

Appendix C2 Meeting Materials



Municipal Stakeholder Meetings



AECOM 300 Water Street Whitby, ON, Canada L1N 9J2 www.aecom.com

905 668 9363 tel 905 668 0221 fax

Minutes of Meeting

Date of Meeting	July 29, 2020	Time 10:00am - 11:	15 AM	60636190
Project Name	Bradford Bypass EA/	A/ Preliminary Design		
Location	Microsoft Teams Teleconference			
Regarding	Municipal Meeting (20	Municipal Meeting (2019-E-0048)		
Attendies	Salla Katali Cameron Bevers Peter Dorton Larry Sarris Tim Sorochinsky Riyaz Sheikh Mir Hyder Sonia Rankin Sandra Robinson Sarah Cook Gary Niven Julio Scruton Greg McGrath	MTO- MTO- MTO- MTO- AECC AECC AECC Simci Simci Simci Simci Simci	- Area Manag - Project Man - Corridor s M - Environmen DM - Project M DM - Deputy P DM - Highway CM - Environn be County - R be County - R be County - T be County - C	er ager tal tanger tanger troject Manager s mertal ed Estate teal Estate teal Estate teal Estate teal Estate

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
•	The purpose of the meeting is to discuss Simce Courty and MTO project program plans with a focus on the proposed Simceo Courty Widening project on Courty Road 44mm/the north entrance to Bradned Units to tim morth of Simce Road 84 m/t05 grogram indudes Preliminary Design and Class Environmental Assessment for the Bradford Bypass Freeway (Highway 400-Highway 400 Link).	Info.
•	R. Sheikh provided an overview of the Bradford Bypass (Highway 400-Highway 404 Link) assignment lied by the Ministry of Transportation. The proposed plan includes an east-west freeway connection Hidhway 400. and Hidhway 404.	Info.
•	Since County is currently leading a widening roject on County Road 4. The scope includes widening County Road 4 from two for larges from the north entrance to Bradford to Turn north of Since Road 9. Standards for the roadway include a 100kmh design speed with a posted speed of 80kmh. A site preparation contract will be tendered for this year, with the widening works scheduled for 2021.	Info.
•	MTO inquired in its participation/ consultation during the Municipal Class EA and design process for these works. It was indicated by Simone County that the environmental assessment was	Info.



	finalized in 2013. MTO shared CAD drawings of the proposed Bradford Bypass with the Simcoe	
	County at that time.	
•	MTO acknowledged receipt of the notice of study completion, however requested that Simcoe	Simcoe County
	County provide the final EA document. The County will provide the final document to the	
	Ministry.	
•	It was noted that the detail design process for the County Road 4 widening works are	Simcoe County
	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: Design drawings and documentation were	
	provided by Simcoe County on August 13, 2020, for Simone County's CR4	
•	The County requested the KMZ file that was presented at the commencement of the meeting	AECOM / MTO
	outlining the proposed Bradford Bypass for reference. AECOW/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.	
•	Simcoe County indicated that they acquired additional properties along County Road 4 for the	Simcoe County
	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.	
•	The County inquired about an MTO-owned parcel of land required for the widening project that	MTO / Simcoe
	lies within the proposed Bradford Bypass corridor. MTO will follow-up with the MTO Property	County
	Office and will further discuss with the County on next steps.	
٠	The County will need to obtain an encroachment permit irrespective of whether the land is	Info.
	owned by the Ministry, as construction will be occurring within MTO's designated Controlled	
	Access Highway (CAH) lands.	
٠	MTO noted that Simcoe County will need to be engaged for cost sharing discussions regarding	MTO / Simcoe
	the Bradford Bypass as it relates to the County Road 4 structure. This item will be further	County
	discussed between the MTO and Simcoe County.	
٠	MTO inquired regarding the Simcoe County's plan to implement roundabouts. Currently, there	Info.
	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.	

2.	Other Business	
•	A second meeting is proposed to occur in 2 weeks with the Simcoe County's	MTO / Simcoe
	Transportation Team. MTO and Simcoe County will provide their availabilities to AECOM to	County / AECOM
	facilitate the scheduling of the meeting. Post-Meeting Note: 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.	

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



Bradford Bypass

Project Overview and Scope



Bradford Bypass



Project Overview and Scope



Bradford Bypass



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.





- · 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

Bradford Bypass





Existing Municipal Crossing Roads

	Existing Crossing Roads		
	10th Sideroad	County Road 4	Artesian Industrial Parkway
Classification	RCU 70	UAU 70	RCU 70
	2 lanes (1NB/ 1S8)	North of Crossing 2 Ianes (1NB/ 1SB) South of Crossing 4 Ianes (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)
	4 lanes (Line 8 to CR 21) Long-term	4 lanes (8 th Line to CR 89) Short-term	N/A
Bradford Bypass	Pa	Page 8 Unitario 🚱 4	

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

Bradford Bypass



Other Business / Open Discussion

Other Business / Open Discussion



Project Information / Contact Details

The Bradford Bypass Project Team Website: <u>www.bradfordbypass.ca</u> Email: <u>projectteam@bradfordbypass.ca</u> Toll-Free: 1 (877) 247-6036

Bradford Bypass



QUESTIONS? Ontario 🞯 AECOM





AECOM 300 Water Street Whitby, ON, Canada L1N 9J2 www.aecom.com

905 668 9363 tol 905 668 0221 fax

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 Meetir (Simcoe County, Town	ig of Bradford West Gwillimbury)	
Attendees	Cameron Bovers Salia Kalal John MacKinnon Hinda Gribbon Larry Sarris Tim Sonchrahsly Riyaz Sheikh John Neuman Mit Hydrar Sorial Rankin Christian Malia David Parks Grag McGrahk Davids Korothek Julie Struton Geff McGrahk Dabib Korothek Julie Struton Geff McGrahk Rebecca Marphy Joe Celeman Frank Jonsten Ramdoo Pater Loukes	MTO – Projet Manager MTO – Area Manager MTO – Area Manager MTO – Environmental MTO – Environmental AECOM – Populy Projet Manager AECOM – Deputy Projet Manager AECOM – Environmental Sincose County Sincose County Sinco	nager Hary Hary Hary Hary Hary Hary Hary
Distribution	Attendees and Project	Team	
Minutes Prepared By	Mir Hyder, B.Eng.		

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 S. Rankin provided a safely moment regarding vehicle safely. 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 under time. 	Info.
 T. Sorochinsky introduced the AECOM and MTO Project team. 	Info.



 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 Declinemer Deviation 	Info.
 Ex and Heiminary Design. It is noted that the Notice of Study Commonscenant Material work into sizu lation on 	Info
 It is hold that the Notice of Study Contribution Material Went into circulation on Sentember 24, 2020. 	IIIIO.
 Key uncoming milestones for this assignment include Public Information Centre (PIC) #1 	Info
scheduled for Spring of 2021 and PIC #2 scheduled for Fall of 2022.	
 R Sheikh provided a more in-depth overview of the project components of the proposed 	Info.
Bradford Bypass. All details presented at this time are conceptual and reflective of the 2002	
EA and the initiation of this study.	
 AECOM's key objectives on this assignment will be to: 	
 Develop and assess design alternatives of the Bradford Bypass, Freeway to 	Info.
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.	
 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	Info.
the Bradford Board of Trade.	
 AECOM also requested that any mapping showing the network of existing and/ or 	Simcoe / BWG
proposed utilities, developments, and infrastructure projects be forwarded to the Project	
Team.	
 Sincee County's County Road 4 widering 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.
 Sincee Courty 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 	Info.
MIO neceptizes the current state, of the design individual states in the secondate DL was circulated to the Minkhy and DL with the negated of design dravings as they regress. The first set of design dravings that were received by the MIO was in August 2020. It is actionoideged that this is not a desinet is stuation, and bed organizations will corrinate to work together to find an annicule solution. A separate meeting will be coordinated in the spectromy over its o further discuss the unitive will Smcco. Courtly.	MTO / AECOW Simcoe
 Smoos County requested calification as to the requestment for a permittion the MTO on properly that the Curvaly own. If New Todated that as a enabled of the 2002 EA that the properlies impacting the transmission of the Curval Andreas and the properlies impacting the project. This designation provides the Methy with ordina rights, and MTO asserts control organizes an these properties, require properly owners to obtain permits. MTO noted that EA Bump up (Part II Order) opportunities for Class EA projects have extraoget Aboy Part I Orders as this is resticiated backing all respect Parts I curval and the program of the properties and the county of the properties funding and backing Included in the county all lowers program. Entral evaluation funding and backing Included in the county of the county factor back and available. 	Info.



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for the preparatory works; however, funding is not currently available for the complete	Info.
construction of the freeway (not included in the current 5-year capital program).	
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 	Info.
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	MTO / AECOM
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.	
 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	Info.
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.	
 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	MTO / AECOM /
committed to looking into the previously identified crossings, and have not scoped in	BWG
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.	
 BWG has protected lands on the south side of the corridor at 10th Sideroad for potential 	Info.
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.	BWG
 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.	Info.
 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	BWG
however that some roads may be temporarily closed to facilitate construction of crossings.	
 It is requested that BWG provide any plans for municipal roads, crossings, developments, 	BWG / AECOM
etc. that may impact the project and notify the Project Team accordingly.	
 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	



	representative to obtain more information. A PTE will also be provided as long as works are non-intrusive	BWG
	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 industriance of Without and Without align for devicement and when the UNIT will be aligned without the there are an another and the service of th	
	coordinate with MTO Corridor Management regarding future plans. It is relied that there	
	works may also impact the profile of County Road 4. Preliminary plans and the proposed design schedule will be forwarded to the Project Team.	BWG
•	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.	Info.
•	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	Info.
	abatement is satisfied.	
•	The intersection of County Road 4 and 8 th Line was recently reconfigured. As part of the 8 th 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	
	nave any status at this time and no plan is in place to replace the signalized intersection with a roundahout. It is point that this study did not include any traffic chapaos as a result.	Info
	of the Bradford Bypass.	THU.
•	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.	
•	Comment from Julie about extent of works related to Highway 4000/CR88 (extending to 5%	
	extent on/toward 5 th Sideroad	
	Details regarding the water line along 10 th Sideroad connecting to the reservoir?	
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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
- · 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
 - Aerodrome (2nd Concession)

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



Bradford Bypass

Project Overview and Scope



Project Overview and Scope



Bradford Bypass



Key objectives for this project include:

- · Develop and assess alternatives for the following:
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- · Identify the preferred alternative;
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- · 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

Bradford Bypass





Bradford Bypass



Existing Municipal Crossing Roads

	Existing Crossing Roads			
	Bathurst Street	Yonge Street	2 nd Concession Road	Leslie Street
Classification	RCU 70	RLU 70	RCU 70	RCU 100
	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
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Filing of the Transportation Environmental Study Report (TESR)	Early 2023

Bradford Bypass



Other Business / Open Discussion

Other Business / Open Discussion



Project Information / Contact Details

The Bradford Bypass Project Team Website: <u>www.bradfordbypass.ca</u> Email: <u>projectteam@bradfordbypass.ca</u> Toll-Free: 1 (877) 247-6036

Bradford Bypass


QUESTIONS? Ontario 🞯 AECOM





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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)			
Atlendees	Carteron Brovers Renards Orithon Larry Sarris Hins Sarochinsky Flyaz Shakh Jon Newman Mr Hyder Soria Rankin Denny Boskonski Kevin Brake Lawrence Cuk Jamat Mussadeh Adam Robb Lawra Cuk Jahn La Chapelle John La Chapelle Sleve Mida Sleve Mida Sleve Mida	MT0 - Project Managar MT0 - Environmental MT0 - Environmental AECOM - Project Managar AECOM - Display Project Managar AECOM - Highways AECOM - Highways AECOM - Highways AECOM - Highways AECOM - Highways AECOM - And Calimbray Town of Exit Calimbray Town of Exit Calimbray Town of Exit Calimbray Town of Exit Calimbray York Region York Region York Region York Region	977	
Distribution	Attendees and Project	Team		
Minutes Prepared By	Mir Hyder, B.Eng.			

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	Action	
 R. Sheikh provided a safety moment regarding tomadoes. If there is warning, seek shelter in stable dwellings. Stay away from windows i if possible, seek shelter in basements or structurally sound location: closets, or haltways. If outdoors, seek shelter in below grade dithere optential wind turnel catadividus such as underenses structures. 	a tornado watch or Info. and outside doors, and s such as bathtubs, / topography and avoid	
 T.Sorochinsky provided a brief introduction of the AECOM and MTC An overview of the assignment was presented including project hisk study updates, permission to enter initiatives (PTE), and the current Preliminary Design.) Project Team. Info. ory, EA approvals, ongoing EA and	



 It is noted that the Notice of Study Commencement (NOSC) Material was circulated on 	Info.
 September 24, 2020. Kou uncoming milloritanos for this assignment include Dublic Information Contro (DIC) #1. 	Info
 Key dpcoming milesiones for this assignment include P dolic momination centre (Pro) P1, schodulod for Spring 2021 and DIC #2 schodulod for Fall 2022. 	IIIU.
 S. Rankin provided a detailed overview of the environmental assessment component of the 	Info.
 R.Sheikh provided a more in-depth overview of the project components of the proposed 	Info.
Bradford Bypass. All details presented at this time are conceptual and reflective of the 2002	
EA and the initiation of this study.	Info
 Accounts key objectives of this assignment will be to: Develop and assess design alternatives of the Bradford Bypass, Freeway to 	IIIIO.
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.	N. J. W
 AECOM requested that the Municipalities notify AECOM of any key stakeholder not identified in this presentation. 	York / King / EG
 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 Lesile Street has plans for a widening to the existing ROW width, but the project team was not able to determine if road widening works. 	York / King / EG / Info.
are proposed through the Bradford Bypass corridor.	
 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 	AECOM
responses to most inquiries.	
 The Town of East Cwillinbury (EG) inquired if here will be an opportunity during he study to discuss jurisdiction on Baharust Steel given the proposed interchange at Baharust Steel. Furthermore, it was noted that during the Highway 407 extension, MC0 expropriated the local ROW and negotiated with the manifegatilities regarding maintenance etc. at a later date. The reference and the the have these discussions drinn the study correspondence of the maintenance of the study of the study. 	МТО
 It was noted that according to the Controlled Highway Access Plan, for grade separations where an interchange is present, the entitle 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.
• E G nugient if the Bradrod Bypass will be constructed in its orthety or torken into phases. At his time, MUO is in the process of domining how here project will be funded and constructed. The highway may be split into multiple contracts with some advanced works. Inrespective of how the works are constrained, the counter dipolicien is to grant the entire started of the Bradrod Bypass at once. EC prefers he highway be constructed in the entire phase, but if a staggred approach adjuent, it is negatived in the default of the phases and niterim terminar, proints are shared. It is released that the project is s11 n early development stages and that these default will be continged at later stage.	Info.
 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 litrary and is a lemo-standing directive. The presentation will be circulated to the attendees. 	AECOM
 MTO inquired if there have been any discussions of jurisdictional transfer between York Region and Town of East Gwillmbury. With 3 of the crossing roads under EG jurisdiction, 	Info.



