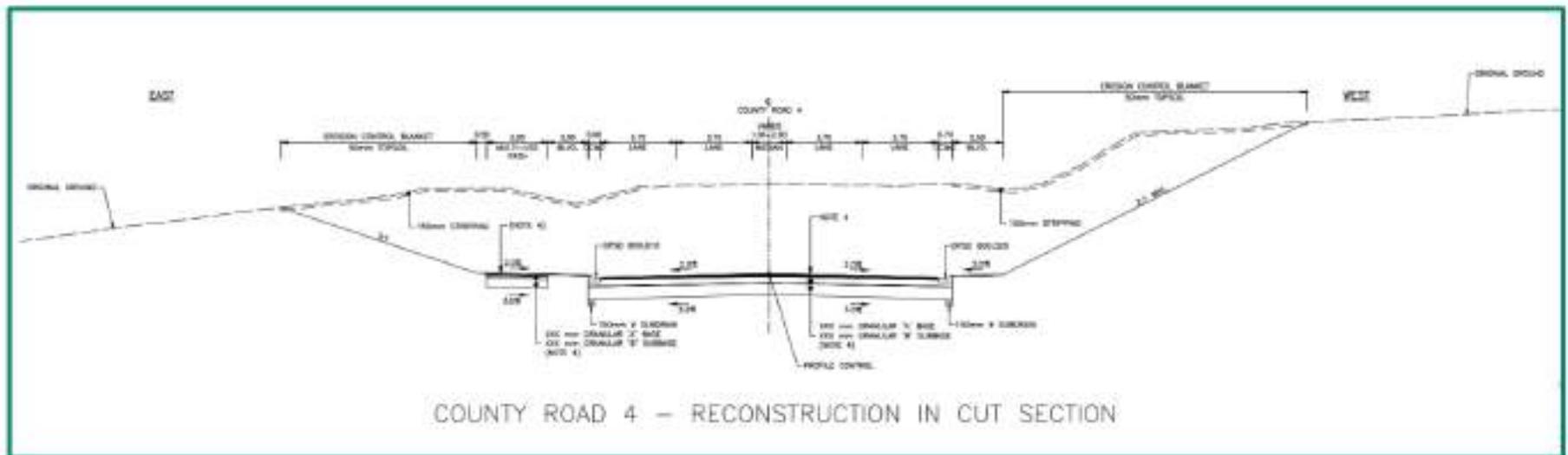
- Mixed urban and rural roadway
- Mixed posted speed
- Profile
- Drainage
- Driveways
- 8th Line Intersection
- Property
- Utilities



Interim Works - County Road 4 Widening

Interim Works (GWP 2008-21-00 Contract):

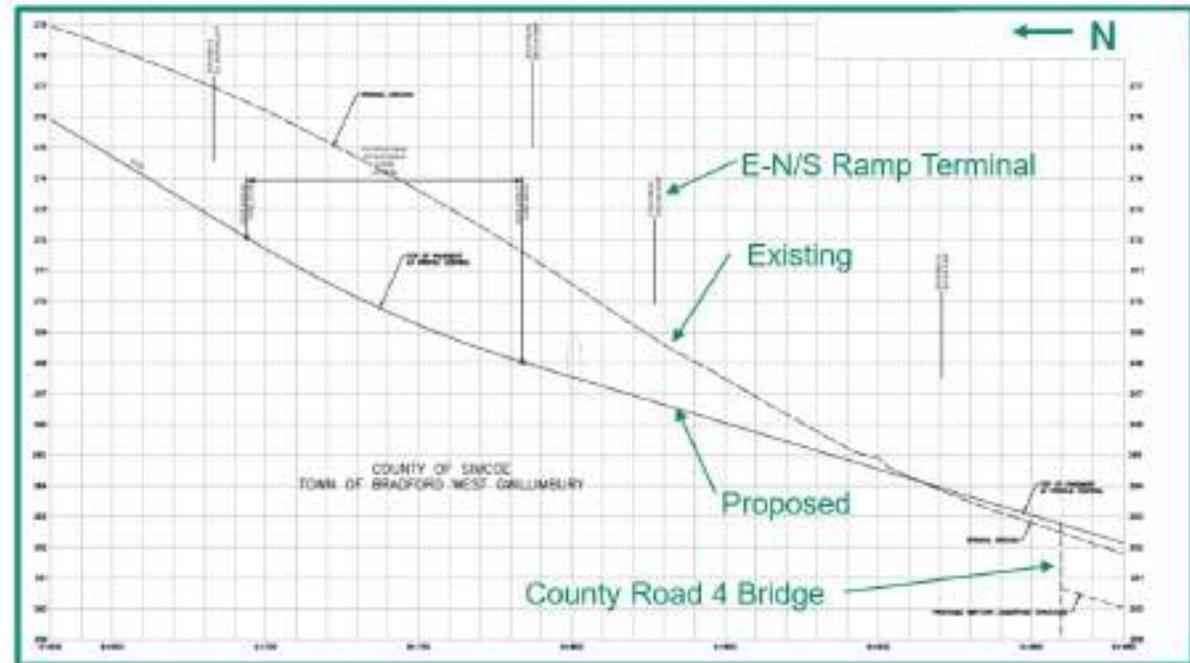
- New underpass bridge (Per County Road 4 and Bradford Bypass Requirements)
- Urban undivided County Road 4 with 80km/h design speed (UAU 80) and 60 km/h posted speed.
- Widening from 2 to 4 lanes, including redesign of the roadway to meet future interchange requirements (significant cut & fill).
- 3.0 m interim multi-use pathway



Interim Works - County Road 4 Widening

Interim Works (GWP 2008-21-00 Contract):

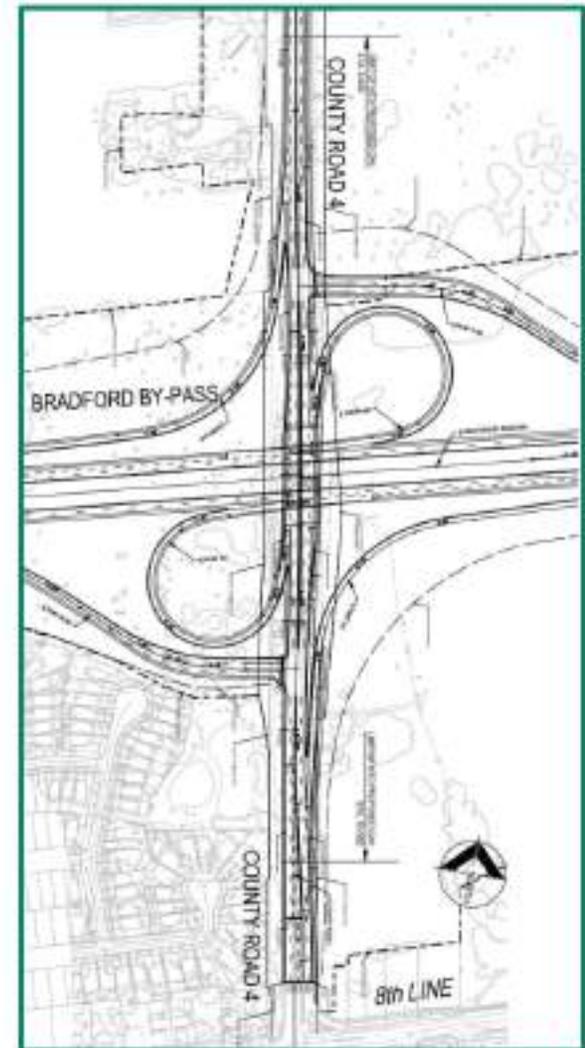
- Driveway realignments and relocations.
- Interim drainage system improvements and culvert extensions.
- Provisions for the future interchange (Electrical, ATMS, grading).
- Interim illumination, pavement markings, signage, and traffic control devices.



Future Works – County Road 4 Interchange

Future Works:

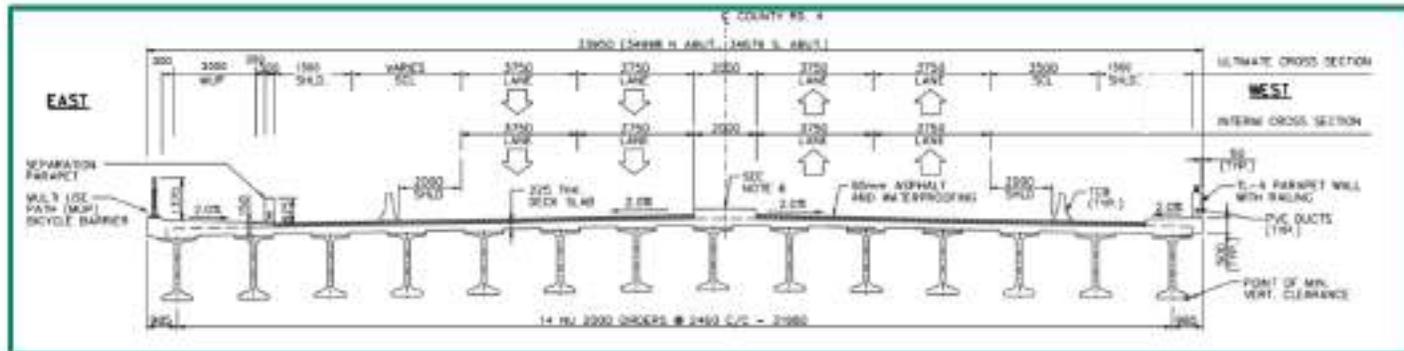
- Highway 400-Highway 404 Link (Bradford Bypass Mainline).
- Interchange ramps (4.75 m Lanes, Parclo A4 Configuration)
- Decision point illumination.
- Ramp terminal traffic signals and illumination.
- Ultimate multi-use pathway alignment
- Ultimate drainage system improvements.
- Ultimate pavement markings, signage, and traffic control devices.



Proposed Work – County Road 4 Underpass Structure

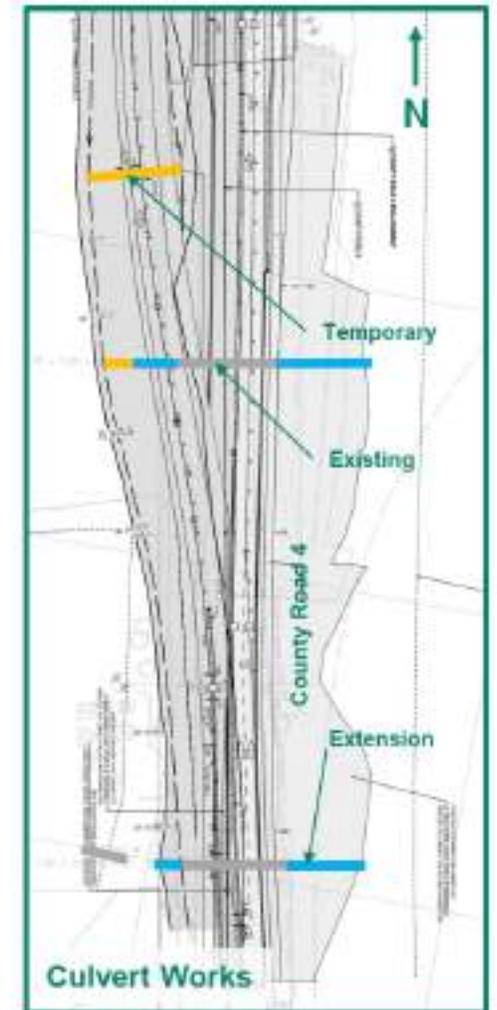
County Road 4 Underpass (Site # 30X-0866/B0):

- One stage bridge construction staging will require a temporary detour road around the proposed structure site.



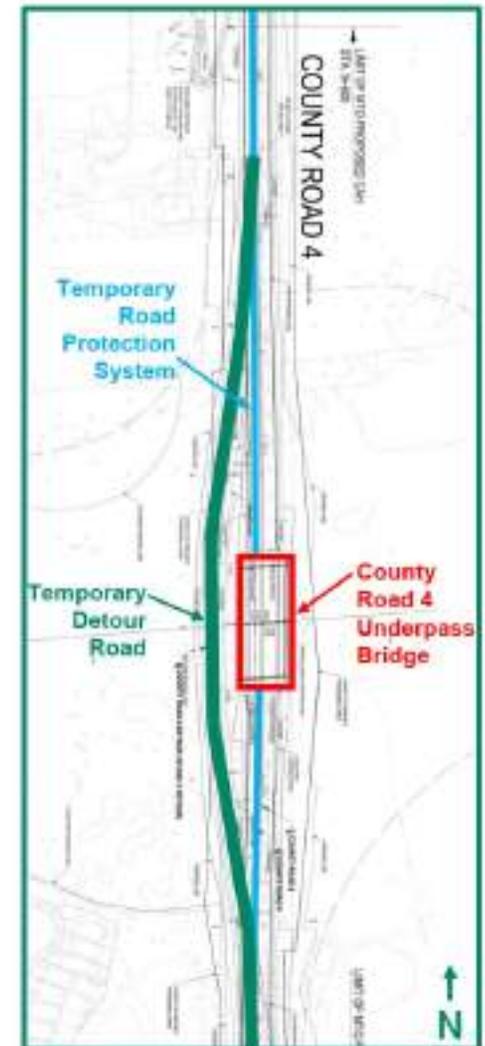
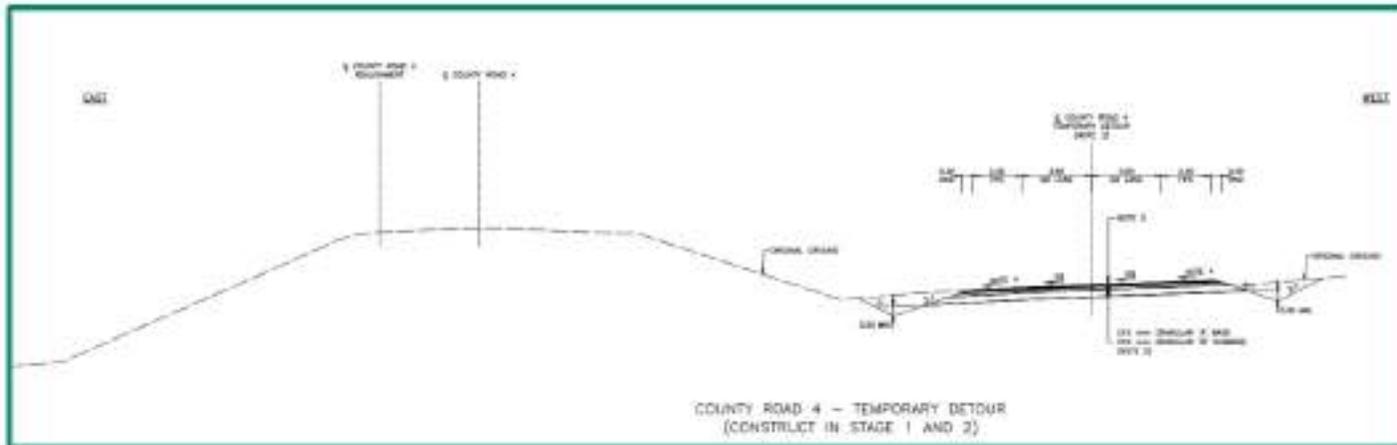
Proposed Work – Other Disciplines

1. Traffic Engineering
2. Drainage & Hydrology Engineering
3. Electrical Engineering
4. ATMS
5. Pavement Engineering
6. Foundations Engineering

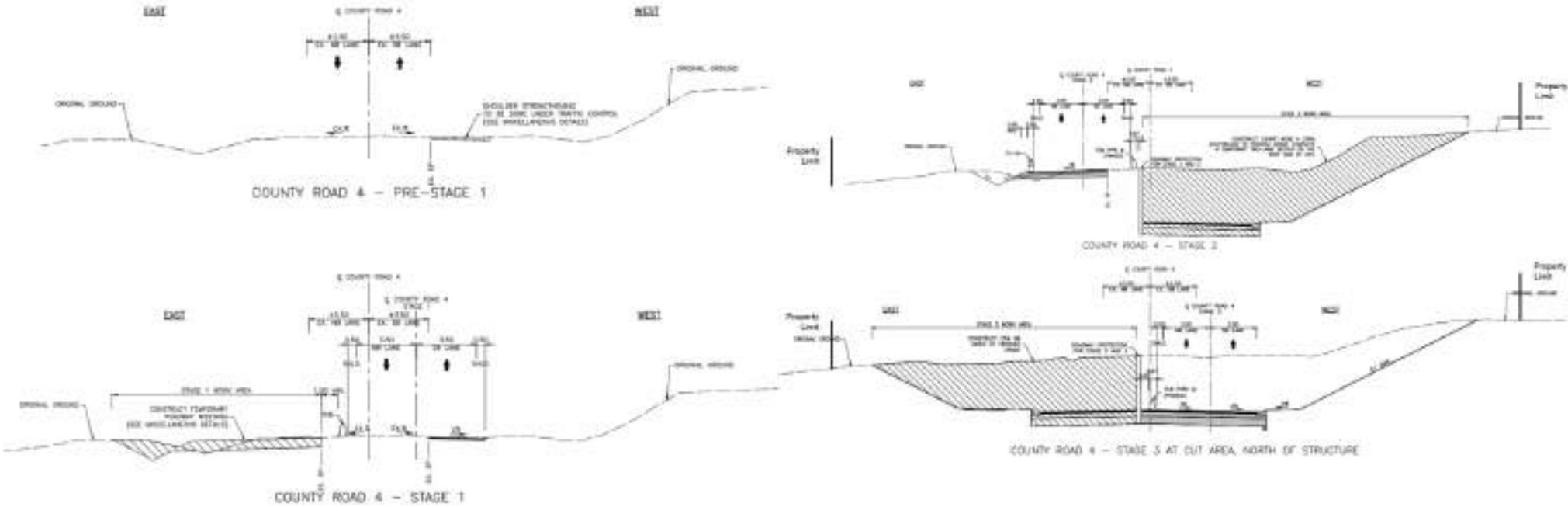


Proposed Work – Construction Staging (General)

- Proposed staging is subject to change
- Temporary detour (~800 m, 2-lanes, 80 km/h design speed).
- Temporary road protection system for large cut and fill section (~900 m, max cut depth 5 m)
- Lane reductions, shifts, closures, and night and/or weekend works at 8th Line Intersection.

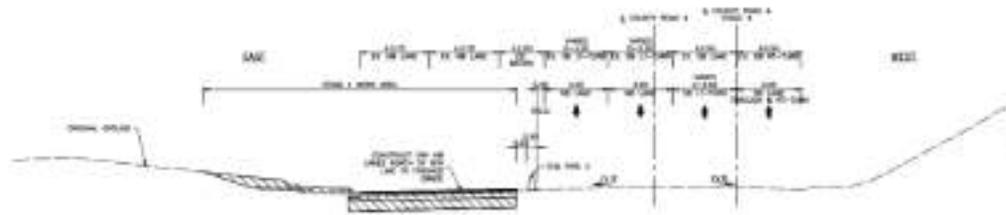


Proposed Work – Construction Staging (General)



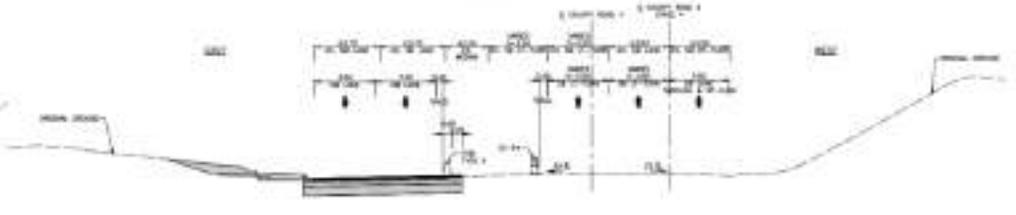
Proposed Work – Construction Staging (8th Line Intersection)

Night-Time Works (4-Lanes)

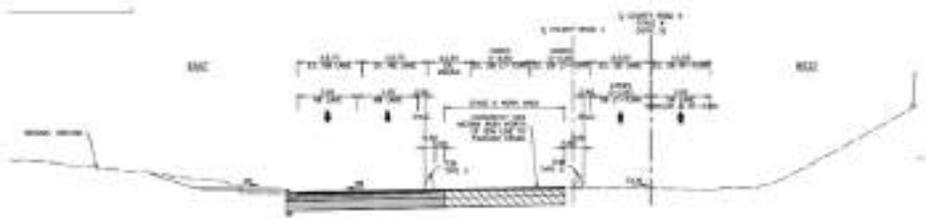


COUNTY ROAD 4 – STAGE 4 AT 8TH LINE INTERSECTION DURING NIGHTTIME CLOSURE

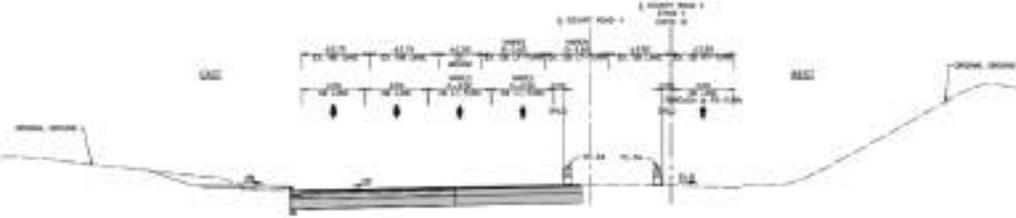
Day-Time (5-Lanes)



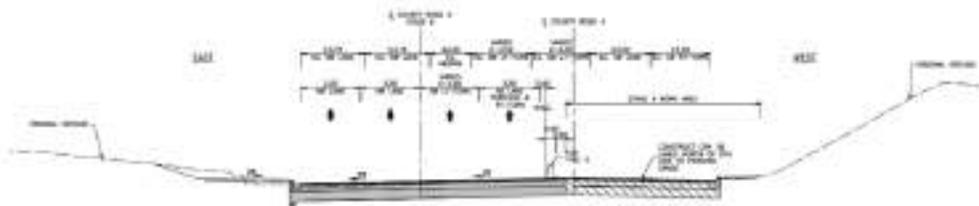
COUNTY ROAD 4 – STAGE 4 AT 8TH LINE INTERSECTION DURING DAYTIME



COUNTY ROAD 4 – STAGE 5 AT 8TH LINE INTERSECTION DURING NIGHTTIME CLOSURE



COUNTY ROAD 4 – STAGE 5 AT 8TH LINE INTERSECTION DURING DAYTIME



COUNTY ROAD 4 – STAGE 6 AT 8TH LINE INTERSECTION DURING NIGHTTIME CLOSURE

Environmental Overview and Approvals

This project is following the approved planning process for a Group 'A' project

- Review and carry forward environmental commitments made during the previous 2002 Route Planning and Environmental Assessment Study, commitments made during the Simcoe County Road 4 Widening Environmental Assessment study, as well as assess any new impacts and prescribe new mitigation measures to be carried forward to further design and construction

Consultation

- Notice of Study Commencement was published for the overall Bradford Bypass Project on September 24, 2020 and letters were distributed on September 23, 2020
- Public Information Centre #1 was held for the overall Bradford Bypass Project virtually in two parts
 - PIC materials were made available on the project website for a two-week stakeholder review period from April 22 to May 6, 2021
 - A webinar was held on May 18, 2021
- Meetings to be held with County of Simcoe, Bradford West Gwillimbury and emergency services in September 2021

Environmental Overview and Approvals

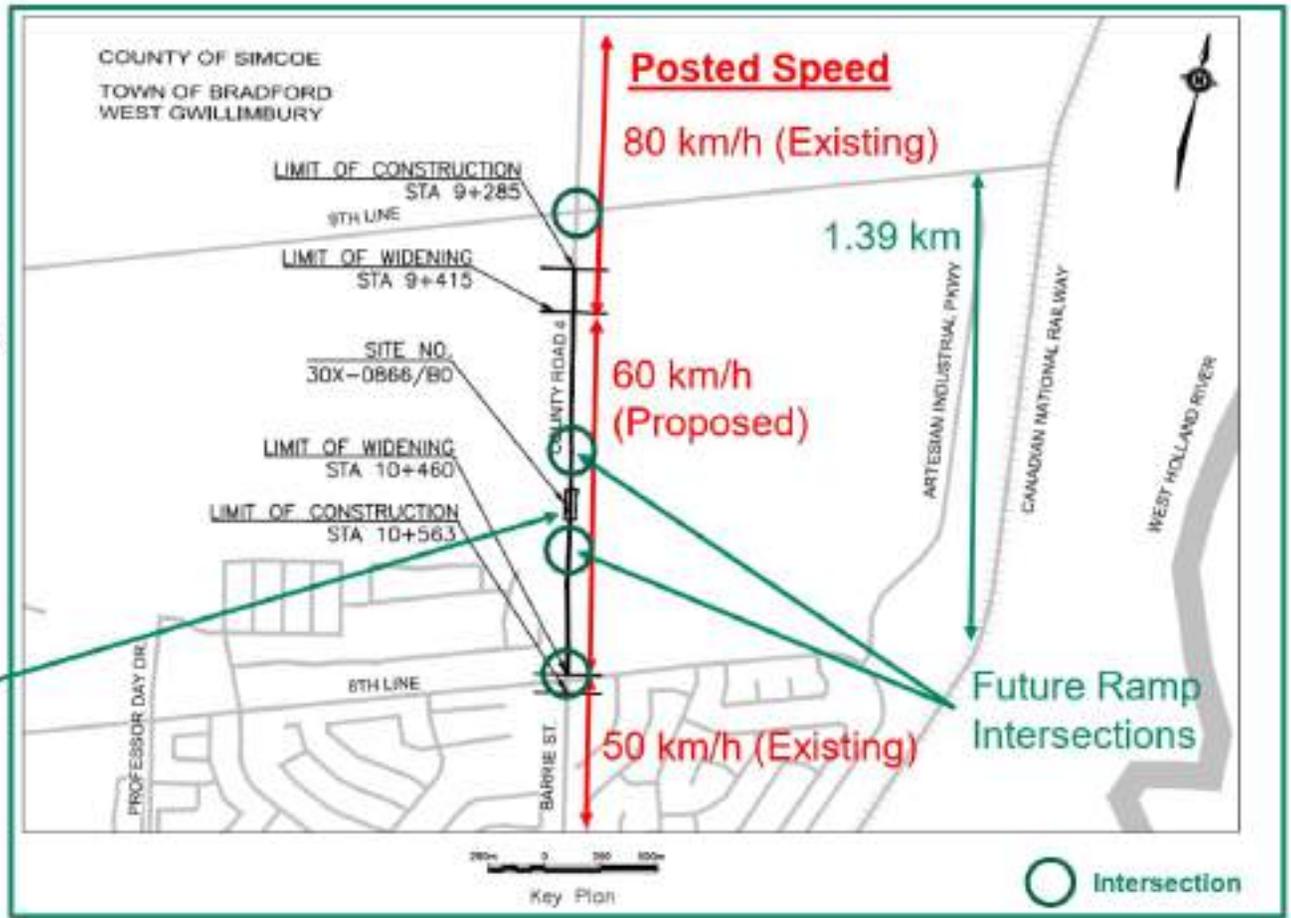
Investigations, Reporting, Permits and Approvals

- A Cultural Heritage Evaluation Report for 2835-2879 Yonge Street has been prepared. The property does not meet criteria of Ontario Regulation 9/06 and Ontario Regulation 10/06 and therefore does not demonstrate cultural heritage value or interest. No further assessment or mitigation is required
- Terrestrial investigations have been completed in the County Road 4 Study Area
- Fisheries investigations will be completed at the Stormwater Management Pond in the southwest quadrant of the future interchange
- Archaeological assessments are in progress
 - H2 Site (site originally identified by the County of Simcoe)
 - Stage 2 and 3 reports with the County
 - Stage 4 required
- Determine dewatering requirements (EASR), Hydrogeological Investigation Report
- Letters have been distributed for a Door-to-Door Water Well Survey. A Door-to-Door Water Well Survey Report will be prepared
- A Waste and Excess Materials Management Plan will be prepared, sampling being undertaken during geotechnical borehole program
- A Transportation Environmental Study Report is being prepared for the advance works at County Road 4
 - To be available for a 30-day public review period (November – December 2021)
- Letter of Eligibility for Environmental Clearance (late Fall 2021)

Key Discussion Items

Design

- 1. Change in Design Speed (80 km/h) and Change in Posted Speed (60 km/hr / 70 km/hr)
- 2. Widening / Tie-in / Construction Limits



Key Discussion Items

Construction & management of traffic

1. Construction staging & temporary detour
2. 8th Line intersection staging

Next Steps

- Review and incorporate comments from Stakeholders
- Complete field investigations and documentation
- Assess potential impacts to the natural, socio-economic and cultural environments and develop protection and mitigation measures
- Update Design-Build Ready package
- Additional stakeholder consultation
- Property acquisition and clearances
- Utility coordination, relocations, and clearances

Questions & Comments

AECOM Delivering a
better world

Minutes of Meeting

Date of Meeting	September 29, 2021	Time 1:00PM – 2:00PM	60636190
Project Name	Bradford Bypass EA/ Preliminary Design - County Road 4 Advance Works		
Location	Microsoft Teams Teleconference		
Regarding	Stakeholder Meeting – Fire, Police, and Emergency Medical Services		
Attendees	John MacKinnon Rhonda Gribbon Olaf Lamerz Jim Wall Dave Phillips Tim Sorochinsky Riyaz Sheikh Nico Valenton Sarah Schmied Mir Hyder	MTO MTO BWG Fire & Emergency Services King Fire and Emergency Services South Simcoe Police Services AECOM AECOM AECOM AECOM AECOM	
Distribution	Attendees & Project Team		
Minutes Prepared By	Fadwa Hamdan, BES.		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Meeting Minutes

	Action
<p><u>Introduction and Project Overview</u></p> <ul style="list-style-type: none"> AECOM provided a safety moment regarding bicycle safety. AECOM provided an overview of the project, the scope of work, and the proposed interim and future works. The scope of work includes widening and reconstruction of County Road 4 from 2 to 4 lanes, addition of a 3.0m wide multi-use pathway, a new bridge, driveway realignments/relocations, drainage improvements, and provisions for the future interchange. AECOM provided an overview of the proposed conceptual construction staging. AECOM provided an overview of the environmental approvals for the County Road 4 project. 	<p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p>
<p><u>Change in Design Speed and Posted Speed</u></p> <ul style="list-style-type: none"> AECOM noted that there are two different posted speeds through the project limits; 50 km/h in the south section and 80 km/h in the north section. AECOM noted that post construction the proposed design speed is 80 km/h (60 km/h posted speed) which is appropriate due to the 4 future signalized intersections within a distance of 1.4km. MTO noted that the northbound posted speed would be 70 km/hr until the interchange is constructed. MTO noted that in an earlier meeting with Simcoe County and the Town of 	<p>Info.</p>

<p>Bradford West Gwillimbury staff on September 22, 2021, both municipalities were supportive of the change in design speed and posted speed.</p>	
<p>Construction Staging / Traffic Management</p> <ul style="list-style-type: none"> • AECOM noted the construction staging approach includes maintaining the existing number of through lanes along County Road 4, reducing lanes during works at 8th Line intersection, the use of temporary protection systems to permit work within the available road right-of-way, and the use of a temporary detour around the proposed bridge to reduce traffic impacts. MTO noted this project includes the preparation of a preliminary design and field investigations to support preparation of a Design-Build Contract. • BWG Fire and Emergency Services inquired about detours and staging with respect to lane drop-offs and whether they will be tapered. BWG Fire and Emergency Services noted that if detours and accesses are maintained, maintaining emergency access routes along County Road 4 shouldn't be an issue. MTO noted that while the existing number of through lanes would be maintained during construction, there will be reductions to the number of turning-lanes at 8th Line intersection during the day and night tie-in works. • AECOM inquired about the proposed timeline for providing early notifications. King Fire and Emergency Services emphasized that communication is key for construction staging. It will be critical to provide early notifications to motorists and having traffic management measures such as signage in place ahead of time. King Fire and Emergency Services noted at least one week for the public. Two weeks advanced notification is ideal for fire and emergency services to provide them with the required time to modify emergency routes. • South Simcoe Police Services noted there have not been any noise complaints and concerns for this project received from the subdivision at 8th Line and County Road 4, and the residents spoken to are in support of the improvements. South Simcoe Police Services noted noise should be reviewed. AECOM noted noise is being reviewed for the overall Bradford Bypass. MTO noted traditionally notices are sent out for night work out of courtesy, but MTO is not required to obtain exemptions for night work. 	<p>Info.</p> <p>Info.</p> <p>Info.</p> <p>Info.</p>
<p>Other Business</p> <ul style="list-style-type: none"> • BWG Fire and Emergency Services inquired about the overall timeline of the project. MTO noted Property acquisition is still ongoing, along with utility relocations. MTO noted the project will be awarded in Spring 2022 with most work occurring in 2023 and 2024. Currently, the Project Team is working through details to determine the duration of proposed works. • King Fire and Emergency Services inquired about the overall Bradford Bypass project. AECOM noted only County Road 4 widening and the new bridge is taking place at this time and since the overall Bradford Bypass project is not yet funded a start date cannot be provided at this time. King Fire and Emergency Services inquired about the changes at Bathurst Street. AECOM noted for Bathurst Street the current alternative is a diamond interchange, and it may have signalized intersections or roundabouts. Accesses at the interchange will also need to be realigned. 	<p>Info.</p> <p>Info.</p>

Highway 400 – Highway 404 Link (Bradford Bypass)

Environment, Community, and Agriculture (ECA)
Committee

Meeting #1

December 8, 2021

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. Break Out Rooms
4. Survey Results
5. Next Steps and Closing Remarks

Housekeeping

- You can control the features you see (video, speaker view or full screen view, etc.)
- Please use the 'Raise Hand' button if you wish to speak; 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 form part of the public consultation record.

Environment, Community and Agriculture (ECA) Committee

- The purpose of the ECA Committee is to understand and address community concerns and gather input on how to best implement the proposed Bradford Bypass in a context sensitive manner
- Comprised of representatives from the local communities and stakeholder groups that have focused interests or lands within the Study Area

Meeting #1

- 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 public feedback into the evaluation of alternatives and project-specific environmental impact study for the preliminary design

Roles and Responsibilities

Making the Most of Our Time Together

- Participate in the two planned meetings 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 group/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

Attendee Organizations

- Forbid Roads Over Green Spaces (FROGS)
- Holland Marsh Growers Association
- National Farmers Union (Region 3-Ontario)
- Ontario Marine Heritage Committee
- Save the Maskinonge
- York Region Cycling Coalition
- York Region Federation of Agriculture
- York Simcoe Nature Club

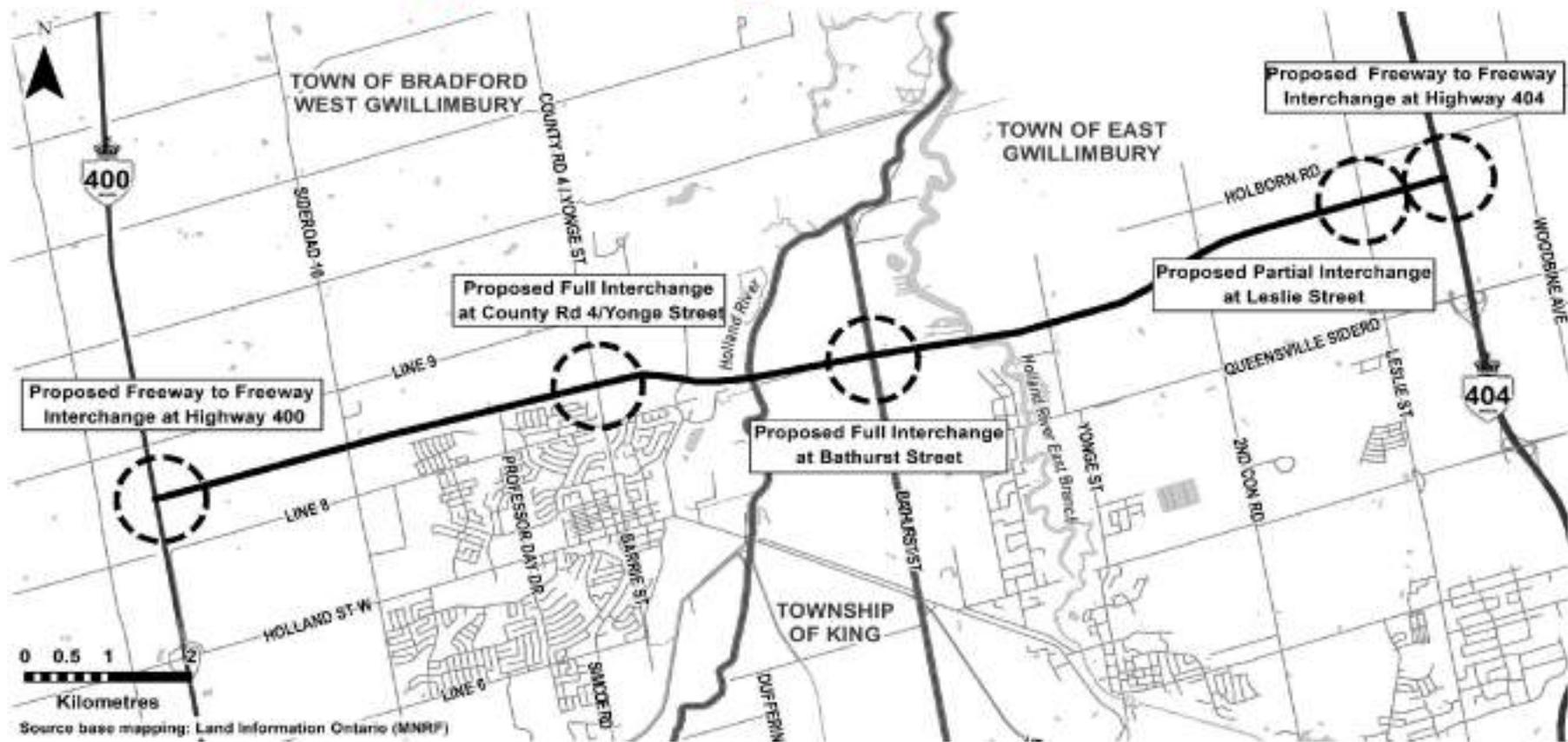
Other Groups Invited

- AWARE Simcoe
- Bradford Board of Trade
- Bradford Women's Group
- Concerned Citizens of King Township
- Concerned Citizens Group
- East Gwillimbury Chamber of Commerce
- Greenbelt Youth Ambassador
- King Chamber of Commerce
- Lake Simcoe Watch
- Rescue Lake Simcoe Coalition
- Simcoe County Federation of Agriculture
- Simcoe County Greenbelt Coalition

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 in 1997 and a subsequent Environmental Assessment (EA) and the Recommended Plan 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 – Study Area and 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 nd – May 18 th , 2021
Completion of the design package for County Road 4 Advance Contract, Early Works Report	2021 – early 2022
Evaluation of Preferred Alternative	2021-2022
Draft Environmental Conditions Report	2022
Public Information Centre 2	Fall 2022
Draft Environmental Impact Assessment Report	Late 2022
Preliminary Design Anticipated Completion	Early 2023

Bradford Bypass – Study Area and Refinement locations



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

- The 2021 Ontario Budget allocated funding for the Bradford Bypass Early Works, which includes a grade separation at County Road 4/Yonge Street to accommodate the County of Simcoe's widening of County Road 4 between Line 8 and 9.
- 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 (late 2021)
- The design package for the County Road 4 Advance Contract was issued in late Fall 2021.



Break Out Rooms

Group 1 (Environment)

- Forbid Roads Over Green Spaces (FROGS)
- Ontario Marine Heritage Committee
- York Simcoe Nature Club
- Save the Maskinonge
- [REDACTED]
- Larry Sarris (MTO)
- Katrina Lalor (MTO)
- Amit Sharma (MTO)
- Jeff Seibert (MTO)
- Cheryl Davis (MTO)
- Tim Sorochinsky (AECOM)
- Sonia Rankin (AECOM)
- Nico Valenton (AECOM)
- Mir Hyder (AECOM)
- Jim Dymont (Land Use Planner)



Group 2 (Agriculture & Community)

- York Region Federation of Agriculture
- National Farmers Union (Region 3- Ontario)
- Holland Marsh Growers Association
- York Region Cycling Coalition
- Harinder Singh (MTO)
- Sallia Kalali (MTO)
- Rhonda Gribbon (MTO)
- Riyaz Sheikh (AECOM)
- Sarah Schmied (AECOM)
- Fadwa Hamdan (AECOM)
- Dave Hodgson (Agrologist)



Facilitator: Alicia Evans

Welcome Back



- Representatives for each room please share
 - What are the hot topics discussed in each Breakout Room?
 - Room 1 – Environment
 - Room 2 – Community | Agriculture
 - What are the key action items?



Post Breakout Room Discussion



Survey Results



- 9 Invitee responses
- 50% response between support for the project and being undecided
- 50% response indicating concerns are not being addressed, or being unsure
- A variety of concerns raised:
 - Safety
 - Impacts to Heritage, Natural Ecosystems, Agricultural lands, Air Quality
 - Consultation
 - Study Process
 - Cost
- Recreational uses: canoe, kayak, motorboat, scuba
- Range of potential usage of the highway:
 - 3 occasionally, 3 rarely, 2 not applicable, 1 no answer

Survey Summary

Key Items to be covered in this ECA

- Consideration for cyclist and pedestrian safety at ramps and with over/underpasses
- Protections applied in the area of the Holland River
- Protection and avoidance of archaeological site both on land and in water.
- Status of studies related to Early Works and the main project
- Information related to:
 - Storm water management (surface water, drainage, salt management)
 - Ecology (wildlife corridors, vegetation/tree mitigation)
 - Light pollution
 - Noise pollution / Noise impacts
 - Structure information (bridge heights)
 - Impacts to agriculture community
 - Traffic management and property access

Mitigation Recommendations

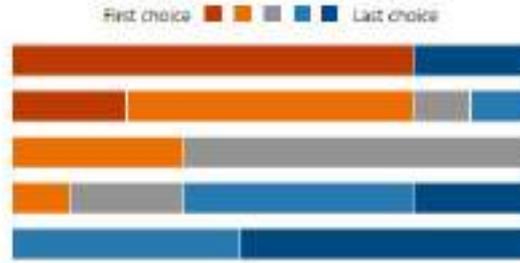
- Safe passage of cyclists and pedestrians within the infrastructure
- Archaeology assessment of Holland River area for First Nations indigenous sites.
- Protection and avoidance should be first and foremost.
- Mitigation measures on Highway 404 / Bradford Bypass
- Water management within the study area (drainage and hydrology), with consideration and mitigation for assessing barrier to water movement, which can cause flooding or improper drainage of adjacent farmland.

Survey Results - Alternatives

Highway 400 Interchange Options (rank alternatives by order of preference: most to least preferred).

Rank Options

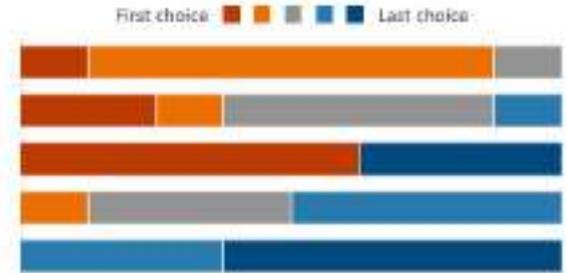
- 1 No Preference (if you do not h...
- 2 Alternative 1
- 3 Alternative 2
- 4 Alternative 3
- 5 Alternative 4



Highway 404 Interchange Options (rank alternatives by order of preference: most to least preferred).

Rank Options

- 1 Alternative 1
- 2 Alternative 2
- 2 No Preference (if you do not h...
- 3 Alternative 3
- 4 Alternative 4

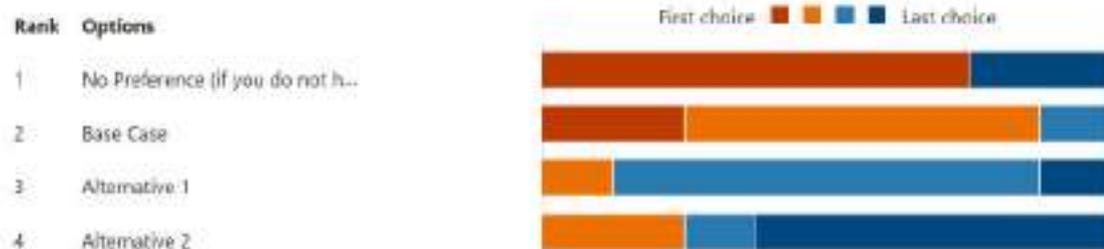


Survey Results – Alternatives

Bradford Bypass Mainline Refinement - Holland River East Branch Crossing (rank alternatives by order of preference: most to least preferred).

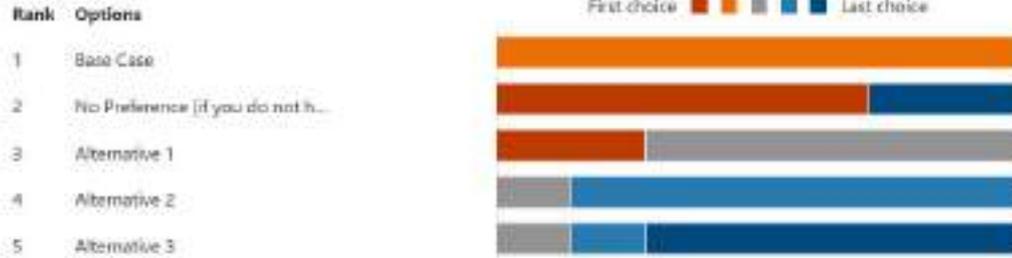


Bradford Bypass Mainline Refinement - Hydro Tower Relocation (rank alternatives by order of preference: most to least preferred).



Survey Results - Alternatives

Bathurst Street Interchange (rank alternatives by order of preference: most to least preferred).



Leslie Street Interchange (rank alternatives by order of preference: most to least preferred).



Next Steps and Closing Remarks

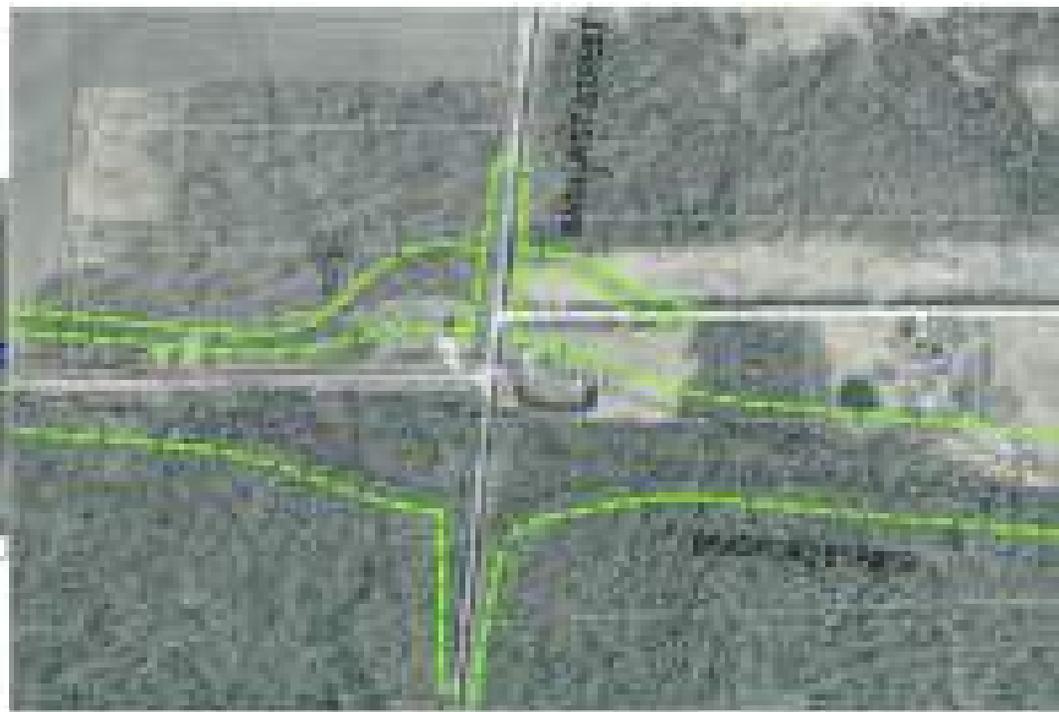
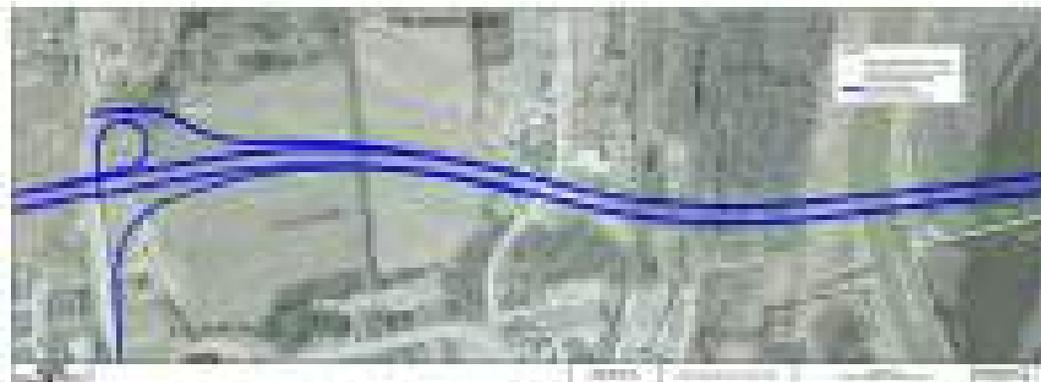
- ECA Meeting 1 close out and distribution of meeting materials
- On-going consultation with stakeholders
- Meetings with municipalities, Agencies and Indigenous Communities
- Early Works Design Package and Early Works Report (2021 to early 2022)
- Draft Environmental Conditions Report will be available for review 2022
- Second ECA session will be hosted during Fall 2022
- Public Information Centre 2 (October 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









Notes of Highway 401/404 into the area:
This large structure, which spans (vertical) to the station and across the lake

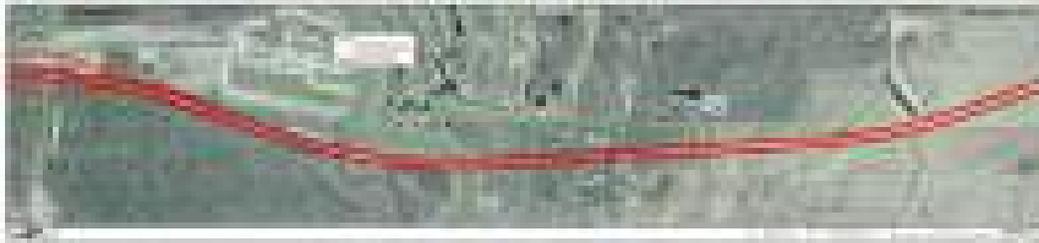
Sheet 12 of the BRADFORD BYPASS
ALTERNATIVE 1



Specialization for design development also the construction

Sheet 12 of the BRADFORD BYPASS
ALTERNATIVE 2

Location in developed corridor

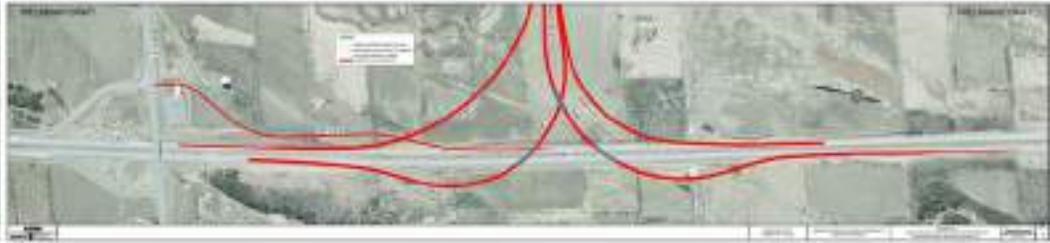
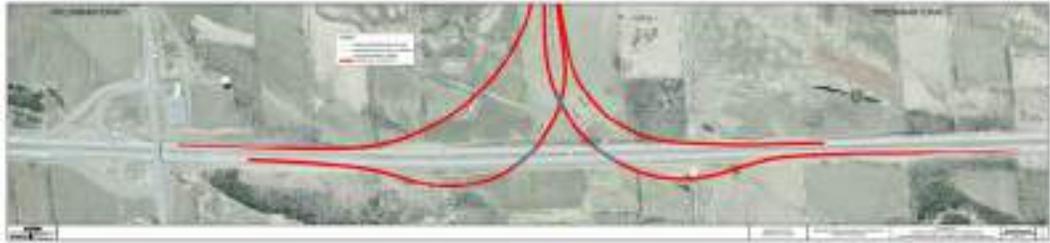
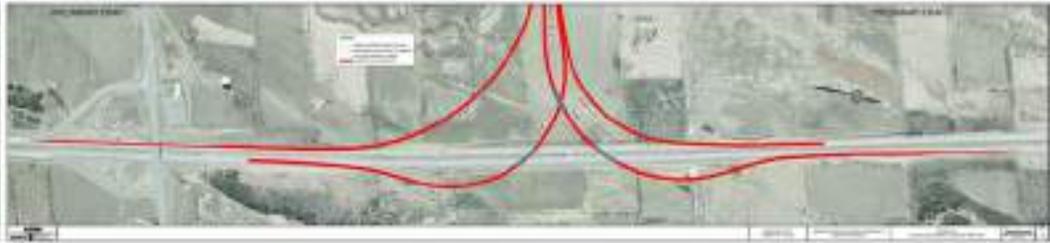
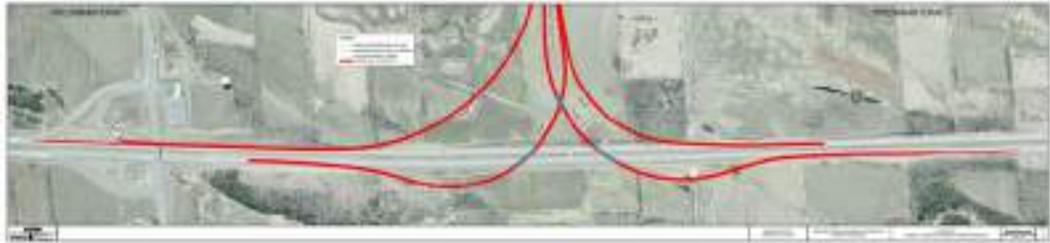


Plan 10 shows the proposed interchange design to be used for the main design by the design engineer.

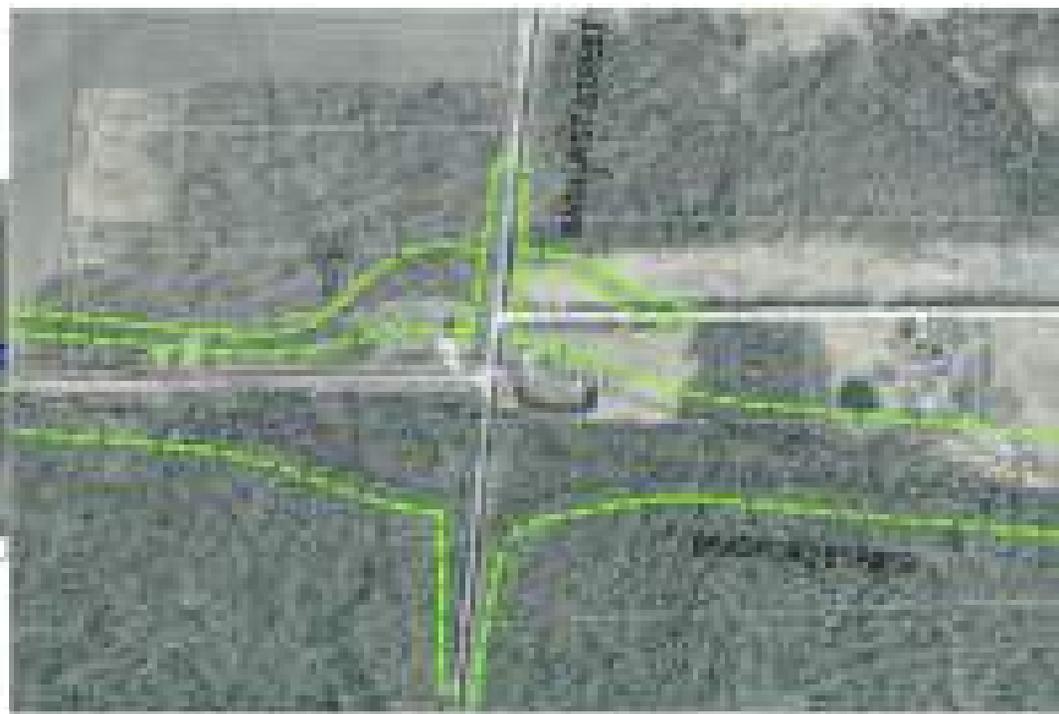


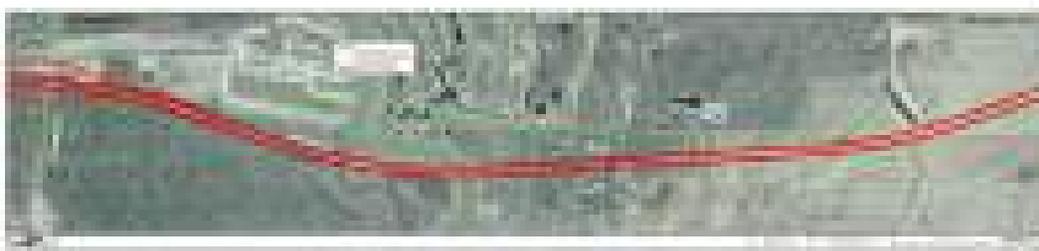
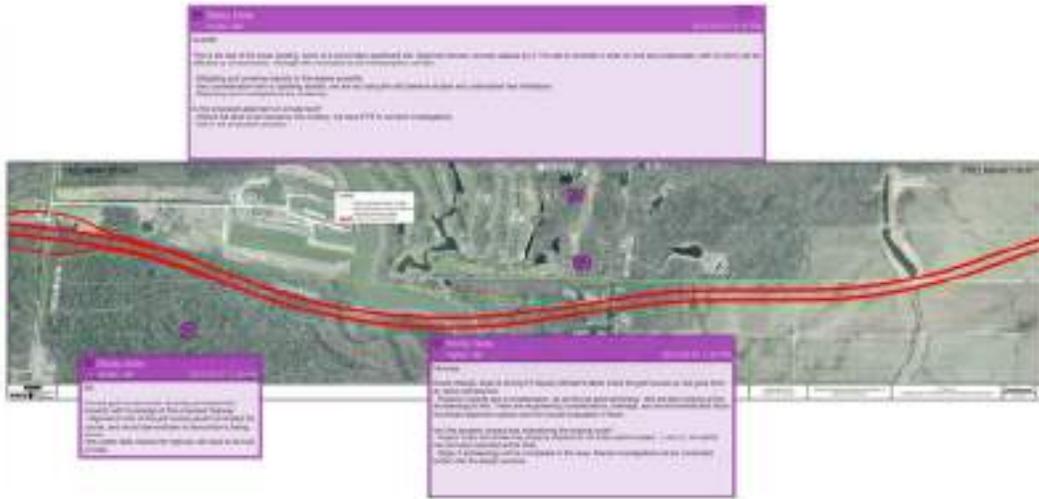
Plan 11 is the alternative 404 approach design proposal.

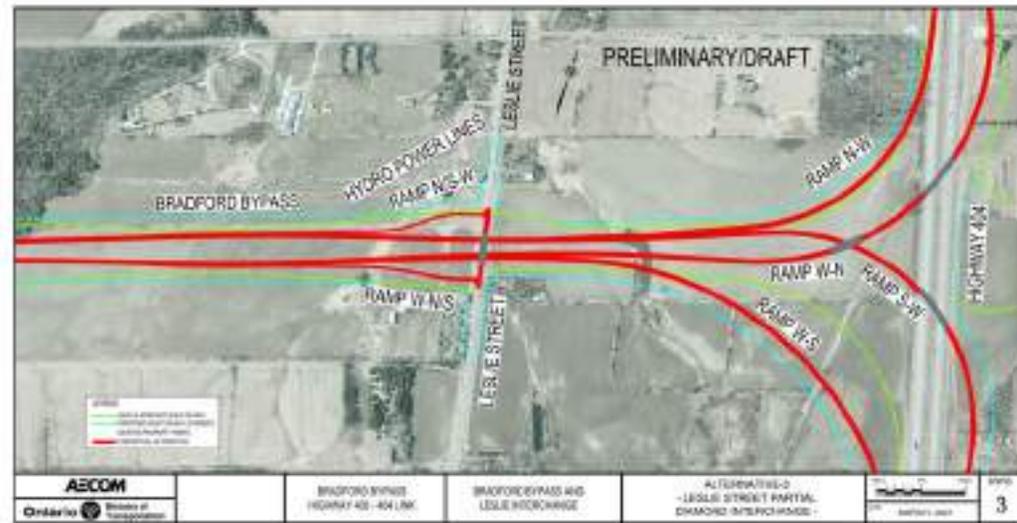
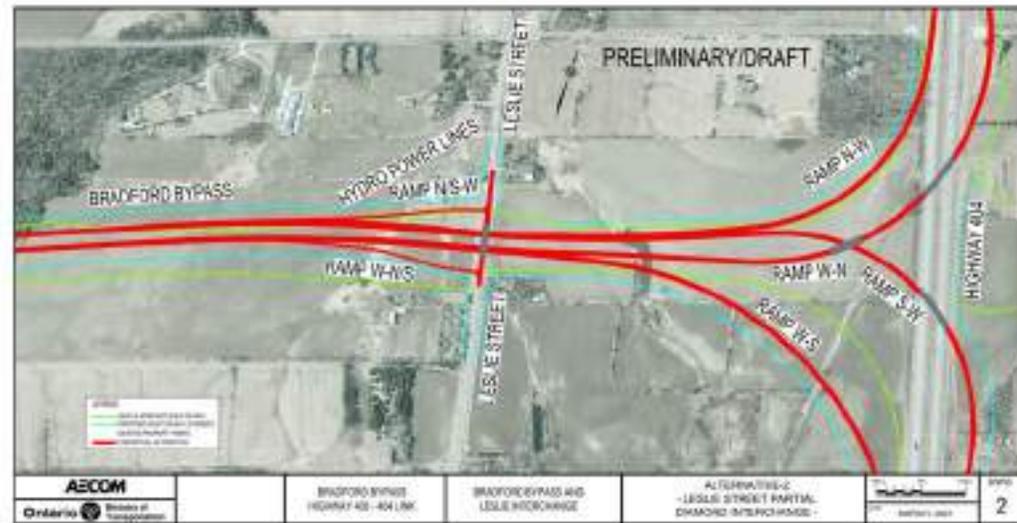


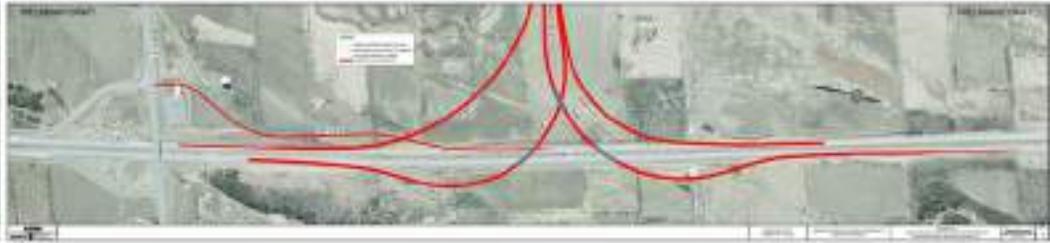
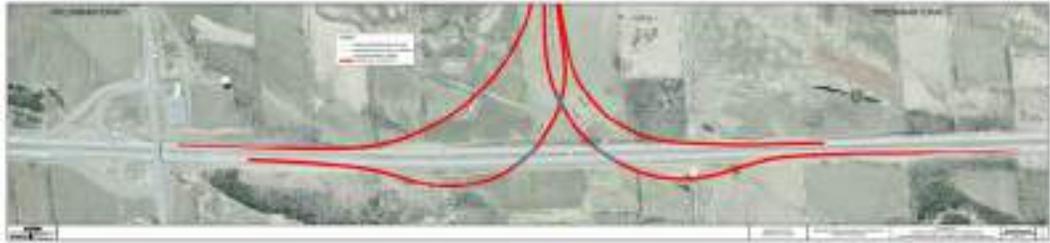
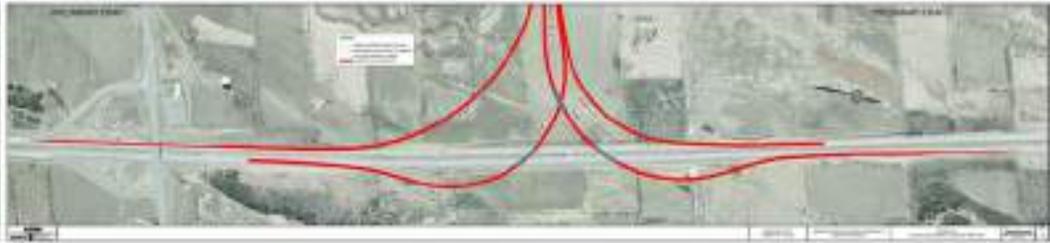
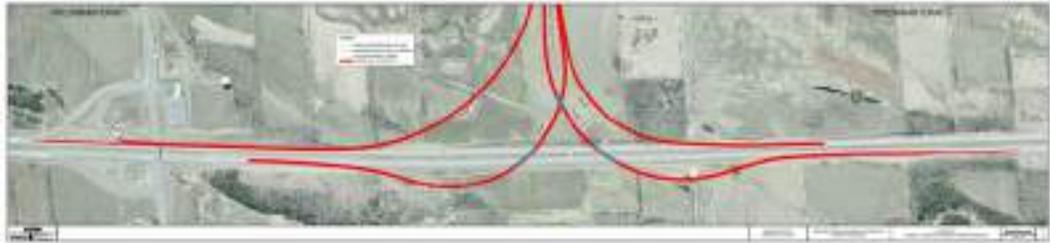












Ontario

Meeting Minutes

Subject Highway 400-404 Link (Bradford Bypass) – Environment, Community, and Agriculture Committee Meeting # 1

Date December 8, 2021

Time 6:00PM-8:00PM

Location Zoom

Attendees **400-404 Project Team:**

Larry Sarris, MTO Project Manager
Harinder Singh, MTO Project Manager
Rhonda Gribbon, MTO Environmental Planner
Salia Kalali, MTO
Amit Sharma, MTO
Katrina Lalor, MTO
Jeffrey David Seibert, MTO
Tim Sorochinsky, AECOM Project Manager
Riyaz Sheikh, AECOM Project Manager
Sonia Rankin, AECOM Senior Environmental Planner
Sarah Schmied, AECOM Environmental Planner
Nico Valenton, AECOM Engineer
Mir Hyder, AECOM
Dave Hodgson, DBH Soil Services Inc. Agricultural Specialist
Jim Dymont, Municipal Planning Consultants Land Use Planner
Kenndal Soulliere, AECOM
Fadwa Hamdan, AECOM

Technical Support

Alicia Evans, AECOM
Kathryn Ross, AECOM

Committee Attendees

Bill Foster, Forbid Roads Over Green Spaces (FROGS) + 1 adjacent property owner
Deborah Gordon, Save the Maskinonge
Jody Mott, Holland Marsh Growers
Jordan Coates, York Region Federation of Agriculture
Scarlett Janusas, Ontario Marine Heritage Committee
Sunil Puri, National Farmers Union
Sylvia Bowman, York Simcoe Nature Club

Invited Attendees

AWARE Simcoe
Bradford Board of Trade
Bradford's Women's Group
Concerned Citizens of King Township
Concerned Citizens Group
East Gwillimbury Chamber of Commerce
Greenbelt Youth Ambassador
King Chamber of Commerce
Lake Simcoe Watch
Rescue Lake Simcoe Coalition
Simcoe County Federation of Agriculture
Simcoe County Greenbelt Coalition
York Region Cycling Coalition

Prepared by Fadwa Hamdan

Distributed to: All attendees and regrets

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 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.

Overview

The purpose of the Environment, Community and Agriculture Committee Meeting is to understand and address community concerns and gather input on how to best implement the proposed Bradford Bypass in a context sensitive manner. Representatives from local communities and stakeholder groups that have focused interests within the study area discussed the proposed alternatives presented at PIC#1 to highlight key concerns and ideas for the Preliminary Design. The intent of this meeting is to have a conversation with key representatives, discuss questions and concerns, and receive feedback regarding the evaluation of alternatives and project-specific environmental impact studies for the Preliminary Design. The agenda included:

- Providing an overview of the Bradford Bypass Project and County Road 4 Early Works
- Providing a timeline regarding next steps for the Bradford Bypass Project
- An explanation of Ontario Regulation 697/21
- Discussing the refinement locations
- An Environment Committee break-out room and an Agriculture and Community break-out room to discuss key concerns for each stakeholder group

The following table provides a summary of the discussions during the introduction, Environment Committee break-out room, Agriculture and Community break-out room, and closing remarks. The Project Team provided an overview of the Project using a slide presentation included as part of the record of consultation for this meeting.

Introduction
<p>Alicia Evans started the meeting by introducing herself as the facilitator. She emphasized that although she is an employee with AECOM, she has no affiliation to the Bradford Bypass project and is strictly participating in the call to facilitate discussion and mitigate conflicts if they arise.</p> <p>Larry Sarris provided a welcome and a Land Acknowledgement.</p> <p>Alicia Evans addressed housekeeping items for the meeting, discussing specific Zoom features to use (ex. Raise hand) and what the roles and responsibilities are for the attendees.</p> <p>Introductions began with the Project Team and proceeded to the attendees. Harinder Singh introduced the MTO attendees, and Tim Sorochinsky introduced the AECOM attendees and technical support staff.</p> <p>Bill Foster introduced himself as the representative for Forbid Roads Over Green Spaces (FROGS). He provided a brief overview of FROGS, which was founded in 1993. Bill Foster and the FROGS Committee members believe that the new Ontario Regulation is flawed and does not consider environmental impacts in the study area. Bill Foster also notes that FROGS has requested a Federal Impact Assessment for the project.</p> <p>Jody Mott introduced herself as the Executive Director for the Holland Marsh Growers. She indicated that the Holland Marsh Growers support the construction of the highway as long as it is done correctly, because Growers want to be able to move their products around safely.</p> <p>Sunil Puri introduced himself as the representative for the National Farmers Union.</p> <p>Scarlett Janusas introduced herself as the representative for Ontario Marine Heritage Committee. She mentioned the committee was part of an archaeological assessment for a provincially significant marine archaeology site (lower landing site) on the East Holland River, and their concern is the preservation of this site.</p>

Deborah Gordan introduced herself as the representative for Save the Maskinonge. She indicated that their main concern are the salt levels in the watershed and hopes that it will be managed better than the Highway 404 from Keswick to Queensville.

Jordan Coates introduced himself as the representative for York Region Federation of Agriculture.

Sylvia Bowman introduced herself as the representative for York Simcoe Nature Club, and indicated their concerns align with the concerns of FROGS and Save the Maskinonge.

[REDACTED] introduced himself as one of the property owners near the new route change on Yonge Street, and is concerned about the environment and water.

Q: Scarlett Janusas asked why there were no Indigenous Community members present on the call.

A: Sonia Rankin and Larry Sarris noted that Indigenous engagement is ongoing and is occurring through direct consultation with each community, and not within this committee group. This committee meeting is strictly focused on members of community groups concerned with the Environment, Community, or Agriculture. Separate committee groups will meet in the new year, consisting of municipal government representatives, regulatory agency representatives, and Indigenous community representatives.

Project overview (Tim Sorochinsky).

Ontario Regulation 697/21 and its streamlined assessment process and study schedule information (Sonia Rankin).

Overview of the County Road 4 Early Works (Riyaz Sheikh).

Q: Deborah Gordon requested a list consisting of the studies being conducted.

A: A list of the studies undertaken for County Road 4 include the following: Terrestrial Ecosystems Assessment, Archaeology Assessment, Cultural Heritage Assessment, Hydrogeological Assessment, Waste Management and Contamination Assessment, and Noise Assessment. Results of these studies will be presented in the Early Works Report to be issued for public review.

Q: Scarlett Janusas asked for clarification on the archaeological studies being done. She wanted to know whether they are being redone.

A: Jeffrey David Seibert confirmed that archaeological assessments are being redone to comply with today's regulatory standards.

Q: Bill Foster stated he would like clarification on the studies, and what the exemption and removal of the Class EA process meant. He states that although he is appreciative of the 15 studies AECOM is conducting, there is concern that the studies are not part of the regulation and do not have any weight on the approval process for the Project since studies were previously done because they were required and approved by other ministries and other bodies.

A: Larry Sarris clarified that the new regulation includes all the conditions with exception to condition 4. MTO will still need to follow all provincial and federal regulations to ensure environmental protection. The regulation exempts the ministry from filing a Transportation and Environmental Study Report (TESR) (a Class EA document), but there are still documentation requirements that need to be fulfilled. This includes complying with the Cultural Heritage Act, Fisheries Act, and more. It's not strictly written in AECOM'S contract because it is part of the regulatory requirements. The new regulation also requires a consultation record with Indigenous communities, property owners, and interested parties.

Jeffrey David Seibert also stated that all the obligations of AECOM'S archaeology team are in compliance with their own licenses as well.

Bill Foster suggested that the Project Website should link the studies being conducted with the related approval authority.

Larry Sarris stated MTO will review this suggestion and will consider appropriate updates to the website information for better clarity.

Deborah Gordan asked to be moved into the Agriculture and Community break-out room.

Room assignment was adjusted.

Alicia Evans introduced the break-out rooms.

Environment Break-Out Room

Sonia Rankin introduced the break-out room participants. This included an explanation of the different components of the study area, and how the group will be going through each of the Preliminary Design alternatives, which were presented at PIC #1 with the intent to discuss participants' key concerns and important elements. The participants were invited to identify which areas of the project and which Preliminary Design alternatives were of greatest importance to focus discussions during this meeting.

Sonia Rankin provided an overview of the Preliminary Design alternatives roll plan. There were no concerns with the Highway 400 interchange alternatives, and with the Highway 404 interchange. Concerns were identified at County Road 4, West Holland River, Bathurst Street, East Holland River Crossing, and Leslie Street.

County Road 4 Early Works & County Road Main Project Interchange Discussion

Bill Foster noted concern with MTO'S mandate and the mixing of the local traffic with long distance traffic. The County Road 4 interchange is in the proximity of Chelsea Crescent residential area, forcing population growth upon the local population. He states that the population by 2051 will be four times larger than when the EA plan was approved, exemplifying bad form of communication and unrealistic standards. He believes this is no longer a bypass but a throughfare and having a highway in the middle of Bradford will increase smog and particulate matter. As such, the map should be redone to display the footprint of the planned housing developments, and any industrial environments along the highway.

Jim Dyment provided the land use planning study process for the project. His role during Preliminary Design is to look at these elements in context of what is planned for the future, and the appropriate land use in the area. Currently there is a mix of low-medium, and high-density designations in the South East Quadrant, and employment

North of the new Bradford Bypass highway intersection at County Road 4 (CR4). Over the years the land-use designations have not significantly changed, and Bradford West Gwillimbury is the authority to determine the appropriate land use for the area.

Bill Foster requested a map showing anticipated land uses to show how the highway is associated with land development in Bradford (i.e. not bypassing Bradford). He noted significant concerns that the interchanges are being built before the final plans for the highway are complete. Conveying that, "it seems MTO is building a bridge that leads to nowhere".

Jim Dyment responded that through the land use planning study the Project Team will update previous land use information, the Greenbelt Plan, the County of Simcoe plans, and any plans from Bradford West Gwillimbury.

Follow up concern: Bill Foster noted this does not matter because the public already assumes that the interchange is a done deal and although the study may be nice, no one can do anything about it.

Larry Sarris stated that MTO is not responsible for development applications, the municipalities are. Part of MTO's role is to address traffic demands. There is a route-planning approval at 1:10,000 scale, and the regulation only allows certain aspects to advance. The Early Works provision in O. Reg 697/21 allows MTO to build infrastructure earlier than other components of the highway while in the 2002 EA there were no alternatives to the CR4 interchange area. He noted that as part of this study MTO is required to undertake GHG and air quality assessments.

Bill Foster thanked Larry for the explanation and believes MTO has the license to do what they see fit with the corridor.

Property Owner () stated that if the highway is built and it is no longer viable then the Early Works will be a waste of tax-payer's dollars.

Jim Dyment responded that there is a serious flaw with not planning for major transportation infrastructure in an area that will be completely urbanized in the next 20 years. He stated that the connection should have been planned 30 years ago, and it is a significant linkage that is missing in the GTA network.

Sylvia Bowman asked why Early Works is proceeding without an approved plan and sought clarification on the design components of Early Works.

Sonia Rankin explained studies are being conducted to evaluate site specific components of the Early Works, which is only a focused study area at County Road 4. This study builds upon the Simcoe County's Municipal Class Environmental Assessment (MCEA) study and works initiated in 2020/2021 for the main Bradford Bypass project. The team is documenting existing conditions at this location and is completing an impact assessment for these Early Works. These studies are being completed and their results will be presented in the Early Works Report, which will be made available for public review.

Larry Sarris further added that the regulation language defined Early Works as a grade separated structure. The study was initiated in 2019, and field investigations have been ongoing since the retainer assignment in 2020. Information from the 2002 Approved EA is being updated, and the data collected from the current studies will be available in

the Early Works Report. The Early Works report is focused on the County Road 4 Early Works. The study area for the Bradford Bypass including the future interchange at County Road 4 will be completed and documented in the documentation for the Bradford Bypass corridor. In addition, MTO will obtain environmental permits for Early Works, as required.

West Holland River/ Artesian Parkway Discussion

Scarlett Janusas claimed all water crossings need to be examined for archaeological resources both above (land-based) and underwater (marine-based). She noted there is an archaeological site on the east side of the East Holland River that has eroded into the river, and the site can meander approximately 115 m. She also noted that the wetlands should not be disregarded as low potential, and that there are eight known provincially significant sites in the area at this point.

Jeffrey David Seibert stated that the report shared by her team has been circulated to the Project Team for consideration in the project-specific assessment of environmental impacts (re: existing archaeological sites). Ongoing conversations will continue with the Ministry of Heritage, Sport, Tourism, and Cultural Industries (MHSTCI), and it is not MTO'S intention to disrupt the site more than necessary.

MTO is aware of and committed to undertaking marine archaeology once the need for this is determined based on design development and refinement. As the design advances, the location and extent of potential impacts within the watercourses will be considered to determine the need and scope for marine archaeology.

Scarlett Janusas recommended that the Project Team consider potential impacts to archaeological resources from salt. In reference to Deborah Gordon's comments, salt levels in surface water / runoff have the potential to infiltrate the ground and potentially impact buried archaeological resources.

Jeffrey David Seibert noted Scarlett Janusas' comment. The Project Team considers water quality and stormwater management as part of the assessment of environmental impacts and preliminary design.