EG noted that formal discussions have not been initiated with York Region. Typically,	
crossing roads with interchanges would fall under the Region's jurisdiction.	
 MTO reiterated that the Project Team is interested in engaging in two-way discussions 	Info.
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	
concome moving feavored	

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	Х	
10th Sideroad	х	
Professor Day Drive		х
County Road 4 Interchange		х
Artesian Industrial Parkway	Х	
Metrolinx Rail Line	х	
Holland River	х	
Bathurst Street Interchange		Х
Holland River East Branch	Х	
Yonge Street	Х	
2 nd Concession Road		Х
Leslie Street Interchange	х	

Bradford Bypass Roll Plan (1 of 2)

2002 Approved EA Alignment - Preliminary Design Base Case





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: 231comments 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

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

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

- 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 30days 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

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



Base Case from 2002 Approved EA Alignment



Alternative 1 - Curved Transition east of river 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



Basketweave on Highway 400 SB at Simcoe County Road 88 Exit



Basketweave on Highway 400 SB at Simcoe County Road 88 Exit



Directional ramps WITHOUT BASKETWEAVE



Directional ramps WITHOUT BASKETWEAVE

Highway 404



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



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



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



Basketweave 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





AECOM 300 Water Street 905 668 9363 tel Whitby, ON, Canada L1N 9J2 905 668 0221 fax www.aecom.com

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 Preli	minary Design and Environmental	Assessment	
Location	Microsoft Teams Meetin	eting		
Regarding	Joint Municipal Meetir (Simcoe County, Town King Township)	ng of Bradford West Gwillimbury, Town o	of East Gwillimbury, York Region,	
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 Scrochinsky	AECOM – Project Manager		
	Riyaz Sheikh	AECOM – Deputy Project Ma	nager	
	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 Gwillin	mbury	
	Rebecca Murphy	Town of Bradford West Gwillin	mbury	
	Joe Coleman	Town of Bradford West Gwilling	mbury	
	Mahesh Ramdeo	Town of Bradford West Gwilling	mbury	
	Mike Disano	Town of Bradford West Gwilling	mbury	
	Alan Wiebe	Town of Bradford West Gwilling	mbury	
	Terry Foran	Town of Bradford West Gwilling	mbury	
	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 Robh	Town of East Gwillimbury		
	Kevin Brake	Town of East Gwillimbury		
	Jamal Massadeh	Town of East Gwillimbury		
	Marco Ramunno	Town of East Gwillimbury		
	Stovo Mota	York Region		
	Joshua Wann	Vork Region		
	Justing Midlig	FOR 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

Introductions and Overview:	
 Meeting attendees introduced themselves. 	Info.
 T. Sorochinsky provided an overview of the assignment. The Bradford Bypass spans 	Info.
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.	
 There are a number of grade separated crossings at municipal roads and watercourses, as 	Info.
weil as various proposed interchanges.	1.6
 Anchoring interchanges are treeway to treeway interchanges at Highway 400 and Highway 	inro.
400, and crossing road interchanges include County koad 4, Bathurst Street, and Leslie Street.	
R. Sheikh provided a summary of refinements that have been developed as part of this	Info.
preliminary design assignment.	
 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.
 It is noted that the Project Team received various comments from stakeholders and the 	Info.
public and are providing responses on a frequent basis. The project contact list	
encompasses 435 individuals, all who will receive direct communications.	
 The first public information centre (PIC #1) for the assignment is anticipated to occur 	Info.
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.	
 Consultation and engagement are some of the key elements that will be a focus of the 	Info.
project, which will also meet regulatory requirements.	
 AECOM provided a summary of key stakeholders, among them are Federal, Municipal, 	Info.
Provincial, Conservation Authorities, General Stakeholders, etc.	
 AECOM provide an overview of the Study Process including: 	Info.
 Route planning study (2002); 	
 Advanced works prior to 2020 Prelim Design (updating tech standards); 	
 Current PD study and EA; 	
 Detail Design and EA (Future). 	
 Notice of Study Commencement (NOSC) was circulated September 2020. 	Into.
 Field investigation and data collection was initiated in September 2020 and is on-going as 	Info.
the study progresses.	
 The study is currently in the preliminary retinements alternatives phase. 	Into.
Preliminary Design Refinements and Alternatives	
 I. Sher provide details of the traffic analysis being undertaken as part of this study. 	Info.
 The deticiencies identified in the 2002 EA, include road discontinuity (in particular east / 	Info.
west connections), future demand growth, and the lack of long-term planning. All of these	
key factors in the study are still applicable today.	



 As part of this study, AECOM is undertaking a Capacity Analysis. The Horizon year for this analysis is 20/1, and includes developing and analyzing screep lines, similar to those. 	Info.
developed in the 2002 EA study. The goal is to assess the forecasted traffic volume versus	
the capacity of study area.	
 AECOM considered three scenarios: 2020 without the Bradford Bypass, 2041 without the 	Info.
Bradford Bypass, and 2041 with the Bradford Bypass.	
 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 0% for proceeding workall. 	inro.
Introduction of Bradford Bynass provides sufficient canacity in the 2041 horizon year	
 Interchange locations and route previously identified in 2002 EA were selected through a 	Info.
weighting/scoring method. Using updated travel demand forecast, interchange alternatives	
have been developed at each of these locations.	
Mainline Refinements:	
 It is noted that there is an existing residential development to the south between County Development 4 and 10% Ciderand. As and of the software who maintime of any order to the south of the south of the software who while d to be the software who who while d to be the software who who who who who who who who who who	Into.
the north by annovimately 10m to avoid impacts to development in the south	
 Artesian Industrial Parkway / Metrolinx Rail: Refinements were also made to the horizontal 	Info.
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.	1.6
 Holland River East Branch. In the laster area (2000 entry of CA elignment), the expressed Devidend Dimensional CA elignments. 	inro.
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 mitigators environmental impacts for some compressed. Additional	
considerations include militration impacts to the marina and only 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.	
 Hydro Lower Comato: These is an axisting to she consider instrument of Lowin Chevel with a methoded to 	inro.
 There is an existing injuro composition west or cestle street with a nonneast to continuous alignment. The base case (2002) approaced EA Alignment) would 	
require relocation of hydro towers as the Bradford Bynass 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	



		moderate property impacts to the north and changes the footprint of the Leslie	
		Silieer Interchange. Alternative 3: The Pradient Runners median is flared around the existing Hudro.	
	0	Investigative 2. The bladious bypassified and in a later a doubt the existing Hydro	
		rides of the 2002 EA POW. This alternative pares challenges with accors to the	
		Hudro Towar in the median. Additional consultation with Hudro One is required	
Froeway	to Frees	av interchannes:	
•	AFCOM	undertook an advanced design assignment on heball of the MTO prior to the study	Info
	to update	certain hinhway 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 al	low for loop ramps and design parameters have also changed. The design was	
	updated	to include full directional ramps.	
•	Highway	400:	Info.
	0	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 simcle road as from Highway 400 (southbound).	
	0	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.	
	0	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. Microing analysis will be conducted to accord the performance of	
		this alternative.	
	0	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	
	Hinbway	404	Info
-	- inginita)	Alternative 1: Major traffic movement is Bradford Bynass to Hinbway 404 south	HING.
	0	(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.	
	0	The other three ramps are designed to ramp geometrics equivalent to a 100km/h	
		design speed.	
	0	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.	



0	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.	
0	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.	
Municipal Interch	anges:	
 County F 	Road 4:	Info.
0	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.	
 Bathurst 	Street:	Info.
0	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.	
0	It is noted that Hochreiter Road is a private road owned by the various property	AECOM / King
	owners adjacent to the road. AECOM inquired it king Township is aware whether	Lowusub
	a silver parallel to the private road to the north is a public road allowance.	
	AECOM is requesting contirmation on the parcel to determine the treatment of	
	the owners that access their respective properties via the private road.	
	ACCOWNTO to totolow up with King Township (C.Alt, T. Macheuliz) regarding a	
	Alternative 1: Maintaine the Diamond interchance configuration with come	
0	medifications. Constated alternatives for the Bath and street interchanges include.	
	indunications. Generated alternatives for the bathol is street interchanges include responsibility or probability and now the name terminals which are to be	
	confirmed pending further decign development. Account to the Marine is medified	
	to connect directly to the nerth roundabout rame terminal. This alternative deer	
	present some challenges with respect to signing the normalized dues	
	additional roundahout lon	
0	Alternative 2: Maintains the Diamond interchance 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	
 Leslie St 	root	Info
- come o	The base case is a partial diamond interchange due to the proximity of Highway	
-	404 Ereeway to Freeway interchange. A full moves interchange at this location is	
	not feasible	
0	Alternative 1: This carries forward the partial diamond interchange. Depending on	
	outcome of mainline alternatives for bydro crossings, the alignment of the	
	interchange may shift slightly.	


 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 guadrant. This modification provides additional room	
with respect to Hydro tower crossings and required horizontal clearances.	
Preliminary Design Considerations:	
 Various design considerations have been made in preparation of the design alternatives 	Info.
and will also be made in subsequent design stages including:	
 Highways, structural design, grading, traffic volumes, operations, bridges, 	
culverts, navigability, etc.	
 Active Transportation, Illumination, pavement engineering etc. 	
 Environmental: Agricultural lands, air guality, 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 	Info.
study. It will be made available for a 30-day public review period at the end of this study.	
Applicable Legislations and Approvals	
 MTO will review and consider applicability of legislation for this assignment including 	Info.
Federal, Provincial and Municipal components.	
 Permits, licenses, and agreements and approvals will be secured as required for the 	Info.
projects and conditions of approvals will be applied to the project.	
Environmental Protection and Mitigation	
 Regarding environmental impacts, the first approach is to avoid the impact/encroachment, 	Info.
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.	1.6
 In cases when the above cannot occur, compensation or a buyout other is made. This is 	inro.
used as a last resort, as issues can be typically be addressed through a permit, licenses,	
authorization, or agreement.	
Next Steps:	1.6
 The study is progressing towards the first PIC #1. This will be a virtual PIC with antibility form the mubble deleteration. Court the first teleteration with COULD, the review. 	inro.
participation monthline public stakeholders. Given the initiations with covid, the review	
pendu (z weeks) will be followed up will a webitar to further engage the public on the Pro-	
 Edlowing the BIC, the Broket Team will continue consultation and engagement with 	Info
 Following the Free, the Project Fear will compare will be placed on ongoing ment and stakeholders and the public. Additional emphasic will be placed on engagement and 	HING.
consultation with key stakeholders and anoncies	
 Environmental Impart Assessments and docing studios will continue in the payt phase of 	Info
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 	Info.
feedback received from the oppoing consultation. A final Transportation Environmental	
Study Report and Preliminary Design Report will be prepared documenting the preliminary	
design and EA process.	



Feedback from Municipal Representatives:	
 The Project Team welcomes feedback from all municipalities over the duration of the study. 	All
Bradford West Gwillimbury (BWG):	
 BWG noted that their council is very enthusiastic to see this project move forward. During 	Info.
last years kickoff call, the Town reiterated interest in a partial interchange at 10 th 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 10 th Sideroad. The Ministry would not object to an	
interchange but would want the town to lead the initiative.	
 BWG inquired if a basketweave ramp from Bradford Bypass to South on Highway 400 	AECOM
would preclude traffic from exiting on County Road 88. The Town prefers an exit at County	
Road 88 to service tuture employment opportunities. It Alternatives 1 or 2 are the preferred	
option, this would place further emphasis for access at 10 st Sideroad.	1.6
 It was noted that the recent Provincial budget set aside money for work on the BBP which and a standard line body to the and of this user. DMC concepted elements a best 	IIIU.
could potentially begin by the end of this year. Brives requested cialification of now advance work could begin prior to finalizing the E.A. The Ministruct understanding is that the	
burleast approximate included funding that MTO requested back in External (or the	
Simone County Road / structure and other notantial Early Works onnortunities that are still.	
In-he identified. MTO noted that we do not have FA approval to construct anything related	
to these Early Works at this time. MTO would require "approvals" to proceed with work in	
2021.	
 There is a 15-year-old section of noise wall, just west of County Road 4. MTO was a party 	BWG / AECOM
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.	
 Large commercial park developments are proposed to the north of the 10th Sideroad 	AECOM
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.	
Edst Gwillinibul y (EG).	Info
 EG inquired in the recently announced provincial budget includes the EA and Preliminally Docision of the Bradford Rumans or door it include the Dotal Docision and Construction as 	IIIU.
well. The Ministry noted that there may be a desire, given the size of the RRP, to break in	
the overall project into multiple contracts. Intention of funding is for acquiring property	
construction advanced contracts as well as fundion the current studies. Although fundion 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.	
 EG would like more direct consultation on this project given that a majority of the works are 	Info.
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.	



EC noted that their Courcel requests an interchange at 24º Concession Roads The planning environment is different now urbenet less during the cripited EC Fast Collimbury is conducting a land needs assessment to include future development of white bell ands with is wold support the need fast of "Concession interbase bare planned" and the sate data and the sate data and the sate data and and and and and and and and and an	Info.
 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 underprocess upper generative and the features. 	Info.
 Both EC and York Region have challings managing table columes at the Highway 11 and Bahard Short Marcelland E (Engline) (Finderski at the Instruction are being modellast. The concentric is an interchange is constructed at Bahard Short an angaly of raffer util groups to be but interactions are used faither impact operations. ACCM reduct that the picebility key interactions within the arm of Influence of the comp terminals are included in Proceedings and the Instrument of the Instrument on the model picebility key interactions within the arm of Influence of the comp terminals. 	Info.
 EC regards of the Merkey world crossing a full interchange at 24 Concossion in like of a partial interchange at Leally (MIC) and that Leals. Shore the Regimal Read, with EA approval for apartial interchange obtained in the 2002 EA. It is noted that VaK Regim outson of the approximation of the approximation of the approximation of the maximum barries and comments with respect to ininterchange barries and with EA approximation of the approximation of the approximation of the maximum barries. An association that hous non-markinal data there are no choice, coefficient with an information and the approximation of the site of the approximation of the approximation of the Approximation of the approximation of the approximation in the approximation of the Approximation of the approximation of the approximation of the approximation of the Approximation o	AECOM / MTO
 EC requested additional information regarding the first PIC. AECOM noted that the PIC-ball be virtual and that PIC material will be product to the project website. There will be advanced notification and malator, sicil: in advance of the PIC. The posted material will be advanced notification and malator, sicil: in advance of the PIC. The posted material will be approximativity 2 weeks, aller which the Project Taram will respond to comments. A website presentation anound Just PIS will be built advanced material will be approximativity 2 weeks, aller which the Project Taram will respond to comments. A website presentation anound Just PIS will be built advanced material will be applied to the provide a corpy of the presentation. AECOM will circulate a corp to standards. Post Meeting hole: A corps of the presentation was checkling the advanced. 	Info. AECOM
Simce County (SC): • 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	Info.
IAAC is anticipated by early May. Note: On the IAAC website the BBP is now on the registry under 81382. SC impured if there are any changes to delivery of County Road 47 The Project Team are proceeding under the assumption that this work will continue. It is the Ministry's intertion to proceed with this undertaking assuming that the necessary approvale will be in place.	Info. Info.
AECOM / MTO: Bradford West Gwillimbury, East Gwillimbury and King have indicated an interest in council	AECOM
presentations. York Region will confirm if a council presentation is required. Simcos County	



	staff will provide an update to Council and will advise if a presentation is needed. AECOM	
	will coordinate with the respective clerks for bookings.	
•	MTO inquired if King Township is generally supportive of a Bathurst Street Interchange?	Info.
	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	AECOM
	include in our consultation program. It was suggested to include the Holland Marsh	
	Growers Association. 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.	

Ministry of Transportation

Bradford Bypass

Township of Brock Council Presentation July 19th, 2021

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.



Purpose of Presentation

To provide background and update on the status of the Bradford Bypass.

- 1. Project Background / Rationale / Benefits / Preliminary Design
- 2. Environmental Impact Assessment and Mitigation
- 3. Lake Simcoe Mitigation
- 4. Environmental Features
- 5. Study Process
- 6. Consultation / Overview of Key Stakeholders
- 7. Public Information Centre (PIC) #1
- 8. Summary and Next Steps



Project Location / Background

- The Ministry of Transportation (MTO) is building on the approved 2002 Environmental Assessment (EA) that identified a new 16.2-km freeway connecting Hwy 400 and Hwy 404.
- MTO began a Preliminary Design EA Update Study to advance the Bradford Bypass project in September 2020.
- · Interchanges are located at Hwy 400, County Road 4, Bathurst St, Leslie St & Hwy 404
- Crossings are at 10th Sideroad, Artesian Industrial Pkwy, Metrolinx rail corridor, Yonge St & 2nd Concession Rd.





Project Rationale & Benefits

- Advancing the Bradford Bypass project will help address current and future transportation needs in Simcoe County and York Region.
- Even with the historic public transit expansion plan and significant investments in transit, road congestion will continue to increase across the GGH.
- The population of Simcoe County is expected to increase to 416,000 by 2031. York Region is projected to grow to a population of 1.79 Million by 2041. Ontario needs new infrastructure to help move people and goods or the region will quickly become overwhelmed.



 Transportation-related construction is vital to Ontario's economic recovery especially in the years following the COVID-19 pandemic.

The Bradford Bypass project will generate direct and indirect economic benefits through creation of jobs and markets.



Transportation Benefits

The Bradford Bypass, a new proposed freeway connecting Hwy 400 and Hwy 404, is a solution that will manage the expected population growth and travel demand in the area.