Bill Foster raised concerns regarding the planned growth in Bradford West Gwillimbury and East Gwillimbury. He considers that the project will not resolve local congestion and local requirements, assuming the Project Team can figure out how to safely cross the river. He asked the team to consider alternate alignment and route options in the area of Holland River. He expressed concerns about conflicts with Hochreiter Road and plans by Bradford West Gwillimbury to use this road as a future east-west connecting road with a separate (new) river crossing.

Tim Sorochinsky responded that the Project Team has not looked at future development of Hochreiter Road in great detail because Bradford West Gwillimbury has not noted it as a key east-west linkage in their transportation planning. The Project Team will follow up with the Town during the on-going meetings with the project.

Bill Foster noted that the reason Hochreiter Road has not been considered as an east-west connection is because Bradford West Gwillimbury and East Gwillimbury have been led to believe this plan will solve local congestion.

Bathurst Street Discussion

Bill Foster stated there is concern that there are no traffic engineers present because existing staff can only comment on features they want to protect. He specified there are precious properties that need to be protected and moving this road North would avoid the wooded/wetland areas.

Sonia Rankin noted that ecologists have been reviewing this area for wildlife vegetation as part of the 2002 EA commitments. Proposed refinements that stay towards the edge of these features would minimize impacts to the area.

Larry Sarris noted that MTO is in the middle phase of the Preliminary Design, and the Recommended Plan will be shared in Fall of 2022.

East Holland River Crossing Discussion

Scarlett Janusas noted the presence of a provincially significant site at the proposed crossing of the Bradford Bypass. The site is considered to be both on land and extend into the river. There is concern with the alignment alternatives going south of the bend because they appear to barely miss the site. She considers the previous studies to be inadequate and not to current standards. As noted for the Holland River crossing, materials (i.e., salts) originating from the Bradford Bypass corridor will affect buried land-based and marine archaeological resources. She considers that it would be ideal if this area could be avoided entirely.

Jeffrey David Seibert responded that MTO is undertaking archaeological assessments, following current standards and guidelines. The area of the proposed alignments is being investigated. Avoidance options and mitigation measures will be applied where appropriate to avoid potential impacts to archaeological resources.

Scarlett Janusas asked how is the Project Team working with the landowners to complete the work?

Sonia Rankin noted that the Project Team has sought Permission to Enter (PTE) agreements with the landowners where land is not owned by the Province.

Bill Foster noted further to property ownership and PTE: There was a property owner that rescinded their PTE.

Sonia Rankin stated that the status of PTEs update as permissions change and the team works with landowners to access lands to undertake field investigations.

Bill Foster noted further to alignment suggestions that the golf course owner purchased the property several years ago well aware there were plans to build a highway. He provided a suggestion to align the highway to the north of the golf course instead of aligning at the south end of the golf course. He recommended that the golf course (specifically the current owner) should not be shown favouritism, and the predominant concern should be not going through the wooded wetland.

Sonia Rankin stated alignment for the Bradford Bypass at the East Holland River crossing was established through the 2002 Approved EA. A wide range of factors including property impacts, drainage, fluvial geomorphology (how the river continues to meander), presence of an archaeological site, and the engineering design were considered in the alignment refinements. In addition, the team factored in the environmental commitments from the 2002 Approved EA, which recommended that

during Preliminary Design, consideration should be given to avoid potential impacts to the marina (west bank of the river) and the golf course (east bank of the river).

Bill Foster noted the high-water table and provided anecdotal information about private builders and landowners having issues with foundations and water, including the steps taken to support home foundations to correct for subsidence. He shared information about York Region test piles within the area identified for the Bradford Bypass. 2nd Concession has piles ranging from 20m-50m and did not reach bedrock. Bill noted that the highway will be costly to construction (re: geotechnical considerations) regardless of where it is built. These comments were supported by Property Owner ().

Sonia Rankin stated that MTO is undertaking geotechnical field investigations and factoring the results into the structural foundation design for the bridges and structural components and pavement design as part of the highway.

Regarding the alignment options for the East Holland River crossing, Property Owner () requested details for what was driving the alignment options, and why this southerly shift was being considered as it goes through the noted "Lower Landing" archaeological site.

Sonia Rankin stated the evaluation of alternatives, including these alignment options, consider property impacts, as well as balance consideration for environmental and design criteria. This includes environmental constraints related to fisheries, fluvial geomorphology, archaeology ecology and other environmental discipline studies currently underway for the project.

Jeffrey David Seibert noted Stage 2 archaeological assessments are underway, and additional assessments will be conducted during Preliminary Design throughout this area. Archaeological resources will be considered as part of the evaluation and selection of the Preferred Preliminary Design alternative. Additionally, the study will include consideration and need for avoidance and mitigation of archaeological resources.

In connection to previous conversations during this session, Scarlett Janusas reaffirmed that the archaeological site extends into the water.

With respect to bridge design and the need for marine archaeology, Jeffrey David Seibert reaffirmed that as the design is advanced, MTO will consider the need and scope for marine archaeology.

Property Owner () asked if MTO already own some of the properties.

Sonia Rankin stated the Crown owns property within the proposed corridor. Working with willing sellers, MTO continues to seek additional lands where practical and opportunities arise.

Leslie Street Discussion

Bill Foster noted that East Gwillimbury does not need an interchange at Leslie Street because of the low traffic volume. He recommended that the team considers an interchange at 2nd Concession in place of an interchange at Leslie Street.

Larry Sarris noted that the Project Team is in ongoing meetings with the municipalities, including East Gwillimbury, and will continue conversations with them regarding the

Preliminary Design. These conversations will include discussions related to interchanges as the design and study advances.

Agriculture and Community Break-Out Room

Sarah Schmied introduced herself and how the break-out room will be facilitated. She explained the different components of the study area, and how the group will be going through each alternative to discuss potential concerns and what is important to each group.

Sarah Schmied provided an overview of the Preliminary Design alternatives key plan. No concerns were expressed with Highway 400, County Road 4, and East Holland River crossing. Concerns were highlighted at Alternative 2 for Bathurst Street, and Alternatives 1 and 2 for Leslie Street, and Highway 404 was discussed.

Bathurst Street Discussion

Jordan Coates mentioned the agricultural community has concerns with Alternative 2 at Bathurst Street because of the two roundabouts. He stated that York Federation of Agriculture supports the project, but the construction of roundabouts is difficult for farming equipment and trucks to navigate and poses a safety concern. There is also concern regarding access for the farms near these intersections.

Jody Mott echoed the same concern about the roundabouts. There are carrot pallet box transport trucks that range from 10-40 ft and cannot maneuver around a roundabout as well as any tractor. She also mentioned concerns about the accessibility coming in and out of Bathurst Street beyond the controlled-access highway designation. She noted that MTO should work with the municipality to identify improvements to access, and tie in adjacent infrastructure seamlessly. She indicated that some parts of Bathurst Street are not well maintained and will likely become worse if improvements are not completed as the highway will likely bring more vehicles. This causes wear and tear to agriculture equipment.

Riyaz Sheikh informed Jordan Coates and Jody Mott that farming equipment and truck mobility and safety will be considered as part of the assessment and evaluation of alternatives. Measures that may be considered for roundabouts include larger aprons, inscribed circle diameters, and lane widths and approaches to facilitate the movement of larger and oversized vehicles as some of the features that can be considered. He noted that AECOM is consulting and working closely with municipalities to identify which alternative is the best, and discuss areas requiring improvement. Currently, the Project Team is not aware of the timing of capital improvements by the municipality for Bathurst Street and the surrounding area but continues to consult with the municipality to coordinate future works.

Jordan Coates expressed concerns regarding access to Bathurst Street during construction as Bathurst Street is the only access to some properties and some trucks in the area are 20-foot containers. Access through crossing roads must be maintained while the highway is being constructed. These concerns stem from the Highway 404 construction where two roads were closed, and the bridge that was provided was only 15ft wide.

Riyaz Sheikh noted the area around Bathurst Street is fairly disconnected due to the topographical and physical constraints of the area; however, access concerns during construction will be considered as the design progresses.

Deborah Gordan stated roundabouts pose a safety concern because of the volume of traffic, and larger trucks having difficulty maneuvering. She also noted how difficult it is for farming vehicles to move through the roundabouts along Highway 26 between Collingwood and Wasaga Beach due to the heavy traffic that uses the roundabouts.

Harinder Singh noted that it would be beneficial if attendees could share more about the type of farming vehicles in the area.

Riyaz Sheikh requested that if attendees have specification sheets available with dimensions of farming vehicles that can be shared it would help with modelling and determine the effect it would have on movement and traffic.

Jordan Coates responded that there is a wide range of farming equipment in the area and the equipment is often unique, so it is hard to find standards for the equipment used. Jody Mott indicated that equipment is often in two parts, sometimes carrying large machinery.

Jody Mott noted that drivers often do not respect roundabouts and vehicles that are trying to maneuver through them. Jordan Coates indicated that a wagon with pallet boxes trying to navigate through a roundabout may go over the inside slope which could cause the vehicle to tip and spill a load. There is also concern for future traffic patterns, as this will be the only on and off ramp for the Holland Landing future development.

Riyaz Sheikh noted that traffic modelling is assessed to the 2041 time horizon.

Jordan Coates thanked the team for considering the private road that will be cut off.

Jordan Coates noted that traffic lights are often the best option for farmers because they provide a break in traffic which is the safest option for farmers to exit their fields and navigate through intersections.

Leslie Street and Highway 404 Discussion

Jordan Coates noted that Alternatives 1 and 2 bring the access point for the interchange closer to farm buildings near the North/South-West ramp. The entrances of these farms need to be considered.

Debbie Gordon noted that the Highway 404 construction created elevated salt levels because of a new barrier, and a lot of irrigation run-off goes into the Maskinonge River and Lake Simcoe. Debbie Gordon asked where the stormwater management infrastructure will be going, as 84% of the time, run-off capacities are exceeding the salt level guidelines. Jordan Coates echoed that drainage was an issue with Highway 404, and now there are significant levels of water on the farm fields that weren't there previously.

Riyaz Sheikh stated that design alternatives are still being evaluated during this stage of the Preliminary Design. Once the preferred alternative has been chosen and shared at PIC #2, stormwater management facilitates and treatment for stormwater management run-off will be developed to address the new infrastructure. He thanked Debbie Gordon for sharing this information and noted that it is something that can be reviewed to further improve this study. MTO is continuously looking at improving technological measures to further mitigate impacts. Measures that were used for Highway 404 will be taken into consideration to improve upon them.

Jody Mott noted there will need to be a 4-lane widening North of Queensville on Leslie to accommodate increasing traffic.

Riyaz Sheikh informed Jody Mott that he is not currently aware of plans to widen Leslie Street South of Queensville, and North of Queensville is being planned for a multi-use path. This would be driven by the municipality and Riyaz Sheikh encouraged Jody Mott to also express her concerns with the municipality directly.

Post Break-Out Room Discussion

Alicia Evans requested the Project Team to reflect on the key issues identified in each break-out room.

Summary of the key issues and items discussed in the Agriculture and Community Break-Out Room. The key issues were the following:

➤ Bathurst Street

- Concerns regarding navigating larger farming vehicles through roundabouts
- Internal slope of the roundabout being a concern for equipment and vehicles
- Traffic lights are preferred for farm vehicles as they provide an opportunity for vehicles to access the ROW
- Access to Bathurst Street should not be cut off (maintain access on Bathurst Street)
- The importance of continued access through all crossing roads during and after construction, including consideration of temporary road widths to maintain the ability of farm vehicles to navigate local roads
- All roads and every interchange influence the agricultural community

➤ Leslie Street

- The proximity of entrances to ramps on Leslie Street may be a concern
- Increased traffic on Leslie Street may require a future widening of the road
- Stormwater management best practices should be implemented to avoid elevated salt levels. The Project Team is urged to consider improvements to stormwater management infrastructure.
- Drainage has been a significant issue with the Highway 404 construction, resulting in water sitting in fields that was not there before.
- Drainage should always be considered when dealing with farms

Summary of the key issues and items discussed in the Environment Break-Out Room. The key issues were the following:

- CR4 Early Works advancement needs to consider future land use planning
- MTO should complete all necessary studies and have better documentation on how legislative requirements are applied
- Archaeology concerns at the two major river crossings and considering the importance of East Holland crossing and marine archaeological investigations

- Scarlett Janusas reiterated issues and consideration for avoidance and protection of the archaeological sites within the study area.
- Jeffrey David Seibert reaffirmed MTO's approach to protect and avoid archaeological resources, and then minimize impacts where necessary.
- Concerns about elevated salt levels in the watershed and their impacts to buried archaeological resources
- Realignments and placements should be considered to completely avoid impacts to the natural environment at the East Holland Crossing. Ideal to shift North of golf course instead of South.
- An interchange should be considered for 2nd Concession instead of Leslie Street

Additional Information shared by participants during the breakout room "share-back" discussion:

Jordan Coates noted that although there was lots of discussion around Leslie Street and Bathurst Street in the Agriculture and Community break-out room, farming equipment move on all local roads within the study area. Every interchange affects agricultural activity; therefore, every interchange should thoroughly consider access and travel through these areas by farm equipment.

Bill Foster sought clarification from Jordan Coates regarding the support of the project by agricultural groups. Why are the agricultural groups advocating for the highway? He wanted to clarify and understand their reasoning around the approach for the highway to remove vehicles off local roads, and if improvements to the local road network (Hochreiter Road and Ravenshoe Road) would be perceived as a better option compared to the highway since agriculture equipment are not driven on highways.

Jordan Coates did not agree with this statement.

Meeting Close out and Final Discussions

Sonia Rankin presented a high-level overview for the results of the pre-committee meeting survey sent to all invitees in advance of the meeting. It was intended to provide a discussion starting point for the committee meeting. The full results are to be shared as part of the committee meeting summary and documentation.

Property Owner () stated that as a homeowner who watches social media and reads articles for information about the project, MTO could do a better job at communicating with the public. He states that things are being misinterpreted and sharing more allows for these necessary conversations to continue.

Further to this, Bill Foster made a request and recommendation to share draft studies and available information with the public to show that the Project Team is doing what they are supposed to be doing as part of the study process. He noted that there is a lack of trust and information available.

Sonia Rankin thanked Property Owner () for this feedback and will look at opportunities to improve communication with the public and better share information to eliminate misunderstandings about the work being carried out by the Project Team. As part of this, the Project Team will provide the materials from this session to the representatives who attended, and those who opted to decline the

meeting, or were unable to attend. The materials from this meeting will become part of public record for the project.

Close out by Larry Sarris consistent of an overview of key project deadlines and actioning the items discussed. Participants were thanked for their time, meaningful conversations and valuable information shared with the Project Team.

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

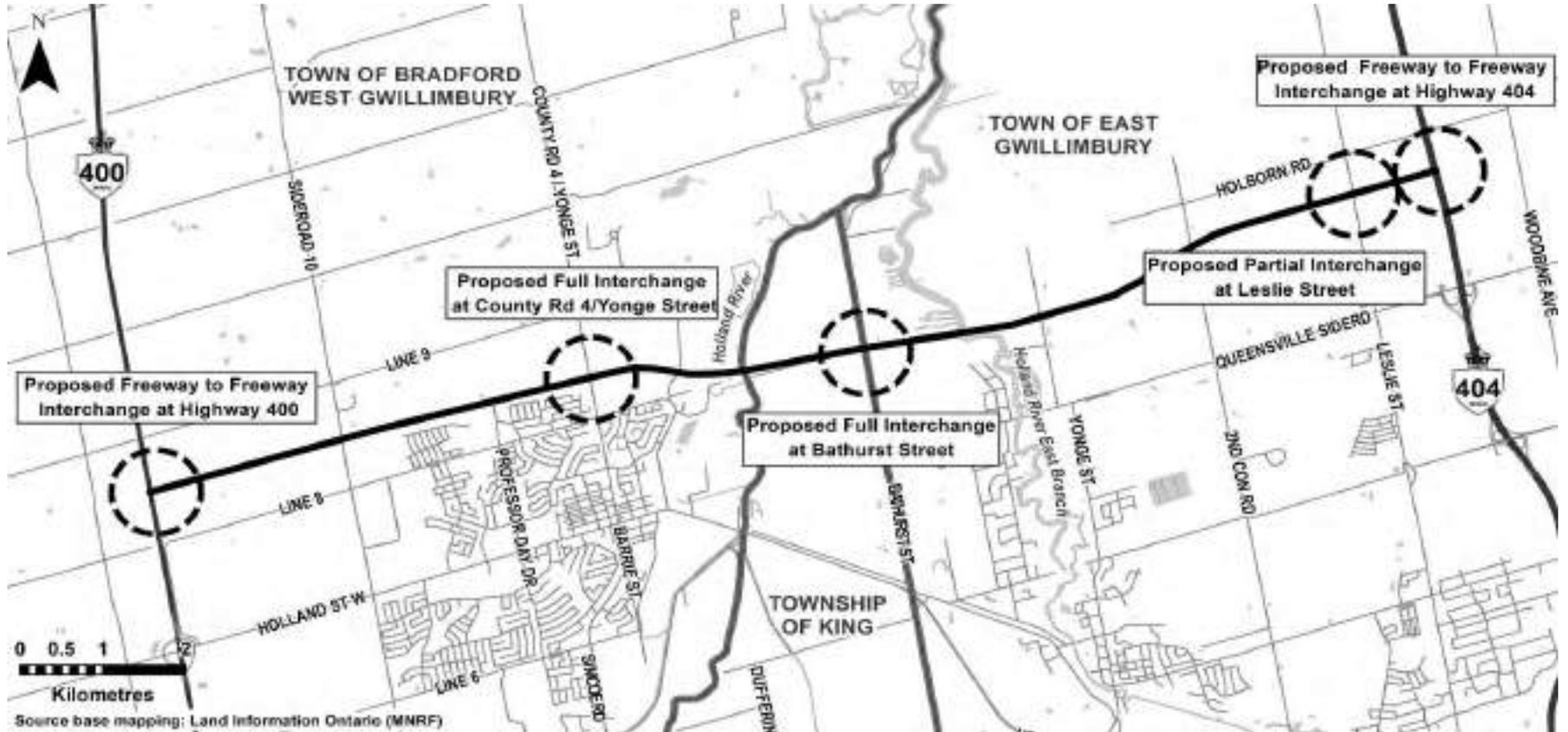
Invited and Participating Agencies continued

- 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



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 nd – May 18 th , 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 8th Line and 9th 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

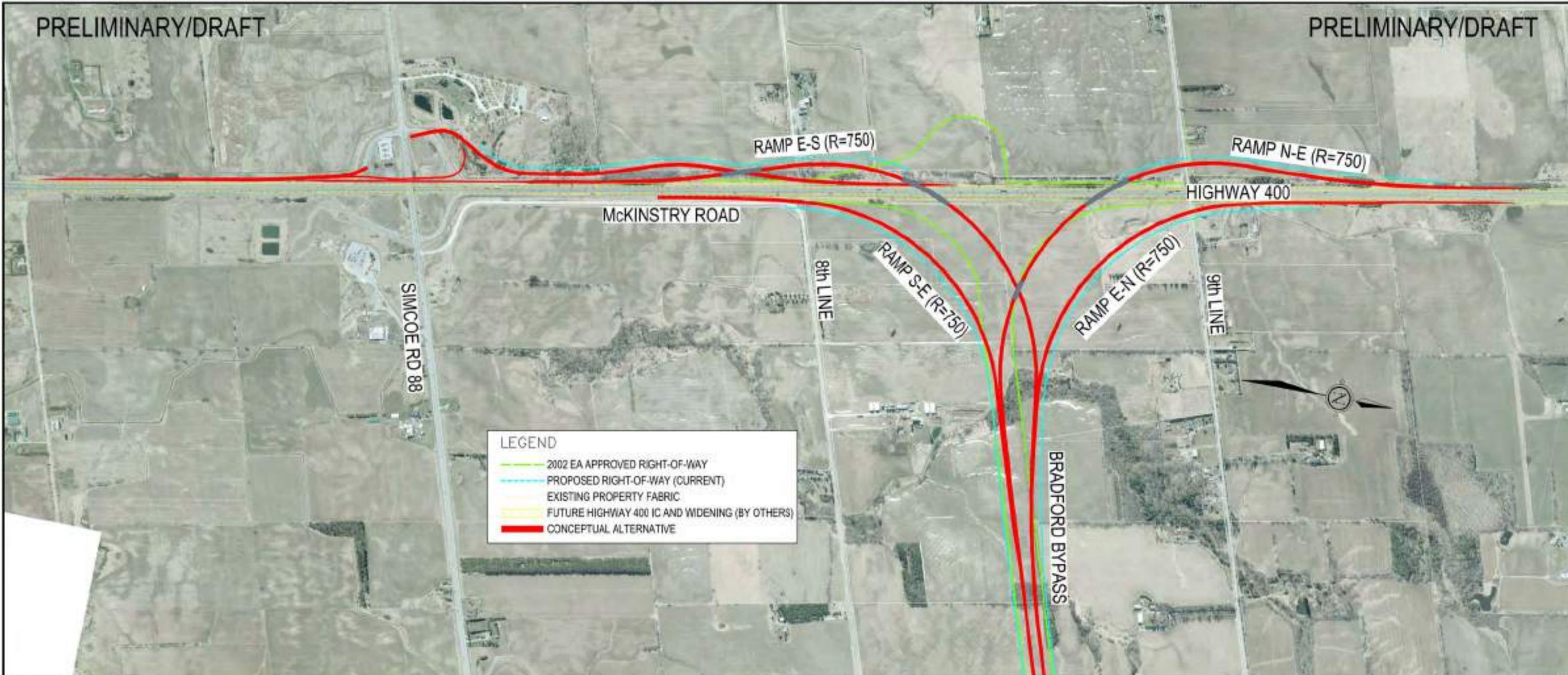
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- PREVIOUS DESIGN (200 EA)
- EXISTING PROPERTY PAD/FC
- - - AREA OF CONCEPTUAL ALTERNATIVES
- - - AREA OF REFERENCE TO 200 EA





PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

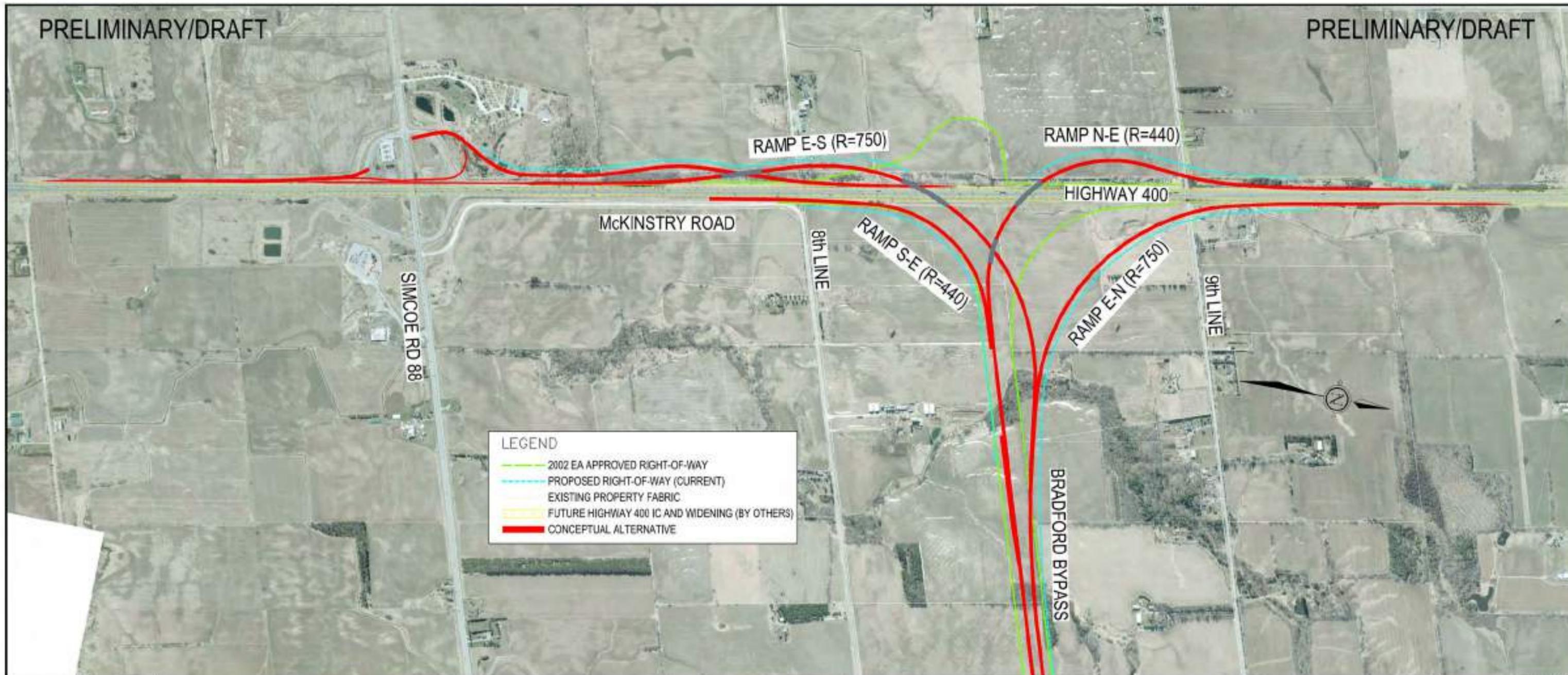


LEGEND

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

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

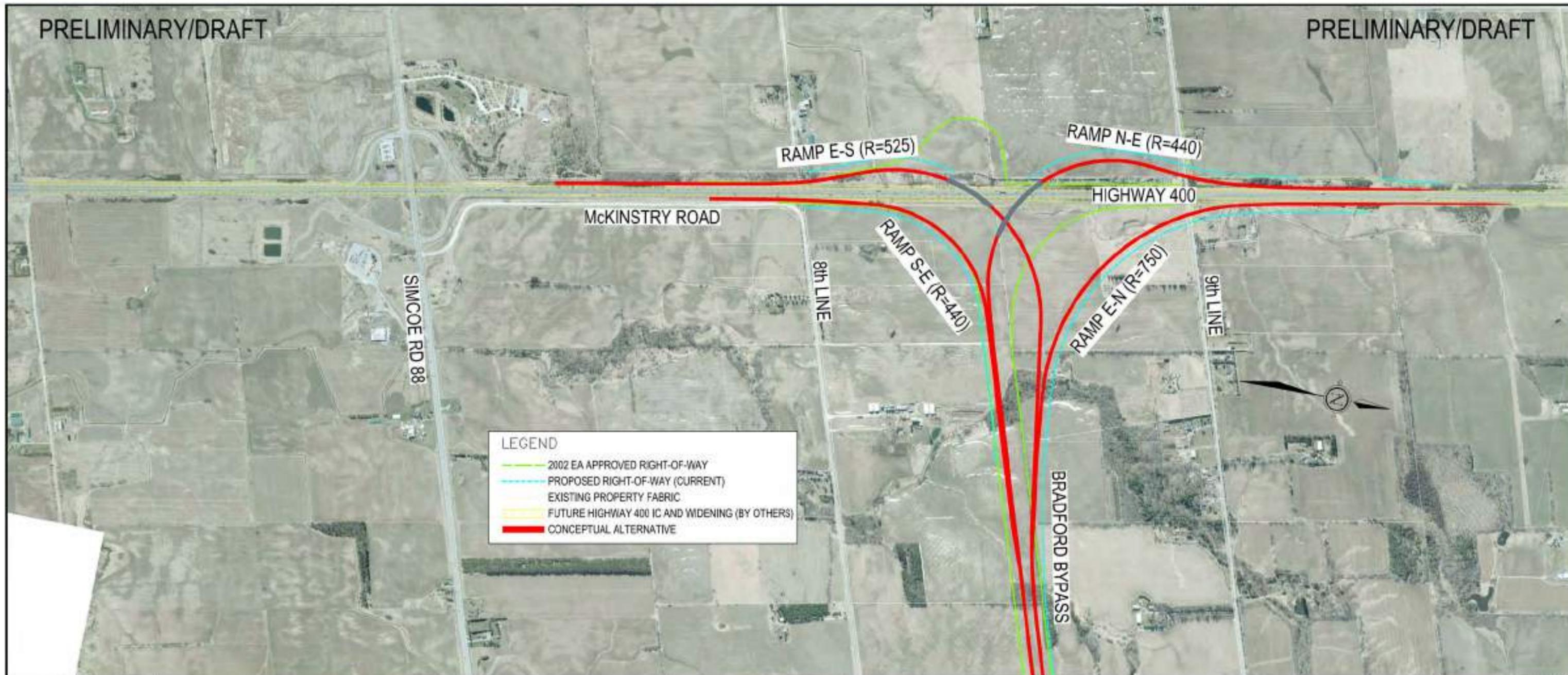


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- PROPOSED RIGHT-OF-WAY (CURRENT)
- EXISTING PROPERTY FABRIC
- FUTURE HIGHWAY 400 IC AND WIDENING (BY OTHERS)
- CONCEPTUAL ALTERNATIVE

PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

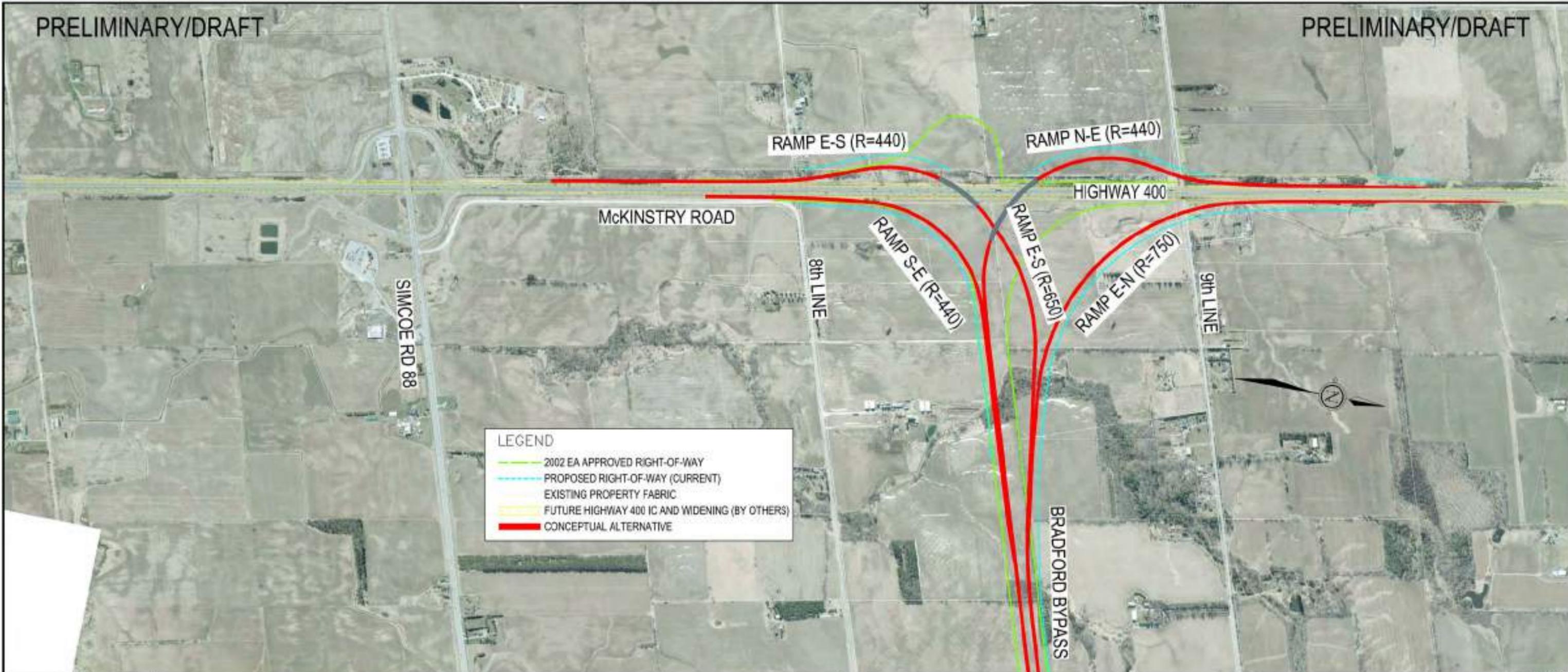


LEGEND

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- 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

- 200 EA APPROVED RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY (DARKER)
- EXISTING PROPERTY LINES
- CONCEPTUAL ALTERNATIVE
- PREVIOUS DESIGN (NO. 24)



ARCOM
 Ontario

IRADFORD BYPASS
 RAMP N.W. - RAMP N.E.

IRADFORD BYPASS WEST OF COUNTY ROAD 4

ALTERNATIVE 1
 EAST ALONGWAY TO ROAD 1

1

LEGEND

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



PRELIMINARY/DRAFT

LEGEND

- 2012 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

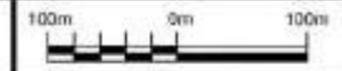
AECOM

Ontario **Ministry of Transportation**

BRADFORD BYPASS
HIGHWAY 400 - 404 LINK

BRADFORD BYPASS AND
BATHURST INTERCHANGE

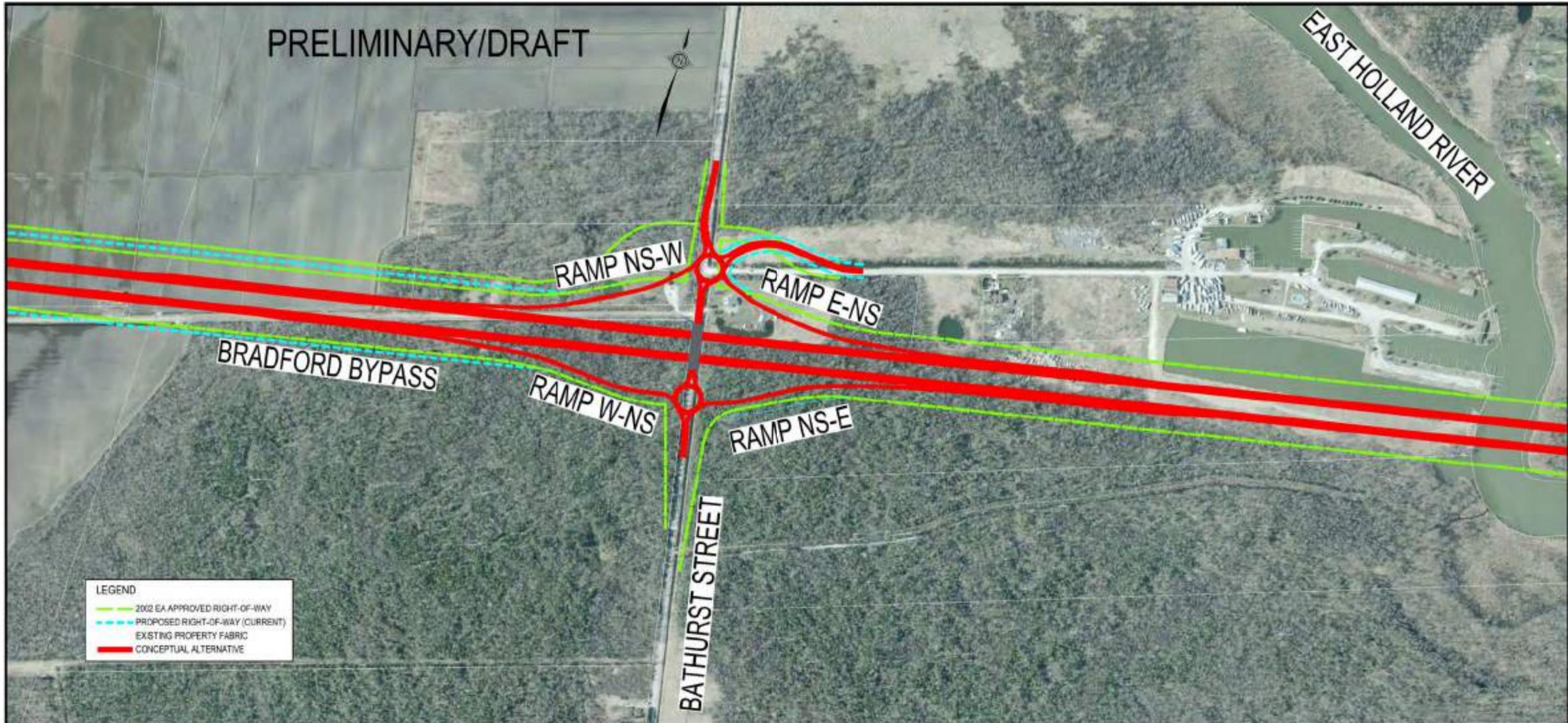
ALTERNATIVE 1
- BATHURST STREET - DIAMOND
INTERCHANGE -



DATE: MARCH, 2021

DWG
1

PRELIMINARY/DRAFT



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

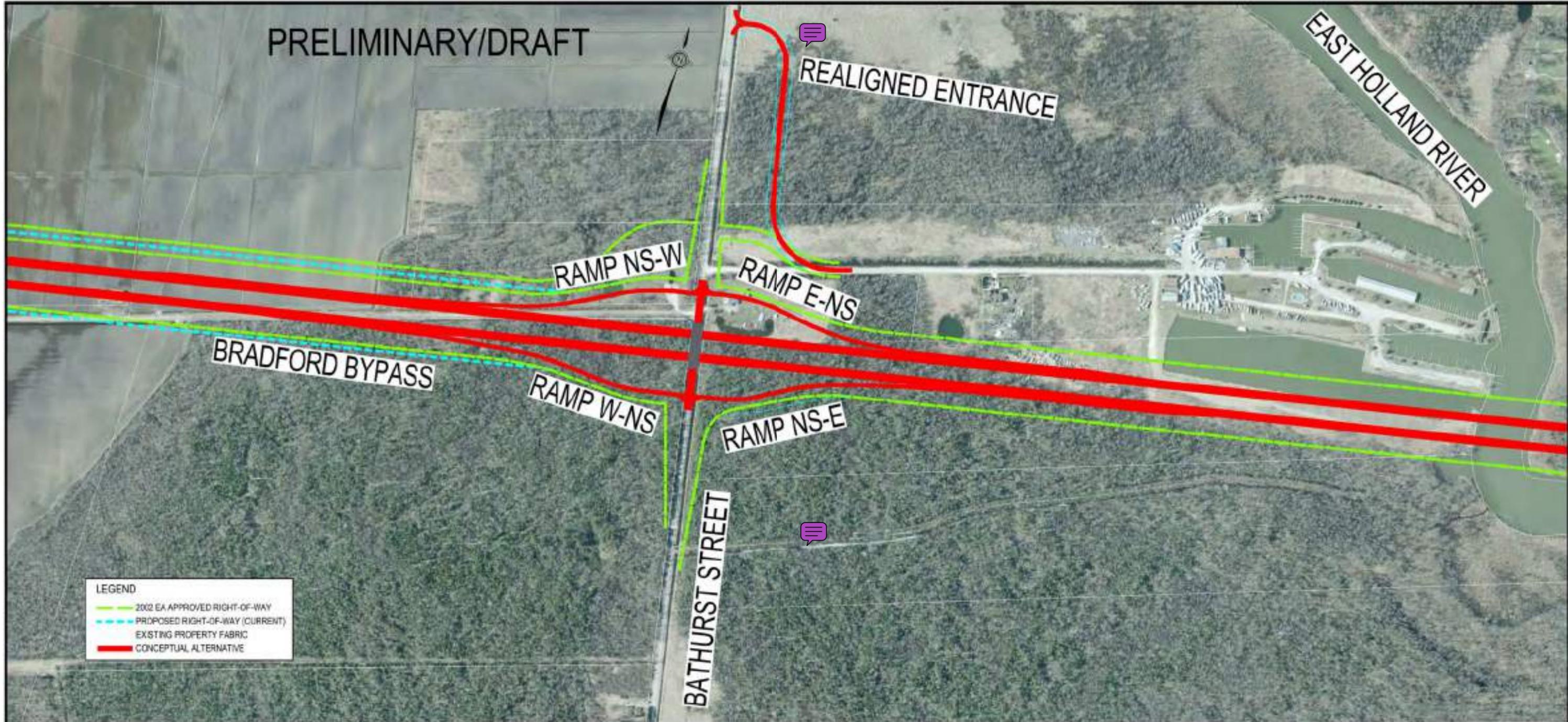
ALTERNATIVE 2
- BATHURST STREET - DIAMOND
INTERCHANGE WITH TWO ROUNDABOUTS -



DATE: MARCH, 2021

DWG

2



<p>AECOM</p>		<p>BRADFORD BYPASS HIGHWAY 400 - 404 LINK</p>	<p>BRADFORD BYPASS AND BATHURST INTERCHANGE</p>	<p>ALTERNATIVE 3 - BATHURST STREET - DIAMOND INTERCHANGE -</p>	<p>100m 0m 100m</p>	<p>DWG 3</p>
<p>Ontario Ministry of Transportation</p>					<p>DATE: MARCH, 2021</p>	



PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

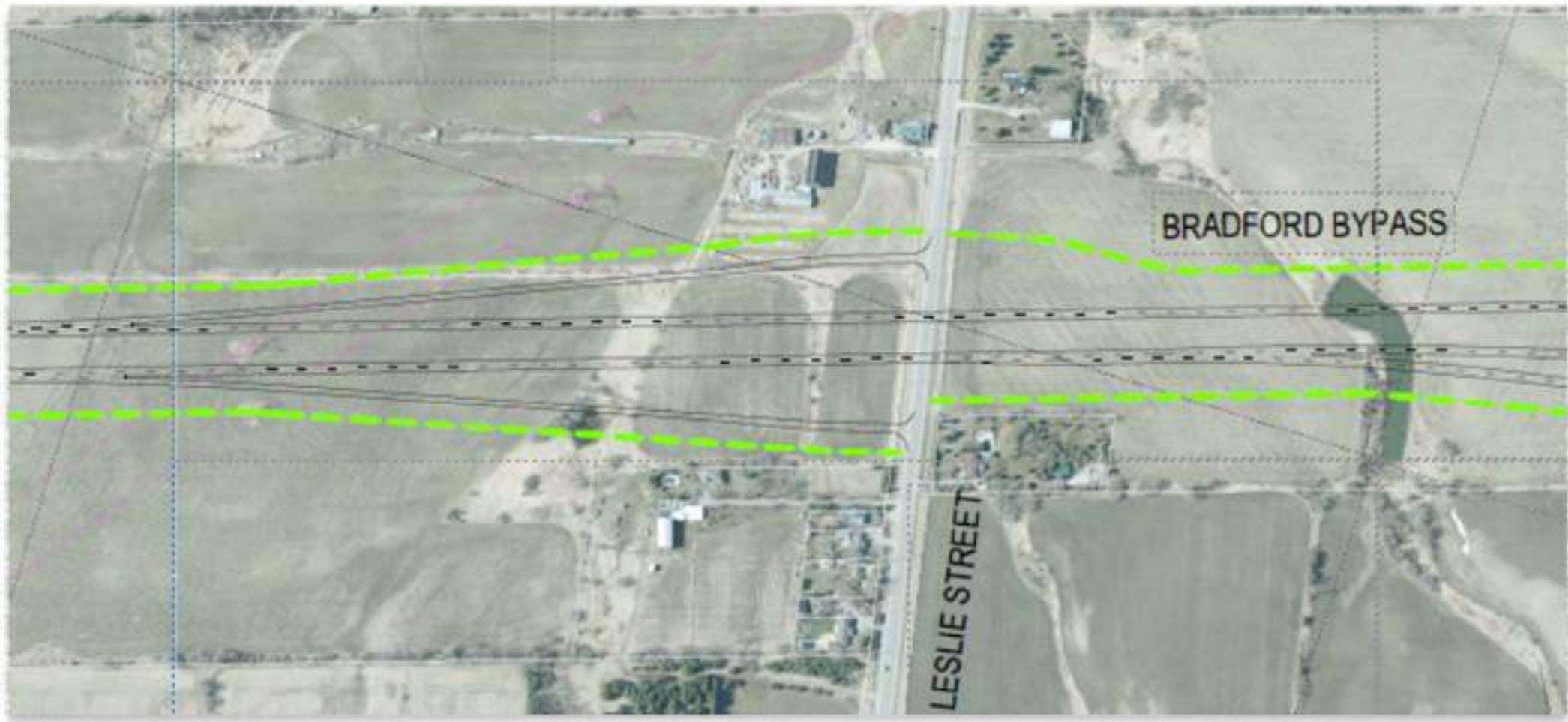
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- PROPOSED RIGHT OF WAY (CURRENT)
- EXISTING PROPERTY LINES
- CONCEPTUAL ALIGNMENT

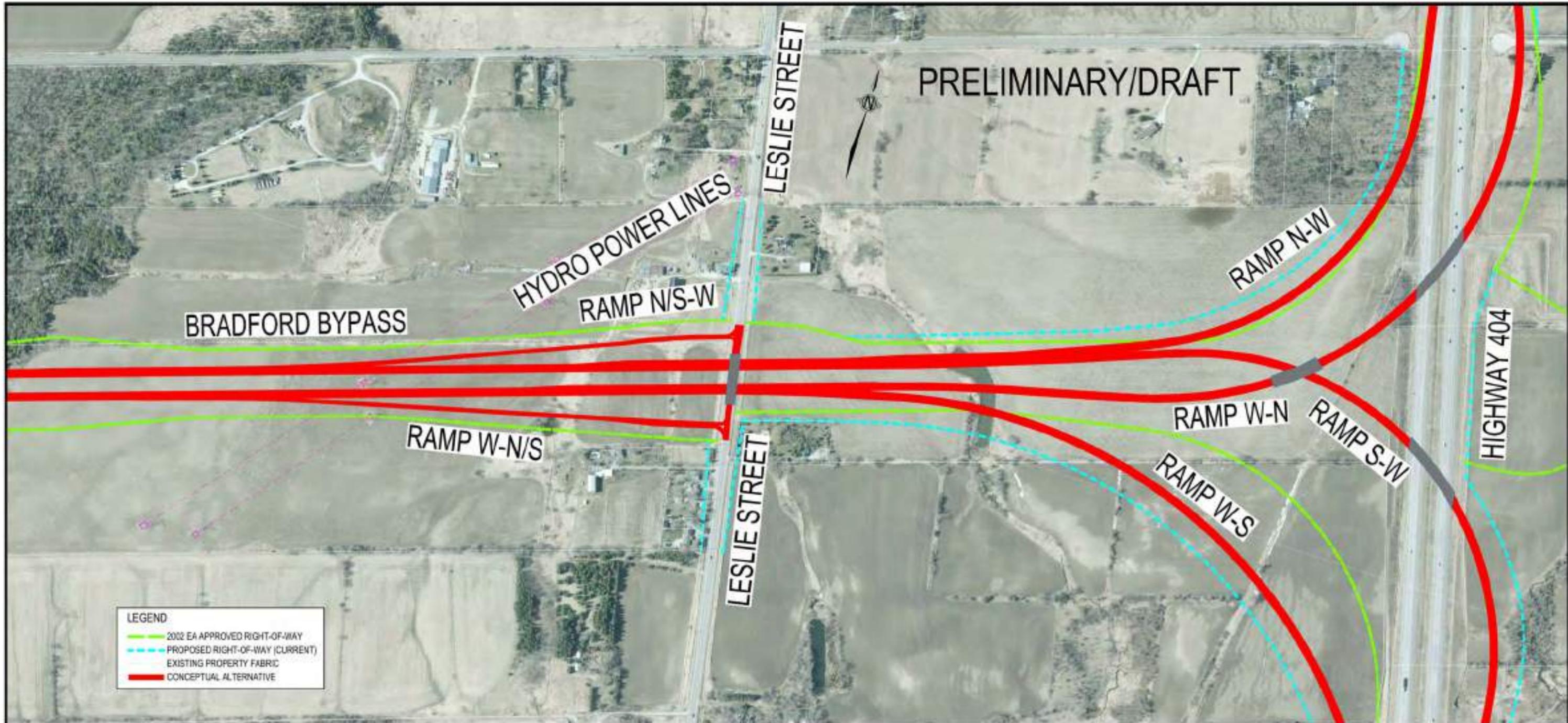
COURTESY STREET

GRADFORD BYPASS

HOUSE STREET







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

AECOM
 Ontario Ministry of Transportation

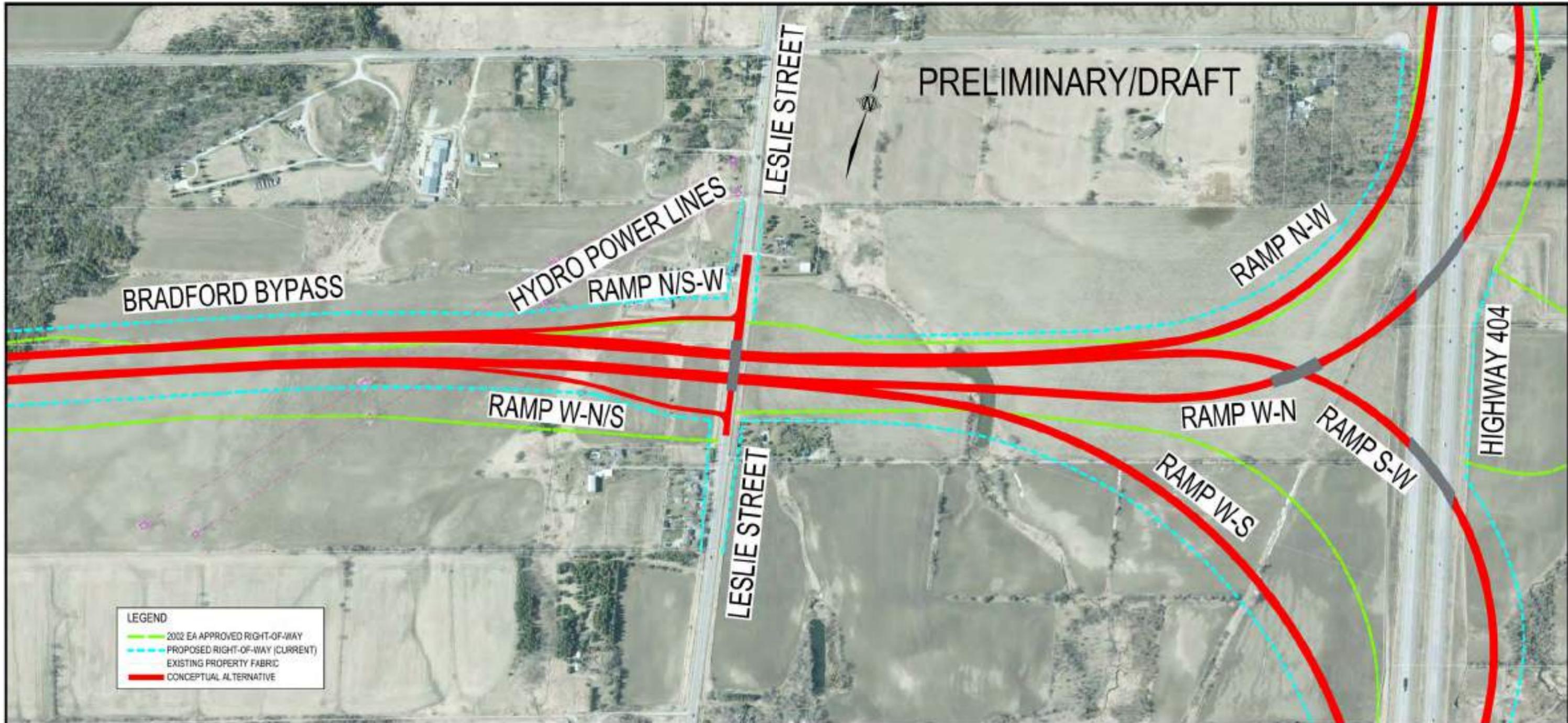
BRADFORD BYPASS
 HIGHWAY 400 - 404 LINK

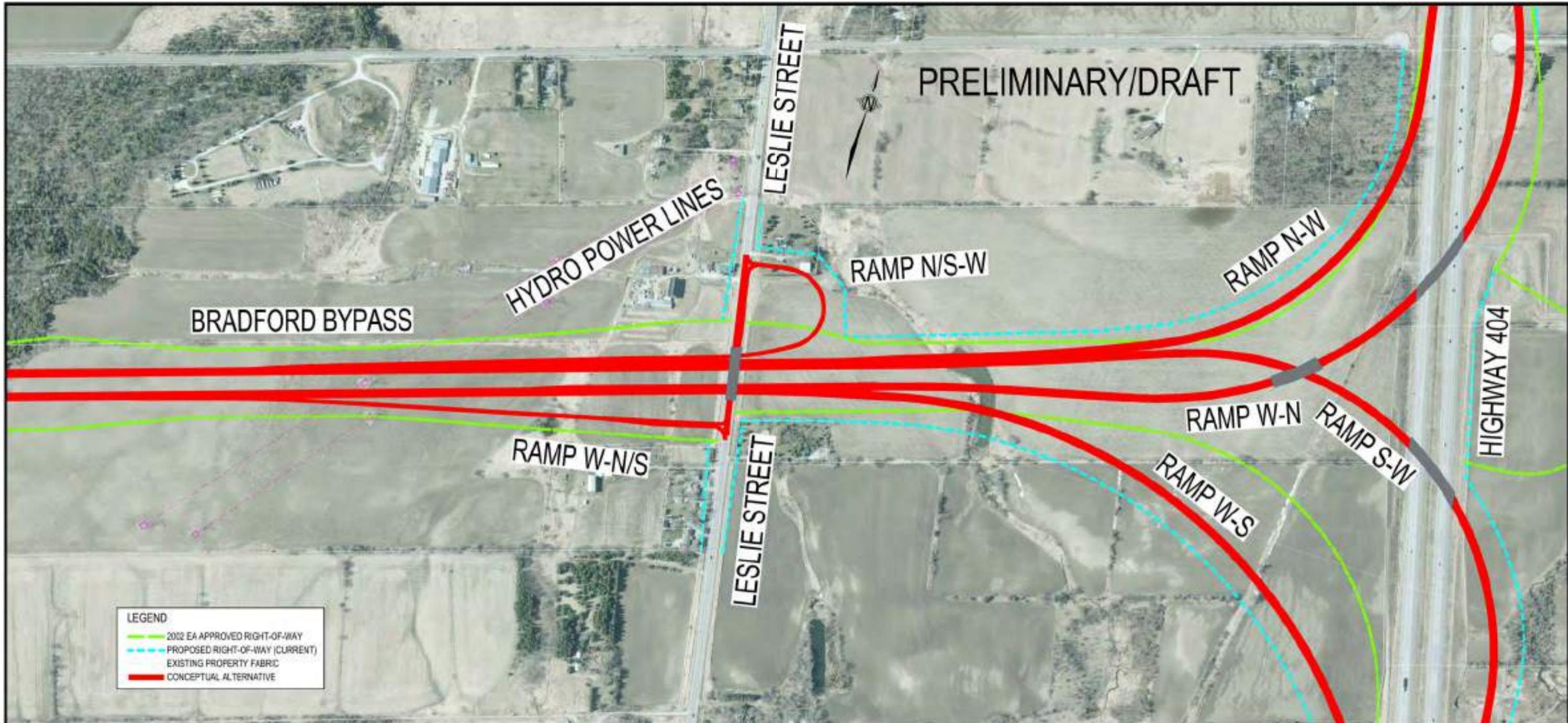
BRADFORD BYPASS AND
 LESLIE INTERCHANGE

ALTERNATIVE-1
 - LESLIE STREET PARTIAL
 DIAMOND INTERCHANGE -

100m 0m 100m
 DATE: MARCH, 2021

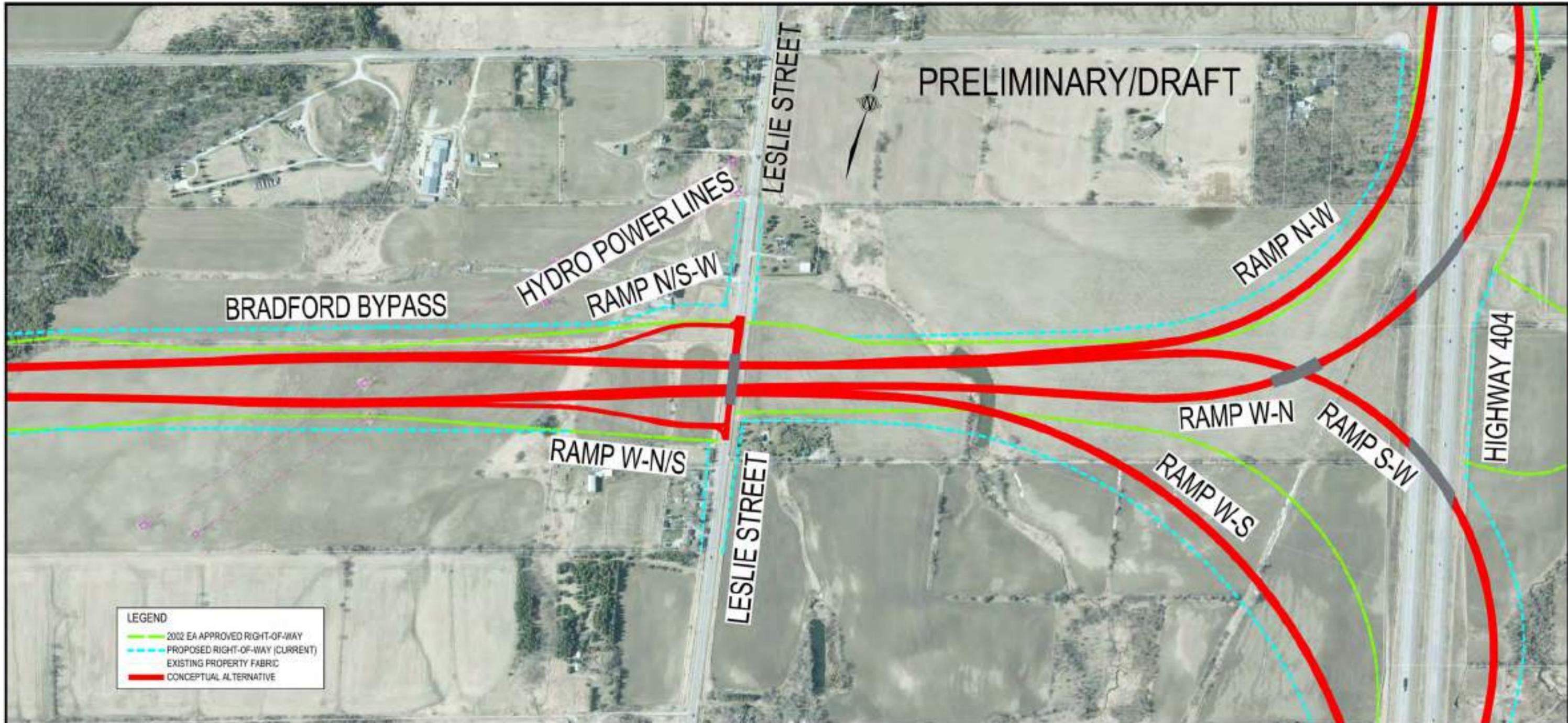
DWG
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LEGEND	
	2002 EA APPROVED RIGHT-OF-WAY
	PROPOSED RIGHT-OF-WAY (CURRENT)
	EXISTING PROPERTY FABRIC
	CONCEPTUAL ALTERNATIVE

		BRADFORD BYPASS HIGHWAY 400 - 404 LINK	BRADFORD BYPASS AND LESLIE INTERCHANGE	ALTERNATIVE-2 - LESLIE STREET PARTIAL A2 / DIAMOND INTERCHANGE -		DWG
					DATE: MARCH, 2021	4



PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

- 200 SA APPROVED RIGHT OF WAY
- PROPOSED RIGHT OF WAY CORRIDOR
- EXISTING PROPERTY LINES
- CONCEPTUAL ALTERNATIVE

OLENSVILLE SUPERROAD

RAMP N-E-W

RAMP P-S

BRADFORD BYPASS

RAMP P-W

RAMP A-W

RAMP P-E-W

HOUBORN ROAD

HIGHWAY 404

CHOCOMAC ROAD



PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

- 200 SA APPROVED RIGHT OF WAY
- PROPOSED RIGHT OF WAY CORRECT
- EXISTING PROPERTY BOUNDARY
- CONCEPTUAL ALTERNATIVE

DEERVALE SOFFROAD

RAMP R-E-W

RAMP R-S

RAMP R-W

RAMP A-W

RAMP R-L

HIGHWAY 404

BRADFORD BYPASS

HOUBORN ROAD

HOUBORN ROAD

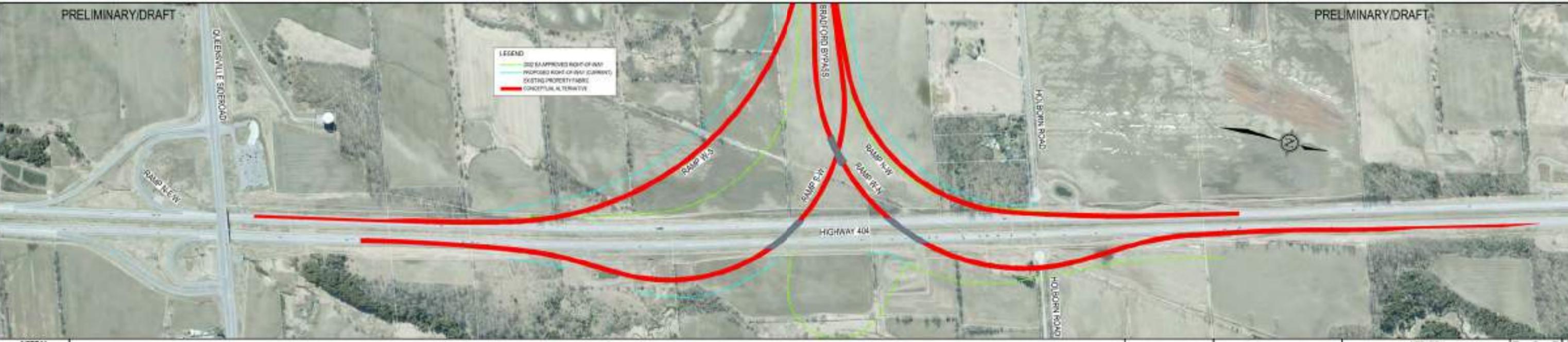


PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

- 200 SA APPROVED RIGHT OF WAY
- PROPOSED RIGHT OF WAY CORRECT
- EXISTING PROPERTY LINE
- CONCEPTUAL ALTERNATIVE



AECOM
 Ontario

MAP FOR EVIDENCE
 HIGHWAY 404

MAP FOR EVIDENCE ONLY - NOT TO BE USED FOR CONSTRUCTION

ALTERNATIVE 1
 CONNECT A RAMP TO HIGHWAY 404 AND PROVIDE A
 CONSTRUCTION PLAN TO GREENVILLE SERVICE ROAD

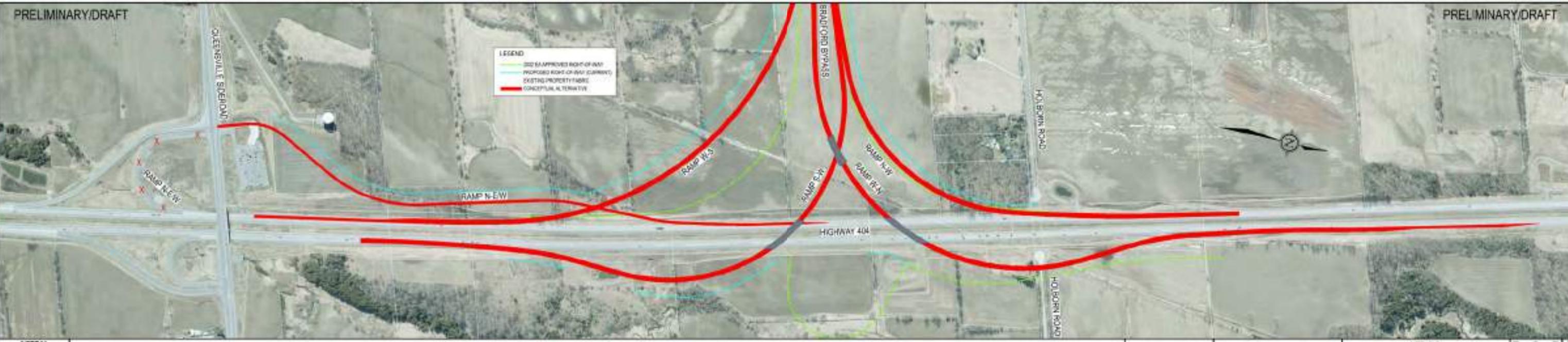
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PRELIMINARY/DRAFT

PRELIMINARY/DRAFT

LEGEND

- 200 SA APPROVED RIGHT OF WAY
- PROPOSED RIGHT OF WAY CORRECT
- EXISTING PROPERTY BOUNDARY
- CONCEPTUAL ALTERNATIVE



AECOM
 Ontario

BRADFORD BYPASS
 HIGHWAY 404 - 404 200

BRADFORD BYPASS - HOUBORN ROAD
 PRELIMINARY WORKING

ALTERNATIVE 4
 CLOSE QUEENSVILLE STATION RAMP AND PROVIDE A
 SOUTH-SIDE RAMP FROM HOUBORN RD

Scale bar and page number 4

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)
<p>The Project Team provided an overview of the Project using a slide presentation, included as part of the record of consultation for this meeting.</p> <p>Larry S. introduced the meeting and provided a land acknowledgement.</p> <p>Sonia R. provided an overview of the meeting, housekeeping as well as roles and responsibilities for members of the committee.</p> <p>Harinder S. introduced members of MTO, Tim S. introduced members of AECOM, and then each agency group introduced their members. <i>Please see attendees list.</i></p>
Study Overview / Ontario Regulation 697/ 21 / Schedule / Study Area and Interchanges (Slides)
<p>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.</p> <p>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.</p> <p>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.</p>
County Road 4 (CR4) / Early Works (Slides)
<p>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.</p>

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 8th Line to Highway 89. The Project Team is working with the County with respect to the Early Works component to incorporate the widening from 8th Line to south of 9th 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.

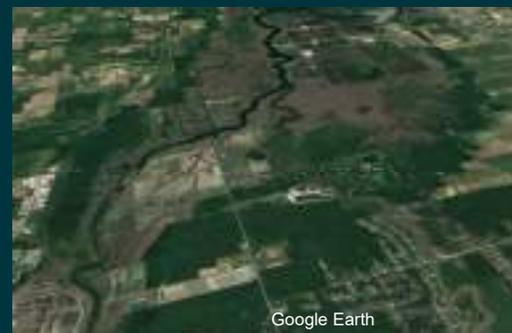
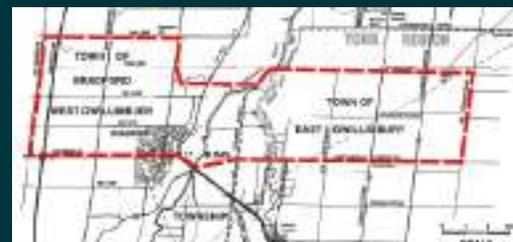
- Sonia R. acknowledged familiarity with the approval process. She requested to know how early the Project Team can engage with Transport Canada and what can be done in advance to assist in facilitating the approval process?
 - Kelly T. noted that the final design location and overall design will need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

Bradford Bypass Hydraulic Assessment at Holland River West and East Branches

MTO - LSRCA

Presentation – February 17, 2022

Authors
Andres Rodriguez, P.Eng.
Jhalmar Maltez, P.Eng.



Agenda

1. Background
2. Objectives
3. Hydraulic Model Development
4. Digital Terrain Model
5. Boundary Conditions
6. Model Simulations
7. Model Results
8. Questions

1

Background

- The proposed Bradford Bypass alignment extends from Highway 404 (east) to Highway 400 (west) in the County of Simcoe and Regional Municipality of York.
- The alignment has a total distance of 16.2 km and crosses the Holland Marsh, this includes two major river crossings at Holland River West Branch and Holland River East Branch.
- Both rivers connect downstream of the proposed alignment and discharge into Lake Simcoe, the direction of flow is towards the north.

Figure 1. Major River Crossing Locations



Holland River
West Branch

Holland River
East Branch

2

Objectives

- Develop an updated hydraulic model that includes the Holland River West Branch and Holland River East Branch at the location of the Bradford Bypass alignment.
- Simulate existing conditions based on the data and results presented in previous reports and the latest available hydraulic models from LSRCA.
- Analyze the results of the existing condition and compare with the proposed alignment for changes to hydraulic parameters (i.e. water elevations, water velocities and floodplain boundaries).

3

Hydraulic Model Development

- A hydraulic model of both river crossings was developed with the software HEC-RAS (latest version is 6.1).
- The hydraulic model was developed using a fully two-dimensional (2-D) domain, which was selected to reflect the complex hydraulic connections within the Holland Marsh (i.e. Figure 2).
- One-dimensional (1-D) models already exist for the Holland Marsh which were developed for regional floodplain mapping purposes, and therefore were not considered to meet the requirements of this assessment.

4

Digital Elevation Model

- A digital elevation model (DEM) was developed using different sources which are listed below. All sources were integrated into HEC-RAS to create a composite DEM layer to represent the characteristics of the terrain.
 - The ROW terrain was extracted from Autocad Civil 3D.
 - The channel bathymetry was approximated with data from the existing LSRCA model.
 - Other land terrain features were added from Lidar datasets (York-Lake Simcoe Package B and GTA2002).

Figure 4. Digital Elevation Model (DEM) Sources

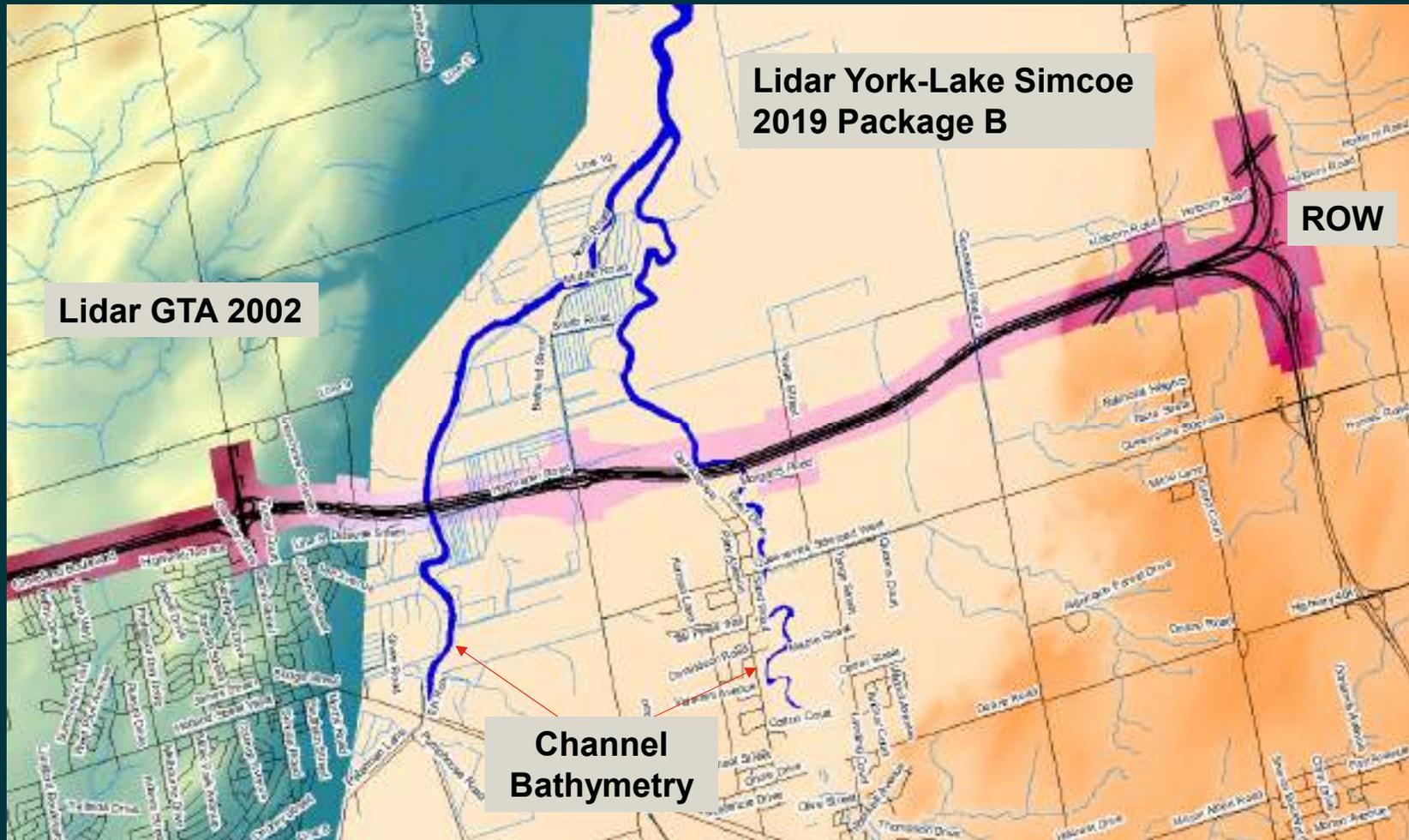
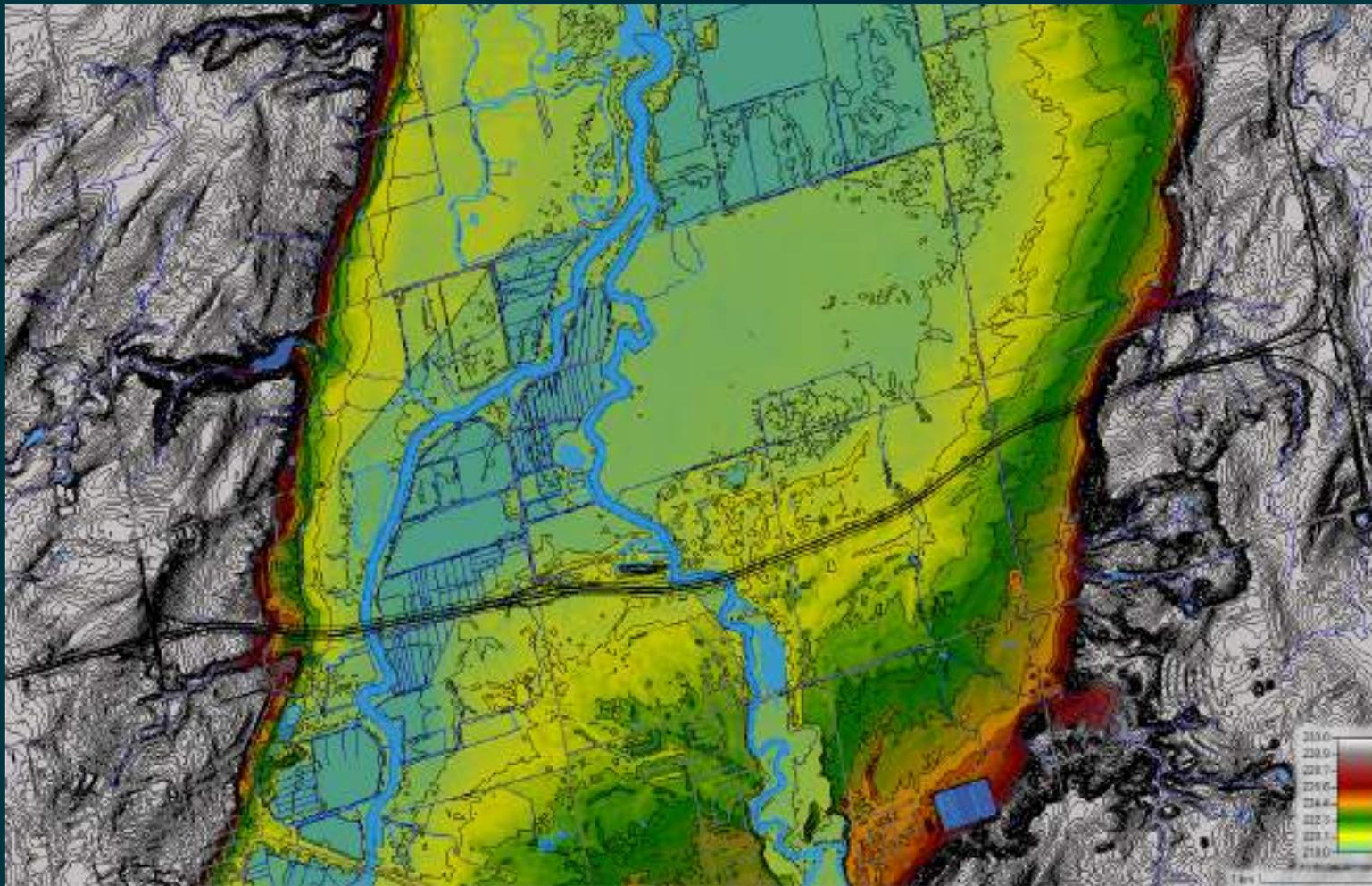


Figure 5. Digital Elevation Model (DEM)



Hydraulic Crossings

West Crossing

	Baseline Condition
Description	Span-Rise
Holland River West Branch	550 m
Bathurst St. Overpass	20 m
Culvert	10 m x 3 m (box)
Culvert	10 m x 3 m (box)

East Crossing

	Baseline Condition
Description	Span-Rise
Holland River East Branch	650 m
Yonge St.	20 m
Bridge (drainage)	3 m x 3 m (box)
Concession Rd. 2	16 m

Figure 6. Rationale for Bridge Opening Distances

West Crossing – 550 m



East Crossing – 650 m



5 Boundary Conditions

- Boundary conditions were applied to the model domain.
 - Flow hydrographs were obtained from the latest VO model from LSRCA and applied to the upstream boundaries and the confluence point.
 - A fixed water elevation (219.52 m) was applied at the downstream boundary based on the results of the 1-D HEC-RAS model.

Location	Watershed Area (km ²)	Peak Flows (m ³ /s)		
		50-year	100-year	Regional
Holland River East Branch	182.8	121.7	138.7	591.8
Holland River	291.2	153.6	168.8	325.6
Confluence	558.6	288.4	324.1	947.9

Figure 7. Boundary Conditions (Regional Event)

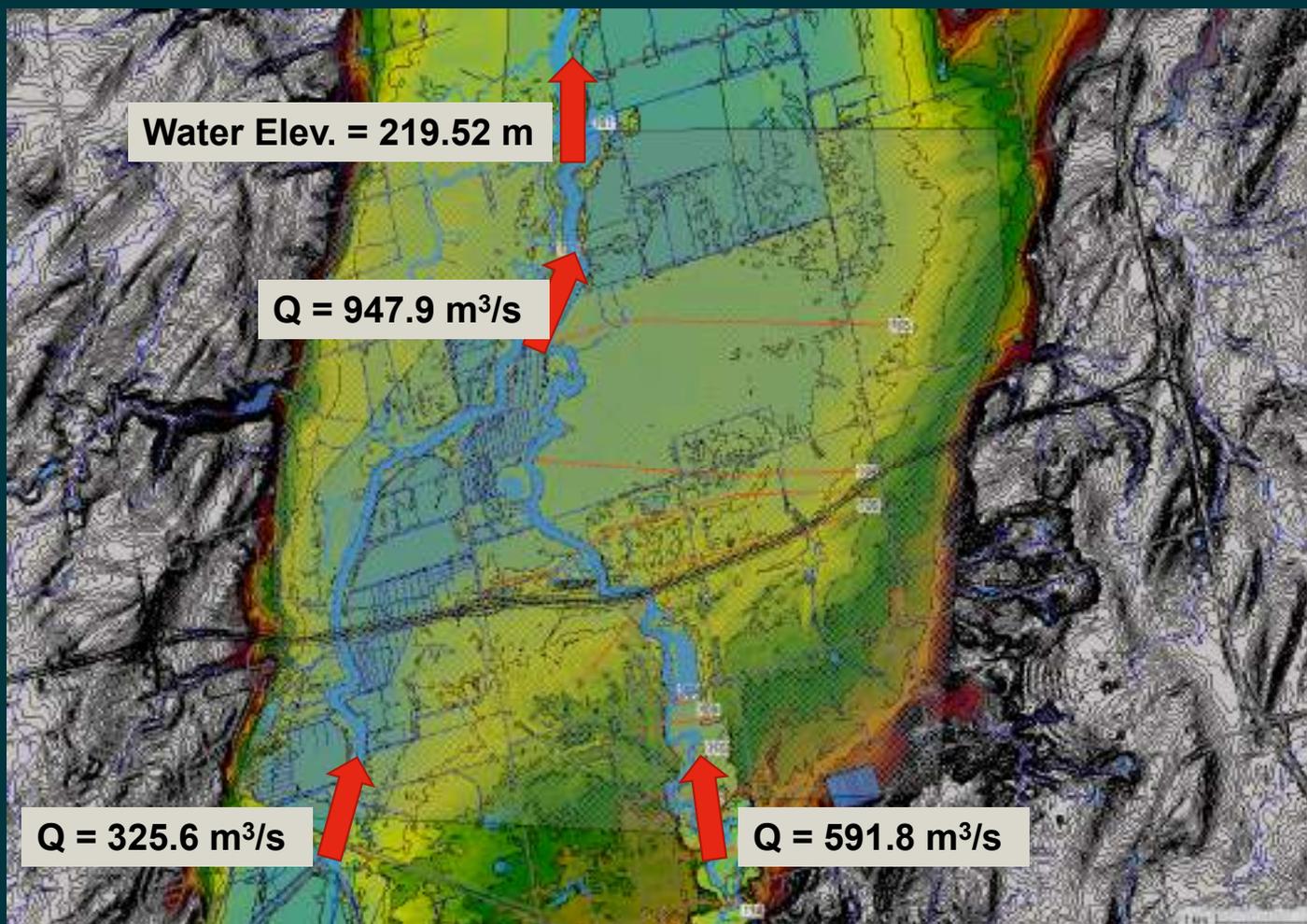
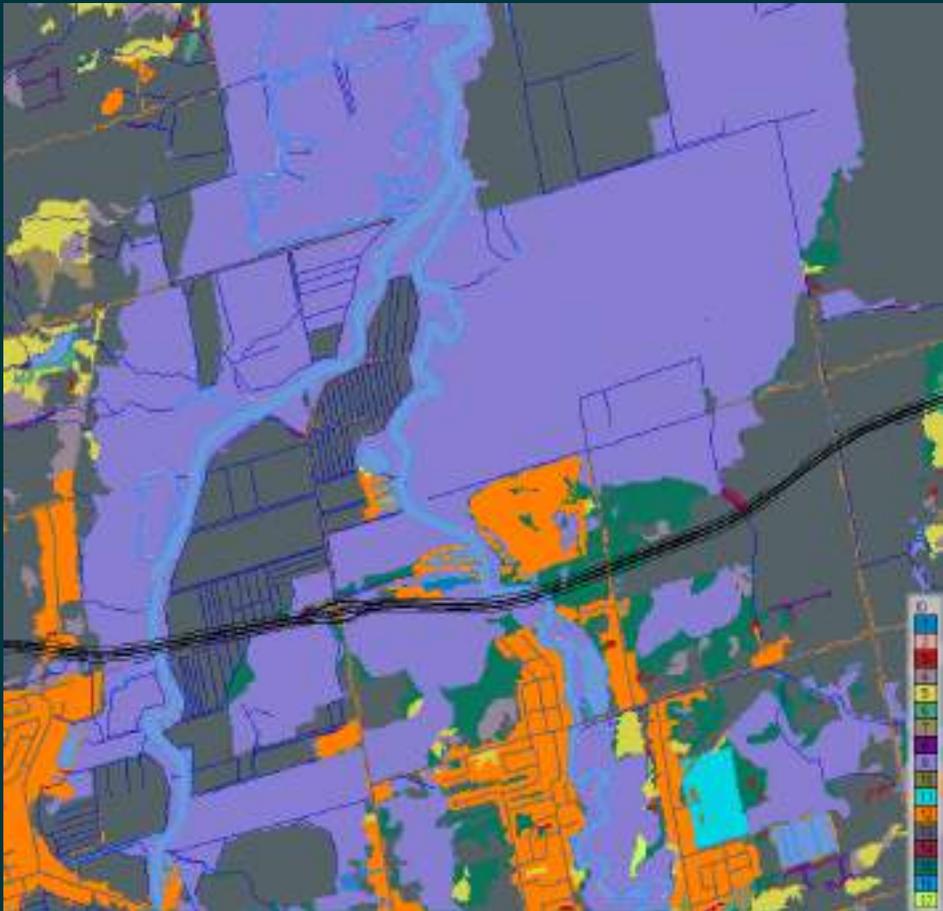


Figure 8. Manning's Coefficients



Code	Value	Code	Value
1-2-16. Open water	0.03	9-14. Marsh	0.045
3. Treed Upland	0.05	10. Tallgrass	0.04
4. Deciduous Treed	0.05	11. Woodland	0.05
5. Mixed Treed	0.05	12. Infrastructure	0.085
6. Coniferous Treed	0.05	13. Agriculture	0.05
7. Plantations	0.04	15. Fen	0.045
8. Hedge Rows	0.04	17. Fen	0.045

7

Model Results

- Two scenarios were included.
 - Maximum Floodplain Boundary during the Regional Event, this is the basis for evaluating impacts.
 - Maximum Floodplain Boundary with the Highway Alignment and baseline hydraulic crossings.

Figure 9. Floodplain Boundary (Regional Event - Existing)



Figure 10. Floodplain Boundary (Regional Event – Existing and Baseline)

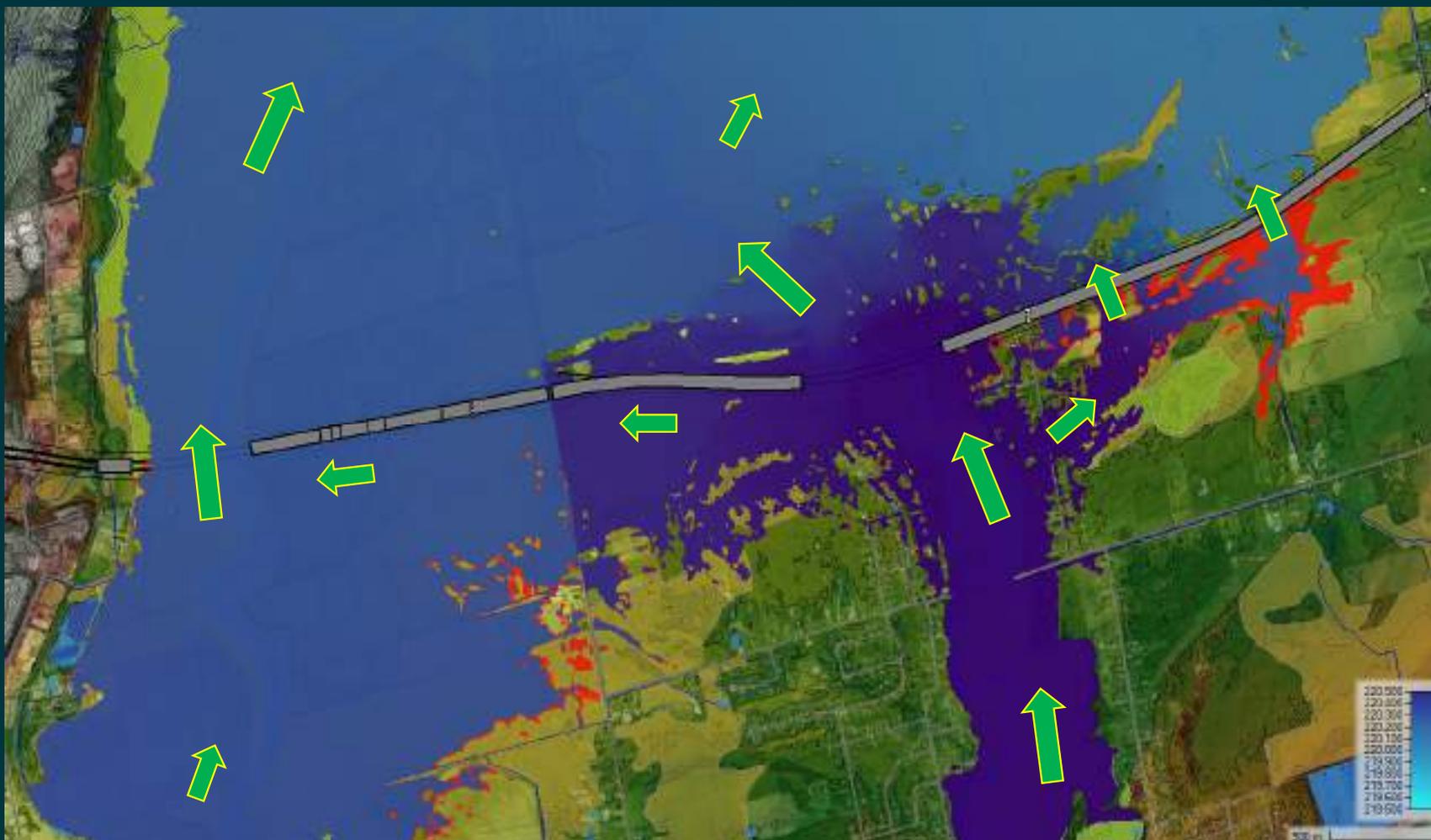
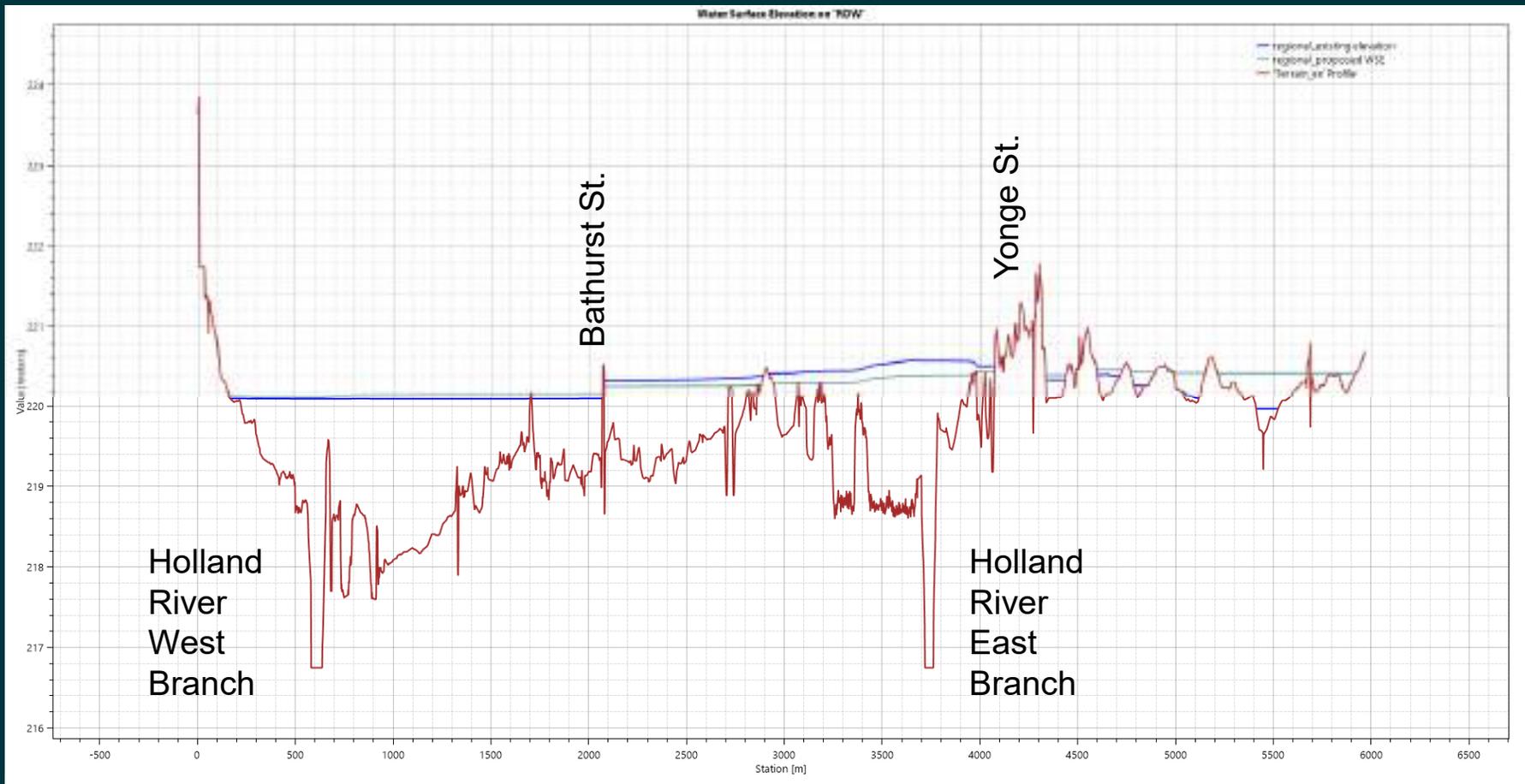


Figure 11. Elevation Profile (Regional Event – Existing and Baseline)



8

Preliminary Findings

Point	Existing	Baseline
1	220.10	220.13 - 0.03
2	220.12	220.19 - 0.07
3	220.34	220.36 - 0.02
4	220.11	220.19 - 0.08
5	220.04	220.42 - 0.38
6	220.25	220.43 - 0.18
7	220.46	220.54 - 0.08
8	220.58	220.58 - 0.00
9	220.24	220.24 - 0.00
10	220.09	220.09 - 0.00
11	220.83	220.84 - 0.01
12	220.42	220.42 - 0.01



Preliminary Findings

- The model results show that the floodplain is hydraulically connected, this is of particular importance during larger flow events, where a direct correlation is shown between the conveyance capacity within the floodplain and potential impacts from the highway alignment.
- Adequate conveyance is required to minimize impacts to water elevations (which in turn define floodplain boundaries).
- Other hydraulic parameters (i.e. water velocities) and a geomorphologic assessment will be integrated in the hydraulic analysis. The crossings will be also evaluated based on MTO design standards.
- **Input from LSRCA is therefore needed to determine accepted changes to floodplain boundaries and continue the design process.**

Thank you!
Questions/Comments

Meeting Summary

Date of Meeting	February 17, 2022	Time 11:00 AM – 12:00 PM	60636190
Project Name	Bradford Bypass Preliminary Design - (Assignment 2019-E-0048)		
Location	TEAMS (Virtual)		
Regarding	Lake Simcoe Region Conservation Authority (LSRCA) – Holland River Bridge Structures Presentation of Hydraulic Modeling Results		
Attendees	Larry Sarris Harinder Singh Rhonda Gribbon Jordan Lee Rebecca Lariviere John Van Voorst Taylor Stephenson Alison Edwards Tim Sorochinsky Riyaz Sheikh Mir Hyder Patrick Oatway Jon Newman Sonia Rankin Sarah Pal Jhalmar Maltez Andres Rodriguez Dragan Ilic	MTO – Project Manager MTO – Project Manager MTO – Environmental Planner MTO – Environmental Planner MTO – Project Delivery E.I.T. MTO – Water Resources Engineer LSRCA - Senior Environmental Regulations Analyst LSRCA – Drainage Engineer AECOM – Project Manager AECOM – Deputy Project Manager AECOM – Highways Engineer AECOM – Highway Engineer AECOM – Civil Manager AECOM – Senior Environmental Planner AECOM – Environmental Planner AECOM – Senior Water Resources Engineer AECOM – Water Resources Engineer AECOM – Engineering Manager	
Invited Attendees/Regrets			
Distribution	Attendees and Project Team		
Minutes Prepared By	AECOM		

PLEASE NOTE:

Errors or omissions to these minutes shall be identified and provided to 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.

Summary of Meeting

Summary of Meeting	Action
<p><u>Introduction & Project Overview:</u> Andres R. thanked all attendees for joining the meeting and provided an overview of the meeting agenda.</p> <p>Agenda:</p> <ul style="list-style-type: none"> • Presentation: Holland River Bridge Structures – Hydraulic Assessment Results. • LSRCA expectations - upstream and downstream water level increases – BBP PD. <p>Other Discussion Items:</p> <ul style="list-style-type: none"> • Technical issues / details associated to the Holland River Polder area. • Preliminary Design Process under Ontario Regulation 697/21. • Detail Design / LSRCA expectations. 	<p>Info. Action by Project Team</p>

Summary of Meeting

Action

Safety moment – Introductions were made, and a safety moment was shared with participants.

Andres R. presented the methodology and results of the hydraulic analysis within the Holland River and Holland River East Branch. The main elements of a 2D HEC-RAS model were presented to LSRCA.

- Model elements were presented, including geometry, terrain development, boundary conditions, hydraulic crossings, and model results. Two scenarios were presented (existing and proposed alignment with basic hydraulic crossings).
- It was noted that Bathurst St., Yonge St. and other streams are smaller openings when compared to the Holland River and Holland River East Branch openings.

Alison E. made the following observations:

- HEC-RAS model existing scenario to be called “Modified-Existing”.
- Clarification is needed on the baseline crossings.

Post meeting note: AECOM provided a map to LSRCA on April 29, 2022. This map includes details of the baseline (basic layout) hydraulic crossings (locations, type of crossing, span/diameter, and rise).

- LSRCA stated that does not assess smaller crossing locations.
- LSRCA stated that AECOM is on the right path with respect to the development of the hydraulic model of the proposed bridge structures, as well as the way water level increases at localized locations along the BBP alignment were presented, and the recommended relief measures to reduce water level increases and flow velocities.
- AECOM to show LSRCA the following:
 - Existing Model (LSRCA model) – It does not include the BBP alignment
 - Modified-Existing Model – based on Lidar survey data – It does not include the BBP alignment
 - Proposed Model – It includes the BBP alignment and hydraulic crossings
- LSRCA noted that there are localized impacts upstream of the new alignment in the proposed model.
- LSRCA preference is to avoid adverse impacts with increased flood elevations and requested AECOM to demonstrate that there will be no negative impacts (e.g., flooding or erosion) upstream and downstream of the Bradford Bypass.
 - Jhalmar M. requested the maximum flood elevation increase acceptable to LSRCA, noting that the model includes some increases in the range of 1-3 cm.
 - Andres R. added for information purposes that Lidar has a 12-cm range of accuracy.
 - If the result from the proposed model indicates that water levels will increase, MTO will need to obtain permission from the affected private property owners noting that they are willing to accept the change.
- To prevent erosion, LSRCA requested AECOM to consider overbank velocities based on the proposed design. AECOM indicated that a geomorphological analysis is being undertaken as part of this assessment.

Info.

Alison E. inquired where cuts are proposed.

- The locations of cut areas along the BBP will be for embankments and proposed structures.

Info.

Summary of Meeting	Action
<ul style="list-style-type: none"> • LSRCA suggested that AECOM may compensate with a cut for floodplain storage at and below the regulatory flood elevation. • In addition, LSRCA suggested that the proposed cut volume should match or be greater than the amount of fill at various elevations. This item is related to the previous item suggested by LSRCA regarding compensation requirements within the floodplain. • Regulation guidelines (LSRCA Guidelines for the Implementation of O. Reg. 179/06) has guidance on this item. <p>John V. indicated that a 2D unsteady model (unsteady flow analysis) considers upstream storage impacts, and therefore cut - fill not as pertinent in this model type (1D model).</p> <p>Alison E. indicated that a 2D HEC-RAS model specialist with LSRCA will review the 2D model.</p> <p>AECOM noted that a vertical clearance of approximately 8m is proposed at Holland River crossings (to facilitate the navigable waterways).</p>	
<p>Alison E. requested a profile of the Bradford Bypass mainline.</p> <ul style="list-style-type: none"> • AECOM will provide it. <p>Post meeting note: AECOM provided the profile of the Bradford Bypass mainline on April 29, 2022.</p> <p>Alison E. requested that a copy of the slides deck be provided to the model engineer at LSRCA.</p> <ul style="list-style-type: none"> • AECOM will provide it. <p>Post meeting note: AECOM provided the slides deck of the presentation on April 29, 2022.</p>	Action by AECOM
<p>At the onset of the project (April 14, 2021), LSRCA recommended a pre-consultation meeting with LSRCA engineering, for any analysis being conducted within the Polder Area of the Holland River and to discuss the technical details for this area. Following this request, Jhalmar M. asked LSRCA about any technical issues related to the Polder Area of the Holland River.</p> <ul style="list-style-type: none"> • Alison E. responded that LSRCA has already touched on the no-flood, cut and fill, and other requirements. • LSRCA not aware of any issue. However, LSRCA stated that they will review and confirm if there is any issue in the Polder Area of the Holland River. 	Info. Action by LSRCA
<p>Alison E. provided a positive review of the Stormwater Management Plan (SWMP) for the County Road 4 Early Works, noting that it was well written, organized, and suitable.</p>	Info.
<p>Larry S. and Sonia R. provided an overview of the new Ontario Regulation 697/21 for BBP and anticipated consultation and involvement with LSRCA for the ongoing Preliminary Design phase and future Detail Design and construction phases.</p>	Info.
<p>Other Business:</p> <p>Discussion regarding the updates to the LSRCA website where information is presented about the project. Project Team to work with LSRCA to ensure accurate information on consultation with LSRCA is documented for both Preliminary Design (in accordance with O. Reg. 697/21) and Detail Design</p>	Info.

Highway 400 – Highway 404 Link (Bradford Bypass)

Preliminary Design Meeting

Holland River and Holland River East Branch

March 9, 2022

Agenda and Purpose

1. Welcome and Introductions
2. Study Overview
3. Drainage and Hydrology
4. Preliminary Designs Holland River Crossings
 1. Clearances
 2. Spans
5. Environment
6. Confirmation of Policies, Regulation, and Approvals

Participants and Introductions

Project Team

- MTO
- AECOM

Invited and Participating Agencies

- Ministry of the Environment, Conservation, and Parks (MECP)
- Transport Canada (TC)
- Fisheries and Oceans Canada (DFO)
- Lake Simcoe Region Conservation Authority (LSRCA)

Invited Agencies

- Ministry of Northern Development, Mines, Natural Resources and Forestry (MNDMNRF)

Study Overview

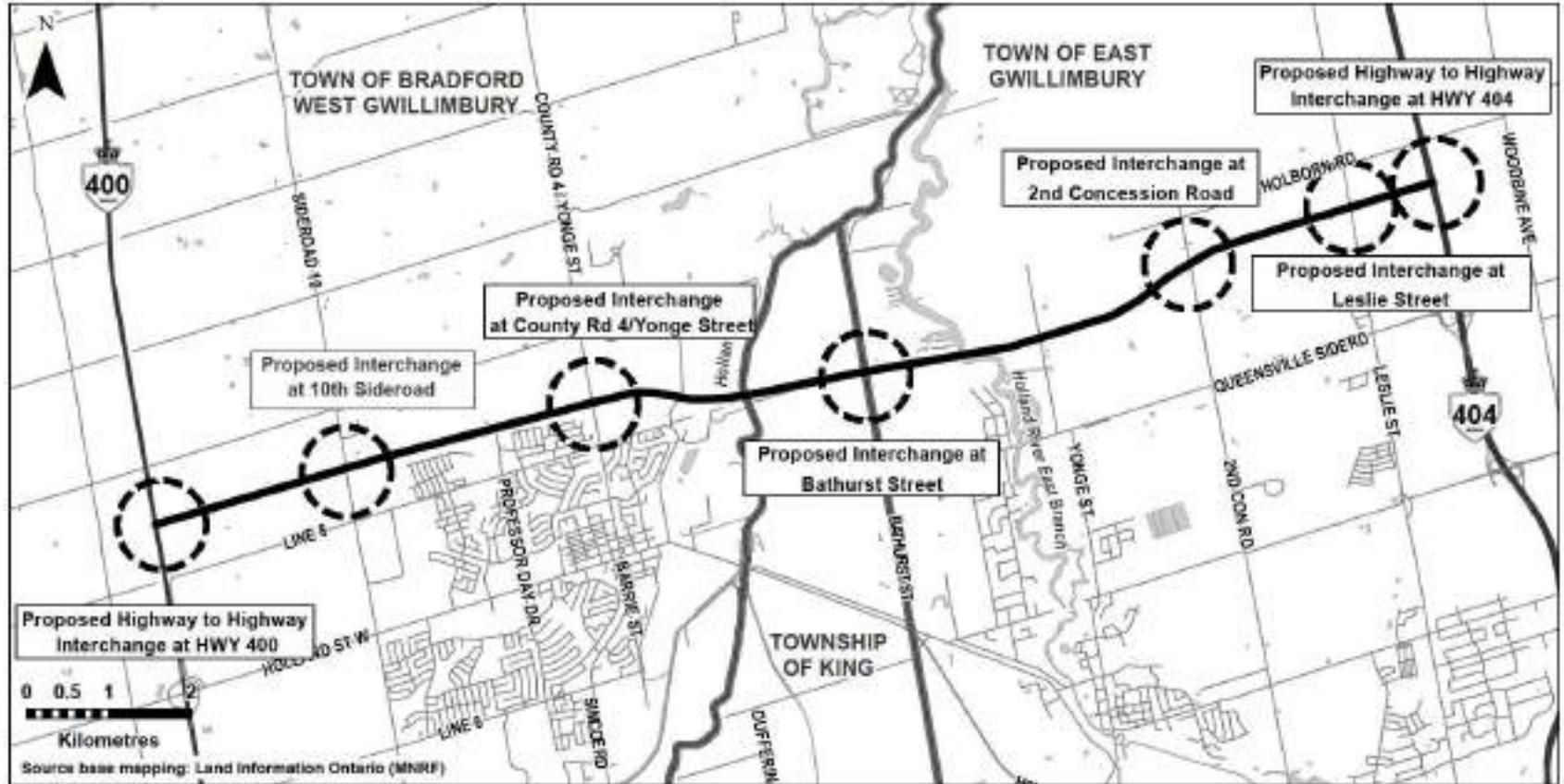
- Preliminary Design and project-specific assessment of environmental impacts for the proposed Highway 400 – Highway 404 Link (Bradford Bypass).
- This Study will follow the streamlined assessment process as set out in Ontario Regulation 697/21 (October 7, 2021)
- MTO previously completed a Route Planning Study (1997) and a subsequent Environmental Assessment (EA) for the Bradford Bypass . The EA and Recommended Plan were approved in 2002.
- The Early Works, as set out in the regulation, focuses on a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street).

Study Overview – County Road 4 Early Works

- Draft Early Works Report Public Consultation Period
 - January 13, 2021 to February 12, 2022
- Anticipated Award of Design Build Contract
 - March 2022



Bradford Bypass – 2002 EA Preferred Route



Bradford Bypass – Study Area and Refinement Locations



Drainage and Stormwater Management - Overview

Bradford Bypass – West and East Drainage Segments

- **The West Segment** includes 18 watercourse within the Penville Creek watershed regulated by Nottawasaga Valley Conservation Authority (NVCA), and the Holland River watershed regulated by the Lake Simcoe Region Conservation Authority (LSRCA),
- **The East Segment** includes 12 watercourse crossings within Holland River watershed and Maskinonge River Subwatershed both regulated by LSRCA.
- Preliminary drainage design to satisfy Ministry of Transportation (MTO) Highway Drainage Design Standards, provincial and regulatory requirements
- Proposed drainage system will maintain - as feasible - the existing drainage pattern
- Floodplain assessment of the proposed Holland River and Holland River East Branch bridge structures.
- Stormwater Management Plan (SWMP) to meet SWM requirements outlined in the Ontario Reg. 697/21 (October 7, 2021)



West Drainage Segment – Highway 400 to West of Bathurst Street



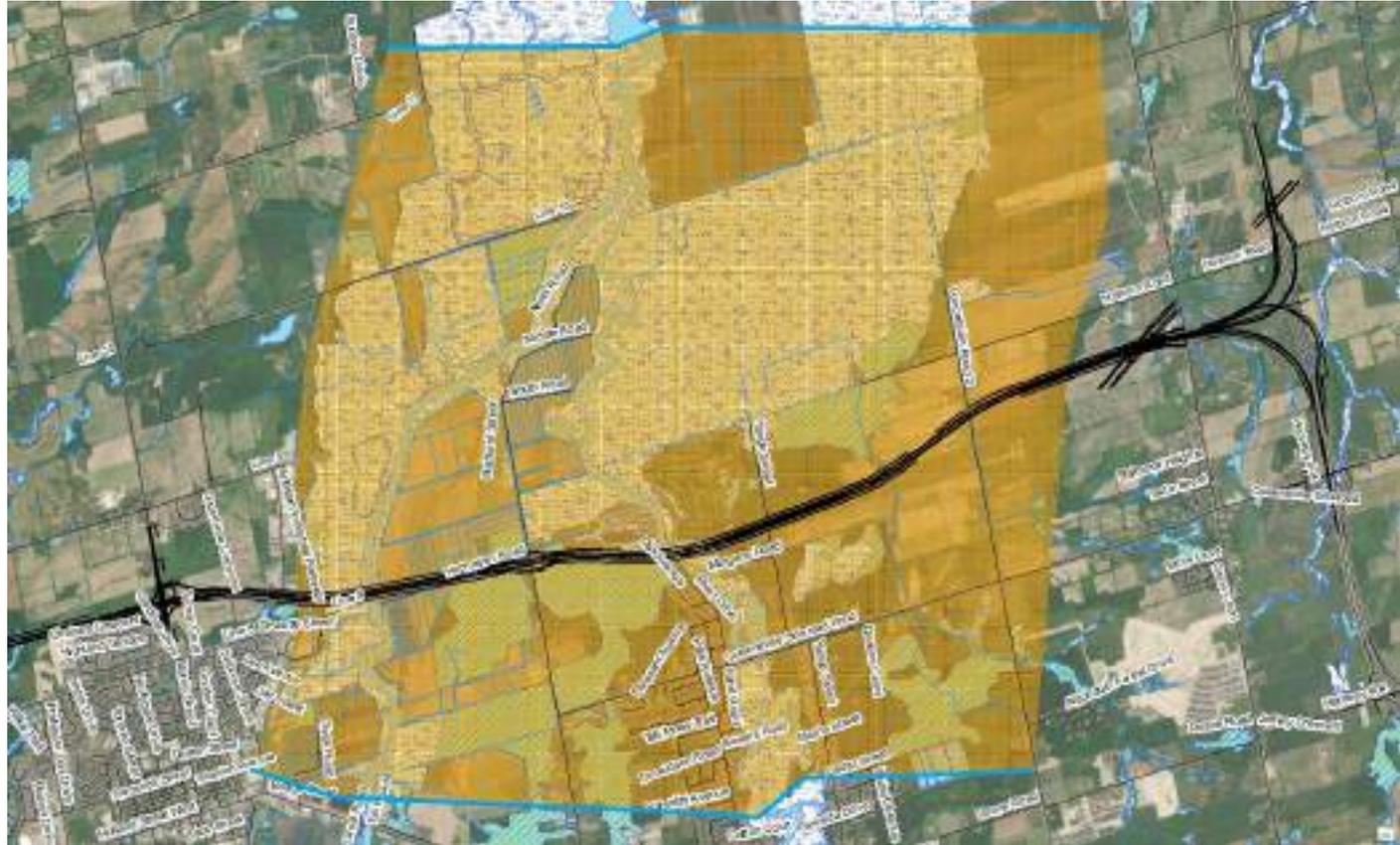
East Drainage Segment – From West of Bathurst Street to Highway 404

Objectives of Hydraulic Assessment

- Develop an updated hydraulic model that includes the Holland River and Holland River East Branch at the location of the Bradford Bypass alignment.
- Simulate existing conditions based on the data and results presented in previous reports and the latest available hydraulic models from LSRCA.
- Analyze the results of the existing conditions and compare with the proposed alignment for changes to hydraulic parameters (i.e. water elevations, water velocities and floodplain boundaries).

Hydraulic Model Development

- A hydraulic model of both river crossings
- Developed with the software HEC-RAS (latest version is 6.1).



Hydraulic Crossings – Baseline Condition

Holland River

Description	Span-Rise
Holland River Branch	550 m
Bathurst St. Overpass	20 m
Culvert	10 m x 3 m (box)
Culvert	10 m x 3 m (box)

Holland River East Branch

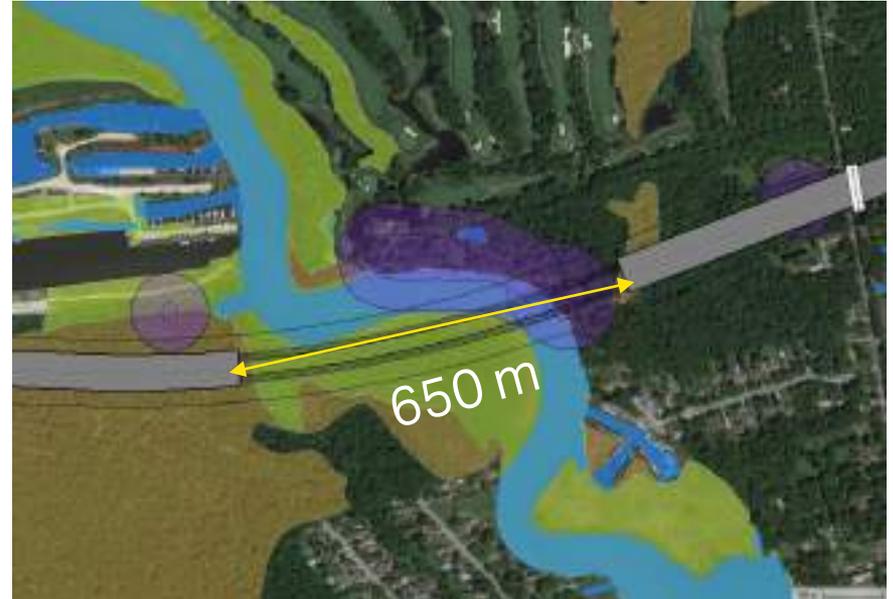
Description	Span-Rise
Holland River East Branch	650 m
Yonge St.	20 m
Bridge (drainage)	3 m x 3 m (box)
Concession Rd. 2	16 m

Major Hydraulic Crossings

Holland River Crossing



Holland River East Branch Crossing



Bradford Bypass – Holland River Crossings

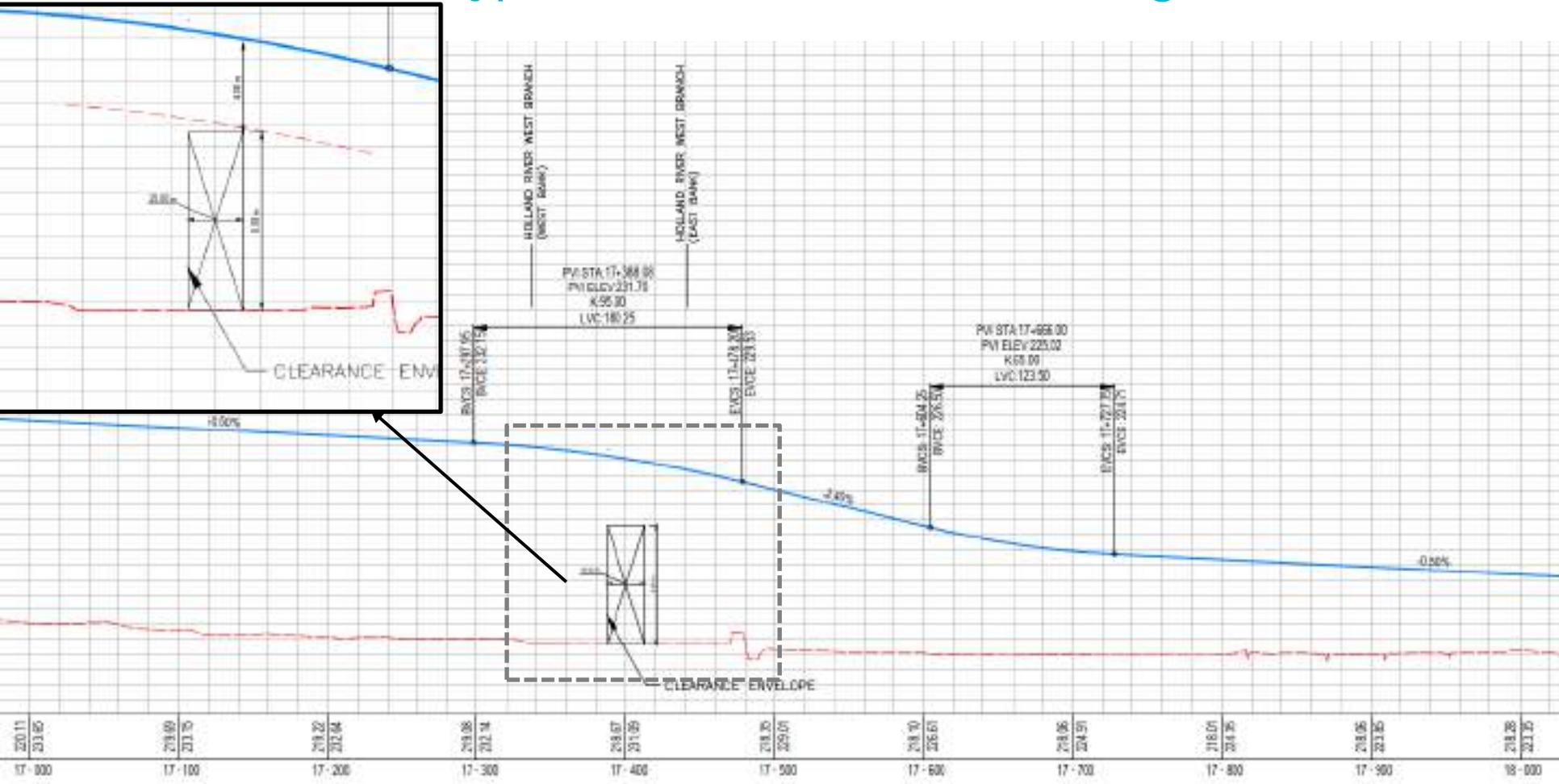
- Span clearances of the Holland River crossings
 - Vertical
 - Horizontal
 - In-water