- The Bradford Bypass will:
 - Relieve congestion on existing local roads between Highway 400 and Highway 404.
 - Address the expected travel demand and support goods movement in the area to help support urban development in York Region.
 - Provide a northern freeway connection between Highway 400 and Highway 404 saving motorists and trucks approximately 60% savings in travel time as compared to existing routes.



Travellers are expected to save up to 35 minutes per trip (an average travel time savings of approximately 60 percent)



Environmental Impact Assessment and Mitigation

- The Bradford Bypass Preliminary Design EA Update Study will include:
 - field investigations,
 - impact assessment/mitigation,
 - adherence to environmental commitments (including those identified in the 2002 Route Planning EA Approval.)
- A wide range of environmental studies related to natural, socio-economic, cultural, and technical disciplines will be carried out as part of this project.
- As part of the Preliminary Design, MTO will carefully consider all impacts to environmentally significant areas such as the Holland River Wetlands and existing and enhanced Greenbelt lands.
- MTO will continue to work with environmental agencies, municipalities and other concerned stakeholders to identify principles and recommendations for mitigating the impacts of placing new or expanded provincial highways within wetland areas or areas of the Greenbelt.
- The Preliminary Design will consider minimizing potential impacts to areas of the wetland or Greenbelt areas through engineering design refinements.
- The Bradford Bypass Preliminary Design and Class EA will adhere to all relevant new and existing provincial and federal legislation, including, but not limited to, *Endangered Species* Act (ESA, 2007), Greenbelt Plan, Heritage Act, Fisheries Act, Species at Risk Act (SARA, 2002), Lake Simcoe Protection Act, etc.



Lake Simcoe Mitigation

- The Bradford Bypass will be located south of Lake Simcoe and will not directly impact Lake Simcoe.
- The ministry will assess impacts with respect to the *Lake Simcoe Protection Act* and Lake Simcoe Protection Plan through consideration of:
 - Surface Water, Stormwater & Groundwater Management
 - Drainage, Hydrology, Fluvial and Erosion and Sediment Control
 - Soil and Groundwater Contaminations
 - Natural Sciences for Fisheries, Terrestrial Ecosystems, Species at Risk
 - Landscaping, Ecological Restoration and Invasive Species Management
 - Socio-Economics, Land Use and Agriculture
 - Legislative requirements
 - Consultation and Engagement
 - Design & Construction Environmental Management plans for Monitoring and Mitigation
 - Design, Construction, Lifecycle operation and management of the highway
- For groundwater and surface water resources, the Project Team will evaluate potential impacts and develop mitigation measures to avoid & minimize potential impacts within the study area. Water quality and quantity monitoring plans will be implemented for construction.



Environmental Features

- The Bradford Bypass will cross the Holland Marsh Provincially Significant Wetlands (PSW), which lines the Holland River and Holland River East Branch.
 - The crossings of the Holland Marsh were chosen because they are consistent with MTO's effort to minimize impacts to this sensitive wetland area and are among the <u>narrowest portions</u> of Holland Marsh.
- Any infrastructure proposed for the Greenbelt must meet certain environmental conditions that take into account the sensitive nature of Greenbelt lands.
 - The Bradford Bypass Preliminary Design will evaluate potential impacts to areas of the Greenbelt and refine the design to minimize impacts in consultation with key stakeholders and regulatory agencies.



Bradford Bypass Study Area in Greenbelt Plan Context

The approximate combined length of the Holland Marsh PSW crossing is 1 km, consisting of an area of about 10.75 hectares, which amounts to only 0.35% of the entire PSW area.



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.
- Consultation Principles
 - Carryout consultation to present the Preliminary Design and Environmental Assessment to engage the public, regulatory agencies, and Indigenous communities and solicit feedback
 - Receive and respond to questions and feedback received from stakeholders
 - Hold meetings with Indigenous communities, municipalities, regulatory agencies, impacted property owners and community groups.
 - Hold future PIC #2 (anticipated for Fall 2022)
- Transportation Principles
 - Develop Preliminary Design Refinements and Alternatives
 - Evaluate and Select Preferred Refinements/Alternatives
 - 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.



* May 3, 2021 — The Minister of Environment and Climate Change has determined that the Bradford Bypass Project proposed by the Ontario Ministry of Transportation does not warrant designation under the Impact Assessment Act. Decision: Non-designated project

Study Overview – County Road 4 Early Works (GWP 2008-21-00), Town of Bradford West Gwillimbury

 The Ontario government 2021 Budget allocated funding for the Bradford Bypass early works, which includes a grade separation at County Road 4 (CR4)/Yonge Street, reconstruction of the CR4 profile to accommodate the proposed interchange, and facilitating County of Simcoe's widening initiative of County Road 4 from Line 8 to south of Line 9.





Consultation

- MTO is committed to an open and transparent EA Study process.
- The Project Team will continue to engage with and obtain feedback from municipalities, Indigenous communities, environmental agencies and other concerned stakeholders throughout the study.
- The Project Team has developed a comprehensive consultation program that provides stakeholders with access to study information in a timely manner and allows them to provide input and participate in a meaningful way.
- Engagement and consultation include:
 - Project Website (<u>www.bradfordbypass.ca</u>);
 - Project Telephone Line (1-877-247- 6036);
 - · Inclusion on the Project Contact List to receive regular project updates;
 - Email communications and contact with the Project Team through a dedicated Project email address (<u>ProjectTeam@bradfordbypass.ca</u>);
 - · Project specific mailings and notifications (via physical mail or email);
 - · Newspaper advertisements (East Gwillimbury Express and Bradford West Gwillimbury Topic);
 - Two Public Information Centres (PIC #1 was held between April 22 and May 6, 2021 and PIC #2 is anticipated to be held in Fall 2022 (in-person or virtual); and,
 - Indigenous community information centres, and meetings and correspondence with Chiefs and Councils, or their delegates, as requested.



Consultation (cont.)

- Since Study Notification in September 2020:
 - Approximately 410 comments have been received
 - Approximately 530 contacts are on the project contact list
- A "Pre-PIC meeting" with municipalities within the study area occurred on March 30, 2021.
 - The project team continues to consult with Simcoe County, York Region, Bradford West Gwillimbury, King Township, and East Gwillimbury on the preliminary design for the project.
- All comments received during PIC #1 are being considered and analyzed.
- The project team is organizing community and advisory group sessions, in 2021:
 - Community, greenbelt, environmental group
 - Government advisory group
 - Municipal advisory group



Overview of Key Stakeholders Engaged

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

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

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
- 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
- Public Individuals

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



Public Information Centre (PIC) #1

- PIC #1 was held virtually through the Project Website (<u>www.BradfordBypass.ca</u>).
 - Part 1 April 22nd to May 6th, 2021
 - Information materials uploaded to the Project Website
 - 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
 - · Solicit input, feedback and comments on the preliminary design refinements
 - Part 2 May 18th, 2021
 - Webinar held through Zoom
 - Provide summary of feedback from PIC Part 1
 - Provide additional information related to key themes of feedback



Summary and Next Steps

- As the project progresses, MTO will continue to consult with municipalities, Indigenous communities and stakeholders to keep an open dialogue regarding the goals and objectives of the project.
- Some upcoming project activities include:
 - Ongoing stakeholder meetings and engagement
 - Refinement of route alignment
 - Completion of traffic analysis
 - On-going field investigations
 - Identification of interchange types and finalize their locations
 - Community and Advisory Group Meetings
 - Public Information Centres
 - · Technical and Environmental study reports
 - Preliminary Design
 - Final Environmental and Project reports
- Preliminary design reports, Transportation Environmental Study Report with environmental concerns and commitments to be carried forward.



Project Team Contact Information

- · Additional information is available on the project website
- The Project Team can be contacted through the website, via email or by telephone:

Website: www.bradfordbypass.ca Phone: <u>1-877-247-6036</u> Email: <u>projectteam@bradfordbypass.ca</u>

Your input is important to us.



Ministry of Transportation

Bradford Bypass

Town of East Gwillimbury Council Presentation July 27, 2021

Land Acknowledgement

- As we meet in this virtual setting, we would like to recognize that we are all residing on lands that are the traditional territories of First Nation and Métis communities.
- 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, and continue to be, used and occupied by the Williams Treaties First Nation communities, Métis, and other Indigenous Peoples.
- We would also like to recognize the importance of honouring Indigenous history and culture in this region and the treaty relationship and are committed to moving forward in the spirit of reconciliation and respect.



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- Crossings are at 10th Sideroad, Artesian Industrial Pkwy, Metrolinx rail corridor, Yonge St & 2nd Concession Rd.





Project Rationale & Benefits

- Advancing the Bradford Bypass project will help address current and future transportation needs in Simcoe County and York Region.
- Even with the historic public transit expansion plan and significant investments in transit, road congestion will continue to increase across the Greater Golden Horseshoe (GGH).
- The population of Simcoe County is expected to increase to 416,000 by 2031. York Region is projected to grow to a population of 1.79 Million by 2041.
 Ontario needs new infrastructure to help move people and goods, or the region will quickly become overwhelmed.



 Transportation-related construction is vital to Ontario's economic recovery especially in the years following the COVID-19 pandemic.

The Bradford Bypass project will generate direct and indirect economic benefits through creation of jobs and markets.



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The Bradford Bypass, a new proposed freeway connecting Hwy 400 and Hwy 404, is a solution that will manage the expected population growth and travel demand in the area.

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 - Provide a northern freeway connection between Highway 400 and Highway 404 saving motorists and trucks approximately 60% savings in travel time as compared to existing routes.



Travellers are expected to save up to 35 minutes (an average travel time savings of approximately 60 percent)



Environmental Impact Assessment and Mitigation

- The Bradford Bypass Preliminary Design EA Update Study will include:
 - field investigations,
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 - adherence to environmental commitments (including those identified in the 2002 Route Planning EA Approval.)
- A wide range of environmental studies related to natural, socio-economic, cultural, and technical disciplines will be carried out as part of this project.
- As part of the Preliminary Design, MTO will carefully consider all impacts to environmentally significant areas such as the Holland River Wetlands and existing and enhanced Greenbelt lands.
- MTO will continue to work with environmental agencies, municipalities, Indigenous Communities and
 other concerned stakeholders to identify principles and recommendations for mitigating the impacts of
 placing new or expanded provincial highways within wetland areas or areas of the Greenbelt.
- The Preliminary Design will consider minimizing potential impacts to areas of the wetland or Greenbelt areas through engineering design refinements.
- The Bradford Bypass Preliminary Design and Class EA will adhere to all relevant new and existing provincial and federal legislation, including, but not limited to, Endangered Species Act (ESA, 2007), Greenbelt Plan, Heritage Act, Fisheries Act, Species at Risk Act (SARA, 2002), Lake Simcoe Protection Act, etc.
- Environmental studies will be undertaken no matter what EA process is followed in order to evaluate
 potential impacts and identify mitigation measures for environmental protection (refer to MECP Policy
 Proposal+Https://ero.ontario.ca/notice/019-1883 for further details).



Lake Simcoe Mitigation

- The Bradford Bypass will be located south of Lake Simcoe and will not directly impact Lake Simcoe.
- MTO will assess impacts with respect to the Lake Simcoe Protection Act and Lake Simcoe Protection Plan through consideration of:
 - Surface Water, Stormwater & Groundwater Management
 - Drainage, Hydrology, Fluvial and Erosion and Sediment Control
 - Soil and Groundwater Contaminations
 - Natural Sciences for Fisheries, Terrestrial Ecosystems, Species at Risk
 - Landscaping, Ecological Restoration and Invasive Species Management
 - Socio-Economics, Land Use and Agriculture
 - Legislative requirements
 - Consultation and Engagement
 - Design & Construction Environmental Management plans for Monitoring and Mitigation
 - Design, Construction, Lifecycle operation and management of the highway



Bradford Bypass Location in Relation to Lake Simcoe

 For groundwater and surface water resources, the Project Team will evaluate potential impacts and develop mitigation measures to avoid and minimize potential impacts within the study area. Water quality and quantity monitoring plans will be implemented for construction.



Design Features

- Through the Regional Municipality of York, King Township and Town of East Gwillimbury, the 2002 Approved EA identified that the Bradford Bypass will:
 - · Cross Bathurst Street with a proposed full interchange
 - Cross Holland River East Branch
 - The proposed Bradford Bypass bridge over Holland River will be refined through consultation with municipalities and Transport Canada
 - The Town of Bradford West Gwillimbury has put forward a proposal for a new pedestrian trail along the Holland River. The Ministry is confident that a proposed trail can be accommodated below the Bradford Bypass at this location
 - Cross Yonge Street with a proposed overpass
 - Cross 2nd Concession with a proposed overpass
 - Cross Leslie Street with a proposed partial interchange
 - Proposed freeway-to-freeway interchange at Highway 404
- The ministry is happy to continue the conversation with municipalities on how active transportation / trail crossings of the Bradford Bypass can be accommodated. The ministry will work closely with the municipalities to identify these opportunities throughout Preliminary Design.





Environmental Features

- The Bradford Bypass will cross the Holland Marsh Provincially Significant Wetlands (PSW), which lines the Holland River and Holland River East Branch.
 - The crossings of the Holland Marsh were chosen because they are consistent with MTO's effort to minimize impacts to this sensitive wetland area and are among the <u>narrowest</u> portions of Holland Marsh.
- Any infrastructure proposed for the Greenbelt must meet certain environmental conditions that take into account the sensitive nature of Greenbelt lands.
 - The Bradford Bypass Preliminary Design will evaluate potential impacts to areas of the Greenbelt and refine the design to minimize impacts in consultation with key stakeholders and regulatory agencies.



Bradford Bypass Study Area in Greenbelt Plan Context

The approximate combined length of the Holland Marsh PSW crossing is 1 km, consisting of an area of about 10.75 hectares, which amounts to only 0.35% of the entire PSW area.



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.
- Consultation Principles
 - Carryout consultation to present the Preliminary Design and Environmental Assessment to engage the public, regulatory agencies, and Indigenous communities and solicit feedback
 - Receive and respond to questions and feedback received from stakeholders
 - Hold meetings with Indigenous communities, municipalities, regulatory agencies, impacted property owners and community groups.
 - Hold future PIC #2 (anticipated for Fall 2022)
- Transportation Principles
 - Develop Preliminary Design Refinements and Alternatives
 - Evaluate and Select Preferred Refinements/Alternatives
 - 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.



Environmental studies will be undertaken no matter what EA process is followed in order to evaluate potential impacts and identify mitigation measures for environmental protection (refer to MECP Policy Proposal https://ero.ontario.ca/notice/019-1883 for further details)

Consultation

- MTO is committed to an open and transparent EA Study process.
- The Project Team will continue to engage with and obtain feedback from municipalities, Indigenous communities, environmental agencies and other concerned stakeholders throughout the study.
- The Project Team has developed a comprehensive consultation program that provides Indigenous communities and stakeholders with access to study information in a timely manner and allows them to provide input and participate in a meaningful way.
- Engagement and consultation include:
 - Project Website (<u>www.bradfordbypass.ca</u>);
 - Project Telephone Line (1-877-247- 6036);
 - Inclusion on the Project Contact List to receive regular project updates;
 - Email communications and contact with the Project Team through a dedicated Project email address (<u>ProjectTeam@bradfordbypass.ca</u>);
 - · Project specific mailings and notifications (via physical mail and/or email);
 - Unaddressed notifications through Canada Post to approximately 12,500 recipients
 - Newspaper advertisements (East Gwillimbury Express and Bradford West Gwillimbury Topic);
 - Two Public Information Centres (PIC #1 was held between April 22 and May 6, 2021 and PIC #2 is anticipated to be held in Fall 2022 (in-person or virtual); and,
 - Indigenous community information centres, and meetings and correspondence with Chiefs and Councils, or their delegates, as requested.



Consultation (cont.)