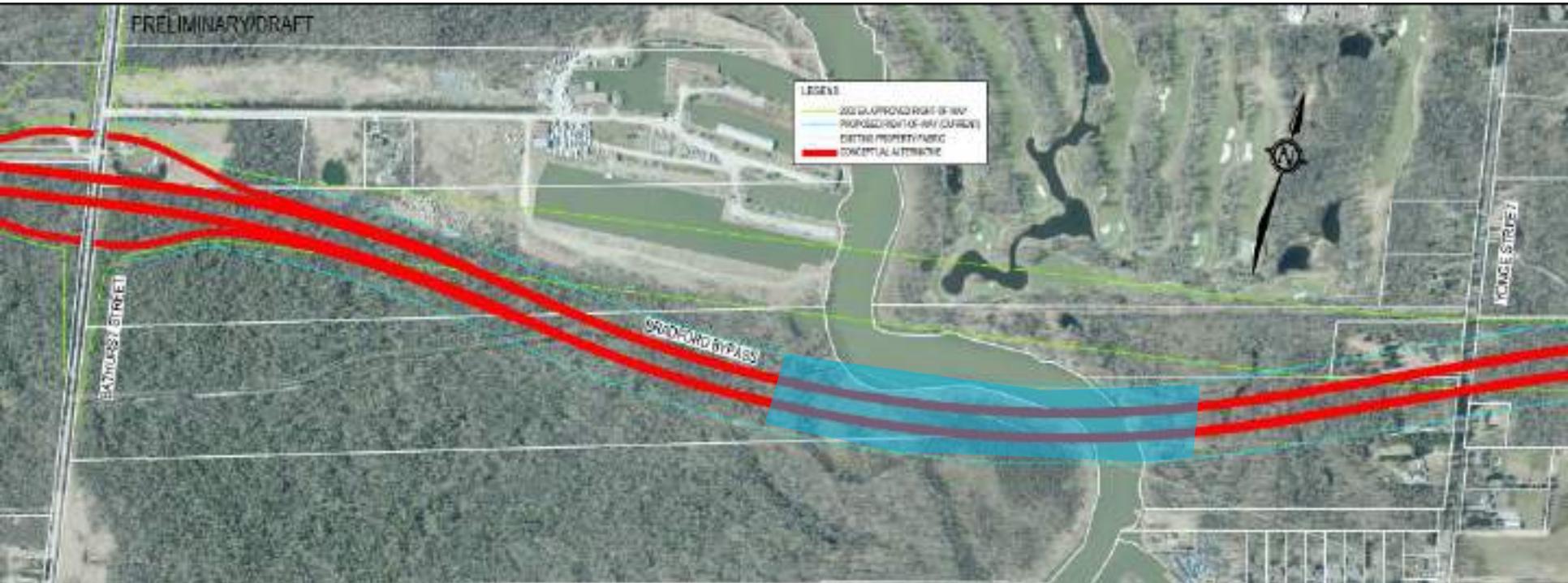
Bradford Bypass – Holland River Crossing Plan



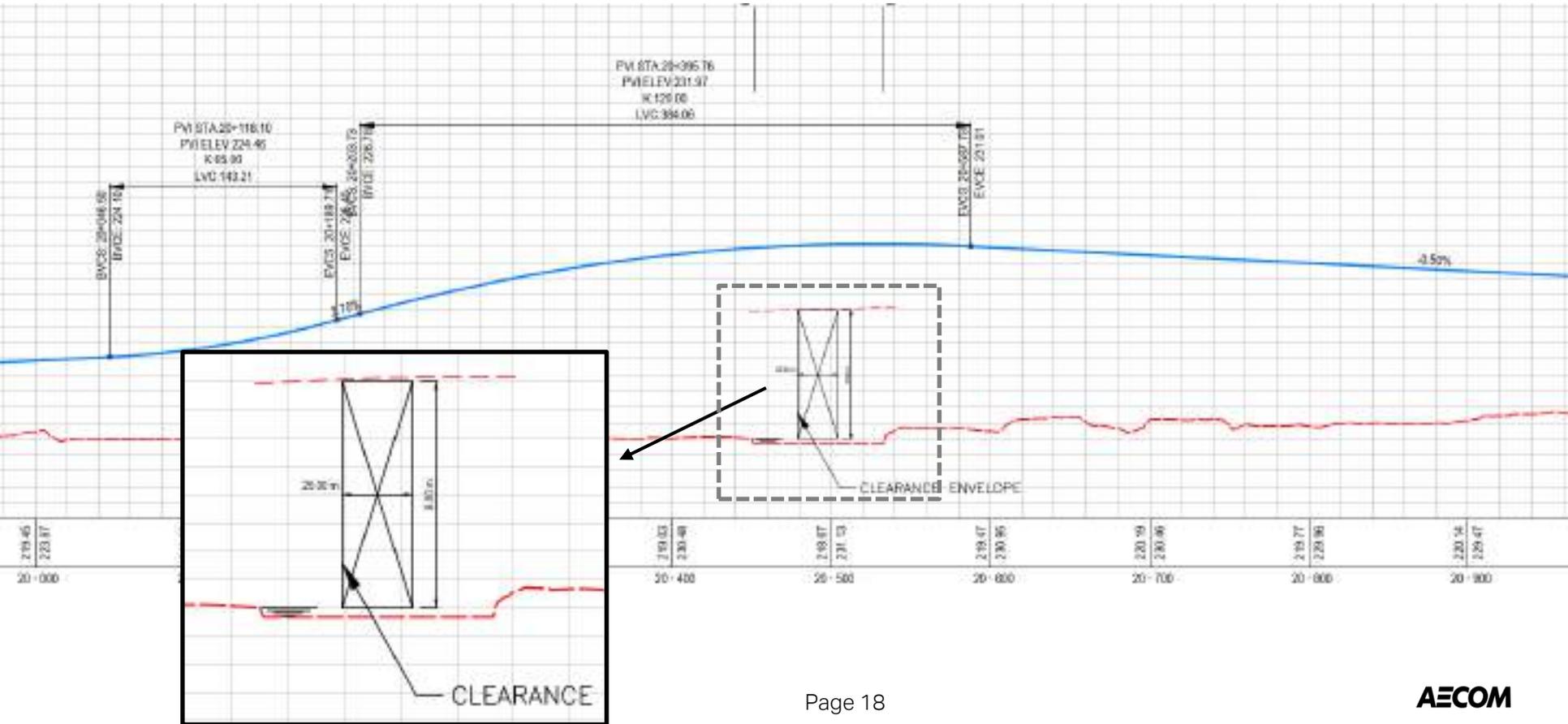
Bradford Bypass – Holland River Crossing Profile



Bradford Bypass – Holland River East Branch Crossing Plan



Bradford Bypass –Holland River East Branch Crossing Profile



Environmental – Species at Risk



Environmental – ANSI / Wetlands / Deer Wintering



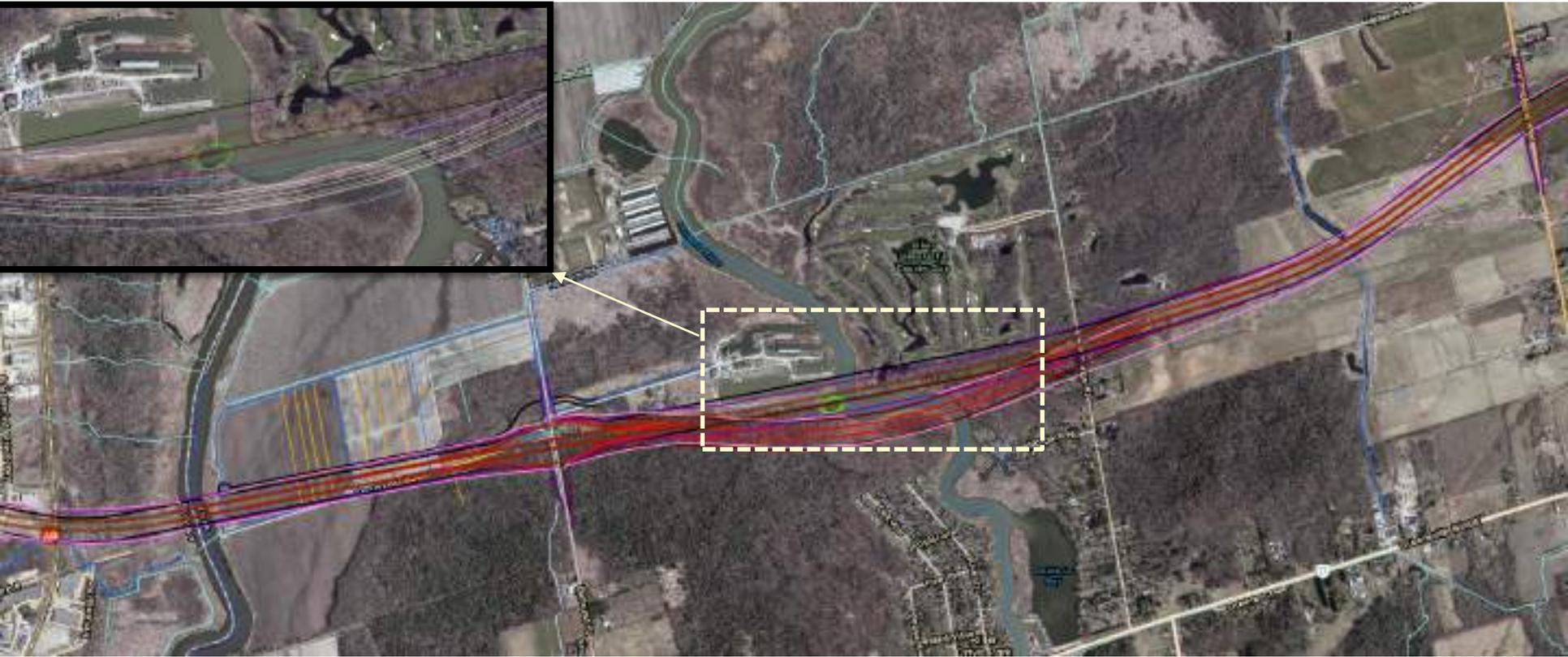
Environmental – Species at Risk & Wetlands



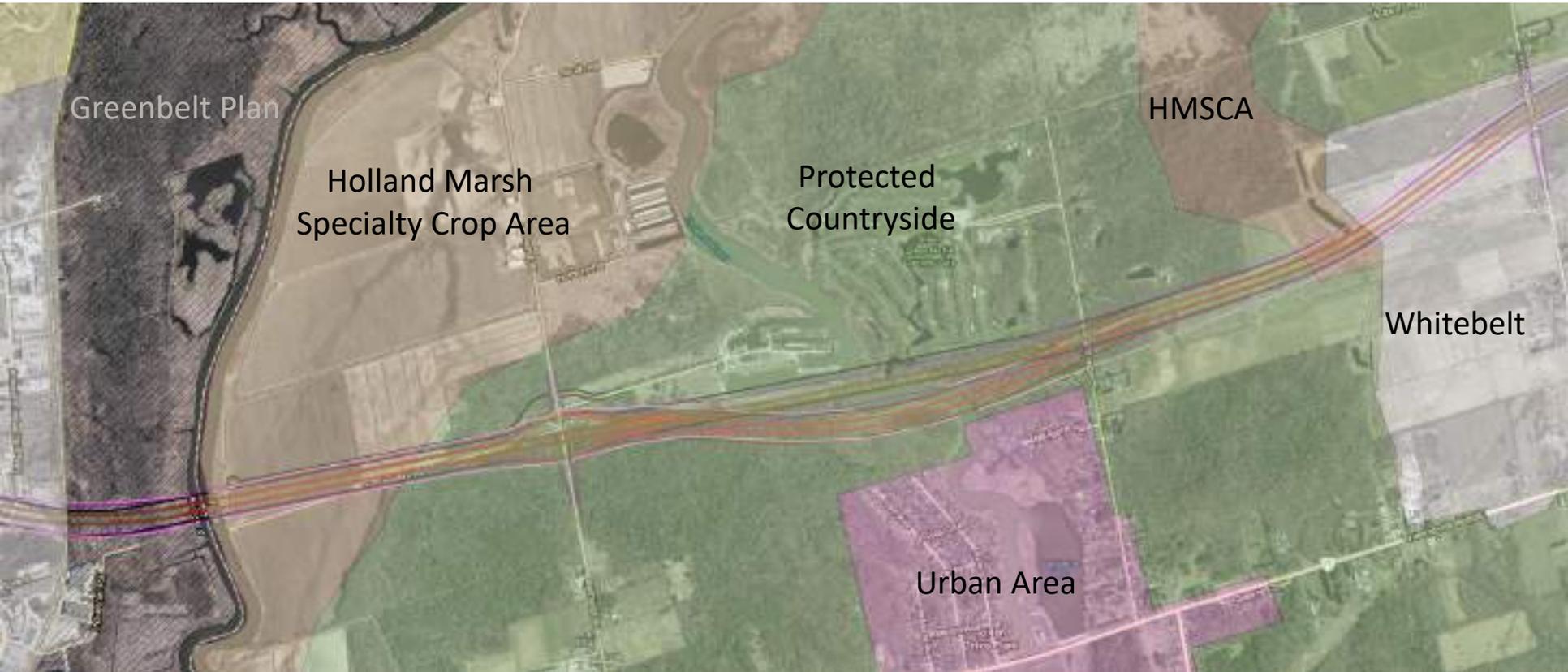
Environmental – Species at Risk & Wetlands



Environmental - Fisheries



Environmental – Land Use Designations



Environmental - Archaeology



Highway 404 / Bradford Bypass Interchange



Project Schedule

Task	Dates
Notice of Study Commencement (Complete)	September 2020
Permission to Enter and Study Initiation (Complete)	September 2020
Field Investigations and Data Collection	Fall 2020 - Present
Generation and Evaluation of Alternatives (Complete)	2020-2021
Public Information Centre 1 (Complete)	April 22 – May 18, 2021
Completion of the design package for County Road 4 Advance Contract (Complete)	2021 – Early 2022
Public Review of Draft Early Works Report (CR4) (Complete)	January 13, 2022 - February 12, 2022
Final Early Works Report and Notice of Completion (CR4)	March 2022
Evaluation of Preferred Alternative	2021 – 2022
Public Consultation (Interchanges)	Spring 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

THANK YOU



Meeting Summary

Date of Meeting	March 9, 2022	Time 9 AM – 10:30 AM	60636190
Project Name	Bradford Bypass Preliminary Design		
Location	TEAMS (Virtual)		
Regarding	Highway 400-404 Link (Bradford Bypass) – Holland River Crossings Preliminary Design Meeting		
Attendees	Larry Sarris Harinder Singh Rhonda Gribbon Jordan Lee Rebecca Lariviere, E.I.T Taylor Stephenson Alison Edwards Gavin Battarino Clairissa Myschowoda Simon Zhao Jeff Anderson Karol Rivera Rick Kiriluk Shona Derlukewich Jason Runtas Kelly Thompson Cal Fenwick Tim Sorochinsky Riyaz Sheikh Mir Hyder Sonia Rankin Madeleine Atherton Jhalmar Maltez Andres Rodriguez Dragan Ilic	MTO – Project Manager MTO – Project Manager MTO – Environmental Planner MTO – Environmental Planner MTO – Project Delivery E.I.T. LSRCA - Senior Environmental Regulations Analyst LSRCA – Water Resource Engineer MECP – Special Project Officer MECP – Species at Risk Specialist MECP – Project Evaluator MECP – Management Biologist MECP – Assistant Project Officer DFO – Fish Habitat Biologist DFO – Biologist, Triage and Planning DFO – Biologist, Triage and Planning TC – Environmental Officer, Navigation Protection TC – Environmental Officer, Navigation Protection AECOM – Project Manager AECOM – Deputy Project Manager AECOM – Highways Engineer AECOM – Senior Environmental Planner AECOM – Environmental Planner AECOM – Water Resources Engineer AECOM – Water Resources Engineer AECOM – Engineering Manager	
Invited Attendees/Regrets	Ministry of Northern Development, Natural Resources and Forestry		
Distribution	Attendees and regrets		
Minutes Prepared By	Madeleine Atherton		

PLEASE NOTE:

Errors or omissions to these minutes shall be identified and provided to 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.

Summary of Meeting	Action
<p><u>Introduction (Slides):</u> Sonia R. thanked all attendees for joining the meeting and provided an overview of the meeting agenda. MECP requested meeting minutes to be distributed following the meeting.</p> <p>Larry S. introduced members of MTO, Sonia R. introduced members of AECOM, and then each agency group introduced their members. <i>Please see attendees list.</i></p>	<p>Info. Action by Project Team</p>
<p><u>Study Overview / Study Overview – County Road 4 Early Works / Bradford Bypass – 2002 EA Preferred Route / Bradford Bypass – Study Area and Refinement Locations (Slides):</u> Sonia R. 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.</p> <p>Sonia R. discussed the assessment process in Ontario Regulation 697/21 including considerations for environmental commitments, alternatives evaluations and reporting requirements. Sonia R. noted that design alternatives will be evaluated in consultation with Indigenous communities, regulatory agencies, and the public. Evaluations and selection of the preferred option is based on environmental, technical, and other factors. The Project Team will be preparing an Environmental Conditions Report (ECR) and an Environmental Impact Assessment Report (EIAR) that will be posted on the Project Website for public review as part of the Preliminary Design.</p> <p>Sonia R. provided a brief overview of the County Road 4 Early Works Report and current schedule.</p> <p>Gavin B. asked Sonia R. to clarify what is meant by site-specific impacts, and if impacts will be assessed within the Project Study Area, not only the Project Footprint, per requirements in the Regulation.</p> <ul style="list-style-type: none"> ▪ Sonia R. confirmed that the assessments for Early Works will occur within the Study Area. <p>Sonia R. showed the key map for the Technically Preferred Route and noted that MTO is considering additional interchanges at 10th Sideroad and 2nd Concession Road, and assessing alternatives at both interchanges. Sonia R. added that this meeting is focused on the areas within the yellow boxes on the map at the river crossings (Holland River and Holland River East Branch).</p>	<p>Info.</p>
<p><u>Drainage and Stormwater Management – Overview / Drainage and Conceptual Stormwater Management (SWM) Strategy at Bradford Bypass (Slides):</u> Jhalmar M. explained that the drainage assessment has been separated into two segments to facilitate the drainage and SWM design: The West Drainage Segment and the East Drainage Segment. The West Segment includes the area from Highway 400 to west of Bathurst Street, and the East Segment includes the project area from west of Bathurst Street to Highway 404.</p> <p>Jhalmar M. noted that the purpose of implementing the SWM strategy will be to provide the required water quantity and quality control including erosion and sediment control as required by MECP standards and other applicable agencies. The SWM plan will require approval from MECP, and associated permits, as required, during the Detail Design phase. Jhalmar M. asked if there are any questions regarding the overview of the SWM strategy. The attendees had no questions regarding this section of the presentation.</p>	<p>Info.</p>

Summary of Meeting

Action

Jhalmar M. shared, as an example, an image of the conceptual SWM at the Bradford Bypass and County Road 4 interchange. Jhalmar M. explained that the SWM facilities will be designed based on design criteria from the MECP and LSRCA Stormwater Management Guidelines. Jhalmar M. added that in general, runoff volumes will be controlled within wet ponds at the interchanges and within other SWM facilities to be located along the Bradford Bypass right-of-way (ROW).

Alison E. thanked Jhalmar for accommodating LSRCA Stormwater Management Guidelines and asked if the Project Team has considered a Jellyfish filter upstream of a dry pond, as this can reduce maintenance and footprint of the SWM facility.

- Jhalmar M. noted that it is an option that will be investigated, but MTO would also review and approve the use of SWM facility alternatives. Jhalmar M. added that the typical SWM strategy for highway projects includes SWM wet ponds as they are effective in providing the required water quality and quantity control of runoff and erosion and sediment control.

Alison E. noted that volume control typically accounts for 25 mm of runoff and asked if the Project Team has considered Low Impact Development measures for infiltration.

- Jhalmar M. responded that, based on LSRCA standards, the runoff depth to be used (25mm or 12.5mm) will depend on the imperviousness area that will drain to the SWM facility. Jhalmar M. clarified that the conceptual SWM strategy at the Bradford Bypass and County Road 4 interchange being presented may not be necessary for the strategy to be implemented throughout the length of the BBP corridor. The locations of the SWM facilities will be selected based on the type of the soil, depth of ground water, bed rock and the proposed grading and topography. These characteristics vary within the limits of the project.

Clairissa M. noted that MECP requests the formal completion of an Information Gathering Form (IGF) for submission to SAR Ontario for the Bradford Bypass Project, prior to any permits or authorizations for SWM.

Sonia R. noted the meeting time and suggested the Project Team continue with slides, and MECP can continue the conversation on SWM during the discussion period. **Post meeting note:** *No additional time was available to continue this discussion at the end of the meeting. Follow up with MECP and AECOM on this topic will be carried out to confirm that this topic is addressed.*

Action by AECOM

Objectives of Hydraulic Assessment / Hydraulic Model Development / Baseline Condition / Major Hydraulic Crossings (Slides):

Info.

Andres R. provided an overview of the hydraulic model used for the assessment of the Holland River and Holland River East Branch crossings and noted that the model was updated following a meeting with LSRCA on February 17, 2022. Andres R. noted that the model takes into account the location of the Provincially Significant Wetlands (PSWs) and was developed based on MTO's direction to place elevated structures in those areas.

Andres R. explained that the figures displayed on Slide 13 of the presentation materials show the major hydraulic openings in green, and locations of archaeological sites with buffers in purple.

Summary of Meeting	Action
<p>Sonia R. asked if there are any questions regarding the hydraulic model development or assessment. The attendees had no questions regarding this section of the presentation.</p>	
<p><u>Holland River Crossings / Holland River Crossing Plan and Profile (Slides):</u> Riyaz S. provided an overview of the Holland River and Holland River East Branch crossings. Riyaz S. noted that the Holland River crossing is mainly surrounded by agricultural lands, while the Holland River East Branch is surrounded by more natural environmental features.</p> <p>Riyaz S. displayed the preliminary plan and profile of the main branch of the Holland River crossing and explained that the Project Team has previously discussed this area with LSRCA. LSRCA's input is being considered as part of the design of the crossings. Riyaz S. noted that the blue shading on the figure displayed on Slide 17 represents the preliminary total span length of the Holland River crossing, which is approximately 550 metres.</p>	<p>Info.</p>
<p><u>Holland River East Branch Crossing Plan and Profile (Slides):</u> Riyaz S. displayed the preliminary plan and profile at the Holland River East Branch crossing and noted that there may be temporary in-water works during construction. Riyaz S. explained that the preliminary crossing length is approximately 650 metres; however, the final total span arrangement will be confirmed as the design progresses as a multitude of factors will influence the design.</p>	<p>Info.</p>
<p><u>Environment – Species at Risk / ANSI / Wetlands / Deer Wintering / Fisheries / Land Use Designations / Archaeology (Slides):</u> Sonia R. noted that surrounding the Holland River and Holland River East Branch, there are areas with potential occurrence or habitat for Species at Risk (SAR) including: bats, Jefferson Salamander, birds (meadow species), and turtles. Sonia R. also noted that the Project Team has done breeding bird surveys, anuran amphibian surveys, Ecological Land Classification mapping and incidental wildlife surveys. Sonia R. noted that no targeted SAR surveys have been completed at this stage of the Project.</p> <p>Sonia R. shared information of the current areas for Deer Wintering, PSWs and Areas of Natural and Scientific Interest, and SAR habitats at both crossings.</p> <p>Sonia R. shared information regarding fish habitats within the Holland River and Holland River East Branch and noted that the Project Team has identified backwater refuge areas, shown as a green circle on slide 23 Sonia R. added that the marina within the Project Study Area is also identified as fish habitat that contains warmwater fish communities. Sonia R. discussed that the design is intended to fully span the Holland River and Holland River East Branch and is proposing to avoid permanent in-water structures. Along with fisheries and drainage studies, a fluvial geomorphology assessment will also be completed as part of the Project.</p> <p>Sonia R. noted that the Project Team is considering current land uses within the areas surrounding both crossings including: Urban Areas, Whitebelt, Protected Countryside, Holland Marsh Specialty Crop Area (HMSCA), Designated Agriculture and the Ontario Greenbelt.</p>	<p>Info.</p>

Summary of Meeting

Action

Sonia R. shared information on other environmental constraints including known locations of archaeological sites, including study area buffers, associated with the Holland River and Holland River East Branch crossings.

Discussion:

Gavin B. asked the Project Team if there are any questions regarding MECP Environmental Approvals Branch requirements.

- Larry S. noted that MTO does not have any questions at this time, and the Regulation has been reviewed in detail. Larry S. added that if any questions or concerns do arise, the Project Team will contact MECP.
- Gavin B. noted that any documentation regarding environmental assessment or mitigation measures needs to include a clear explanation of how MECP has been notified, and commitments to obtain permits and approvals.
- Larry S. agreed and noted that agencies will be provided reports and commitments to review prior to finalization and issuance of the notice of completion.

Rick K. explained that DFO has limited capacity to review reports and provide input on the design at this stage of the Project. The Project Team is to review their project for compliance with the Fisheries Act as it relates to the Harmful Alteration, Disruption or Destruction of fish and fish habitat (HADD). DFO is to be engaged through the Request for Review (RFR) Process where the outcome is either a Letter of Advice or a requirement for an Authorization, based on the outcome of the assessment and the ability to mitigate potential impacts that may result in a HADD. Rick K. noted that the RFR submission must be fully completed, or it will not be accepted by DFO. DFO will provide details on this process to the Project Team as they are also reviewing the overall process with regards to notifications and reviews by the DFO of Ministry projects under the Fisheries Act.

- Sonia R. thanked the DFO for the explanation of the process and confirmed that the Project Team will continue to notify DFO of Project updates and will respect DFO's Request for Review process.
- **Post meeting note:** *The DFO issued a Letter of Advice for the County Road 4 Early Works Stormwater Management Report.*

Jason R. asked about an outstanding inquiry from DFO regarding culverts and plans for fisheries for the County Road 4 Early Works.

- Sonia R. acknowledged that a License to Collect will be obtained by the contractor to facilitate fish relocations during construction. This will follow the licensing procedures through the Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF).
- Jhalmar M. to provide information regarding culverts in an email response to Jason R.
- Larry S. added that MTO will look further into the information requested in DFO inquiry and follow up with next steps.
- **Post meeting note:** *The Project Team provided a response to the DFO's requests for clarification on the culvert work at County Road 4. The DFO subsequently issued a Letter of Advice to MTO for the County Road 4 Early Works.*

Gavin B. asked about final date to provide comments on the County Road 4 Early Works Reports, as a due date was not identified when sent to MECP.

- Gavin B. noted that, as per the Regulation, the Project Team needs to accept and consider agency review comments that are submitted after the official review period.

Info.

Action by MTO

Info.

Summary of Meeting

Action

<ul style="list-style-type: none"> ▪ Gavin B. noted that MECP will be providing comments and is concerned about the March publication date of the Early Works Report. ▪ Sonia R. confirmed that all comments received from agencies will be considered and incorporated into reports in accordance with the Regulation. ▪ Larry S. suggested MTO and MECP discuss and advise on best course of action in a subsequent discussion. ▪ Post-meeting note: <i>The Draft County Road 4 Early Works Report was available for review on the project website from January 13, 2022 to February 12, 2022. The Final County Road 4 Early Works Report and Statement of Completion were filed on March 21, 2022 and posted to the Project Website.</i> <p>Cal F. explained that the Holland River and the Holland River East Branch are Scheduled Waters under the <i>Canadian Navigable Waters Act</i> and will require two separate applications. Cal F. noted that Transport Canada can review designs of the crossings, if required.</p> <p>Project Team acknowledge this direction and where possible, the design will be shared with Transport Canada to have them involved early for navigation considerations.</p>	
<p><u>Additional Content - Highway 404 / Bradford Bypass Interchange (Slides):</u></p> <p>Sonia R. provided a brief overview of the environmental features at the Highway 404 / Bradford Bypass Interchange, which had been considered for discussion with DFO. Sonia R. noted that based on information shared by DFO regarding their direction on consultation and reviews, the Project Team will go through the RFR process as it relates to designs and potential impacts to fish and fish habitat at this location.</p>	<p>Info.</p>
<p><u>Closing Remarks and Project Schedule (Slides):</u></p> <p>Sonia R. provided a brief overview of the Project schedule, identified items that have been completed to date, and upcoming items and their anticipated completion date.</p> <p>Larry S. thanked the group and noted that all the information presented in today's meeting and meeting minutes will be distributed to the attendees. The meeting was adjourned.</p>	<p>Info.</p>

Highway 400 – Highway 404 Link (Bradford Bypass)

Metrolinx Meeting

March 2022

Agenda

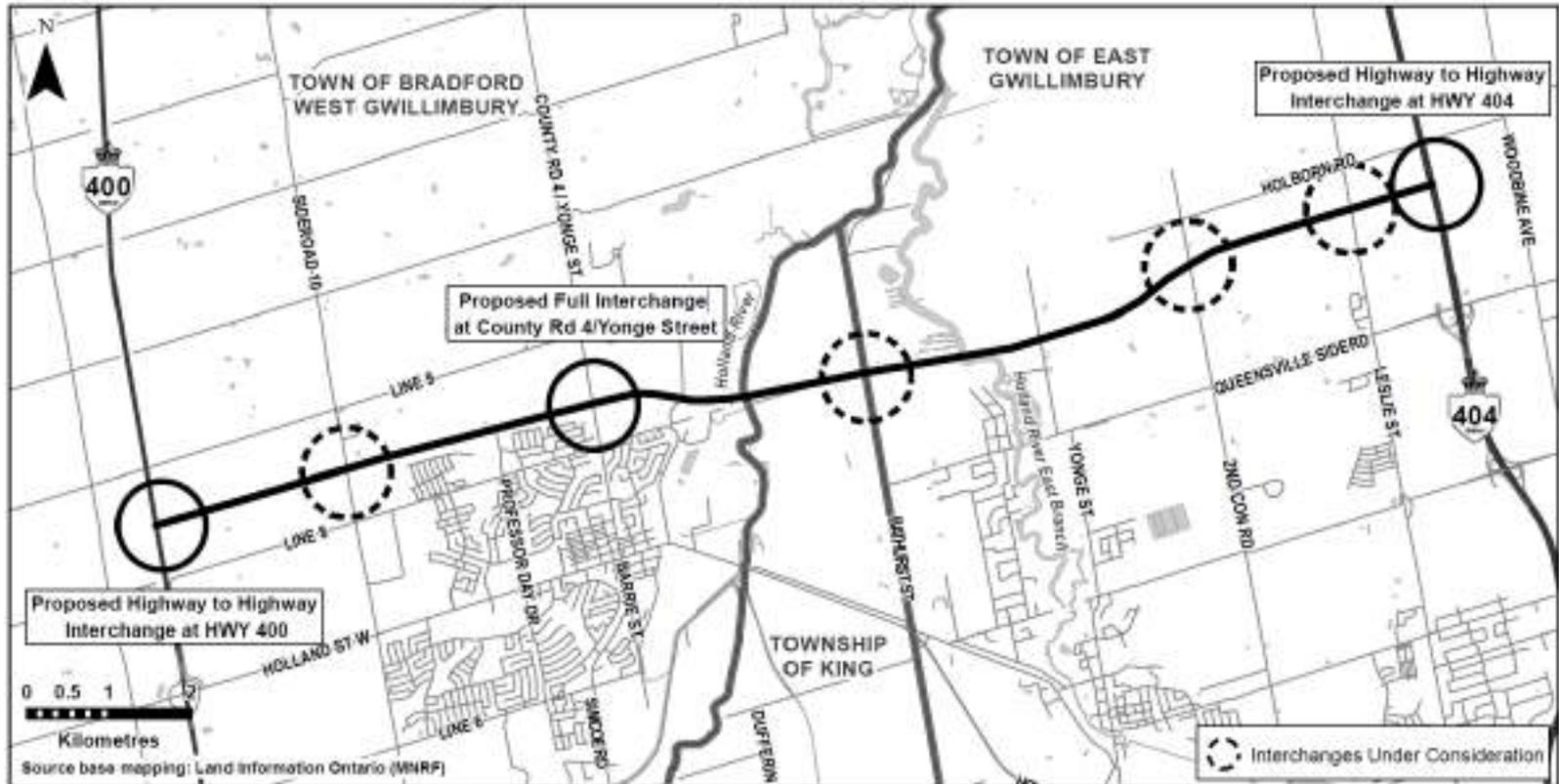
Safety Moment

1. Study Overview
2. Bradford Bypass and Metrolinx Rail Crossing
 - a) Existing Conditions
 - b) Barrie GO Expansion
 - c) Crossing
 - i. Assumptions, Clearances, & Access*
 - ii. Structures*
 - iii. Drainage (Culvert Crossing)*
3. Other Business & Next Steps

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



Bradford Bypass – Study Area and Refinement Locations



Schedule Overview (2020 to March 2022)

Task	Dates
Notice of Study Commencement and Study Initiation (Complete)	September 2020
Permission to Enter	2020 – 2022*
Field Investigations and Data Collection Initiated and Undertaken	2020 – 2022*
Generation of Preliminary Design Alternatives	2020 – 2022*
Public Information Centre 1 (Complete)	April 22 nd – May 18 th , 2021
Evaluation and Selection of the Preferred Alternative	2021 – 2022*
Completion of the Tender package for County Road 4 Advance Contract (Complete)	November 2021
Public Review of Draft Early Works Report (Complete)	January 13, 2022 - February 12, 2022

Schedule Overview (Continued)

- Field Investigations and Data Collection (on-going – completion in 2022)
- On-going consultation and meetings with Indigenous Communities, municipalities, federal and provincial agencies, interested stakeholders, as well as adjacent property owners
- Complete the evaluation of Preliminary Design Alternatives (2022)
- Develop and Evaluate Interchange Alternatives (mid-2022)
- Consultation event to Present Interchange Alternatives (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 (end of 2022 to early 2023)
- Preliminary Design anticipated completion early 2023

Bradford Bypass and Metrolinx Rail Crossing

- a) Existing Conditions
- b) Barrie GO Expansion
- c) Crossing (See separate document)
 - i. *Assumptions, Clearances, & Access*
 - ii. *Structures*
 - iii. *Drainage (Culvert Crossing)*



Figure ES-1: Barrie Rail Corridor Map

Metrolinx Barrie GO Expansion - Bradford Train Layover Facility



Figure 2-13: Alternative Layover Site Locations within the Town of Bradford West Gwillimbury

Metrolinx – Barrie Rail Corridor Expansion Project Environmental Project Report – August 8, 2017



Metrolinx GO Service Expansion - Barrie Rail Corridor Expansion - Bradford Train Layover Facility, Town of Bradford West Gwillimbury Public Meeting – July 13, 2016

Other Business & Next Steps

Thank You

Highway 400 – Highway 404 Link (Bradford Bypass)

Nottawasaga Valley Conservation Authority
(NVCA) Meeting

April 12, 2022

Agenda

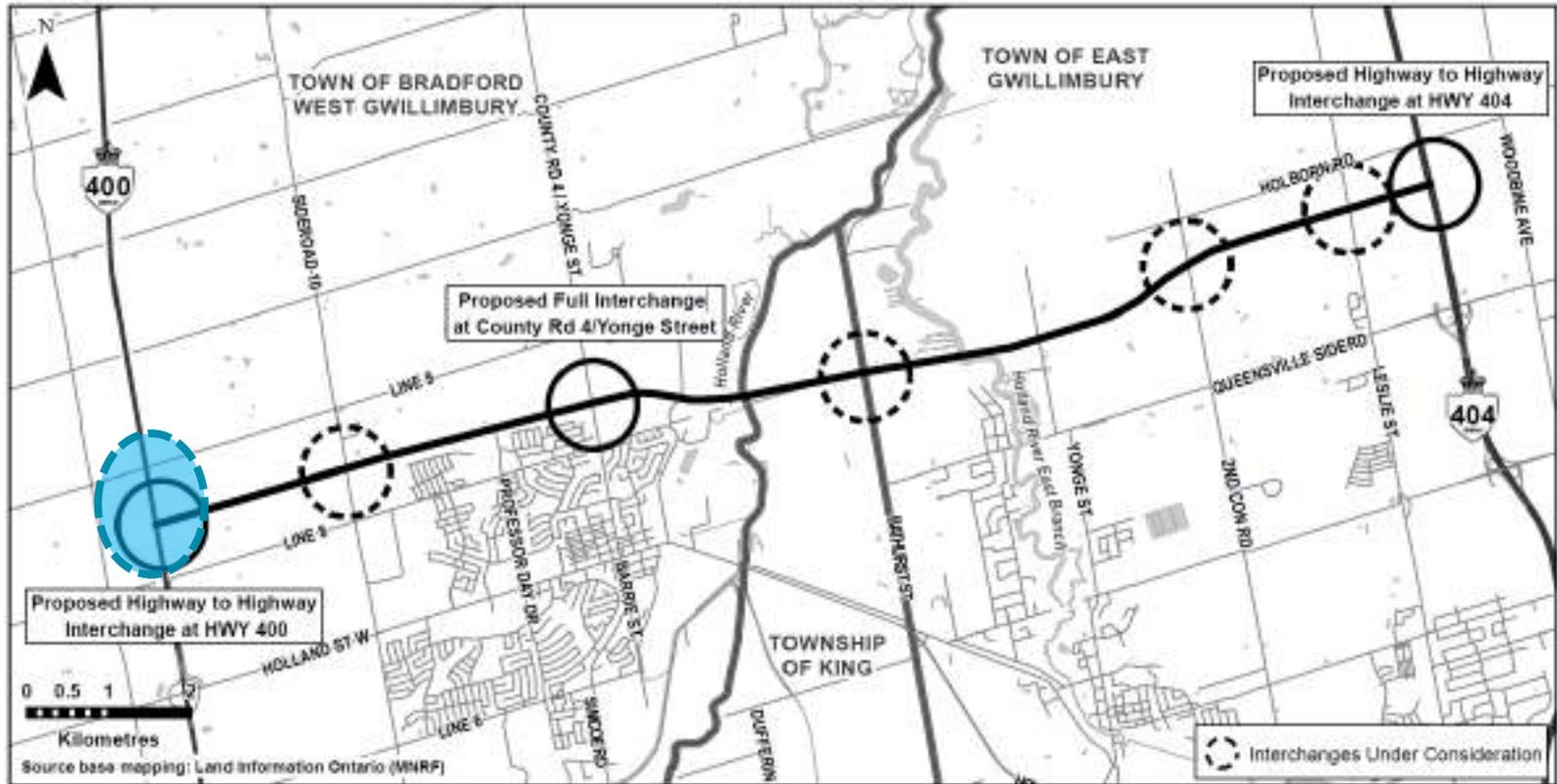
Safety Moment

1. Study Overview
2. Bradford Bypass – Tributary of Penville Creek
 - ❖ Existing Drainage Conditions
 - ❖ Proposed Drainage Conditions
3. Required Hydrologic & Hydraulic Information from NVCA
4. Environmental Study - Overview of Ontario Reg. 697/21 and Remaining Consultation Opportunities
5. Other Business & Next Steps

Study Overview

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Bradford Bypass – 2002 EA Preferred Route



Schedule Overview (2020 to March 2022)

Task	Dates
Notice of Study Commencement and Study Initiation (Complete)	September 2020
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Field Investigations and Data Collection Initiated and Undertaken	2020 – 2022*
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Evaluation and Selection of the Preferred Alternative	2021 – 2022*
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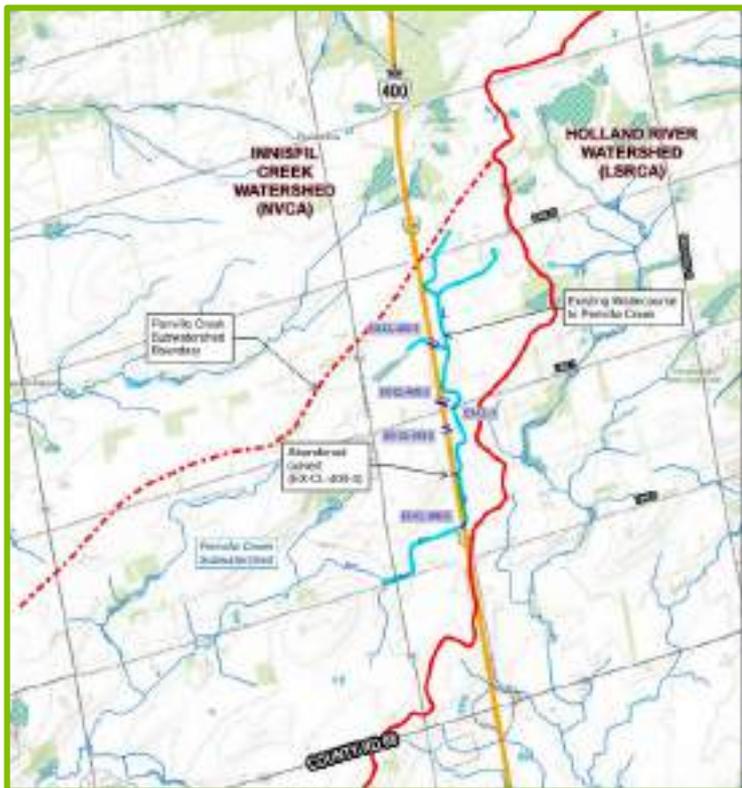
* On-going