- Since the Study Notification in September 2020:
 - · Approximately 410 comments have been received from stakeholders
 - Approximately 530 contacts are on the project contact list
- A "Pre-PIC meeting" with municipalities took place on March 30, 2021. Comments raised by Town of East Gwillimbury representatives included:
 - East Gwillimbury noted that their council requests an interchange at 2nd Concession Road. East Gwillimbury inquired if an interchange at 2nd Concession Road would be considered in lieu of Leslie Street.
 - East Gwillimbury noted that Bathurst Street is proposed to be an underpass but is very close to bodies of water and may have groundwater issues.
- The Project Team continues to consult with municipal partners including Simcoe County, York Region, Bradford West Gwillimbury, King Township, and East Gwillimbury on the preliminary design for the project.
- The Project Team is organizing targeted community and advisory group sessions, in 2021:
 - Community, greenbelt, environmental group
 - Government advisory group
 - Municipal advisory group



Overview of Key Partners and Stakeholders Engaged

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

Indigenous Communities

- Alderville First Nation
- Beausoleil First Nation
- · Chippewas of Georgina Island First Nation
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Hiawatha First Nation
- Métis Nation of Ontario
- Mississaugas of Scugog Island First Nation
- Mississaugas of the New Credit
- MNO Georgian Bay Métis Council
- Nation Huronne-Wendat
- Williams Treaty Group

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

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
- 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
- Rescue Lake Simcoe Coalition
- · Simcoe County Greenbelt Coalition
- · The Friends of the Greenbelt Foundation
- York Simcoe Naturalists

General Stakeholders

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

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



Public Information Centre (PIC) #1

- PIC #1 was held virtually through the Project Website (<u>www.BradfordBypass.ca</u>).
 - Part 1 April 22 to May 6, 2021
 - Information materials uploaded to the Project Website
 - 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
 - · Solicit input, feedback and comments on the preliminary design refinements

• Part 2 – May 18, 2021

- Webinar held through Zoom
- Provide summary of feedback from PIC Part 1
- · Provide additional information related to key themes of feedback
- The materials from the PIC, including a recording of the Webinar, will continue to be available through the Project Website at <u>https://www.bradfordbypass.ca/consultation/</u>


Summary and Next Steps

- As the project progresses, MTO will continue to consult with municipalities, Indigenous communities and stakeholders to keep an open dialogue regarding the goals and objectives of the project.
- Some upcoming project activities include:
 - Ongoing stakeholder meetings and engagement
 - Refinement of route alignment
 - Completion of traffic analysis
 - On-going field investigations
 - Identification of interchange types and finalize their locations
 - Targeted Community and Advisory Group Meetings
 - Includes Simcoe County Greenbelt Coalition and Rescue Lake Simcoe Coalition
 - Public Information Centres (PIC #2 anticipated Fall 2022)
 - Technical and Environmental study reports
 - Preliminary Design
 - · Final Environmental and Project reports (Winter 2022/2023)
- Preliminary design reports, Transportation Environmental Study Report with environmental concerns and commitments to be carried forward.



Project Team Contact Information

- · Additional information is available on the project website
- The Project Team can be contacted through the website, via email or by telephone:

Website: www.bradfordbypass.ca Phone: <u>1-877-247-6036</u> Email: <u>projectteam@bradfordbypass.ca</u>

Your input is important to us.





AECOM 300 Water Street Whitby, ON, Canada L1N 9J2 www.aecom.com

905 668 9363 tel 905 668 0221 fax

Action

Minutes of Meeting

Date of Meeting	July 28, 2021	Time 10:00am - 11:00am	60636190
Project Name	Bradford Bypass EA/ Preli	minary Design	
Location	Microsoft Teams Teleconfer	ence	
Regarding	Meeting to Discuss Active	Transportation	
Attendees	Harinder Singh Larry Sarris Rhonda Gribbon Nicole Ramesar-Fortner Tim Sorochinsky Riyaz Sheikh Mir Hyder Sarah Schmied	MTO MTO MTO AECOM AECOM AECOM AECOM	Guilliachan
	Terry Foran	Bradford West	Gwillimbury
Distribution	Attendees & Project Tean	n	
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

 R Sheikh provided an overview of the project. 		Info.
 AECOM inquired about the municipality's intention 	s for active transportation along	Info.
Professors Day Drive. It is noted that Bradford We	st Gwillimbury (BWG) intends to	
incorporate multi-use paths or sidewalks on both s	ides. Similarly, a multi-use path or	
sidewalk will also be incorporated on Artesian Indu	strial Parkway and County Road 4.	
 AECOM inquired if there is a proposed cross sedi 	on of Professors Day Drive. There are no	AECOM
up to date cross sections available, however it is n	oted that information may be available in	
the 2005 Transportation Master Plan. AECOM to r	eview.	
 AECOM are developing cross sections based on t 	ne feedback received to date from	AECOM
municipalities. The draft cross-sections will be circ	ulated to the municipalities for feedback	
and discussions.		
 BWG noted that Professors Day Drive will be 2 land 	es north of 8th Line, and 4 lanes south of	BWG
8th Line, however this would need to be confirmed	BWG will follow up with AECOM.	
 BWG inquired if there was any opportunity to accord 	mmodate paths and crossing locations	
via proposed culverts, watercourse crossings, and	wildlife crossings through the BBP	
corridor. BWG noted there are plans for a pedestri	an 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	t the structure spans along both Holland	
River crossings will be large with opportunities to a	ccommodate a crossing as the as the	
design develops. It is also noted that the Ministry	needs to meet navigation clearance	



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. • AECOM will be looking to conduct an impact assessment, including impacts associated	Info.
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.	
 BVG warks to protect for future a trait north and south of watercourse 2 and 3 (as per BVG mapping) and would like outerst at these water courses to be sized accordingly. Watercourse 4 and 5 (as per BVG mapping) are also in consideration for traits. The request is to provide oversized cultverts throughout the corridor to no preclude future development. AECOM will review opportunities for an oversized cultvert in these locations. 	AECOM
 It is noted that BWG is looking to acquire the bush lot near watercourse 5 for a future municipal park. AECOM inputed 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 controlor adjacent to Highway 400. 	Info.



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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 Teleco	onference	
Regarding	Meeting to Discuss Active Transportation		
Atlandoos	Harinder Singh Salia Kalai Rhonda Gribbon Tim Scruchinsky Riyaz Sheikh Mir Hyder Sonia Rankin Sarah Schmied Paul Newman Mick Molinari Aaron Karmazyn Frank Mazzutta Mark Valcic	MTO MTO AECOM AECOM AECOM AECOM East Gwillimbu East Gwillimbu East Gwillimbu East Gwillimbu East Gwillimbu	у у у у
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
:	R Shikh provided an overview of the project AECOM has been in convergendance, including meetings, with East Gaillimbury (EG) throughout the study process and have defauled preliminary cross-section requirements for roodways under East Gaillimbury is privaticion. Based on the available information, NUP or sidewarks have been definited for Bithurs been and Yongs Tears. At Leises Tever, three is an existing cycling facility to the south that is utimately planned to become a dedicated order for this.	Info. Info.
٠	AECOM is currently developing cross sections for roadways along the Bradford Bypass and will irrutate these back to the municipality for input and feetback	Info.
٠	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.
٠	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.
•	Consideration is also being made for potential water transportation as well, including recreational activities such as canoeing and paddling among others.	Info.



•	EG inquired if an alignment has been identified for the Bradford Bypass. At this time the	Info.
	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.	
•	EG will forward the Active Transportation Master Plan to the group. This will provide a good	EG
	basis to determine where there are potential opportunities to connect existing routes.	
•	AECOM inquired if there are any shape files or CAD available with respect to the trail	EG
	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.	
•	AECOM noted that EG's main points of contact are noted to be Adam Robb and Denny	AECOM
	Boskovski. EG requested that Frank Mazotta and Aaron Karmazyn are to be included in all	
	future correspondence as well.	

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

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G.W.P. 2008-21-00

Stakeholder Meeting

County of Simcoe & Town of Bradford West Gwillimbury

September 22, 2021

Delivering a better world

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



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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 Fail / Winter 2021
 - DB-RFP Award Spring 2022



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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.



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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.





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Proposed Work - Other Disciplines

- 1. Traffic Engineering
- 2. Drainage & Hydrology Engineering
- 3. Electrical Engineering
- 4. ATMS

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- 5. Pavement Engineering
- 6. Foundations Engineering



Proposed Work - Construction Staging (General)

· Proposed staging is subject to change

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- 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.



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Proposed Work - Construction Staging (General)



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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



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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 oriteria of Ontaino Regulation 9105 and Ontaino Regulation 1006 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)



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







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)



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- 1. Design
 - c) Realigned driveway and other
 - driveway shifts



1. Design

d) Multi-Use Pathway (Interim / Ultimate condition)



1. Design

e) Storm Water Management Pond (grading and drainage)



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- 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
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- 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.

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Questions & Comments

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Minutes of Meeting

Date of Meeting	September 22, 2021	Time 3:00PM - 5:00PM	60636190
Project Name	Bradford Bypass EA/ P	reliminary Design - County Roa	d 4 Advance Contract
Location	Microsoft Teams Telecor	nference	
Regarding	Stakeholder Meeting -	- County of Simcoe and Town of Bradford West Gwillimbury	
Altendees	John MacKinnon Rhonda Gribbon Christian Meile	MTO MTO County of Sim	coe (Simcoe County)
	Julie Scruton Peter Loukes Katy Modaressi	County of Sim Bradford West Bradford West	coe (Simcoe County) : Gwi∎imbury (BWG) : Gwi∎imbury (BWG)
	Rebecca Murphy Joe Coleman Tim Sorochinsky	Bradford West Bradford West AECOM	:Gwi∎imbury (BWG) t Gwi∎imbury (BWG)
	Riyaz Sheikh Nico Valenton Sarah Schmied Mir Hyder	AECOM AECOM AECOM AECOM	

Distribution	Attendees & Project Team
Ninutes Prepared By	Fadwa Hamdan, BES.

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 contexts to be correct. PLEASE NOTE:

1. Meeting Minutes	Action
Introduction 28 Protect Durantees AECOM provided a softly moment regarding fatigue mitigation in the workplace, AECOM provided an envirou of the project inducting existing containors, and the proposed interim and future works. The Badford Bigsace associations and a 4 between P and 9° Line, The County is currently planning to widen County Road 4 the Weeder Cores section will indu- ate mail-sub-pathway. If OI is working with the County to program an anance context that includes the County's works mitigative county bound and a multi-sub-pathway. If OI is working with the County to program an anance context that includes the County's works mitigative county bound works on the future interchange requirements, and a new bridge that will cores over the future interchange requirements, and an ew bridge that will cores over the future that the proposed improvements to County Road 4, diversely entrances in the control and will the proposed improvements to County Road 4, diversely entrances may require relacation and/or realignment.	Info. Info.
 BWG noted additional property is required for the MTO design. MTO noted property acquisition based on the preliminary design is ongoing. 	Info.



•	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 accounts and a study of the study of t	Info.
٠	zuzz. 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.	Info.
•	Simcoe County asked who would own the County Road 4 / 8 th Line intersection. MTO noted the County Road 4 / 8 th Line intersection who id continue to be owned by the County.	Info.
•	Smoot County requested information about flater maintenance of the roadway, MTO mode when the interhanges is constructed and the CAH is explicitled, the area weights the CAH would be under MTO extensitie, and the filleruper maintenance is MTO's responsibility, MTO road mail (does not plane no acquiring oversiting of any section of County Road 4 until after the interchange is constructed, Witter (plowing, ask, sending, and singing deshrup) is under the County/Town responsibility under MTO Interchelle-101.	Info.
·	AECOM provided an overview of the conceptual construction staging approach. The staging approach consists of maintaining the existing number of lares during construction, a temporary processing system to permit the construction of the widening works, and the use of a detour around the west side of the bridge to permit tridge construction in one step.	Info.
·	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.	Info.
•	AECOM provided an overview of the environmental approvals specifically for the County Road 4 contract,	Info,
•	seed & Protect Speed 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 Country's jurisdiction. AECOM noted a change in deging speed to 80 km/h within the MTO contract limits is proposed due to properly constraints, and the 4-signaled intersections that will exist within 1.4 km once the information is enoutly without the MTO contract limits is proposed due to pro-	Info.
•	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 diamate confidin ono the county Read 4 interchange is constructed. A posted speed of 60 km/h southbound is also proposed. During construction the posted speed bit Be 60 km/h.	Info.
·	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.	Info,
•	Simcoe County agreed to support the proposed 80 km/h design speed. Simcoe County also noted there is a bytaw that requires temporary detours/zones to be 60 km/h.	Info.
•	Driveways. Stormarker Fond AECOM noted there were existing driveway locations that did not meet standards for the existing Ocurity Road 4, and there are driveway locations that do not meet standards for the widened County Road 4.	Info.



•	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 DTESC areament)	Info.
•	Since Doubly roled half elements can be constructed such that sight lane requirements can be added and an argument with the property owner can be mached. Since Country is okry with seeingt but drivening, AECOM to provide there information regarding drivening howellands valignments, and drivening labels untrier information meeting and an argument with and drivening labels and and an argument of the AECOMMTO provided proposed drivening rolecationarialignments, and sight more. AECOMMTO provided proposed drivening rolecationarialignments and sight more approach and the signt signal and an array of the signal and an array of the signal and a sight more approach and an array of the signal and a sight more approach and an array of the signal and array of the signal and an array of the signal and an array of the signal and array of the signal	AECOM
•	Management of the output of the any impacts to the Town's Stormwater Management Pond at 8° Line and County Road 4, AECOM roted impacts to the pond and the culvet odell from the pond are not antippletic. BWS engagement and the pond area to antip the document of the the pond area on antippletic. BWS engagement Pond was been point and the document of the pond AECOM agreed to setup the meeting. Post meeting note: A meeting to discuss the Town's Stormwater Management Pond was being do November 6, 2021.	AECOM
·	BWG noted the property ownership at the northeast corner of 8 th . Line and County Road 4 requires califications. MTO noted the ownership when ascended was under the Town and not the County, MTO noted if the property is acquired by MTO, it would be transferred to the County,	Info.
Multi-Us	a Pathway (MUP)	
•	BWG inquired if the proposed bridge would support future sidewalks.	Info.
•	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.	Info.
•	BWG noted the MUP is planned to extend from 8 th Line to County Road 89, MTO confirmed the MUP is included in the design.	Info,
Construc	tion Staging, Traffic Management, Limits	
•	BWG inquired if traffic engineering has reviewed the detour. AECOM noted the traffic team has reviewed the detour including the proposed fane reductions when required at 8 th Line intersection. AECOM noted during construction the existing number of through lanes would be maintained through the site.	Info.
•	BWG noted if timelines can be provided for the contract, the planning and scheduling for reconstruction of Helland Street (south of the study area) is copoing. MTO noted the contract duration is currently under review and works will occur in 2022, 2023, and 2024. MTO will provide a schedule uncellet In BWG and the Country once the contract is avarded.	мто
•	MD register when the County was stanning to commence their County Read 4 widening contract, Simos County routed them is a hold on the County's count of widening endpandence which are engings, Simos County roled the utility widening which are engines of the line and 2 line. Simos County roled wides could start on the north side or south side of their lines. MD noted is program will be included in the county Read 4 widening contract, County Read 4 widening contract, County Read 4 widening contract,	MTO / AECOM



Environmental BWC noted the abandoned house at 2843 Yonge Street will be demclashed by others. MTO requested to be updated information regarding the demolino parmit] AECOM inquired the status of the Archaeology (Stage 2 and 3 reports with the Courty preject, Simou Courty redet they are waiting of the submissions from their sub- consultant. These reports include other archaeology sites along Courty Read 4 including updated and the status of the Archaeology sites along Courty Read 4 including updated and TSG sints, BWG to provide further updates regarding the requested archaeology reports.	BWG BWG
Transportation Planning, Traffic Engineering BWO noted that they are in the process of completing their Transportation Master Plan and need to coordinate Bradford Spass information into their model, AECOM noted as the project is currently organy. The information provided at this time may not represent the preferred attention, which is expected in spring 1 summer 2022, BWG to request the specific information negured from AECOM.	BWG
Utilities 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.	MTO/AECOM
Other Business • NVA	Info.


AECOM 300 Water Street 905 668 9363 tel Whitby, ON, Canada L1N 9J2 905 668 0221 fax www.aecom.com

Action

Minutes of Meeting

Date of Meeting	November 25, 2021	Time 10:00am - 11:00am	60636190	_
Project Name	Bradford Bypass EA/ P	Preliminary Design		
Location	Microsoft Teams Teleconference			
Regarding	Meeting to Discuss Active Transportation Initiatives			
Atlendees	Larry Sarris Harinder Singh Rhond Gribbon Tim Sorochinsky Riyaz Sheikh Sonia Rankin Mir Hyder Geoff McKnight Erank Lonkman	MTO MTO AECOM AECOM AECOM Bradford West Bradford West	Gwillimbury Gwillimbury	
	Michael O'Hare Shan Tennyson Attendees & Project T	Bradford West Bradford West	Gwillimbury Gwillimbury	_
Minutes Prepared By	Mir Hyder, B.Eng.			-

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.