Schedule Overview (Cont'd)

- Field Investigations and Data Collection (on-going – completion in 2022)
- On-going consultation and meetings with Indigenous Communities, municipalities, federal and provincial agencies, interested stakeholders, as well as adjacent property owners
- Complete the evaluation of Preliminary Design Alternatives (2022)
- Develop and Evaluate Interchange Alternatives (mid-2022)
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- Draft Environmental Impact Assessment Report (EIAR) will be available for public review (end of 2022 to early 2023)
- Preliminary Design anticipated completion early 2023

Bradford Bypass – Tributary of Penville Creek

Existing Conditions Map



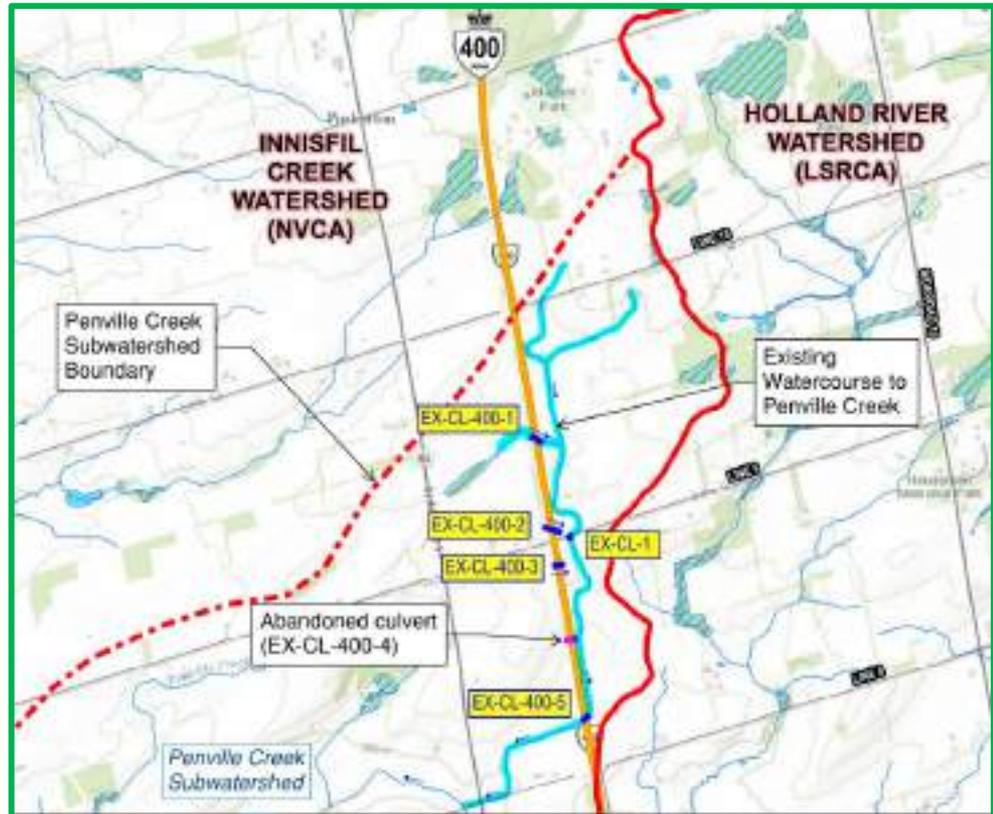
Characteristics

- Existing Watercourse subject to this discussion is highlighted in cyan on the left side figure
- Watercourse drains to Penville Creek which is located within Innisfil Creek Watershed
- Existing watercourse is within NVCA's Penville Creek Regulated area
- Five (5) culverts located under Highway 400 discharge or convey flows to the watercourse. One (1) culvert has been abandoned
- One (1) culvert under 9th Line

Bradford Bypass – Tributary of Penville Creek (Cont'd)

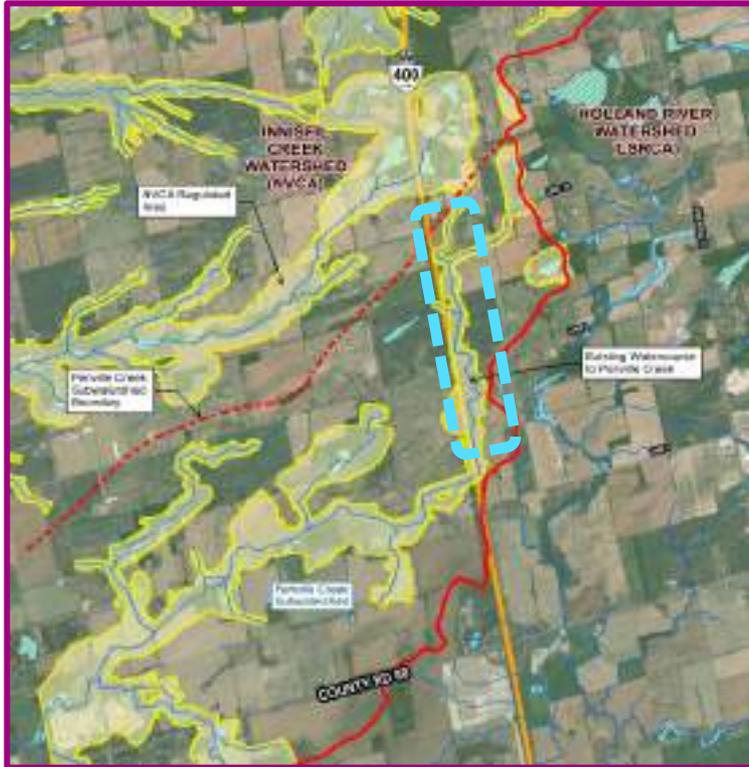
Existing Conditions Map - Enlargement

EXISTING CULVERTS LOCATED WITHIN NYCA JURISDICTION			
I.D.	LOCATED UNDER	SIZE (mm)	REMARK
EX-CL-400-1	Hwy 400	1200x910	
EX-CL-400-2	Hwy 400	1200x910	
EX-CL-400-3	Hwy 400	1200x910	
EX-CL-400-4	Hwy 400	-	Culvert has been abandoned
EX-CL-400-5	Hwy 400	3600x1500	
EX-CL-1	9th Line	2400x1200	



Bradford Bypass – Tributary of Penville Creek (Cont'd)

NVCA Regulated Areas Map



Bradford Bypass

NVCA Policy

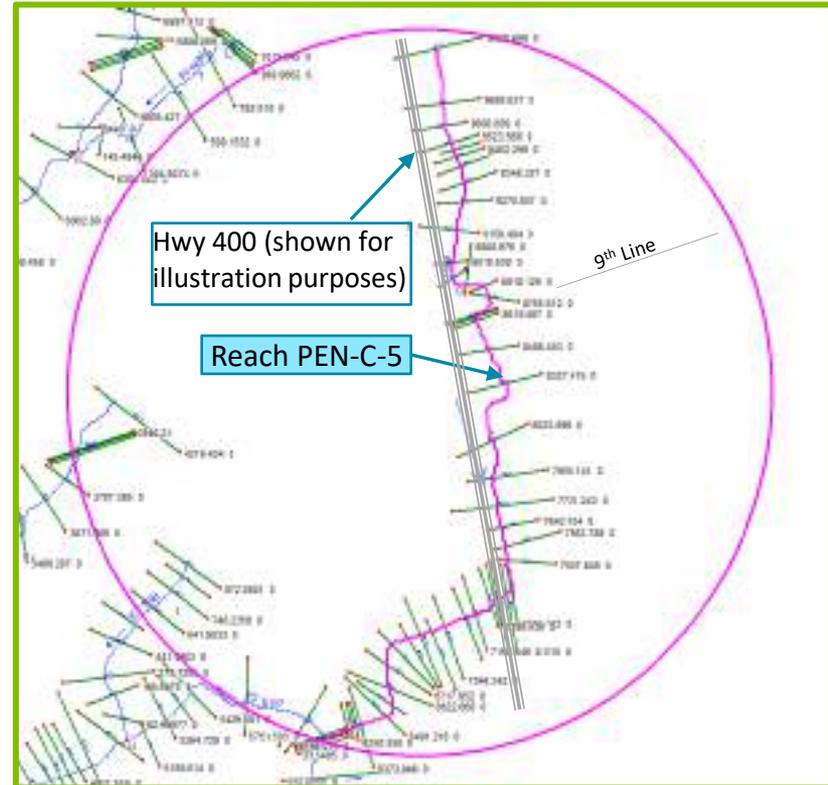
- Natural Hazard Technical Guide
- Regulatory, Planning Act & Resource Management Roles
- Stormwaters Technical Guide (Dec. 2013)
- Ontario Regulation 172/06 (NVCA) – *Regulation of Development, Interference with Wetlands and Alterations to Shorelines and Watercourses*

Bradford Bypass – Tributary of Penville Creek (Cont'd)

HEC-RAS Model

- NVCA provided the Penville Creek Final hydraulic model on April 13, 2021 (HEC-RAS format)
- Watercourse identified as Reach PEN-C-5 in the HEC-RAS model
- Assessment of existing culverts was not performed given that:
 - HEC-RAS model does not include existing culverts under Highway 400 and 9th Line
 - MacLaren Hydrologic Study (Appendix G, 1988) does not include the 5-yr, 10-yr, 20-yr, 50-yr, 100-yr and the Regional flows at Highway 400 culvert crossing points

HEC-RAS Model - Geometry



Bradford Bypass – Tributary of Penville Creek (Cont'd)

Proposed Conditions Map



Bradford Bypass

Proposed Works

- Proposed highway works include the new Highway 400 and Bradford Bypass interchange to provide connectivity to and from Highway 400
- Highway 400 overpass bridge replacement at 9th Line



Bradford Bypass – Tributary of Penville Creek (Cont'd)

Proposed Conditions Map - Enlargement



Potential Drainage Modifications

- Figure on the left shows stretches of the existing watercourse that will require modification / relocation (highlighted in magenta color)
- Replacement / relocation of existing culverts (Hwy 400 and 9th Line)
- New culverts and side ditches
- SWM facilities to be implemented (SWM wet ponds, flat-bottom grassed swales and/or enhanced grassed swales)
- Existing drainage pattern to be maintained as possible

Required Hydrology/Hydraulic Information from NVCA

- To perform the hydraulic assessment of the existing culverts under Highway 400, the following information is required:
 - Penville Creek HEC-RAS model with the following updates:
 - ❖ Include Highway 400 and 9th Line culvert crossings
 - ❖ Include peak flows (2-yr and up to the 100-yr storm events including the Regional event) at Highway 400 culvert crossing points
- Guidelines and recommendations related to:
 - ❖ Minimum water levels increases within regulated areas
 - ❖ Existing flow rates to be matched by future flow rates
- Site specific requirements

Bradford Bypass – Environmental

Existing Conditions Map



Environmental Study Overview

- Undertake 15 Environmental Studies
 1. Agricultural Impact Assessment
 2. Air Quality Impact Assessment
 3. Archaeological Assessment
 - (Stages 2, 3, & 4, as required)
 4. Cultural Heritage Assessment
 5. Drainage and Hydrology
 6. Erosion and Sediment Control Risk Assessment
 7. Fisheries
 8. Fluvial Geomorphology
 9. Groundwater Impact Assessment
 10. Land Use and Property Impact Assessment
 11. Noise and Vibration Impact Assessment
 12. Preliminary Landscape Composition Plan
 13. Snowdrift Assessment
 14. Terrestrial Ecosystems
 15. Waste and Excess Materials Management Plan

Bradford Bypass – Environmental (Cont'd)

Environmental Study Overview

- Field investigations
 - Initiated in 2020
 - On-going to be completed in 2022
- Mitigation measures and design will include:
 - Natural channel design
 - Native Plantings and site restoration (Landscaping)
 - Erosion and Sediment Control measures
- Obtain Environmental Approvals and Clearances prior to construction
 - *Fisheries Act* Letter of Advice (LOA) or Authorization
 - Registration or Approvals under the *Endangered Species Act*

Other Business & Next Steps

Thank You

Meeting Summary

Date of Meeting	April 12, 2022	Time 1:00 PM – 2:00 PM	60636190
Project Name	Bradford Bypass Preliminary Design - (Assignment 2019-E-0048)		
Location	TEAMS (Virtual)		
Regarding	Nottawasaga Valley Conservation Authority (NVCA) – Tributary of Penville Creek & Environmental Studies		
Attendees	Larry Sarris Rhonda Gribbon Rebecca Lariviere Wan Chi Ma Ben Krul Mark Hartley Tim Sorochinsky Riyaz Sheikh Nico Valenton Mir Hyder Sonia Rankin Sarah Pal Madeleine Atherton Jhalmar Maltez	MTO – Project Manager MTO – Environmental Planner MTO – Project Delivery E.I.T. MTO – Project Manager NVCA – Manager of Planning Services NVCA – Senior Water Resource Engineer AECOM – Project Manager AECOM – Deputy Project Manager AECOM – Deputy Project Manager AECOM – Highways Engineer AECOM – Senior Environmental Planner AECOM – Environmental Planner AECOM – Environmental Planner AECOM – Senior Water Resources Engineer	
Invited Attendees/Regrets			
Distribution	Attendees and Project Team		
Minutes Prepared By	AECOM		

PLEASE NOTE:

Errors or omissions to these minutes shall be identified and provided to 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.

Summary of Meeting

	Action
<p>INTRODUCTION & PROJECT OVERVIEW:</p> <p>Jhalmar M. thanked all attendees for joining the meeting and provided an overview of the meeting agenda.</p> <p>Agenda:</p> <ul style="list-style-type: none"> • Study Overview. • Bradford Bypass – Tributary of Penville Creek. <ul style="list-style-type: none"> ○ Existing Drainage Conditions ○ Proposed Drainage Conditions • Required Hydrologic & Hydraulic Information from NVCA. • Environmental Study – Overview of O. Reg. 697/21 & Remaining Consultation Activities. • Other Business & Next Steps. <p>Safety moment – Introductions were made (<i>Please see attendees list</i>), and a safety moment was shared with participants.</p>	<p>Info.</p>

Summary of Meeting

Action

Study Overview:

Nico V. provided an overview of the study 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). The Recommended Plan and Environmental Assessment (EA) were approved in 2002.

AECOM provided an overview of the 2002 EA Preferred Route. Jhalmar M. noted the area relevant to NVCA at the western limit of the project.

Schedule Overview:

Nico V. provided a review of the project schedule. The Notice of Study Commencement was published in September 2022. Currently field investigations and the evaluation and selection of the preferred alternative is ongoing. There will be additional consultation opportunities and events in 2022 including a Public Information Centre (PIC) in fall 2022. The Bradford Bypass Preliminary Design is anticipated to be completed in early 2023. Additionally, at this time, the Early Works Study has concluded, and the Early Works Notice of Study Completion was issued in March 2022, in accordance with Ontario Regulation 697/21.

TRIBUTARY OF PENVILLE CREEK:

Existing Drainage Conditions

Jhalmar M. presented the exiting drainage conditions for the area within the project limits and NVCA jurisdiction. The existing drainage characteristics are summarized below:

- In this presentation, the Study Area refers to the area within the Bradford Bypass project limits that is within NVCA jurisdiction.
- A map was presented that depicted the location of the tributary of Penville Creek which is located within Innisfil Creek Watershed.
- Five (5) existing culverts located under Highway 400 are within the NVCA Penville Creek Regulated area. One (1) of these culverts has been abandoned (filled with grout). One (1) culvert is located under 9th Line.
- A list of NVCA policies were included that may be applicable for the culverts assessment (i.e., Natural Hazard Technical Guide, Stormwater Technical Guide (Dec. 2013), O. Reg. 172/06).
- A map was presented with additional details of the culvert locations including the culvert sizes.
- Jhalmar M. noted that AECOM received the Penville Creek final hydraulic model (HEC-RAS) on April 13, 2021. The tributary was identified in the model as Reach PEN-C-5.
- The model provided by NVCA did not include the following required information to assess the existing culverts in the study area:
 - The existing culverts under Highway 400 and 9th Line
 - Peak flows for the entire range of design storms (2-year and up to the 100-year).
- The 1988 MacLaren Hydrologic Study (Appendix G) does not include peak flows data at the culverts located under Highway 400.

Proposed Drainage Conditions

Jhalmar M. presented a map of the study area showing a summary of the proposed Bradford Bypass works and the high-level modifications to the existing drainage system required to accommodate the proposed works. The proposed works and drainage modifications are summarized below:

- New Highway 400 and Bradford Bypass interchange and a Highway 400 overpass bridge replacement at 9th Line.

Info.

Info.

Summary of Meeting

Action

- Segments of the tributary of Penville Creek that may require adjustment due to conflicts with the new highway Ramp E-N, Ramp E-S, Ramp N-E, and Ramp S-E, and preliminary grading associated with these ramps
- Existing culverts, roadside ditches and the tributary may require relocations and/or realignment.
- New culverts and highway ramp side ditches will be required.
- Stormwater Management (SWM) facilities will be implemented to address requirements regarding quality and quantity control of runoff and erosion and sediment control.
- Existing drainage pattern will be maintained as feasible.

Jhalmar M. inquired about current guidelines and design standards that should be applicable to the design of SWM facilities. Mark H. responded that NVCA guidelines do not include specific requirements for SWM facilities and recommended to follow MECP design standards.

Jhalmar M. noted that additional information from NVCA, noted earlier in the presentation, is required to complete the hydrologic and hydraulic assessments of the existing and proposed culverts located within NVCA jurisdiction.

Mark H. noted that AECOM received the HEC-RAS model, which was all the information that was available at this time, and that the model was developed for flood hazard assessment without all the culverts and bridges as they were only concerned with the worst-case flooding scenario. Mark H. added that any required update to the model to assess the culverts within the study area should be done by the Ministry.

Mark H. asked AECOM to confirm if the received information from NVCA included a Digital Elevation Model (DEM) or a Triangulated Irregular Network (TIN) Model, which AECOM can combine with AECOM's survey data to create required cross-sections in case the model is updated. AECOM to review and confirm if the DEM and TIN files were received.

Post Meeting Note: This note is just to respond to NVCA's request to confirm if NVCA's information provided to AECOM on April 13, 2021, included the Digital Elevation Model (DEM) or Triangulated Irregular Network (TIN) files. The DEM and TIN files were not included in the provided information to AECOM.

ENVIRONMENTAL STUDY OVERVIEW:

Sonia R. noted there were fifteen (15) environmental studies, in various stages of advancement. These include studies and design components such as: fluvial geomorphology, fisheries, erosion and sediment control, landscaping, and groundwater.

Sonia R. provided a brief overview and status of the Environmental work for the project including:

- Field investigations continuing through 2022.
- Study considerations (mitigation measures and designs) will include natural channel design, native planting and site restoration (landscaping), and erosion and sediment control measures.
- Commitment to obtain Environmental Approvals and Clearances prior to construction with reference to select applicable legislation including:
 - Fisheries Act Letter of Advice (LOA) or Authorization.
 - Registration or Approvals under the *Endangered Species Act*.

NVCA asked about the Erosion and Sediment Control Risk Assessment checklist that AECOM is using. AECOM is following the MTO Guide and will follow-up on what specific Erosion and Sediment Control checklists are being followed.

Summary of Meeting	Action
<p>Post Meeting Note: AECOM is following the <i>Checklist for Erosion and Sediment Control Plan Development</i> included in Appendix C of MTO's <i>Environmental Guide for Erosion and Sediment Control During Construction of Highway Projects (Sept. 2015)</i>. In addition, TRCA's ESC Planning Checklist included in the <i>Erosion and Sediment Control Guide for Urban Construction</i> has been reviewed. In addition, AECOM is following the erosion control criteria included in the NVCA's <i>Stormwater Technical Guide (Dec. 2013)</i>.</p> <p>NVCA asked about terrestrial systems and ecosystems. Sonia R. noted that AECOM is following the MTO's <i>Environmental Reference for Highway Design (ERHD)</i>, <i>Endangered Species Act</i>, Environmental Critical Areas (ECA) mapping, etc. MTO noted the ERHD was developed with the agencies and other ministries and provides the criteria to follow for each environmental discipline. MTO provided the following link to the ERHD during the meeting: https://docs2.cer-rec.gc.ca/ll-eng/llisapi.dll/fetch/2000/90464/90550/90715/2453169/2498195/2584953/2585724/2680589/C7-05-24_-_Appendix_N_-_MTO_Environmental_Reference_for_Highway_Design_-_A4H5Q1.pdf?nodeid=2679999&vernum=-2</p>	
<p><u>OTHER BUSINESS & NEXT STEPS:</u></p> <p>AECOM to set-up a follow-up meeting with NVCA to discuss and review the HEC-RAS model requirements if required.</p> <p>Post Meeting Note: Updates to the HEC-RAS model is not required for the Bradford Bypass project.</p> <p>NVCA noted they are in support of eco-passages and wildlife passages being considered in the design to facilitate the movement of wildlife. AECOM noted that eco-passages and wildlife passages will be considered where feasible.</p> <p>Jhalmar M. asked NVCA if there were any specific requirements for SWM ponds (e.g., design, outlets, structures). NVCA noted to refer to their SWM guide on their website.</p> <p>AECOM confirmed the stormwater ponds will not be designed to function as wildlife habitat as they are facilities providing a designated function for water quantity and quality control that require regular maintenance to function properly. Regular maintenance activities are not conducive to providing habitat for wildlife; however, it is recognized that incidental usage by wildlife may occur within the vegetated areas of these facilities.</p> <p>AECOM noted NVCA and LSRCA will be engaged for comments regarding plantings and natural seed mixes for landscaping and ecological restoration plans through design and construction.</p> <p>AECOM noted there are additional opportunities for NVCA to provide comments throughout the study including the consultation event for new interchanges, Draft Environmental Conditions Report, Public Information Centre #2, and Draft Environmental Impact Assessment Report.</p> <p><u>CLOSING REMARKS</u></p> <p>Jhalmar. M. thanked the group and noted that all the information presented in the meeting and meeting minutes will be distributed to the attendees. The meeting was adjourned.</p>	<p>Action by AECOM</p>

PIC #1 Summary Report

Ontario Ministry of Transportation

Highway 400 – Highway 404 Link (The Bradford Bypass)

Preliminary Design and Environmental Assessment Study

(Assignment No. 2019-E-0048)

Public Information Centre #1 Summary Report

Prepared by:

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Date: November 2021

Project #: 60636190

Distribution List

# Hard Copies	PDF Required	Association / Company Name
	✓	Ontario Ministry of Transportation
	✓	AECOM Canada Ltd.

Revision History

Rev #	Date	Revised By:	Revision Description
0			Original Draft Version
1	October, 2021	BF	Final

Statement of Qualifications and Limitations

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- may be based on information provided to AECOM which has not been independently verified;
- has not been updated since the date of issuance of the Report and its accuracy is limited to the time period and circumstances in which it was collected, processed, made or issued;
- must be read as a whole and sections thereof should not be read out of such context;
- was prepared for the specific purposes described in the Report and the Agreement; and
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Appendices

- Appendix A. Notification Materials
- Appendix B. PIC #1 Part 1 Information Webpages and Video Transcript
- Appendix C. PIC #1 Part 1 Poll Questions and Results
- Appendix D. PIC #1 Part 2 Webinar Presentation Slide Deck
- Appendix E. PIC #1 Website Metrics
- Appendix F. PIC #1 Part 2 Webinar Report

1. Introduction

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and environmental assessment (EA) study for the proposed Highway 400 – Highway 404 Link (Bradford Bypass), undertaken in accordance with Ontario Regulation (O. Reg.) 697/21. MTO previously completed a route planning study for the Bradford Bypass in 1997 and a subsequent EA and Recommended Plan were approved in 2002 (1997 EA). The proposed Bradford Bypass is a new 16.2 km rural controlled access freeway. The proposed highway will extend from Highway 400 between Lines 8 and 9 in Bradford West Gwillimbury, will cross a small portion of King Township and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project will also include the Preliminary Design for the replacement of the 9th Line structure on Highway 400. The project location is located within Simcoe County (Town of Bradford West Gwillimbury) and the Regional Municipality of York (Township of King and Town of East Gwillimbury).

This study was initiated under the approved planning process for a Group 'A' Project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. This Preliminary Design and environmental assessment is now continuing in accordance with O. Reg. 697/21 as issued by Ministry of Environment, Conservation and Parks (MECP) on October 7, 2021.

2. Purpose

The purpose of the Public Information Centre (PIC) #1 was to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback, and comments on the Preliminary Design refinements.

3. Notification

Prior to PIC #1, the following measures were carried out in order to make the details of the PIC known to Study Area property owners and other interested stakeholders:

- Publication of an Ontario Government Notice (OGN) Notice of Public Information Centre #1 was posted on the Project Website (<https://bradfordbypass.ca>) on April 15, 2021;
- A note advising of the upcoming PIC #1 was posted on the Project Website's Home Page (<https://bradfordbypass.ca>) on April 15, 2021;
- Publication of the OGN in the following newspapers:
 - Bradford West Gwillimbury Topic on Thursday April 15, 2021
 - East Gwillimbury Topic on Thursday April 15, 2021
- Notification letters were emailed/mailed to individuals on the Project Contact List, including Indigenous Communities, MPs and MPPs, external agencies and members of the public on April 15, 2021; and,

- Brochure distribution of 12,459 copies of the OGN (Notice of Public Information Centre #1) via Canada Post Neighbourhood Mail to residences and businesses within and adjacent to the Study Area.

Please refer to **Appendix A** for copies of the OGN, notification letters, Project Contact List at the time of the mailout, and brochure.

4. Format

PIC #1 was undertaken as a virtual (online) event as there were limitations on in-person gatherings and events at the time of this PIC. This PIC was held in two parts, which are outlined as follows:

PIC #1 Part 1:

Presentation materials were uploaded to the Project Website (<https://www.bradfordbypass.ca/consultation/>) on April 22, 2021 to showcase the study, update and summarize existing conditions, illustrate the Preliminary Design refinements as compared to the 2002 approved EA study, outline the evaluation criteria, and solicit input, feedback, and comments on the preliminary design refinements.

Indigenous communities were invited to an advanced viewing session during the morning of April 22, 2021; however, no representatives or members of these communities attended the session. The presentation materials were available for review by the general public and other stakeholders starting at 12pm on April 22, 2021.

The PIC review period took place over a two-week period (**April 22 – May 6, 2021**) during which stakeholders and the general public could provide feedback and ask questions on the materials and refinement alternatives.

PIC #1 Part 2:

The Project Team held a webinar (through the Zoom platform) on **May 18, 2021** where attendees were able to learn more about key topics raised during the PIC review period and receive additional project information. The Project Team provided study background and prepared questions and answers to address common themes that were highlighted during the review period. The webinar ran from 7pm-8pm; however, the webinar remained open until 10pm for stakeholders to submit comments and questions to the Project Team. The Project Team provided responses to any questions received during this event and provided them directly to the commenter following the webinar.

PIC #1 materials will remain on the Project Website for the duration of the study and stakeholders are able to provide comments anytime. Comments received outside of the official PIC period (April 22 – May 18, 2021) will be part of the general consultation record for the study.

5. Virtual Display Materials

5.1 Part 1 – Information Webpages

A welcome video was included on the PIC #1 landing page (<https://www.bradfordbypass.ca/pic1/#1>), which provided a brief overview of the Project, the format of the PIC, and how stakeholders could participate and submit feedback on the materials presented. A PDF copy of the welcome video can be found in **Appendix B**.

The information pages presented at PIC #1 Part 1 included the following:

- Project Overview
- Study Process
- Refinements and Alternatives Evaluation Process
- Overall Considerations for Bradford Bypass Project
- Considerations for the Bradford Bypass Project
- Overall Environmental Considerations Bradford Bypass
- Environmental Protection and Mitigation Measures
- Environmental Protection and Mitigation Measures – Examples from other MTO Projects
- General Design Refinements
- Bradford Bypass Mainline Refinement – Holland River East Branch Crossing
- Bradford Bypass Mainline Refinement – Hydro Tower Relocation
- 2002 Approved EA Highway 400 Interchange
- Highway 400 Refinement Alternatives
- 2002 Approved EA Highway 404 Interchange
- Highway 404 Refinement Alternatives
- County Road 4 Interchange
- Bathurst Street Interchange
- Leslie Street Interchange
- Thank You & Next Steps

PIC #1 Part 1 webpage content materials can be found in **Appendix B**.

After reviewing the above pages, stakeholders were encouraged to complete a poll to obtain information about demographics of respondents, their key concerns and how they plan to use the Bradford Bypass. The questions consisted of the following:

- Please rank these factors in order of importance to you:
 - Transportation & Engineering
 - Natural Environment
 - Socio-Economic Environment
 - Cultural Environment
- Please select the top five (5) most important evaluation criteria to you:
 - Active Transportation, Recreation and Navigation
 - Archaeological and Built Heritage Resources
 - Climate Change and Air Quality
 - Environmentally Sensitive Areas and Wetlands
 - Highway Operations and Safety
 - Human Health
 - Noise and Vibration
 - Land Use, Economics and Agriculture
 - Plants and Wildlife (Species at Risk)
 - Surface Water and Groundwater
- Where do you live (select the most appropriate)?
 - Bradford West Gwillimbury
 - East Gwillimbury
 - King Township
 - County of Simcoe
 - Regional Municipality of York

- None of the above
- How often do you anticipate using the Bradford Bypass for personal travel?
 - Frequently
 - Occasionally
 - Rarely
 - Not Applicable
- How often do you anticipate using the Bradford Bypass for work or business travel?
 - Frequently
 - Occasionally
 - Rarely
 - Not Applicable

The questions and results of the poll can be found in **Appendix C**.

Comments were received through the general Contact Us page of the Project Website or through the Project Team email (ProjectTeam@BradfordBypass.ca).

5.2 Part 2 – Webinar

To provide another layer of engagement with stakeholders in the absence of in-person consultation events, the Project Team held a webinar (through the Zoom platform) on May 18, 2021. Members of the Project Team listed in **Table 5-1** below attended the webinar and provided a live voice-over presentation accompanied by a PowerPoint slide deck. Information presented included a brief overview of the study, results of PIC #1 Part 1, and questions/answers developed based on stakeholder feedback received during the Part 1 review period.

Table 5-1: Webinar Project Team Attendees

Project Team Member	Role
Harinder Singh	MTO Project Manager
Larry Sarris	MTO Project Manager
Rhonda Gribbon	MTO Senior Environmental Planner
Tim Sorochinsky	AECOM Project Manager
Riyaz Sheikh	AECOM Deputy Project Manager
Sonia Rankin	AECOM Senior Environmental Planner
Braden Fleming	AECOM Environmental Planner
Kathryn Ross	AECOM Communications (Technical Support)

The questions presented at the Bradford Bypass PIC #1 webinar were selected based on feedback received from stakeholders during the PIC #1 review period (April 22 – May 6, 2021). The Project Team identified common themes from stakeholder comments and questions and developed the questions and answers to address as many of these themes as possible.

The intent was not to provide a response to every question, but to speak to the individual themes and topics as a way of supplementing the virtual PIC information and provide an initial response to a larger group. The wording of the question was phrased using the theme or topic of several questions to avoid potential privacy concerns and to best capture a broader range of questions.

During the development of PIC #1, the Project Team set the timeslot for the webinar from 7pm to 10pm in the event a large amount of feedback was received during the review period. The 3-hour time frame was intended to be a

maximum and it was anticipated that the full three hours would not likely be needed. Due to the relatively low amount of stakeholder engagement during the PIC review period, the Project Team was able to develop key questions and answers to address the themes, in focused responses. The public was notified that the webinar would start at seven and go no later than 10pm, and that questions received during the webinar would receive follow-up responses in writing following the live event. The webinar session presentation ended at 8pm and the site remained live until 10pm of May 18, 2021 as originally scheduled to allow stakeholders to submit comments and questions after the webinar had ended. A recording of the webinar was made available on the Project Website for those unable to attend the live event and shall remain available for the duration of the project.

PIC #1 Part 2 Webinar slide deck can be found in **Appendix D**.

6. Attendance

6.1 Part 1 – Information Webpages

A total of 1665 individuals visited the Virtual PIC #1 webpage from April 22 – May 6, 2021. A total of 65 comments were received and 49 people completed the poll. There were 43 requests from stakeholders to be added to the Project Contact List. Website metrics from the PIC Part #1 Comment Period can be found in **Appendix E**.

Note: some of the views could include Project Team members.

6.2 Part 2 – Webinar

A total of 130 individuals registered for the PIC #1 webinar through Zoom and 76 individuals attended the presentation held from 7pm to 10pm on May 18, 2021. A total of 27 comments were received via the Chat function through the Zoom platform.

A list of registered stakeholders, webinar attendees and questions/answers received during the webinar can be found in **Appendix F**.

7. Stakeholder Feedback

7.1 Part 1 – Information Webpages

As part of PIC #1 Part 1, 65 comments were received during the official review period from April 22 – May 6, 2021. Comments were received through the Contact Us page on the Project Website or through the Project Team email (ProjectTeam@BradfordBypass.ca)

Table 7-1 below summarizes the key questions, comments, issues, and concerns raised during the PIC #1 Part 1 review period and the Project Team's intended response. Prepared responses were issued directly to the commenter via email.

Table 7-1: PIC #1 Part 1 Feedback and Response Plan

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Request to be added to the Project Mailing List	<ul style="list-style-type: none"> Comment form indicated to be added to contact list Please add me and my wife to the contact list, we live in the area and would like more information. 	<ul style="list-style-type: none"> Contacts were added to the Project Contact list and acknowledgement provided.
PIC 1 Virtual Presentation	<ul style="list-style-type: none"> In the PIC1 presentation the pictures of the off-ramps are too small and did not expand. The PIC content is lacking in studies and concrete data. I wish to address questions 6 and 7 on the survey. It asks how often you anticipate using the BBP. There is no option for never or I do not think the bypass should be build and therefore I do not need the route. This makes the answers bias and not using the route should be an option. There is not enough information here to fully understand the impacts of the BBP and where or not it should be supported. 	<ul style="list-style-type: none"> Individuals who had technical issues with the PIC #1 materials were provided with assistance as required. Concerns with the material presented during PIC #1 were acknowledged and additional information was provided to supplement project data/studies.
PIC 1 Webinar	<ul style="list-style-type: none"> How can I participate in the May 18th webinar? 	<ul style="list-style-type: none"> Links to the webinar registration were provided.
Surface Water	<ul style="list-style-type: none"> We need to prevent soil erosion and other factors that can pollute waterways. Concern for impacts on the Holland River How will runoff be dealt with? Where are the studies supporting the claims made by the province that say they will take care of Lake Simcoe and the local environment? I didn't see any mention of mitigating the effects of road salt on adjacent natural areas. Rising chloride levels in the Holland River as well as Lake Simcoe is an increasingly big issue and creating a highway which will be salted regularly through this area will only exacerbate the problem. Increased chloride levels were seen following the Highway 404 extension and a similar trend will be seen here if this highway is built. There needs to be protection from chloride as well as other contaminants and effective solutions exist to address it; they just need to be implemented rather than the usual design that doesn't mitigate the problem. 	<ul style="list-style-type: none"> Provided details that outlined the approach to be taken to conduct surface water assessment as part of this study (previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures). BBP will not directly impact Lake Simcoe and MTO will assess impacts with respect to the <i>Lake Simcoe Protection Act</i> and LSRCA and NVCA would be consulted throughout the study
Groundwater	<ul style="list-style-type: none"> Concern about well water and if the construction of the highway will impact the quality of well water. Main concerns for me are contamination of ground water; I am on a well and the highway will be right there. 	<ul style="list-style-type: none"> Response was provided that outlined the approach to be taken to conduct groundwater assessment as part of this study (previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures)
Terrestrial Ecosystems	<ul style="list-style-type: none"> This is a learning situation about efforts to protect flora and fauna Concerns about destruction of habitat in fields and trees What are the plans to conserve the tree line? 	<ul style="list-style-type: none"> Provided details that outlined the approach to be taken to conduct terrestrial assessments as part of this

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
	<ul style="list-style-type: none"> • Please provide more information on protecting the amenities for local residents, i.e. landscaping, environmental mitigation and other improvements for the local area. • Eliminating Bathurst intersection would reduce impact on woodlands. • Additional land should be purchased for the Bypass for planting either adjacent to the highway or further south • I do not feel reducing our commute by 35 minutes is as important as the impact this bypass will have on our environment. • What is the plan to assess species presence, Species at Risk presence, protect and save wildlife (flora and fauna) populations? • What is the plan to maintain, restore and enhance habitat and landscape connectivity for safe wildlife movement? • What are the plans to ensure wildlife corridors are protected to facilitate safe wildlife movement as animals move to find suitable habitats as climate change causes resource availability to shift? • Will there be compensation for the natural heritage features lost through this project? Losing a piece of forest/wetland/grassland does not remove that piece of habitat, but also weakens the overall system, increases wildlife-human conflict, and decreases carbon sequestration. • Proposing wildlife awareness signs on a 400-series highway is a joke and will not help either motorists or wildlife since no one is able to stop or avoid a collision going 100 km/hr. There needs to be continuous wildlife exclusion fencing along the roadway as well as actual wildlife ecopassages (not just culverts) to allow wildlife to safely pass under the roadway. These need to be sited in appropriate locations, and maps of wildlife corridors and wildlife-vehicle collision hotspots, as well as other resources, are available from the conservation authority to guide their development. • What is the plan to maintain, restore, and enhance habitat and landscape and connectivity for wildlife movement? • What are the Plans to ensure connectivity for wildlife movement? • The safety surrounding wildlife should be a top priority. • What is the plan to assess Species at risk? • Would wildlife fencing be included along the entire route or just in certain areas? Will reptile and amphibian fencing be used as well? • The proposal discusses "species at risk". How did these animals become "at risk"? Human activity - destruction of habitat, pollution, vehicle collisions, to name a few. Building this highway will only contribute to this issue • When the proposal discusses eco-passages and fencing, that's great. However, how many, what form, and in what areas are they going to be? 	<p>study (previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures)</p> <ul style="list-style-type: none"> • Project Team is consulting with MECP, MNDMNR, CAs, etc. throughout the study to obtain background information and ensure compliance with relevant policies/legislations throughout all design and construction phases • The study approach includes evaluating wildlife crossings / exclusion fencing where applicable
Wetlands/Holland Marsh	<ul style="list-style-type: none"> • I do not think it's smart to put the bypass through the marsh, there are bird sanctuaries and sensitive areas. • Governments that are concerned about the environment don't put highways in sensitive ecosystems on the shores of a lake that is in declining health. • It is disappointing that the only solution to alleviate congestion in the area is to fragment environmentally protected lands. 	<ul style="list-style-type: none"> • Provided details that outlined the approach to be taken to conduct surface water and terrestrial assessments as part of this study (previous studies/commitments, establishing existing conditions,

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		identifying potential impacts and recommended mitigation measures) <ul style="list-style-type: none"> Project Team is consulting with MECP, MNDMNR, CAs, etc. throughout the study to obtain background information and ensure compliance with relevant policies/legislations throughout all design and construction stages
Noise	<ul style="list-style-type: none"> What will be done to reduce noise levels? Will there be any sound barriers or retaining walls built in this section behind Chelsea Cres? Will the Bypass be built below grade so that there is a hill that acts as a natural sound barrier? The off ramps at Leslie street will create a lot of noise. I would like to see buffers around so long-term residents do not have to hear cars and heavy truck traffic. Sound barriers should be considered across the entire length of the highway and at the interchanges in town. Will there be noise wall on the bridge parapets to reduce noise/light spill to habitats? Please provide more information on protecting the amenities for local residents, i.e. noise walls I have a major concern about the noise pollution considering Queensville Sideroad is further from me than the bypass and I hear that street. What are the plans to mitigate noise and light pollution? Driving on the highway 404 north of Green lane the sound of the pavement is very loud. Please do not use this same type of pavement as it hurts my ears. Noise barriers have been put up previously in Sharon, but nothing has been done regarding noise in rural areas. We would like noise to be addressed. Traffic noise is devastating to nature. the proximity of the bypass to current residential areas and the conservation lands nearby will only be adding to the existing noise and pollution created when line 8/Dissette was widened. 	<ul style="list-style-type: none"> The Ministry is undertaking a noise assessment as part of this study to establish existing conditions, identifying potential impacts and recommended mitigation measures for the preferred preliminary alternative. The Ministry will follow the MTO's Noise Guide to evaluate noise barrier types and their appropriate locations, where applicable.
Air Quality	<ul style="list-style-type: none"> Alternative routes [<i>connecting Queensville Sideroad, via Bathurst St. and Hochreiter Road with 8th Line in Bradford; connecting Ravenshoe Road to Line 12; or Highway 89 Extension route to Ravenshoe Road</i>] will have minimal carbon emissions compared to those coming from both the construction and operation of the Bradford Bypass. How will greenhouse gas emissions be reduced? Are climate impacts being considered and offset? 	<ul style="list-style-type: none"> The Ministry is undertaking an air quality assessment as part of this study to establish existing conditions, identifying potential impacts and recommended mitigation measures for the preferred preliminary alternative in accordance with the Air Quality guidelines.
Project Timelines	<ul style="list-style-type: none"> What are the anticipated dates of construction start and completion? What is the expected timeline? When will I be able to see updates of the project? 	<ul style="list-style-type: none"> Details provided on the schedule for this Preliminary Design, as well as

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		subsequent design and construction phases.
Politics and Project Planning	<ul style="list-style-type: none"> If the conservative government is not re-elected next term will this affect project timelines? If the political climate changes, is there the potential that the project could be cancelled again? There will be many politicians and special interests that will use this as an opportunity to denigrate concerned citizens who have read the reports and the sorely lacking environmental studies for the Bypass. They will use this as an opportunity to twist the facts to validate studies that are over 20 years old without any consideration of the Lake Simcoe Protection Plan, Greenbelt Plan, climate change or alternatives to the highway. There are others who are eager to cash in and give no ds to lobbyists and campaign donors. I am unimpressed with the Ford Government (disregard for the environment and climate) and will be voting them out in the next election if this highway proceeds with this flagrant disregard for our environment. 	<ul style="list-style-type: none"> The MTO is proceeding with the Preliminary Design study, which is planned to be completed in late 2022/early 2023 and that project-related decisions resulting from a change in government are not known at this time. Fifteen (15) environmental studies are being undertaken as part of this Preliminary Design In accordance with the consultation plan and requirements of the EA (O. Reg. 697/21), the Ministry is carrying out consultation with federal and provincial regulatory agencies, conservation authorities and Indigenous communities throughout this study.
Highway 400 Interchange	<ul style="list-style-type: none"> Support for Alternative Refinement 3 (Directional Ramps Without Basketweave) 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
Highway 404 Interchange	<ul style="list-style-type: none"> Support for Refinement Alternatives 1 (Extend 2-Lanes from Bradford Bypass to Connect with Existing Queensville Sideroad Ramp) and 3 (Extend 1-Lane from Bradford Bypass and connect with Existing Ramp at Queensville Sideroad Interchange) 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
Holland River East Branch Crossing	<ul style="list-style-type: none"> Support for Refinement Alternative 2 (Tangent Transition East of River Crossing) Your choice of route crossing the East Branch of the Holland River set out in Slide #9 [of the PIC #1 presentation] triggers the federal Impact Assessment Act as it will pass over federal land [as shown in 1914 deed] and impacts an Indigenous Peoples of Canada cultural heritage landscape (the Lower Landing). In #9 (Holland River Bridge) maps, there is significant destruction of habitat with the highway going through forested areas. That will displace an incredible number of species. Other options need to be considered 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. Project Team is consulting with Transport Canada to ensure openness requirements for navigation are met
Hydro Tower Relocation	<ul style="list-style-type: none"> Support for Refinement Alternative 1 (Alignment Shift to The North) 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
County Road 4 Interchange	<ul style="list-style-type: none"> S-E ramp should begin after the intersection with the W-N/S ramp. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they

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	<ul style="list-style-type: none"> Only one interchange at County Road 4 is insufficient when the Town is to grow through intensification of existing areas. The one interchange to the By-pass and the nearby 8th Line/Barrie Street intersection will be congested. 	<p>will be factored into evaluation criteria where appropriate.</p>
Bathurst Street Interchange	<ul style="list-style-type: none"> Support for Refinement Alternative 2 (Diamond Interchange with Roundabout at North and South Ramp Terminal) In #16 (Bathurst Interchange) maps, there is significant destruction of habitat with the highway going through forested areas. That will displace an incredible number of species. Other options need to be considered 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. Ministry is undertaking a preliminary terrestrial impact assessment as part of this study that captures previous studies/commitments, documents existing conditions, identifies potential impacts and recommended mitigation measures within the study are for the preliminary design
Leslie Street Interchange	<ul style="list-style-type: none"> I would like the Leslie Street interchange to be relocated west to the second concession. The exchange at Leslie is problematic in the Sharon Village area - Leslie on Mount Albert. Moving the interchange west to second concession eliminates the need to upgrade Leslie to a proper arterial road. Support for Base Case Design Concern regarding the off ramps at Leslie street. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
BBP Mainline	<ul style="list-style-type: none"> I would like more detail on the planned location of the bypass between 8th line and 9th line. The alignment of the Bypass has been moved North by 10m of Chelsea Cres. What will be the exact distance between the end of the residential properties and the Bypass roads? I believe the bypass should be constructed further north. I would like to see the highway have a lower speed limit than the 400 series highways. Reduce traffic in Bradford and Green Lane in Newmarket The road should be pushed further north from Wyman Crescent and Chelsea Crescent. Please consider alternate routes if you must. There are other ways to connect these two highways in a less costly way and less environmentally costly way This could be an opportunity to build an innovative highway with minimal impact, but I don't see any of that in the design considerations. What material will be used to build the highway? 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. Direction provided to the appropriate PIC #1 alternative(s) where applicable Refinements to the 2002 Approved EA alignment are being evaluated at select locations as part of this preliminary design and EA study Provided rationale for the location of the Bradford Bypass highway alignment following evaluations of alternate locations undertaken during the 2002 Approved EA MTO is continually searching for innovative engineering opportunities for highway design/construction materials

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Alternate Interchange Location Requests	<ul style="list-style-type: none"> An interchange should be constructed at the 10th Sideroad/County Road 54 Are all of the intersections required? An interchange should be included at [Sideroad 10]. Also, Sideroad 10 is an identified Emergency Detour Route there must have access to the Bradford Bypass to about routing traffic to the only other access at County Road 4. The necessary land requirements should be identified in the study and obtained by the Province to allow for a Sideroad 10 interchange and the highway designed to accommodate an interchange. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. Direction provided to the appropriate PIC #1 alternative(s) where applicable Refinements to the 2002 Approved EA alignment are being evaluated at select locations as part of this preliminary design and EA study Provided rationale for the location of the Bradford Bypass highway alignment following evaluations of alternate locations undertaken during the 2002 Approved EA The Ministry is carrying out traffic demand analysis as part of this study confirmed the locations of the interchanges and traffic modelling for the project.
Carpool Lot Requests	<ul style="list-style-type: none"> A carpool lot should be constructed at County Road 4. This would be beneficial, as residents from Innisfil and South Barrie could meet here with Bradford residents, and carpool to Downtown Toronto, and the eastern Greater Toronto Area via the new Bradford Bypass and Highway 404. Residents in Bradford close by to this carpool lot could also walk/bike (provided that a sidewalk is constructed as also previously mentioned), either to carpool with someone else, or to catch a GO Bus or other public transportation. Carpool lots at other interchanges along the bypass route would not be beneficial. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
Municipal/Regional Road Requests	<ul style="list-style-type: none"> The four lanes on Second concession should be extended from Mount Albert Rd. to the new link Bathurst Street should be assumed as a regional road by York Region between Queensville Sideroad and the new interchange. The section of County Road 4 between the 8th Line and the E-N/S intersection should have a speed limit of 50km/h. A sidewalk should be included on the east side of County Road 4 between the 8th Line and the W-N/S intersection 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that improvements to regional/municipal roads will be considered by the appropriate region/municipality and are outside of this Preliminary Design study scope
Requests Outside Study Area (Traffic)	<ul style="list-style-type: none"> It is desirable to include the building north side of the interchange at Mulock in the project, otherwise, traffic will increase on Davis west bound and Leslie south bound. 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that improvements to regional/municipal roads will be considered by the appropriate region/municipality and are outside of this Preliminary Design study

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Direct Property Impacts	<ul style="list-style-type: none"> Will the houses included in the circle for the proposed interchange at Yonge street be affected by this bypass? I would like to see the design of the Leslie Street ramps as these are to be built less than 1 km from my house and go through farmland that has been in my family for generations. After reviewing the refinement alternative-Parclo A2 I would like to know how my property on Leslie street will be impacted. Under initial design updates section 4, you say that the road has been shifted 10 meters to the north between the 10th side rd. and RR#4. This does not seem like it would be much help for the people living very close I am really concerned with the newest proposal as the highway will be right beside my property. 	<ul style="list-style-type: none"> The Ministry works directly with impacted property owners to discuss property-specific concerns and establish next steps. Provided direction to the appropriate PIC #1 alternative(s) where applicable
Adjacent Land Uses/Proximity to the BBP	<ul style="list-style-type: none"> How far back will the planned roadway be to the residential subdivision just south? Residents of my neighborhood are concerned that the bypass will be too close. There is a Montessori school less than 1 km from the Leslie Street interchange Yes, this will impact us <i>[Note: this is not a directly impacted property]</i> 	<ul style="list-style-type: none"> Various studies are being conducted as part of this project (Land Use, Noise, Air Quality, etc.) which identify potential impacts on directly impacted or adjacent residents. The Ministry will follow the MTO's Noise Guide to evaluate noise barrier types and their appropriate locations, where applicable.
Support for the BBP	<ul style="list-style-type: none"> I will frequently use the 400-404 Link This highway is much needed for the Town of Bradford and my family and I will use it often I support the BBP, a lot of people complain that there is only one way into town, now there will be more than one. It is a brilliant idea to connect the two highways. We are very excited for the bypass to be constructed. When is the expected start time? I am in favour of this project. I would like to see the most efficient highway constructed, even if that means the most land is impacted. 	<ul style="list-style-type: none"> Support for the Project acknowledged
Traffic and Commute Times	<ul style="list-style-type: none"> The argument that constructing the highway will reduce congestion is flawed I want to express my opposition to the project. Reduce shipping travel time east to west. Investigate slowing local traffic by using roundabouts. Today, the residual travel demand in the Bradford Bypass Study Area can likely be appropriately addressed by connecting Queensville Sideroad, via Bathurst St. and Hochreiter Road with 8th Line in Bradford. If further east/west travel demand remains, this would best be addressed by connecting Ravenshoe Road to Line 12 or resurrecting MTO's previously preferred, substantially EA approved, Highway 89 Extension route to Ravenshoe Road. MTO has a legal obligation to consider these reasonable alternatives [MTO Class EA for Provincial Transportation Facilities s.4.4.2 – duty to assess alternative beyond the existing Study Area. 	<ul style="list-style-type: none"> Road congestion will continue to increase in the GGH and therefore the Bradford Bypass is still required to help address some of these issues and improve connectivity in the region Travel time savings were calculated using the Provincial Greater Golden Horseshoe (GGH) Transportation Model by comparing scenarios with and without the new corridor and that there were considerations for

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	<ul style="list-style-type: none"> What were the specific origin and destination locations used? What are the travel times for each? Did any scenarios compare the travel times with improved transit, truck route changes, or transportation demand management? Did any scenarios compare travel times to the 407? What 2041 projections were used specifically? Under what specific travel scenario did the travel time savings range up to 35 minutes, from what origin/destination? Since the fundamental premise of the bypass is to connect the 404 and 400, the project should look at alternatives such as easing congestion on the 401, negotiating for lower tolls on the connecting stretch of the 407 etc. That way, drivers leaving the GTA could simply get on the right highway from the start, rather than switching over near Bradford. 	<p>population, employment targets and future infrastructure.</p> <ul style="list-style-type: none"> Provided rationale for the location of the Bradford Bypass alignment following evaluations of alternate locations undertaken during the 2002 Approved EA
Land Expropriation	<ul style="list-style-type: none"> Is there an estimate of how much land will need to be expropriated? What is the legislative process to expropriate land? Are there any conservation authority lands that will be expropriated? 	<ul style="list-style-type: none"> Ministry works directly with impacted property owners to discuss property-specific concerns and establish next steps. Expropriation process is only used when agreements can't be reached within suitable project timeframes.
Highway Naming	<ul style="list-style-type: none"> The highway should be called Highway 488 The highway should change the name from "Bradford Bypass" to "Highway 400-404 Link" as Deputy Mayor Leduc suggested 	<ul style="list-style-type: none"> The Ministry has not identified an official name or Highway number for the Bradford Bypass at this time
Tolling	<ul style="list-style-type: none"> Request for the road to be tolled Will this be a toll highway? If so, will the toll be cancelled after the highway is paid for? 	<ul style="list-style-type: none"> Decisions regarding tolling have not been a determination at this time.
Littering	<ul style="list-style-type: none"> I'm concerned about [litter]. What steps are in place that address this? 	<ul style="list-style-type: none"> Littering is prohibited under the Highway Traffic Act and that MTO has contractors to remove litter along freeways
Environmental Assessments	<ul style="list-style-type: none"> The 1997 EAs only address potential solutions within MTO's mandates to build highways. It did not consider regional road enhancements such as bridges over the Holland River at Hochreiter Road and Ravenshoe Road. Before seriously considering starting this project, we need to at least have a current environmental assessment completed by the Ministry of Environment and Climate Change. I do not feel the MTO can responsibly determine what needs to be updated in an Environmental Assessment that was closed nearly 20 years ago in 2002. If you feel the benefits of this bypass outweigh the environmental impact, I ask you to at least prove it with a current environmental assessment done by the Ministry of Environment and Climate Change A news release from Ecojustice states that the Environmental Assessment conducted for the BBP is superficial and does not consider impacts to migratory birds, climate change or impacts on natural heritage, First Nations or air pollution. 	<ul style="list-style-type: none"> Provided rationale for the location of the Bradford Bypass alignment following evaluations of alternate locations undertaken during the 2002 Approved EA Fifteen (15) environmental studies that are being undertaken as part of this Preliminary Design In accordance with the consultation plan and requirements of the MTO Class EA or O. Reg. 697/21 (After October 7, 2021), the Ministry is carrying out consultation with federal

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	<ul style="list-style-type: none"> I understand no environmental assessment will be done and the last was in 2002. proceeding with early works without a proper Environmental Assessment is unacceptable. The environmental assessment is extremely out of date - a lot has changed in 20 years. Development pressure on terrestrial habitat, Lake Simcoe, and agricultural land have all increased, and our understanding of possible ecological impacts has also improved. 	<p>and provincial regulatory agencies, conservation authorities and Indigenous communities throughout this study.</p> <ul style="list-style-type: none"> Impact assessments undertaken as part of this study will follow appropriate policies/legislations (Greenbelt Plan, Lake Simcoe Protection Act, etc.) and that several provincial and federal regulatory agencies will be consulted throughout this Preliminary Design study and subsequent design stages. The proposed MECP exemption for the Bradford Bypass is currently being considered by MECP; however, the Ministry will undertake environmental impact assessments and continue consultation with Indigenous communities and other stakeholders regardless of the outcome of the MECP decision on the exemption regulation.
Considerations for Transit	<ul style="list-style-type: none"> The bulk of the originally anticipated travel demand for this four-lane freeway is now being addressed by the Barrie GO Train. This is why the previous Liberal Government cancelled the Bradford Bypass and excluded it from their Places to Grow Plan. I also believe that our money would be better spent on improved access to environmentally friendly public transit. The project was cancelled by a previous government in order to encourage the Barrie GO train. Seven more scheduled runs a day and on weekends this train is a much better solution. 	<ul style="list-style-type: none"> Despite the MTO's commitment to improving public transit in Ontario, road congestion will continue to increase in the GGH and therefore the Bradford Bypass is still required to help address some of these issues and improve connectivity in the region
Change in Work Conditions Resulting from Pandemic	<ul style="list-style-type: none"> Things have changed in our lives, and I think COVID-19 has proven that many of us can work from home and do not need to travel on a daily basis. The environmental health of our local communities has become increasingly important as we spend more time accessing the natural spaces at our doorsteps. I believe it is grossly irresponsible to move forward with this project without a clear understanding of how our region's needs have changed over the last year (as well as the last two decades). 	<ul style="list-style-type: none"> Road congestion will continue to increase in the GGH and therefore the Bradford Bypass is still required to help address some of these issues and improve connectivity in the region
Agriculture	<ul style="list-style-type: none"> Concern about impacts to surrounding agriculture We note at this stage the limited references to mitigation measures aimed at reducing the impact to agriculture (reference is only given to reducing impacts through adjustments to highway gradient and incorporating MTO guidance for noise mitigation). In addition, the "Land Use" considerations do not reference the designated prime agricultural and specialty crop areas that characterize a significant 	<ul style="list-style-type: none"> The Ministry is undertaking an agricultural impact assessment as part of this study, that will include previous studies/commitments, establishing existing conditions, identifying potential impacts and

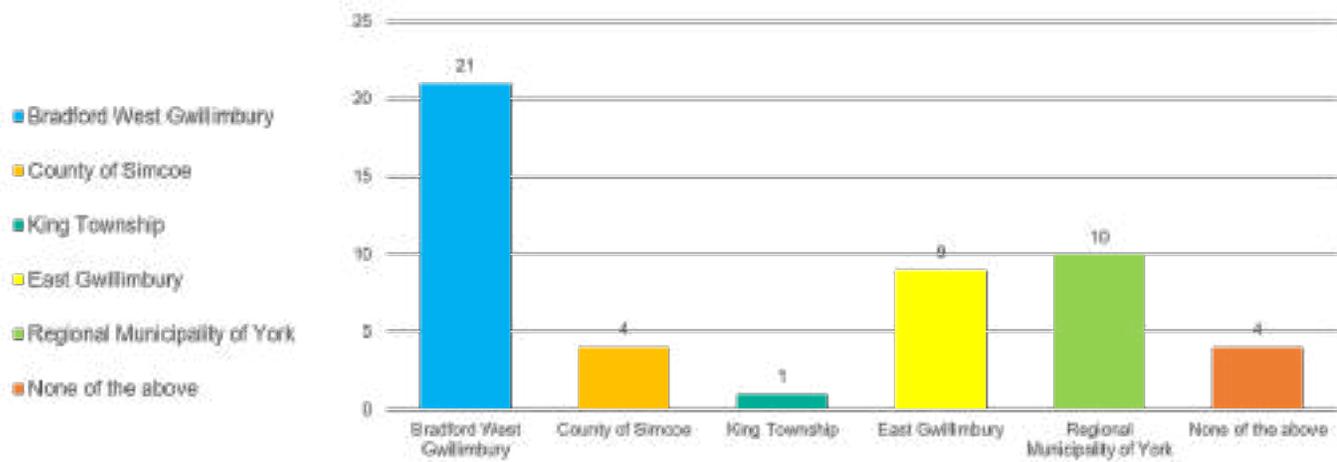
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	<p>portion of the Study Area. It is understood that a property-focused assessment of effects from the Project will be conducted, which will include effects on access, use of the retained lands (particularly from an agricultural perspective), and will propose mitigation measures to minimize the anticipated effects.</p> <ul style="list-style-type: none"> • Where will the food that the region requires for a growing population be grown? • How will local produce be grown locally if local farmland is paved over? • I read through the proposed mitigation measures for the Bradford bypass, and they do not offset the overall environmental impact of building new major infrastructure within greenbelt lands and the specialty crop areas of Holland Marsh. 	<p>recommended mitigation measures) where applicable</p> <ul style="list-style-type: none"> • The Project Team will be consulting with local farming communities and OMAFRA throughout the study.
<p>Provincial/Federal Legislations and Policies</p>	<ul style="list-style-type: none"> • The Greenbelt Plan was established after the conditional approval for this EA was issued in 2002. As the undertaking is proposed in the Protected Countryside area of this Plan, it may be prudent for the Project Team to consider policies contained in the Greenbelt Plan as part of the design stages remaining in the EA process. To that end, some of the key planning and design principles, as well as mitigation measures, contained in the <i>Guideline for Planning and Design of the GTA West Corridor Through the Greenbelt</i> (2013) may be relevant to this undertaking and should be considered by the Project Team. • I hope all applicable land use policies are being followed, including the Lake Simcoe Protection Plan, Greenbelt Plan and Provincial Policy Statement. 	<ul style="list-style-type: none"> • Impact assessments undertaken as part of this study will follow appropriate policies/legislations (Greenbelt Plan, Lake Simcoe Protection Act, etc.) and that several provincial and federal regulatory agencies will be consulted throughout this Preliminary Design study and subsequent design stages.
<p>LSRCA Regulated Lands</p>	<ul style="list-style-type: none"> • There are 11 locations within the area of interest for LSRCA <i>[images provided]</i> • The LSRCA provides the following suggestions to avoid or mitigate impacts associated with the proposed highway development within our areas of interest: <ul style="list-style-type: none"> ○ Wherever possible, the floodplains, valley lands and wetlands be spanned to avoid impacts to the features ○ Any significant woodlands (map attached) be avoided or impact mitigation ○ Existing drainage and conveyance be maintained and or improved with no changed to upstream or downstream flows. ○ Quantity and quality storm water management controls be implemented to avoid impacting erosion, floodplains or pollution. ○ Any fill placement in the floodplain be avoided or compensated for with an incremental cut ○ All culverts be properly embedded and sized to avoid erosion of the banks ○ Proper erosion and sediment control measures be undertaken to prevent sediment migration and impact to watercourses • We recommend further consultation through the detail detailed and undertaking or environmental discipline studies which will be carried out through the preliminary design including: <ul style="list-style-type: none"> ○ Drainage and Hydrology; ○ Erosion and Sediment Control Risk Assessment; ○ Fish and Fish Habitat Existing Conditions and Impact Assessment Report; ○ Fluvial Geomorphology; ○ Groundwater Impact Assessment; ○ Preliminary Landscape Composition Plan; 	<ul style="list-style-type: none"> • The Preliminary Design and EA study will involve completing surface water/groundwater/terrestrial/fisheries assessments as part of this study (covering previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures) where applicable • Impact assessments undertaken as part of this study will follow appropriate policies/legislations (Greenbelt Plan, Lake Simcoe Protection Act, etc.) and that several provincial and federal regulatory agencies will be consulted throughout this Preliminary Design study and subsequent design stages. • The Ministry will consult with and invite LSRCA to meet with the Project Team as part of the Government Advisory Group to discuss any key issues related to this project

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	<ul style="list-style-type: none"> ○ Terrestrial Ecosystems Existing Conditions and Impact Assessment Report (including an assessment of vegetation and vegetation communities, wildlife and wildlife habitat, species at risk and designated natural areas); 	
Navigation	<ul style="list-style-type: none"> • I am concerned about the impact of this project on recreational canoeing, kayaking, and boating. 	<ul style="list-style-type: none"> • The Project Team is consulting with Transport Canada to ensure openness requirements for navigation are met
Indigenous Communities	<ul style="list-style-type: none"> • Disheartened to read that the Huron-Wendat concerns were not fully respected in the Federal Impact Assessment. 	<ul style="list-style-type: none"> • The Project Team has engaged with and continues to engage with Indigenous communities as part of this study.

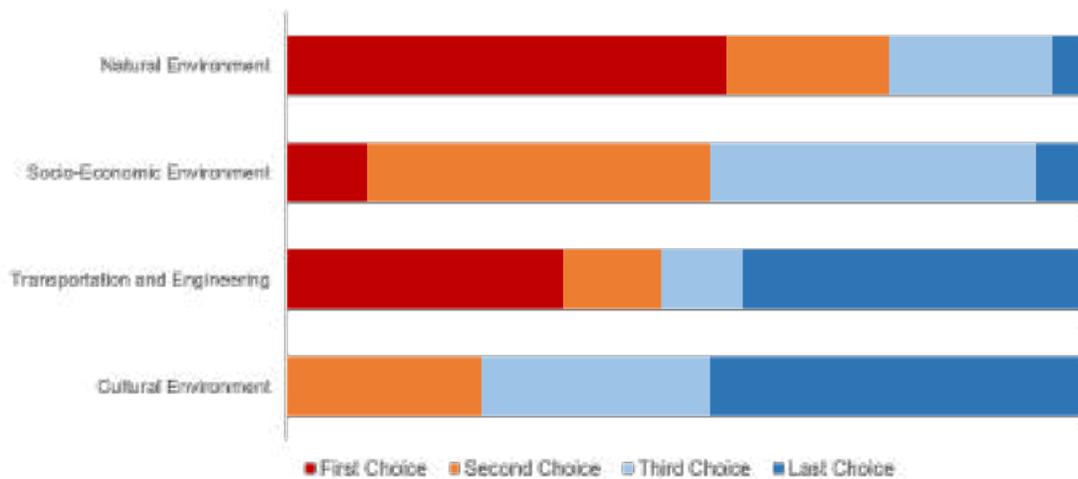
7.2 Part 1 – Poll Results

A total of 49 individuals completed the poll on the PIC #1 Information Webpages. The Project Team will utilize the information received from the poll to better understand what evaluation factors are most important to residents of the Study Area and how individuals intend to use the Bradford Bypass in future. The following sections provide a graphical summary of the results from the poll questions. This information was also presented as part of the webinar.

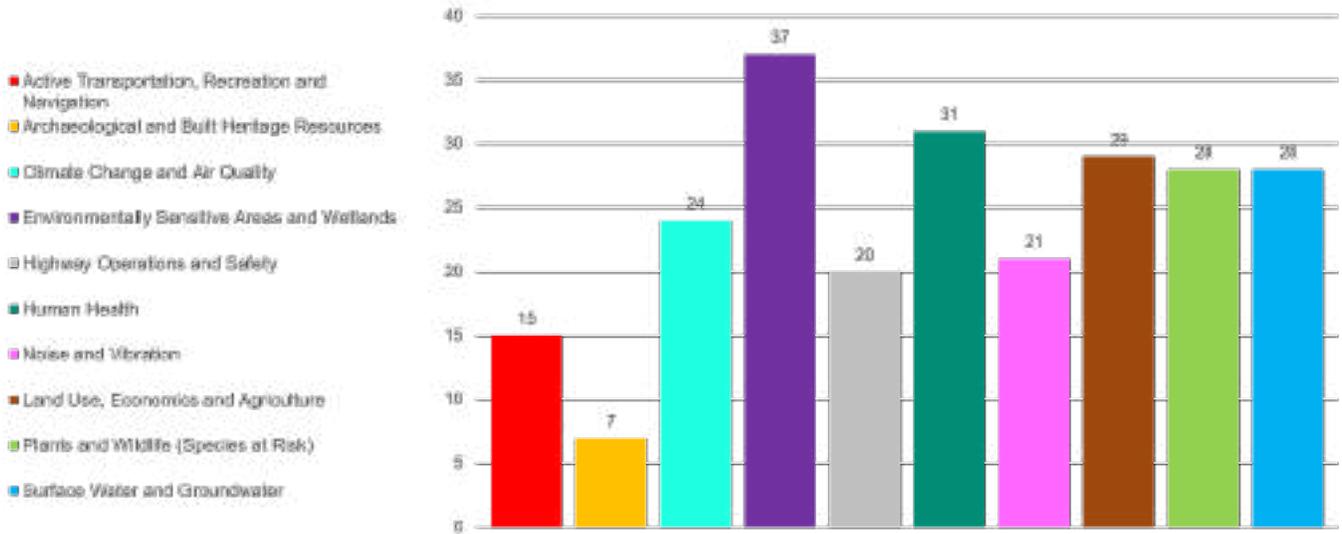
7.2.1 Where are you from?



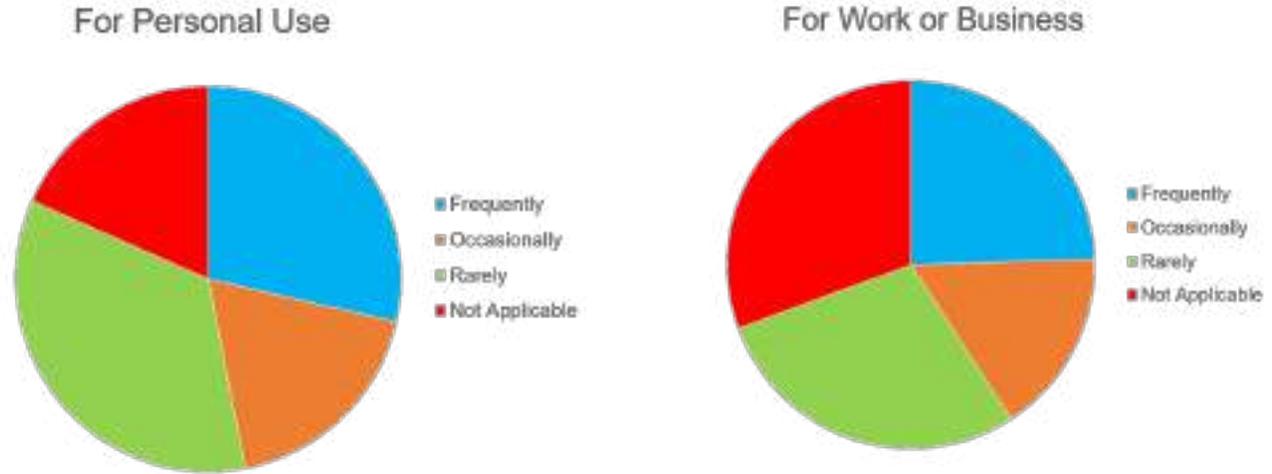
7.2.2 Important Evaluation Factors



7.2.3 Top 5 Evaluation Criteria



7.2.4 How will you use the highway?



7.3 Part 2 – Webinar

As part of PIC #1 Part 2, 27 comments were received via the Chat function through the Zoom platform.

Table 7-2 below summarizes the key questions, comments, issues, and concerns raised during the PIC #1 Part 2 webinar held through Zoom on May 18, 2021 and the Project Team’s intended response. Prepared responses were issued directly to the commenter via email.

Table 7-2: PIC #1 Part 2 Feedback and Response Plan

April 22 – May 6 Comment Theme	Summary of Comments Received	Notes and Response Plan
Project Timelines	<ul style="list-style-type: none"> When do you expect to start construction of this project? What is the timeline for this project? What is the plan for future construction phasing of the Bradford Bypass? We assume MTO will start with proposed interchange at Highway 400 and move east towards Yonge Street? 	<ul style="list-style-type: none"> Provided the proposed schedule for this Preliminary Design, as well as subsequent design and construction phases.
Politics and Project Planning	<ul style="list-style-type: none"> Can you please explain how the proposed exemptions will affect the TESR and process? "Will", "Will", "Will" - sounds like the decision to build the Holland Marsh Highway has already been made... Will the Bradford Bypass Interchange work at Highway 400 delay proposed long awaited Interchange Design changes at County Road 88 and Highway 400? Is there a Value Engineering study at this stage? 	<ul style="list-style-type: none"> The proposed MECP exemption for the BBP is currently being considered by MECP, but environmental impact assessments and required consultation with Indigenous communities and other stakeholders will still be completed regardless of the outcome. Highway 400 Alternatives #1 and #2 provide access to County Road 88 interchange to vehicles travelling southbound on Highway 400 and Alternatives #3 and #4 provide access to vehicles travelling southbound on Highway 400 and westbound on the BBP where required A Value Engineering (VE) Workshop will be held in Spring 2022 where applicable
Highway 400 Interchange	<ul style="list-style-type: none"> Support for Alternative Refinement 3 (Directional Ramps Without Basketweave) Please provide additional background and rationale for MTO highway design standard revisions eliminating former clover leaf interchange designs and the previously approved partial clover leaf interchange design at Highway 400 and the Bradford Bypass? The former approved interchange design provided access to properties located within OPA#15 Employment Lands on west side of Highway 400 from the Bradford Bypass which provided access for future employment uses and 	<ul style="list-style-type: none"> Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.

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	logistical highway access. The four (4) Highway 400 Interchange Alternatives provided cut off all access to the west side of Highway 400 Employment Lands in OPA#15 and require additional lands to complete the three (3) tiered overpasses?	
Bathurst Street Interchange	<ul style="list-style-type: none"> • Making the interchange at 2nd concession makes more sense than Bathurst St. as it has already been widened. wouldn't you agree? • A comment related to the proposed interchanges: Wouldn't an interchange at Yonge Street (York Road 51) be more useful than at Bathurst (York Road 38)? Yonge Street directly serves the community of Holland Landing, meanwhile Bathurst Street doesn't go to any major community directly. Unless there's plans for Bathurst to cross the river into Simcoe County, I don't understand why Bathurst was chosen 	<ul style="list-style-type: none"> • Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate. • The Ministry will undertake a terrestrial impact assessment as part of this study (previous studies/commitments, establishing existing conditions, identifying potential impacts and recommended mitigation measures) where applicable
Leslie Street Interchange	<ul style="list-style-type: none"> • Will consider of moving the interchange at Leslie Ave to 2nd Concession be considered as an alternative in the environmental study? 	<ul style="list-style-type: none"> • Support / recommendations acknowledged with a note that they will be factored into evaluation criteria where appropriate.
BBP Mainline	<ul style="list-style-type: none"> • Wondering where will the line start from Queensville? 	Provided direction to images on the website and information showing the location of the proposed Bradford Bypass alignment
Direct Property Impacts	<ul style="list-style-type: none"> • The proposed four (4) alternative interchange designs at Highway 400 and the Bradford Bypass will devalue planned employment lands since there is no direct access to the west side of Highway 400 as per previous approved interchange partial clover leaf design. Property owner's purchased lands based upon previous approved MTO Class EA. New interchange design alternatives will take more property from these adjacent property owners and make several 100 acres farms reduced in value and reduce land use options. • We are concerned that our organization's service will be interrupted by the construction of the highway as it appears the project will impact our property. We are a critical supplier to automotive OEM manufactures and we cannot interrupt their supply chain so it is critical to ensure our operations will not be stopped or interrupted for this project. If there is a risk this project would mean our plant had to be relocated, we need to understand that as soon as possible and need to understand the details regarding the requirements and the process involved. We are on Artesian Ind Pkwy in the area of refinement. • AGC Automotive Canada, Inc. operates a glass car window plant in the design refinement, and we have yet to be contacted by MTO. When will we be contacted as you stated we would be contacted as early as possible? Thank you. <i>[Note: This is a PTE property and authorization and consultation was received through a paralegal for this company]</i> 	<ul style="list-style-type: none"> • The Ministry works directly with impacted property owners to discuss property-specific concerns and establish next steps. • Provided direction to the appropriate PIC #1 alternative(s) where applicable

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Adjacent Land Uses/Proximity to the BBP	<ul style="list-style-type: none"> The plan was approved in 2002, almost 20 years ago. A lot has changed since. Do you recognize that the bypass will be right next to existing developments in Bradford? A lot of families will be impacted by the noise and pollution. 	<ul style="list-style-type: none"> The Ministry is undertaking the preliminary design and environmental assessment study in accordance with the EA (O. Reg. 697/21), which includes completion of various studies being conducted as part of this project (Land Use, Noise, Air Quality, etc.). These studies identify potential impacts on directly impacted or adjacent residents.
Traffic and Commute Times	<ul style="list-style-type: none"> Improve traffic conditions or induced demand More than half of respondents said they would not use the highway or rarely use it. Why is this being put in? Who is commuting to Keswick? And the 404 is already jammed. What will be done to resolve congestion the 404? 	<ul style="list-style-type: none"> Road congestion will continue to increase in the GGH and therefore the BBP is still required to help address some of these issues and improve connectivity in the region Travel time savings were calculated using the Provincial Greater Golden Horseshoe Transportation Model by comparing scenarios with and without the new corridor and that there were considerations for population, employment targets and future infrastructure. Provided rationale for the location of the Bradford Bypass alignment following evaluations of alternate locations undertaken
Land Expropriation	<ul style="list-style-type: none"> Will MTO expropriate blocked off design refinement areas? At what point will MTO approach landowners for land that will be expropriated? 	<ul style="list-style-type: none"> The Ministry works directly with impacted property owners to discuss property-specific concerns and establish next steps. Expropriation is only used when agreements can't be reached within suitable project timeframes.
Highway Naming	<ul style="list-style-type: none"> Why do the AECOM folks call the project the 400-404 Link, but the MTO folks continue to call it the Bradford Bypass? The project should have one name — 400-404 LINK 	<ul style="list-style-type: none"> An official name or Highway designation has not been selected at this time.
Webinar Format	<ul style="list-style-type: none"> Very disappointing "PIC" webinar. Nothing more than a rote reading of carefully written statements in response to previously asked questions. How do we know these are real questions? 	<ul style="list-style-type: none"> The webinar was presented by the Project Team to provide an initial summary of PIC #1 Part 1 and provide additional information related to the key comment and feedback themes

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		submitted during the comment review period
Conservation Authorities	<ul style="list-style-type: none"> Will MTO be submitting the project to voluntary review by LSRCA or NVCA? 	<ul style="list-style-type: none"> The Ministry recognizes that LSRCA and NVCA are key stakeholders for consultation throughout this study to incorporate their comments and consideration for the design/engineering refinements and approached to mitigation will be implemented.
10th Sideroad Overpass	<ul style="list-style-type: none"> Is the 10th side road overpass a new addition to the design? Why is another overpass being included here? 	<ul style="list-style-type: none"> The crossing of 10th Sideroad is not a new addition to the design, however this proposed overpass structure at 10th Sideroad represents a design refinement allowing the freeway to best fit within the topography of the area.
Sanitary Trunk Sewers	<ul style="list-style-type: none"> Has MTO and AECOM considered proposed future OPA#15 Employment Lands Sanitary Trunk Sewer design proposed along west side of Highway 400 from County Road 88 north to service 400 acres of employment lands located within OPA#15? The proposed interchange at Highway 400 and the Bradford Bypass will impact the proposed sanitary trunk sewer alignment that will need to be considered in the final interchange design. 	<ul style="list-style-type: none"> The Project Team is consulting with municipalities and will take into consideration land use planning information within the Study Area.
Electric Vehicles	<ul style="list-style-type: none"> Is there any consideration to build in dynamic charging systems for electric vehicles? (i.e. the vehicle charges as it travels on the 400-400 Link) It would offset some Environmental impacts. 	<ul style="list-style-type: none"> There are no current plans in place to create dynamic charging systems for vehicles; however, this may be explored at a later stage of design for the project.