Meeting Minutes

•	R Sheikh provided an overview of the project.	Info.
•	On October 7th, 2021, regulation 697/21 came into effect. In place of a Transportation	Info.
	Environmental Study Report, the team will prepare an Existing Conditions Report in	
	conjunction with the Environmental impact Assessment Report (EIAR). The Project Team will continue to most existing commitments processiond	
	Bradford West Gwillimbury (BWG) inquired about the trail/ Active Transportation	Info
	component of the study, and how it will be incorporated as part of this assignment. It is	
	noted that the team is looking to incorporate and/or not preclude trail facilities where	
	feasible as the study continues to be carried out. At crossing road locations, preliminary	
	cross-sections are being generated factoring in officially approved plans (i.e. IMP) and in	
	BWG inquired how MTO will be involved with the development of the waterfront trail along	MTO
	the Holland River. BWG inquired if MTO will be the proponent for construction of the trail	
	or will just be providing feedback as to how the trails can be built. MTO will confirm the	
	level of participation with the municipality.	
•	The high-level plan and overview of the proposed waterfront trail was discussed. AECOW	Info.
	MIO nave reviewed the concept plan and presented preliminary comments/ teedback to pwc	
	bwo.	



 It is noted to updated matching A full map drawings to ware chores 	viat BVG has been encouraged to incorporate the trail system. There will be an op with another conceptual alignment that will be provided to the Project Team. will be provided by year end. <i>Post Meeting Note: BVG provided updated</i> at add the southern and northern segments to the riverfront trail concept that terrorisms.	BWG
 It is noted t meeting. Th Bypass Mu 	previously. nat the Project Team is currently coordinating a municipal advisory group (MAG) is will likely occur early in the new year. Post Meeting Note: The Bradford nicipal Group Committee meeting was held on January 20, 2022.	Info.



AECOM 300 Water Street 905 668 9363 tel Whitby, ON, Canada L1N 9J2 905 668 0221 fax www.aecom.com

Action

Minutes of Meeting

Date of Meeting	December 10, 2021	Time 11:00am - 12:00pm	60636190	
Project Name	Bradford Bypass EA/ P	Preliminary Design		
Location	Microsoft Teams Teleconference			_
Regarding	Meeting to Discuss Active Transportation Initiatives			
Attendees	Larry Sarris Rhonda Gribbon Riyaz Sheikh Sonia Rankin Mir Hyder Frank Mazzotta Denny Boskovski Aaron Karmazyn Stephanie Fraser	MTO MTO AECOM AECOM Covin of East C Town of East C Town of East C Town of East C	Swillimbury Swillimbury Swillimbury	
Distribution	Attendees & Project T	eam		
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

1. Meeting Minutes

 R Sheikh provided an overview of the project. 	Info.
 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 	Info.
and will distribute them to the municipalities once complete.	
 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.
 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 sepacted, AECOM requests to be notified such that it can be accounted for as part of the study. 	EG
 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	Info.
implementation of trails by the municipalities. Typically, AT infrastructure crosses freeway facilities via crossing roads/ interchanges.	
 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 	AECOM
updated feedback and will address accordingly.	
 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



	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 learn with appropriate contact information. AECOM will account for this initiative.	
•	EG inquired with respect to plans for an E-W Archie 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 CAL of the Brearier Brease.	Info.
•	EG impured if additional property can be acquired to accommodate an adjacent AT corridor on either side of the proposed Bradford Bypass. Acquiring additional lends for puposes of ther than with takes bene identified for the Bradford Bypass would enquire lends bypord the 2002 Approved EA. Suggestions for trails of this nature would likely require an Environmential Assessment that is inducedired for the roccosh thinknow.	Info.
•	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
•	Ecrolenzed their interest for an interchange at 24° concession. Furthermore, the location of the interchange at Bahruss Street was addiscussed. As per the Torons plans, future development is anticipated sould if this interchange only. Further discussion with the Toron. Region, and Project Terain resequences for the incorporation of the interchange at Bahrust. It is noted that if an interchange is built at this location, jurisdiction would be transferred to the Region.	Info.

Ministry of Transportation

Highway 400 – Highway 404 Link (Bradford Bypass)

York Region Council Meeting

January 13, 2022



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 peoples

Purpose of Presentation

- 1. Project Location/Background
- 2. Ontario Regulation 697/21
- Project Current Status
- 4. Early Works
- 5. Next Steps



1. Project Location/Background

- MTO previously completed a Route planning Study for the Bradford Bypass and a subsequent Environmental Assessment, and the Recommended Plan were approved in 2002
- In 2019, The Ontario Ministry of Transportation (MTO) began the engineering design and field work for the Bradford Bypass and has retained AECOM Canada Ltd. to undertake the undertake the Preliminary Design and project specific assessment of environmental impacts in accordance with Ontario Regulation 697/21



4 York Region Council: Bradford Bypass

2. Ontario Regulation 697/21

- On October 7, 2021, the Ministry of Environment, Conservation and Parks (MECP) introduced Ontario Regulation (O. Reg.) 697/21 that allows the MTO to complete a streamlined assessment process to move the Bradford Bypass forward in an environmentally conscious way
- The regulation allows for a bridge and associated roadworks at County Road 4 to proceed in advance of the rest of the project provided that the MTO completes an Early Works assessment process
- The regulation requires the MTO to complete environmental studies and consultation during each phase of the project.
- The new regulation also eliminates the duplication of work completed as part of the previous Environmental Assessment processes while not compromising environmental protection.
- MTO is still required to complete all environmental requirements such as carrying out
 consultations as set out in the regulation and obtain all necessary federal and
 provincial permits and approvals for the project prior to construction.
- The project specific assessment of environmental impacts in accordance with O. Reg. 697/21 is currently underway and is expected to be completed in December 2022.

3. Project Current Status

Transportation Principles

- Evaluate and Select Preferred Refinements/Alternatives
- Develop the Preliminary Design

Consultation Principles

- Continued consultation to present the Preliminary Design and assessment of Environmental Impacts to engage the public, regulatory agencies, and Indigenous communities and solicit feedback
- Receive and respond to questions and feedback received from stakeholders
- Continued meetings with Indigenous communities, municipalities, regulatory agencies, impacted property owners and community groups.
- Hold future PIC #2 (anticipated for Fall 2022)

Documentation Principles

 Prepare and file a draft Environmental Conditions Report (ECR) and a draft Environmental Impact Assessment Report (EIAR) to document the Preliminary Design and assessment of environmental impacts.



4. Early Works

- 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
- 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



5. Next Steps

- Field Investigations and Data Collection (on-going)
- Evaluation of Alternatives (early 2022)
- On-going consultation and meetings with Indigenous Communities, municipalities, federal and provincial agencies, as well as interested stakeholders. In addition, separate Advisory Group meetings have occurred and will continue as follows:
 - Municipal Advisory Group Meeting #1 (Anticipated Early 2022)
 - Federal/Provincial Advisory Group Meeting #1 (Anticipated Early 2022)
 - Environment, Community, and Agriculture Committee Meeting #2 (Anticipated late 2022)
- Draft Early Works Report (January 13, 2022)
- Early Works DB Contract Award (Anticipated spring 2022)
- Draft Environmental Conditions Report available for review in 2022
- Public Information Centre 2 (Anticipated fall 2022)
- Draft Environmental impact Assessment Report (EIAR) available for public review in late 2022 to early 2023
- Preliminary Design anticipated completion in early 2023

Questions



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 Gvillimbury 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 clickag " "; 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

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



Ontario

Bradford Bypass

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


















































Ontario 😵

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)	
Location Attendees	MS 1eams (Virtual) Redrot Oppass Project Team: <u>Ministry of Transportation (MTO)</u> Larry Sams, Project Manager Hannoet Singh, Project Manager Sale Kalail, Area Manager Sale Kalail, Area Manager Jante D. Subert, Regional Archaeologist Lesife Curte, Indepraces Liason Rebecca Lariviere, Project Delivery E.I.T. <u>ACCOM</u> Tim Sorochinsky, Project Manager Ryzz Shekh, Deput Project Manager	Bradford West Gwillimbury Fire & Emergency Services Olaf Lamerz, Fire Chief Jone Stander, Fire Chief Dawid Van Veen, Senior Project Manager – Engineering, Public Works and Buildings Jamie Smyth, Manager of Economic Development Samantha Fraser, Director of Public Works Stephen Najkor, Director of Public Works Stephen Najkor, Director of Public Works Stan Witeb, Manager of Community Planning Terry Foran, Director of Community Planning Terry Foran, Director of Community Services Geoff McKrigtr, CAQ
	Sonia Rankin, Senior Environmental Planner Sama's Schmidd, Environmental Planner Nico Valenton, Deputy Project Manager CR4 Mir Hyder, Hydhway Engineer Kenndal Souliere, Environmental Planner Committee Attendees: York Region Stew Mota, Program Manager, Transportation Engineering Sami Butorsky, Water and Wastewater Engineer Joshua Wang, Transportation Engineer	Relector Murphy, Municipal Clerk Supervisionales in Montangement / Drainage Supervisionales in Manager of Capital Projects Supervisionales in Manager of Capital Projects Pater Loakes, Director of Development Engineering & Montael Diano, Manager of Economic Development Marcio Manager, Project Manager, Capital Projects Development & Engineering Services Tourn of Cast Owillimbury Damy Bostowick, Asset Management and Capital Project
	County of Simcee Claire Walker, Project Engineer Dan Amado, Manager of Planning David Parks, Director of Planning, Development & Tourism Development & Tourism Engineering, Director of Transportation & Engineering, Director of Transportation Manager Greg McGrath, Construction Superintendent Ishan Maggo, Planner II	Manager mugn, Garend Manager Community Parka, Anom Kons & Culturer Mike Molinari, General Manager, CIES Paul Neuma, Director of Engineering & Development Engineering Director of Engineering & Development and Operations Marco Ramunno, General Manager, Development Services Mark Valici, Deput ACAUG, Strategic Inteleves Lawrence Kuk, Manager of Planning
	King Fire and Emergency Services	

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.

South Simcoe Police Dave Phillips, Sergeant

Errors or omissions to these minutes shall be identified and provided to projectlearn@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 Jannfer Caiteta, Manager of Building Services Kathryn Moyle, Township Clerk Carolyn Ali, Manager of Development Services Chris Fasciano, Director of Parks, Recreation and Culture Gaspare 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

<u>County of Simcoe</u> George Cornell, Warden Mark Aitken, CAO Rob Elliott, General Manager of Engineering, Planning and Environment

Ontario Provincial Police Jennifer Davey

Central York Fire Services lan Laing, Chief

<u>York Regional Police</u> Laura Nicolle, Constable Josie Rose, District Community Liaison Committee – Chair, Police Community Advisory Council

East Gwillimbury Fire Services Rob McKenzie, Fire Chief

Prepared by AECOM

Distributed to: All attendees and regrets





Summary of Meeting

Introduction (Slides)

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

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

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

Harinder S. introduced members of MTO, Tim S. introduced members of AECOM, and then each 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 uring attances to review the document on the Project vehealing interestad. Site continued to discuss the Project-specific assessment of environmental impacts to the new review to forewary connections, proposed interchanges, grade segaratic consisting, and enzyment and utility refinements. Regar S: 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 Ontanio Regulation 697(2). Sonia R. reinided the attendes 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 697/21.1 in mich 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 commentro - no 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 bases 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.

- Riyas 3. 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:

 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 (EAR), 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.



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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. Wunicipal 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 Torwn of Brackford West Gwillenbury would like to reletrate 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 congoing in the Alternatives Evaluation. He noted that there is a separate project study for Simcoe Rd 8b y 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. noded that north of Chelesa Crescent and Wyman Crescent adjacent to the alignment, there is
 a 7m strip that the Town of Braddrof 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 privide 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 (beynod the images displayed), which could potentially maintain access to the farms. Further direction and discussions with the Township d 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 Altemative 1 and Altemative 2 is a back-to-back curve (Alternative 1) not a trangential alignment (Altemative 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 Holiand Nover East Branch is considered an available waterway and that MTO will need to gaterovis under the Neilayable Waters Arc (Transport Canada) as well as other approvals and/or authorizations including under the *Enbends* Arc (TDO) for Faih and Faih ablatit, 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 Gwilimbury met with the Project Team about trails (re: October 13, 2020), they did sicuses a pedestinan 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 charges and vegetation removals in the ROW as a
component of their terrestrial statules. 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 ROV (likely to occur at the Green Landrighway 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, PCIs).

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

/end





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Minutes of Meeting

Date of Meeting	August 24, 2022	Time 2:00pm – 3:00pm	60636190
Project Name	Bradford Bypass Preliminary Design and Assessment of Environmental Impa		of Environmental Impacts
Location	Microsoft Teams Teleconference		
Regarding	King Township - Hoc	King Township - Hochreiter Road and Road Allowance Options	
Atlendees	Wan Chi Ma	MTO	
	Alex MacLean	MTO	
	Riyaz Sheikh	AECOM	
	Mir Hyder	AECOM	
	Nico Valenton	AECOM	
	Holly Wright	AECOM	
	Fadwa Hamdan	AECOM	
	Barry Budhu	King Townshi	p
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

0	
 R. Sheikh provided an overview of the proposed Bathurst Street interchange design and 	Info.
presented the Hochreiter Road alternatives including access options for property parcels	
north and south of the proposed Bradford Bypass.	
 The first option is to realign Hochreiter Road to north of the Bradford Bypass and parallel to 	Info.
the freeway. The entrance to Hochreiter Road from Bathurst Street would be moved further	
north. The second option reopens the closed road allowance the north of Hochreiter Road.	
 It is noted that Hochreiter Road is currently a privately owned road and is not maintained by 	Info.
King Township or Town of East Gwillimbury. Only Bathurst Street is under the jurisdiction	
of King Township, which is maintained by East Gwillimbury via an agreement.	
 Presently the preferred overall design at Bathurst Street is being finalized, however in 	Info.
terms of accesses, a direction from King Township would be preferred in advance of Public	
Information Centre #2. MTO will continue to work with municipalities to determine the	
appropriate solution.	
 B.Budhu will review the I ownship's records to determine the rationale behind the closure of 	King Lownship
the road allowance to the north, however records may be limited.	
 R Sheikh inquired if there is potential to reopen the road allowance. B.Budhu noted that 	Info.
King Township will work with MTO to facilitate and support the study where feasible.	
 MTO will turther discuss any cost sharing agreements for interchanges in the next phase of 	MIO
the project.	
 K Sneikn indured what would king i ownship would require to facilitate the request with 	ALCOM
respect to reviewing the access options presented. B. Budhu requested that AECUW share	
the proposed opports for modifienter road and the south property access, details and	



	justifications to support discussions with the municipal council and farmers in the area. Meeting Note: King Township notified the Project Team on October 5%, of their preference for Option 1, to realign Hochreiter Road and service the adjacent	
	properties from the realigned roadway.	
•	R.Sheikh inquired how long King Township would require to review the request. B.Budhu suggested that they would need about a month with a potential follow up meeting with the	Info.
	Project Team at that time	



Welcome and Introduction

Public Information Centre #2 Highway 400 to Highway 404 Link (Bradford Bypass)



Agenda

- Welcome and Introduction
- Purpose of Public Information Centre #2 (PIC #2)
- Overview and Study Process
- Consultation
- Outcome of Alternatives Evaluation
- The Recommended Plan
- Environmental Studies
- Next Steps
- · Question and Answer Period.



Introductions





Purpose of PIC #2

- · Project overview and update
- Summarize the evaluation of alternatives and present the Recommended Plan
- Summarize environmental impacts and proposed mitigation measures
- · Discuss next steps of the project
- Following PIC #2, comments can be provided for a two-week period from November 24 – December 8 via the comment form on the Project Website, by emailing the Project Team (projectteam@bradfordbypass.ca), or call us at 1-877-247-6036.





Bradford Bypass Project Overview

- The project is referred to as Highway 400 to Highway 404 Link (Bradford Bypass)
- The Bradford Bypass is a 16.9 km, controlled-access freeway between Highway 400 and Highway 404
- The project is based on the 2002 Approved Environmental Assessment Alignment
- Located within Simcoe County and Regional Municipality of York.

Please provide us with your input!



Study Process and Schedule



Ontario Reg. 697/21: Bradford Bypass Project

- This Study has been following the streamlined assessment process as set out in Ontario Regulation 697/21 (October 7, 2021), including:
 - Consultation and engagement
 - Generation and evaluation of alternatives
 - Field investigations, preliminary impact assessment and development of mitigation
 - Preparation of Environmental Conditions Report and Environmental Impact Assessment Report
- Continue to engage and consult with Indigenous Nations, Regulatory Agencies, Local and Regional Municipalities and other concerned stakeholders.





Project Consultation Activities

Activity	Timeline	
Notice of Study Commencement	September 24, 2020	with Indigenous
Ontario Regulation 697/21	October 7, 2021	Nations and consultation with the
Public Information Centre #1	Held virtually in April 22 to May 18 2021	public, key stakeholders, Regulatory Agencies and Local and
Draft County Road 4 Early Works Report Public Review Period	January 13 to February 12, 2022	
Notice of Publication of Final Early Works Report	March 21, 2022	
Preliminary Design Interchange Consultation Event	April 21 - May 5, 2022	Regional Municipaliti
Draft ECR Public Review Period	August 12 - September 16, 2022	throughout the proje
County Road 4 Final Early Works Report Addendum	September 6, 2022	
Notice of Publication of Final ECR	October 27, 2022	
PIC #2	November 24, 2022	We are here
Draft and Final Environmental Impact Assessment Report	Anticipated 2023	



es
Overview of PIC #1

- PIC #1 was held virtually in April and May 2021:
 - Information posted on the Project Website on April 22, 2021 for public review and comment
 - Webinar on May 18, 2021.
- PIC #1 presented and sought input on:
 - · Evaluation alternatives and process
 - Mainline and interchange design refinements
 - Environmental considerations, protection and mitigation measures.

Feedback is summarized in Environmental Conditions Report Section 4.6.1.2 (Summary of Feedback Received)

- Key feedback received included concerns or questions regarding:
 - Impacts to the natural and socioeconomic environments
 - Design of the proposed interchanges
 - · Environmental review process
 - Engagement with Indigenous Nations and the public consultation process
 - · Property impacts
 - Navigation along the Holland River.



Overview of Preliminary Design Interchange Considerations for 10th Sideroad and 2nd Concession Road

- Interchange Consultation Event was held virtually in April and May 2022:
 - Information posted on the Project Website between April 22, 2022 and May 5, 2022.
- The Interchange Consultation Event presented and sought input on:
 - Preliminary Design alternatives for the interchanges at 10th Sideroad and 2nd Concession Road.

Feedback is summarized in Environmental Conditions Report **Section 4.6.2.2** (Summary of Feedback Received)

- Key feedback received included concerns or questions regarding:
 - Impacts to the natural, socioeconomic and cultural environments
 - Design of the interchanges at 10th Sideroad and 2nd Concession Road
 - Property impacts
 - · Public consultation activities.

Overview of the Environmental Conditions Report

- Per the O.Reg. an Environmental Conditions Report was prepared to document an update to focus
 on environmental conditions within the Study Area
- · Draft Environmental Conditions Report Public Review Period
- Key feedback received on the Draft Environmental Conditions Report included, but is not limited, to questions and concerns regarding:
 - · Property impacts
 - · Impacts to the natural, socio-economic and cultural environments
 - · Project timelines, engagement with Indigenous Nations and public consultation activities
 - · Evaluation of alternatives
 - · Impacts to traffic
 - · Interchange design.
- Existing conditions information for various disciplines is documented in the Final Environmental Conditions Report, available on the Project Website
- Impacts and mitigation measures will be documented in the Environmental Impact Assessment Report.



Overview of Benefits

- Building infrastructure is a critical part of Ontario's long-term economic plan, and even more important to our economic recovery from the COVID-19 pandemic
- The Bradford Bypass would create jobs during construction and once completed would help connect people to major employment centres and attract more businesses to the area, creating and sustaining good local jobs
- As a major freeway connection, the Bradford Bypass would also help goods travel faster to — and through — the Greater Toronto Area, boosting Ontario and Canada's economy
- Motorists and trucks are anticipated to see significant savings in travel time when using the Bradford Bypass compared to existing routes along local roads up to approximately 35 minutes.



Overview of Benefits



Traffic Operations - Without Bradford Bypass



Traffic Operations – With Bradford Bypass



Note: Based on preliminary draft traffic modelling

e Street as the preferred network delay, out of way travel, environmental considerations and constraints, and preliminary costs

 It was determined that interchanges at 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street would be included as part of the Study

Consideration included interchange utilization, overall

 While the Study will seek approval for all five interchange locations, a phased implementation of these interchanges may be considered pending further design development and consultation in subsequent design stages.

Overview of the Selected Interchanges

- The 2002 Approved EA identified County Road 4, Bathurst Street, and Leslie Street as the preferred interchange locations
- In consultation with the municipalities, requests from the Town of Bradford West Gwillimbury and Town of East Gwillimbury were made to consider interchanges at 10th Sideroad and 2nd Concession Road
- A feasibility assessment was conducted evaluating nine interchange location scenarios to determine the best interchange configuration through the Bradford Bypass corridor
- The evaluation was conducted in accordance with satisfying the study objective to improve connectivity of the study area between Highway 400 and Highway 404, facilitating the improvement of traffic operations and movement of goods



Development of Alternatives and Evaluation Process

Refinements and alternatives were developed for:

- Areas along the Bradford Bypass mainline including design refinements
- Freeway-to-Freeway Interchange configurations
- Sideroad Interchanges configurations.

Refinements and alternatives were evaluated using:

- A Reasoned Argument (trade-off) method of evaluation was used to identify the advantages and select the preferred refinements and alternatives
- Key factors considered included: Transportation and Engineering, Socio-Economic, Natural Environment and Cultural Environment



Evaluation Summary – Highway 400 Freeway to Freeway Interchange

Four freeway to freeway interchange design alternatives were generated and evaluated at Highway 400



Alternative 1 – 750m Radius Ramps with Basketweave to County Road 88



Alternative 3 – 525m Radius Bradford Bypass to 400 Southbound Ramp with Lanes to County Road 88



Alternative 2 – 440m Radius 400 Southbound to Bradford Bypass Eastbound and 400 Northbound to Bradford Bypass Eastbound Ramp with Basketweave to County Road 88



Alternative 4 – Dual Curve Bradford Bypass to 400 Southbound with Lanes to County Road 88





Evaluation Summary – Between 10th Sideroad and County Road 4

 Three alignment design alternatives were generated and a total of four design alternatives including the base case were evaluated at the Bradford Hill site.



2002 Approved EA (Base Case)



Alternative 1 - 1700m Radii Curves



Alternative 2 - 1700m and 1300m Radii Curves



Alternative 3 - 1300m Radii Curves



Evaluation Summary – East Holland River

 Two alignment design alternatives were generated and a total of three design alternatives including the base case were evaluated at the Holland River East Branch.



Alternative 1 – 2002 Approved EA Alignment (Base Case)

Alternative 2 – Curved Transition



Alternative 3 - Tangent Transition



Evaluation Summary – Hydro Towers

 Two alignment design alternatives were generated and a total of three design alternatives including the base case were evaluated at the hydro towers west of Leslie Street.



Alternative 1 – Relocation of Hydro Towers (2002 Approved EA Base Case)

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Alternative 2 – Realignment of Bradford Bypass Eastbound and Westbound to the North

Alternative 3 – Realignment of Bradford Bypass Eastbound to the South and Westbound to the North



Evaluation Summary – Highway 404 Freeway to Freeway Interchange

Four freeway to freeway interchange design alternatives were generated and evaluated at Highway 404.



Alternative 1 – Extend Two Lane Ramp from Bradford Bypass Eastbound Ramp to Queensville Sideroad Ramp



Alternative 2 - Extend Two Lane Ramp from Bradford Bypass Eastbound Ramp and Close Queensville Sideroad Ramp





Alternative 3 – Extend One Lane from Bradford Bypass Eastbound Ramp to Alternative 4 – Basketweave Ramp Connection to Queensville Queensville Sideroad Ramp



Evaluation Summary – 10th Sideroad Interchange

Three interchange design alternatives were generated and evaluated at 10th Sideroad.



Alternative 1 - Parclo A4 Interchange

Alternative 2 – Parclo AB Interchange

Alternative 3 – Partial Parclo A Diamond Interchange



Evaluation Summary – County Road 4 Interchange

- MTO retained AECOM to undertake the design and assessment process in accordance with Ontario Regulation 697/21 for the County Road 4 Early Works
- The County of Simcoe completed an Environmental Study Report (2012) under the Municipal Class Environmental Assessment for the widening of County Road 4 from north of Line 8 to north of County Road 89 (approved 2012). The County of Simcoe has since started site preparation works for the widening of County Road 4 from the southern limit Line 8 to Line 11
- Early Works focus on the grade separated crossing for the Bradford Bypass at County Road 4 (Yonge Street) and has been awarded for the design and construction (2022)
- The Early Works has been awarded to Brennan Paving & Construction Ltd as the successful bidder for the design and construction (2022).



Base Case - Parclo A4 Interchange

The 2002 EA approved base case interchange design option was carried forward at County Road 4



Evaluation Summary – Bathurst Street Interchange - Chiefe

Two interchange design alternatives were generated and a total of three design alternatives including the base case were evaluated at Bathurst Street.



Approved EA Base Case)

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North Entrance Realignment 400m to the North

BRADFORD BYPASS

Evaluation Summary – 2nd Concession Road

Three interchange design alternatives were generated and evaluated at 2nd Concession Road.



Alternative 1 – Parclo A4 Interchange

Alternative 2 - Parclo A2 Interchange

Alternative 3 - Diamond Interchange



Evaluation Summary – Leslie Street Interchange

 One interchange design alternative was generated and a total of two design alternatives including the base case were evaluated at Leslie Street.



Alternative 1 – Partial Diamond Interchange (2002 Approved EA Base Case)



Alternative 2 – Partial Parclo A2 Diamond Interchange



Screening Assessment – Carpool Lots

- To support the continued growth in traffic and congestion and to support the sustainable transportation goals of the provincial Growth Plan for the Greater Golden Horseshoe, a preliminary site screening assessment was conducted for the implementation of Carpool Lots along the Bradford Bypass corridor
- All crossing road interchange sites (10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street) were assessed in accordance with engineering design standards and best practices.



MTO Carpool Lot



Screening Assessment – Carpool Lots (Contd.)

- · Sites were screened based on the following criteria:
 - · Accessibility to the Origins of Carpoolers
 - · Accessibility to Existing and Planned HOV Facilities
 - · Proximity to Other Carpool Lots
 - · Adjacency to and Accessibility from Major Roads and Highways, and Visibility from Highways
 - · Convenient and Safe Access for Cars and Snowplows
 - · Accessibility to Local and Commuter Transit
 - · Traffic Congestion around the Site
 - · Traffic Operations at Ramp Terminal Intersections
 - · Pedestrian Safety and Personal Safety and Security
 - · Potential for Future Expansion
 - · Compatibility with Future and Existing Land Use.
- Carpool lots at Bathurst Street and Leslie Street were screened out due to environmental constraints and limited accessibility to the lots.



Screening Assessment – Carpool Lots (Contd.)

 Conceptual site footprints were developed for 10th Sideroad, County Road 4, and 2nd Concession Road both inside and outside of the interchanges as follows:



10th Sideroad Inside (Left) & Outside (Right) County Road 4 Inside (Left) & Outside (Right) 2nd Concession Road Inside (Left) & Outside (Right)

 It is recommended that carpool lots at 10th Sideroad, County Road 4, and 2nd Concession Road are carried forward for evaluation and analysis in subsequent design phases.



Overview of the Recommended Plan

- The Recommended Plan incorporates:
 - · Two freeway to freeway interchanges:
 - Highway 400
 - · Highway 404.
 - Five crossing road interchanges:
 - 10th Sideroad
 - · County Road 4
 - · Bathurst Street
 - 2nd Concession Road
 - Leslie Street.
 - And four crossing roads:
 - 9th Line
 - Professor Day Drive
 - · Artesian Industrial Parkway
 - Yonge Street.



The Recommended Plan – End to End



*A copy of this Roll Plan will be available on the Project Website following this PIC #2.



East Limit

30

The Recommended Plan – Mainline Cross-Section

• The interim mainline Bradford Bypass (2031) will feature a four lane cross section (two lanes in each direction).



• In its ultimate configuration (2041), the Bradford Bypass will feature six general purpose lanes and two HOV lanes (three lanes and one HOV lane in each direction).





The Recommended Plan – Highway 400 Freeway to Freeway Interchange





The Recommended Plan – 10th Sideroad





The Recommended Plan – Between 10th Sideroad and County Road 4



* Town of Bradford West Gwillimbury initiative for a potential extension of Professor Day Drive. The Bradford Bypass Preliminary Design will not preclude a future gradeseparated crossing at this location.



The Recommended Plan – County Road 4 Interchange



* Town of Bradford West Gwillimbury initiative for a potential extension of Professor Day Drive. The Bradford Bypass Preliminary Design will not preclude a future grade-separated crossing at this location.





The Recommended Plan – Bathurst Street Interchange





The Recommended Plan – Holland River East Branch





The Recommended Plan – 2nd Concession Interchange





The Recommended Plan – Hydro Towers





The Recommended Plan – Leslie Street Interchange





The Recommended Plan – Highway 404 Freeway to Freeway Interchange





The Recommended Plan – Crossing Road Sections

PROFESSOR DAY DRIVE AT STRUCTURE



WEST

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9TH LINE (LINE 9) AT STRUCTURE



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ARTESIAN INDUSTRIAL PARKWAY AT STRUCTURE



YONGE STREET AT STRUCTURE.



BRADFORD BYPASS 42

The Recommended Plan – Active Transportation

- In consultation with the municipalities, the ministry is facilitating municipal Active Transportation needs and requirements
- Active Transportation is being considered at crossing roads in a north to south configuration through the Bradford Bypass corridor and will include facilities such as multi-use pathways and/or sidewalks
- Further details on types of facilities will be determined in next phase of design with ongoing consultation with municipalities.





The Recommended Plan – Structures

- Structures will be required at the following crossing road locations along the Bradford Bypass corridor:
- Proposed Overpasses:
 - 9th Line at Highway 400
 - Artesian Industrial Parkway
 - Metrolinx Rail Line
 - Holland River and Holland River East Branch
 - Yonge Street

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- 2nd Concession Road Interchange
- Leslie Street Interchange.

- Proposed Underpasses:
 - 10th Sideroad
 - Professor Day Drive
 - · County Road 4.




The Recommended Plan – Drainage and Hydrology

- · Proposed Highway Drainage System
 - The proposed highway drainage system will include transverse, structural, highway ramps and sideroad culverts, including sideroad ditches
 - Runoff from the Holland River bridges will discharge to stormwater management facilities for treatment before discharging to the Holland River or any receiving water body
 - Areas such as marshes and wetlands will be protected by installing features such as flat bottom or enhanced grassed swales with flow check dams to contain discharge of untreated flows directly to these sensitive areas.
- · Stormwater Management (SWM) Strategy
 - · Includes SWM ponds, enhanced grassed swales and flat bottom grassed swales with flow check dams
 - · The SWM Strategy will incorporate measures to promote infiltration, through soils, where feasible
 - · Protect sensitive ground water recharge areas.
- · Stormwater Management Plan in accordance with Ontario Regulation 697/21
 - A Bradford Bypass Stormwater Management Plan (report) will be prepared to address SWM requirements outlined in the O. Reg. 697/21.
- Modification to Municipal Drains (Drainage Act requirements).
 - Coordination with the municipal drainage superintendent will be committed for the next design phase with respect to the modification to the Municipal Drains.



The Recommended Plan – Drainage and Hydrology

- · Erosion and Sediment Overview Risk Assessment (ESORA)
 - ESORA will be completed based on requirements outlined in MTO's Environmental Guide for Erosion and Sediment Control During Construction of Highway Projects (Sept. 2015).
- Opportunities to implement drainage recommendations to mitigate salt conveyance:
 - · Directing flows as feasible to proposed SWM facilities for water quality treatment
 - Line ditch bottoms with Geosynthetic Clay Liners (GCLs) or similar to reduce salt infiltration
 - · Protect sensitive ground water recharge areas
 - · No direct discharge of flows from ditches to chloride sensitive receiving water bodies
 - · Protecting streams that support fish habitat.
- Minimize application of salt:
 - Utilize landscape design and snowdrift mitigation strategies to reduce salt application for the highway conditions.
- Drinking Water Wells:
 - · Protect ground water recharge areas that are associated with drinking water wells.



The Recommended Plan - Stormwater Management Pond and Treatments

Mapping illustrates the proposed stormwater management pond locations. The images are reflective of sample pond treatments







West Limits

Potential mitigation includes enhanced grass swales, permanent flow check dams, providing water treatment before it reaches rivers.



The Recommended Plan - Other General Items

Overall the Recommended Plan will also include recommendations for:

- Intelligent Transportation Systems (ITS)
- Illumination
- · Utilities Impacts and relocations will be further refined as study progresses
- Road surface Material type (concrete, asphalt) will be determined.





Summary of Anticipated Property Impacts

- · As part of the project, property impacts are anticipated
- Representatives from the Ministry contacted landowners if any part of their property was required for the project. Representatives from the Ministry explained the procedures for the acquisition of property, which may include but are not limited to:
 - · Survey crew obtaining approval to enter onto the property
 - An independent appraiser that is accredited with the Appraisal Institute of Canada will
 prepare an appraisal report estimating the market value of the property
 - Real estate officer will explain Ministry proposed project, rights as a property owner, and presenting offer of compensation



Noise

- · Existing Conditions
 - · 16 Noise Sensitive Areas
 - Detached Dwellings and Residential Neighbourhoods
 - · Schools and Recreational Areas
 - Class 3 (Rural) 40 dBA
 - Class 2 (Suburban) 45 dBA.
- · Key Works and Activities
 - · Assessment of traffic noise
 - · Assessment of construction activities noise.

- Mitigation Strategies
 - Preliminary results indicate that noise mitigation is not required and will be assessed as more information is gathered
 - · Existing developer built noise barriers are present
 - · Construction:
 - Timing constraints
 - · Equipment management and staging
 - · Construction management plans.
- Next Steps
 - Noise Impact Assessment Report
 - · Documentation in the EIAR.



Noise Receptor Locations





Preliminary Landscape Composition Plan



BRADFORD BYPASS

Preliminary Landscape Composition Plan





Project Schedule and Next Steps



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AECOM

- Field Investigations and Data Collection (on-going)
- On-going engagement with Indigenous Nations and consultation/meetings with Municipalities, federal and provincial Agencies, interested stakeholders, as well as adjacent property owners
- Complete the evaluation of Preliminary Design Alternatives (2022)
- Final Environmental Conditions Report (October 27, 2022)
- Public Information Centre #2 (November 24, 2022) We are here
- Draft and Final Environmental Impact Assessment Report (2023)*
- Preliminary Design anticipated completion (2023)
- Issuance of Statement of Completion (2023)

*all discipline impact assessment information will be summarized in the EIAR. Note: schedule subject to change.

Thank You for your participation!



Stay informed

Request to be added to the Project Contact List to receive future project updates





Thank You

The Webinar has ended. The slide deck will be available through the Project Website at: www.bradfordbypass.ca



A=00

AECOM 300 Water Street 300 Water Street Whitby, ON, Canada L1N 9J2 www.aecom.com

Meeting Summary

Date of Meeting	November 14, 2022	Time 1:30am - 3:30 pm	60636190	
Project Name	Bradford Bypass Prelir Impacts	ninary Design and Project-Spe	cific Assessment of Environmental	
Location	Microsoft Teams Teleconference			
Regarding	Bradford Bypass Pre-P Gwillimbury and Count	re-PIC #2 Municipal Meeting with the Town of Bradford West ounty of Simcoe		
Attendies	Clare Walker Dan Amado Ishan Maggo Gerdf McKnight Katy Modaressi Marcio Morques Michael Disano Rebecca Murphy Wan Chi Ma Alex MacLean Rebecca Larwiere Rhonds Grübbon Jordan Lee Tim Scrochlinsky Mich Yolariton Mich Valenton Madeleine Atherton Sadva Hamdan	Country of Sin Country of Sin Country of Sin Town of Brad Town of Brad Town of Brad Town of Brad Town of Brad Town of Brad MITO - Sinvic MITO - Invice MITO - Invice MITO - Invice ACOUIT - In ACOUIT - IN ACOUIT - IN ACOUIT - IN ACOUIT - IN ACOUIT	nce tota tota tota ford West Gwillinbury ford West Gwillinbury ford West Gwillinbury ford West Gwillinbury Preject Manager t Manager t Manager t Manager Commutal Planner mental Planner mental Planner Anompt Appner Manager Johnny Toppner Manager	
Distribution	Attendees & Project T	eam	Arunneniai manner	
Meeting Summary	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 Summary	Action
MTO provided introductions and thanked everyone for joining. The purpose of the meeting was to introduce the material that will be presented at Public Information Centre (PIC) #2, scheduled to take place on November 24th from 7:00pm-9:00pm.	INFO
AECOM provided an overview with respect to the purpose of PIC #2.	INFO
MTO provided an overview of the Project, study process and schedule, Ontario Regulation 697/21 (O.Reg 697/21), and the project consultation activities to date.	INFO
AECOM provided an overview of previous consultation events, reporting, and the design atternatives	INFO
Q: The Town of Bradford West Gwillimbury asked the Project Team to identify the location of the Bradford Hill Site.	MTO
A: MTO stated the archaeological reports are being finalized. Details can be shared with municipalities once they are completed, and the Ministry of Citizenship and Multiculturalism approves and posts them to their public registrar.	
AECOM summarized the screening assessment for the proposed carpool lots.	INFO
AECOM provided an overview of the recommended plan, including the mainline, freeway-to- freeway interchanges, crossing road interchanges, crossing road sections, active transportation, structures, drainage and hydrology, stormwater management pond and treatments, and other general items.	INFO
 Or. The Toan of Radford Wiel Califimitary stated the granth projection for their not Transportion Moster Plans (TMP) all cover up to 2021 and trajent about the timeline for the construction of the Bradford System. A RECOM table the intensitie or construction is anticipated to be 2031 for the interim configuration and 2001 for the uitimatic configuration. However, the exact timing is still be attentioned and this time, the local is on the timing of the Completion of the Plantimizry Design phase which despectide the 2023. M Drougeation & Bartimisto Scompletion of the Toan's TMP for the 2051 	INFO
 The Town noted the TMP is anticipated to be completed in 2023. 	INFO
Q: The Town of Bradford West Gwillmbury asked if a sensitivity analysis for traffic is being conducted as part of the study. A: A ECOM stated the traffic modelling conducted incorporates the forecast municipalities have provided for population and employment growth and that sensitivity analysis has been indertains.	INEQ
Q: The Toun of Bradiord West Gwillimbury stated their current information is never than what was previously provided. A: AECOM stated modeling and analysis was completed based on improvements proposed in the area and information available to date. Further details and never information	



will be carried forward into subsequent design phases where MTO will continue to engage	INFO
municipalities.	INFO
AECOM provided a summary of the anticipated property impacts.	
Q: The Town of Bradford West Gwillimbury asked if all impacted property owners have been contacted	
A: AECOM stated that letters have been sent out to all impacted property owners, and several meetings have occurred, as requested by owners, in the week prior to this meeting. The Project team is trying to meet with impacted property owners prior to PIC #2 so they have all the information before the meterial is made unline.	
 AECOM noted that some property owners on 10th Sideroad expressed concerns about the proposed interchange, access to the adjacent park, and increased traffic and congestion. 	INFO
Q: The Town of Bradford West Gwillimbury asked if the recommended plan requires land from the Town at 10 th Sideroad, and that Rebecca Murphy is the contact for impacted reporting.	
properties. A: AECOM identified property impacts to the Town's lands on 10 th Sideroad. AECOM will review and confirm if Rebecca Murphy was the contact on the letters that were issued for the prevent impact modernee for the <u>Town's lond AECOM</u> tablet if additional land at 100 town.	INFO
Sideroad is required, the Project learn will reach out to the Town.	INFO
 Proservening (later, recursor counting that is extension and uncounts schedule is used property impact metality assess to "The Public Wildless commission of the Toom of Bradford West Given Minkay", and "The Corporation of the Toom of Bradford West Given Minkay," and "The Corporation of the Toom ACCOM has updated the contact information for the Town's properties to include Rebecca. Marphy. 	BWG
R.Murphy informed AECOM that property and have have	
firmed the properties and are no noiged used by the rown retworking associa- firmed the properties are not being used for other utilities, with exception to a monitoring well the Town must maintain.	SIMCOE
AECOM provided an overview of the noise, noise receptor locations, and preliminary landscape composition plan.	INFO
MTO presented the Project schedule and next steps.	INFO
Q: The Town of Bradford West Gaillimbury congrutulated the Project Team on their progress and accomplohemets and asked if the Project Team would present to the council in Fedurusy Warch 2020 to provide an update on the Project. A MTO will present to the burnts council in the new year. MTO Project Manager Alex MacLama West be the priorit contract whe presentation. The Town will follow up with MTO when a presentation is required.	
Q: AECOM inquired if the County of Simcoe would also like a presentation to their council.	



A: The County of Simcoe stated they will follow-up with the Project Team to confirm if a council meeting is required, and may overlap the meeting with the Simcoe Transportation Master Plan (TMP) project manager.	INFO
Q. The Tourn of Bradlord West Gaillimbury asked I the Courty Road 4 widering between 8 ¹ Line and 9 ¹ Line will be completed anord the same time as the Courty Road 4 underpass structure. A AECOUR stated that the Courty Road 4 underpass structure and widering works within MOTS oppoint lines to completed at the same time. The works will in all to bliom the 9 ¹ Line intersections, and intersections will be reinstated back to existing confidence it mercution.	INFO
Q. The Tourn of Radford West Geellinbury select if the Professor Day Drive structure answing the Radford Bygass sull be completed at the same time as the Bradford Bygass. A MTO statute the mediate time in Professors Day Drive structure will be based on the Tomistry 2012 Entromental Assessment (EA). The 2012 Entropy calls based on the Tomistry 2012 Entropy calls be table due to the transitignment between 10% Sideroid and Courty Road 4. MTO roled they will work with the Tomin bincorporate a structure at this Location. The carrier disappress or proclude a throlare Professor Day Drive underpass structure (the Bradford Bygass will go under Prefessor Day Drive underpass structure (the Bradford Bygass will go under Prefessor Day Drive	INFO
Q. The Town of Bradlord West Geillimitury select if Arlesian Industrial Parkway will have to be closed during the construction of the express at this location. A AECOM stated hexing rule to defamilie in subsequent design phases, but the guals to lose provising reads open to miligate impacts to businesses and surrounding proprinsis in the area (currently of pask closers) are an edicated to be regarded to facilitate works such as girder erection, and long-term full docures are not anticipated.	INFO
A: The Town of Bradford West Gwillimbury noted their second phase of the Town's TMP update is upcoming, and the town will stay in contact with MTO.	
Q: MTO asked about the timeline for the next phase of the TMP. A: The Town of Bradford West Gwillimbury stated that Phase II will be ongoing next year and potentially into the year after.	INFO



Welcome and Introduction

Public Information Centre #2 Highway 400 to Highway 404 Link (Bradford Bypass)



Agenda

- Welcome and Introduction
- Purpose of Public Information Centre #2 (PIC #2)
- Overview and Study Process
- Consultation
- Outcome of Alternatives Evaluation
- The Recommended Plan
- Environmental Studies
- Next Steps
- · Question and Answer Period.



Introductions





Purpose of PIC #2

- · Project overview and update
- Summarize the evaluation of alternatives and present the Recommended Plan
- Summarize environmental impacts and proposed mitigation measures
- · Discuss next steps of the project
- Following PIC #2, comments can be provided for a two-week period from November 24 – December 8 via the comment form on the Project Website, by emailing the Project Team (projectteam@bradfordbypass.ca), or call us at 1-877-247-6036.





Bradford Bypass Project Overview

- The project is referred to as Highway 400 to Highway 404 Link (Bradford Bypass)
- The Bradford Bypass is a 16.9 km, controlled-access freeway between Highway 400 and Highway 404
- The project is based on the 2002 Approved Environmental Assessment Alignment
- Located within Simcoe County and Regional Municipality of York.

Please provide us with your input!



Study Process and Schedule



Ontario Reg. 697/21: Bradford Bypass Project

- This Study has been following the streamlined assessment process as set out in Ontario Regulation 697/21 (October 7, 2021), including:
 - Consultation and engagement
 - Generation and evaluation of alternatives
 - Field investigations, preliminary impact assessment and development of mitigation
 - Preparation of Environmental Conditions Report and Environmental Impact Assessment Report
- Continue to engage and consult with Indigenous Nations, Regulatory Agencies, Local and Regional Municipalities and other concerned stakeholders.





Project Consultation Activities

Activity	Timeline	
Notice of Study Commencement	September 24, 2020	with Indigenous
Ontario Regulation 697/21	October 7, 2021	Nations and consultation with the public, key stakeholders, Regulatory Agencies and Local and
Public Information Centre #1	Held virtually in April 22 to May 18 2021	
Draft County Road 4 Early Works Report Public Review Period	January 13 to February 12, 2022	
Notice of Publication of Final Early Works Report	March 21, 2022	
Preliminary Design Interchange Consultation Event	April 21 - May 5, 2022	Regional Municipaliti
Draft ECR Public Review Period	August 12 - September 16, 2022	throughout the proje
County Road 4 Final Early Works Report Addendum	September 6, 2022	
Notice of Publication of Final ECR	October 27, 2022	
PIC #2	November 24, 2022	We are here
Draft and Final Environmental Impact Assessment Report	Anticipated 2023	



es

Overview of PIC #1

- PIC #1 was held virtually in April and May 2021:
 - Information posted on the Project Website on April 22, 2021 for public review and comment
 - Webinar on May 18, 2021.
- PIC #1 presented and sought input on:
 - · Evaluation alternatives and process
 - Mainline and interchange design refinements
 - Environmental considerations, protection and mitigation measures.

Feedback is summarized in Environmental Conditions Report Section 4.6.1.2 (Summary of Feedback Received)

- Key feedback received included concerns or questions regarding:
 - Impacts to the natural and socioeconomic environments
 - Design of the proposed interchanges
 - · Environmental review process
 - Engagement with Indigenous Nations and the public consultation process
 - · Property impacts
 - Navigation along the Holland River.



Overview of Preliminary Design Interchange Considerations for 10th Sideroad and 2nd Concession Road

- Interchange Consultation Event was held virtually in April and May 2022:
 - Information posted on the Project Website between April 22, 2022 and May 5, 2022.
- The Interchange Consultation Event presented and sought input on:
 - Preliminary Design alternatives for the interchanges at 10th Sideroad and 2nd Concession Road.

Feedback is summarized in Environmental Conditions Report **Section 4.6.2.2** (Summary of Feedback Received)

- Key feedback received included concerns or questions regarding:
 - Impacts to the natural, socioeconomic and cultural environments
 - Design of the interchanges at 10th Sideroad and 2nd Concession Road
 - Property impacts
 - · Public consultation activities.

Overview of the Environmental Conditions Report

- Per the O.Reg. an Environmental Conditions Report was prepared to document an update to focus
 on environmental conditions within the Study Area
- · Draft Environmental Conditions Report Public Review Period
- Key feedback received on the Draft Environmental Conditions Report included, but is not limited, to questions and concerns regarding:
 - · Property impacts
 - · Impacts to the natural, socio-economic and cultural environments
 - · Project timelines, engagement with Indigenous Nations and public consultation activities
 - · Evaluation of alternatives
 - · Impacts to traffic
 - · Interchange design.
- Existing conditions information for various disciplines is documented in the Final Environmental Conditions Report, available on the Project Website
- Impacts and mitigation measures will be documented in the Environmental Impact Assessment Report.



Overview of Benefits

- Building infrastructure is a critical part of Ontario's long-term economic plan, and even more important to our economic recovery from the COVID-19 pandemic
- The Bradford Bypass would create jobs during construction and once completed would help connect people to major employment centres and attract more businesses to the area, creating and sustaining good local jobs
- As a major freeway connection, the Bradford Bypass would also help goods travel faster to — and through — the Greater Toronto Area, boosting Ontario and Canada's economy
- Motorists and trucks are anticipated to see significant savings in travel time when using the Bradford Bypass compared to existing routes along local roads up to approximately 35 minutes.



Overview of Benefits



Traffic Operations - Without Bradford Bypass



Traffic Operations – With Bradford Bypass



Note: Based on preliminary draft traffic modelling

e Street as the preferred network delay, out of way travel, environmental considerations and constraints, and preliminary costs

 It was determined that interchanges at 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street would be included as part of the Study

Consideration included interchange utilization, overall

 While the Study will seek approval for all five interchange locations, a phased implementation of these interchanges may be considered pending further design development and consultation in subsequent design stages.

Overview of the Selected Interchanges

- The 2002 Approved EA identified County Road 4, Bathurst Street, and Leslie Street as the preferred interchange locations
- In consultation with the municipalities, requests from the Town of Bradford West Gwillimbury and Town of East Gwillimbury were made to consider interchanges at 10th Sideroad and 2nd Concession Road
- A feasibility assessment was conducted evaluating nine interchange location scenarios to determine the best interchange configuration through the Bradford Bypass corridor
- The evaluation was conducted in accordance with satisfying the study objective to improve connectivity of the study area between Highway 400 and Highway 404, facilitating the improvement of traffic operations and movement of goods



Development of Alternatives and Evaluation Process

Refinements and alternatives were developed for:

- Areas along the Bradford Bypass mainline including design refinements
- Freeway-to-Freeway Interchange configurations
- Sideroad Interchanges configurations.

Refinements and alternatives were evaluated using:

- A Reasoned Argument (trade-off) method of evaluation was used to identify the advantages and select the preferred refinements and alternatives
- Key factors considered included: Transportation and Engineering, Socio-Economic, Natural Environment and Cultural Environment



Evaluation Summary – Highway 400 Freeway to Freeway Interchange

Four freeway to freeway interchange design alternatives were generated and evaluated at Highway 400



Alternative 1 – 750m Radius Ramps with Basketweave to County Road 88



Alternative 3 – 525m Radius Bradford Bypass to 400 Southbound Ramp with Lanes to County Road 88



Alternative 2 – 440m Radius 400 Southbound to Bradford Bypass Eastbound and 400 Northbound to Bradford Bypass Eastbound Ramp with Basketweave to County Road 88



Alternative 4 – Dual Curve Bradford Bypass to 400 Southbound with Lanes to County Road 88





Evaluation Summary – Between 10th Sideroad and County Road 4

 Three alignment design alternatives were generated and a total of four design alternatives including the base case were evaluated at the Bradford Hill site.



2002 Approved EA (Base Case)



Alternative 1 - 1700m Radii Curves



Alternative 2 - 1700m and 1300m Radii Curves



Alternative 3 - 1300m Radii Curves



Evaluation Summary – East Holland River

 Two alignment design alternatives were generated and a total of three design alternatives including the base case were evaluated at the Holland River East Branch.



Alternative 1 – 2002 Approved EA Alignment (Base Case)

Alternative 2 – Curved Transition



Alternative 3 - Tangent Transition



Evaluation Summary – Hydro Towers

 Two alignment design alternatives were generated and a total of three design alternatives including the base case were evaluated at the hydro towers west of Leslie Street.



Alternative 1 – Relocation of Hydro Towers (2002 Approved EA Base Case)

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Alternative 2 – Realignment of Bradford Bypass Eastbound and Westbound to the North

Alternative 3 – Realignment of Bradford Bypass Eastbound to the South and Westbound to the North



Evaluation Summary – Highway 404 Freeway to Freeway Interchange

Four freeway to freeway interchange design alternatives were generated and evaluated at Highway 404.



Alternative 1 – Extend Two Lane Ramp from Bradford Bypass Eastbound Ramp to Queensville Sideroad Ramp



Alternative 2 - Extend Two Lane Ramp from Bradford Bypass Eastbound Ramp and Close Queensville Sideroad Ramp





Alternative 3 – Extend One Lane from Bradford Bypass Eastbound Ramp to Alternative 4 – Basketweave Ramp Connection to Queensville Queensville Sideroad Ramp


Evaluation Summary – 10th Sideroad Interchange

Three interchange design alternatives were generated and evaluated at 10th Sideroad.



Alternative 1 - Parclo A4 Interchange

Alternative 2 – Parclo AB Interchange

Alternative 3 – Partial Parclo A Diamond Interchange



Evaluation Summary – County Road 4 Interchange

- MTO retained AECOM to undertake the design and assessment process in accordance with Ontario Regulation 697/21 for the County Road 4 Early Works
- The County of Simcoe completed an Environmental Study Report (2012) under the Municipal Class Environmental Assessment for the widening of County Road 4 from north of Line 8 to north of County Road 89 (approved 2012). The County of Simcoe has since started site preparation works for the widening of County Road 4 from the southern limit Line 8 to Line 11
- Early Works focus on the grade separated crossing for the Bradford Bypass at County Road 4 (Yonge Street) and has been awarded for the design and construction (2022)
- The Early Works has been awarded to Brennan Paving & Construction Ltd as the successful bidder for the design and construction (2022).



Base Case - Parclo A4 Interchange

The 2002 EA approved base case interchange design option was carried forward at County Road 4



Evaluation Summary – Bathurst Street Interchange - Chiefe

Two interchange design alternatives were generated and a total of three design alternatives including the base case were evaluated at Bathurst Street.



Approved EA Base Case)

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North Entrance Realignment 400m to the North

BRADFORD BYPASS

Evaluation Summary – 2nd Concession Road

Three interchange design alternatives were generated and evaluated at 2nd Concession Road.



Alternative 1 – Parclo A4 Interchange

Alternative 2 - Parclo A2 Interchange

Alternative 3 - Diamond Interchange



Evaluation Summary – Leslie Street Interchange

 One interchange design alternative was generated and a total of two design alternatives including the base case were evaluated at Leslie Street.



Alternative 1 – Partial Diamond Interchange (2002 Approved EA Base Case)



Alternative 2 – Partial Parclo A2 Diamond Interchange



Screening Assessment – Carpool Lots

- To support the continued growth in traffic and congestion and to support the sustainable transportation goals of the provincial Growth Plan for the Greater Golden Horseshoe, a preliminary site screening assessment was conducted for the implementation of Carpool Lots along the Bradford Bypass corridor
- All crossing road interchange sites (10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street) were assessed in accordance with engineering design standards and best practices.



MTO Carpool Lot



Screening Assessment – Carpool Lots (Contd.)

- · Sites were screened based on the following criteria:
 - · Accessibility to the Origins of Carpoolers
 - · Accessibility to Existing and Planned HOV Facilities
 - · Proximity to Other Carpool Lots
 - · Adjacency to and Accessibility from Major Roads and Highways, and Visibility from Highways
 - · Convenient and Safe Access for Cars and Snowplows
 - · Accessibility to Local and Commuter Transit
 - · Traffic Congestion around the Site
 - · Traffic Operations at Ramp Terminal Intersections
 - · Pedestrian Safety and Personal Safety and Security
 - · Potential for Future Expansion
 - · Compatibility with Future and Existing Land Use.
- Carpool lots at Bathurst Street and Leslie Street were screened out due to environmental constraints and limited accessibility to the lots.



Screening Assessment – Carpool Lots (Contd.)

 Conceptual site footprints were developed for 10th Sideroad, County Road 4, and 2nd Concession Road both inside and outside of the interchanges as follows:



10th Sideroad Inside (Left) & Outside (Right) County Road 4 Inside (Left) & Outside (Right) 2nd Concession Road Inside (Left) & Outside (Right)

 It is recommended that carpool lots at 10th Sideroad, County Road 4, and 2nd Concession Road are carried forward for evaluation and analysis in subsequent design phases.



Overview of the Recommended Plan

- The Recommended Plan incorporates:
 - · Two freeway to freeway interchanges:
 - Highway 400
 - · Highway 404.
 - Five crossing road interchanges:
 - 10th Sideroad
 - · County Road 4
 - · Bathurst Street
 - 2nd Concession Road
 - Leslie Street.
 - And four crossing roads:
 - 9th Line
 - Professor Day Drive
 - · Artesian Industrial Parkway
 - Yonge Street.



The Recommended Plan – End to End



*A copy of this Roll Plan will be available on the Project Website following this PIC #2.



East Limit

30

The Recommended Plan – Mainline Cross-Section

• The interim mainline Bradford Bypass (2031) will feature a four lane cross section (two lanes in each direction).



• In its ultimate configuration (2041), the Bradford Bypass will feature six general purpose lanes and two HOV lanes (three lanes and one HOV lane in each direction).





The Recommended Plan – Highway 400 Freeway to Freeway Interchange





The Recommended Plan – 10th Sideroad





The Recommended Plan – Between 10th Sideroad and County Road 4



* Town of Bradford West Gwillimbury initiative for a potential extension of Professor Day Drive. The Bradford Bypass Preliminary Design will not preclude a future gradeseparated crossing at this location.



The Recommended Plan – County Road 4 Interchange



* Town of Bradford West Gwillimbury initiative for a potential extension of Professor Day Drive. The Bradford Bypass Preliminary Design will not preclude a future grade-separated crossing at this location.





The Recommended Plan – Bathurst Street Interchange





The Recommended Plan – Holland River East Branch





The Recommended Plan – 2nd Concession Interchange





The Recommended Plan – Hydro Towers





The Recommended Plan – Leslie Street Interchange





The Recommended Plan – Highway 404 Freeway to Freeway Interchange





The Recommended Plan – Crossing Road Sections

PROFESSOR DAY DRIVE AT STRUCTURE



WEST

AECOM

9TH LINE (LINE 9) AT STRUCTURE



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ARTESIAN INDUSTRIAL PARKWAY AT STRUCTURE



YONGE STREET AT STRUCTURE.



BRADFORD BYPASS 42

The Recommended Plan – Active Transportation

- In consultation with the municipalities, the ministry is facilitating municipal Active Transportation needs and requirements
- Active Transportation is being considered at crossing roads in a north to south configuration through the Bradford Bypass corridor and will include facilities such as multi-use pathways and/or sidewalks
- Further details on types of facilities will be determined in next phase of design with ongoing consultation with municipalities.





The Recommended Plan – Structures

- Structures will be required at the following crossing road locations along the Bradford Bypass corridor:
- Proposed Overpasses:
 - 9th Line at Highway 400
 - Artesian Industrial Parkway
 - Metrolinx Rail Line
 - Holland River and Holland River East Branch
 - Yonge Street

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- 2nd Concession Road Interchange
- Leslie Street Interchange.

- Proposed Underpasses:
 - 10th Sideroad
 - Professor Day Drive
 - · County Road 4.





The Recommended Plan – Drainage and Hydrology

- · Proposed Highway Drainage System
 - The proposed highway drainage system will include transverse, structural, highway ramps and sideroad culverts, including sideroad ditches
 - Runoff from the Holland River bridges will discharge to stormwater management facilities for treatment before discharging to the Holland River or any receiving water body
 - Areas such as marshes and wetlands will be protected by installing features such as flat bottom or enhanced grassed swales with flow check dams to contain discharge of untreated flows directly to these sensitive areas.
- · Stormwater Management (SWM) Strategy
 - · Includes SWM ponds, enhanced grassed swales and flat bottom grassed swales with flow check dams
 - · The SWM Strategy will incorporate measures to promote infiltration, through soils, where feasible
 - · Protect sensitive ground water recharge areas.
- · Stormwater Management Plan in accordance with Ontario Regulation 697/21
 - A Bradford Bypass Stormwater Management Plan (report) will be prepared to address SWM requirements outlined in the O. Reg. 697/21.
- Modification to Municipal Drains (Drainage Act requirements).
 - Coordination with the municipal drainage superintendent will be committed for the next design phase with respect to the modification to the Municipal Drains.



The Recommended Plan – Drainage and Hydrology

- · Erosion and Sediment Overview Risk Assessment (ESORA)
 - ESORA will be completed based on requirements outlined in MTO's Environmental Guide for Erosion and Sediment Control During Construction of Highway Projects (Sept. 2015).
- Opportunities to implement drainage recommendations to mitigate salt conveyance:
 - · Directing flows as feasible to proposed SWM facilities for water quality treatment
 - Line ditch bottoms with Geosynthetic Clay Liners (GCLs) or similar to reduce salt infiltration
 - · Protect sensitive ground water recharge areas
 - · No direct discharge of flows from ditches to chloride sensitive receiving water bodies
 - · Protecting streams that support fish habitat.
- Minimize application of salt:
 - Utilize landscape design and snowdrift mitigation strategies to reduce salt application for the highway conditions.
- Drinking Water Wells:
 - · Protect ground water recharge areas that are associated with drinking water wells.



The Recommended Plan - Stormwater Management Pond and Treatments

Mapping illustrates the proposed stormwater management pond locations. The images are reflective of sample pond treatments







West Limits

Potential mitigation includes enhanced grass swales, permanent flow check dams, providing water treatment before it reaches rivers.



The Recommended Plan - Other General Items

Overall the Recommended Plan will also include recommendations for:

- Intelligent Transportation Systems (ITS)
- Illumination
- · Utilities Impacts and relocations will be further refined as study progresses
- Road surface Material type (concrete, asphalt) will be determined.





Summary of Anticipated Property Impacts

- · As part of the project, property impacts are anticipated
- Representatives from the Ministry contacted landowners if any part of their property was required for the project. Representatives from the Ministry explained the procedures for the acquisition of property, which may include but are not limited to:
 - · Survey crew obtaining approval to enter onto the property
 - An independent appraiser that is accredited with the Appraisal Institute of Canada will
 prepare an appraisal report estimating the market value of the property
 - Real estate officer will explain Ministry proposed project, rights as a property owner, and presenting offer of compensation



Noise

- · Existing Conditions
 - · 16 Noise Sensitive Areas
 - Detached Dwellings and Residential Neighbourhoods
 - · Schools and Recreational Areas
 - Class 3 (Rural) 40 dBA
 - Class 2 (Suburban) 45 dBA.
- · Key Works and Activities
 - · Assessment of traffic noise
 - · Assessment of construction activities noise.

- Mitigation Strategies
 - Preliminary results indicate that noise mitigation is not required and will be assessed as more information is gathered
 - · Existing developer built noise barriers are present
 - · Construction:
 - Timing constraints
 - · Equipment management and staging
 - · Construction management plans.
- Next Steps
 - Noise Impact Assessment Report
 - · Documentation in the EIAR.



Noise Receptor Locations





Preliminary Landscape Composition Plan



BRADFORD BYPASS

Preliminary Landscape Composition Plan





Project Schedule and Next Steps



Ontario 0

AECOM

- Field Investigations and Data Collection (on-going)
- On-going engagement with Indigenous Nations and consultation/meetings with Municipalities, federal and provincial Agencies, interested stakeholders, as well as adjacent property owners
- Complete the evaluation of Preliminary Design Alternatives (2022)
- Final Environmental Conditions Report (October 27, 2022)
- Public Information Centre #2 (November 24, 2022) We are here
- Draft and Final Environmental Impact Assessment Report (2023)*
- Preliminary Design anticipated completion (2023)
- Issuance of Statement of Completion (2023)

*all discipline impact assessment information will be summarized in the EIAR. Note: schedule subject to change.

Thank You for your participation!



Stay informed

Request to be added to the Project Contact List to receive future project updates





Thank You

The Webinar has ended. The slide deck will be available through the Project Website at: www.bradfordbypass.ca


AECOM

AECOM 300 Water Street Whitby, ON, Canada L1N 9J2 www.aecom.com

Meeting Summary

Date of Meeting	November 14, 2022 Time 9:30am = 11:		60636190			
Project Name	Bradford Bypass Preliminary Design and Project-Specific Assessment of Environmenta Impacts					
Location	Microsoft Teams Telecor	nference				
Regarding	Bradford Bypass Pre-P and Town of East Gwill	IC #2 Municipal Meeting with th imbury Staff	e Township of King, York Region,			
Allendoos	Denny Boskovski Jamal Massadeh Paul Neuman Vicioria Moore Barny Budhu David Nur Veen Sieve Mota Javid Nur Veen Sieve Mota Alex MacLean Rebocca Laniviere Rhonda Gribbon Jordan Lee John MacKinnon Tim Sorocilinsky Riyaz Shaikh Mir Hydern Madskins Arherton Fadya Hamdan	Town of East Town of East Town of East Township of N Township of N Township of N WTO - Broice MTO - Broice MTO - Projec MTO - Projec ACOM - Pr	Contilinitury Contilinitury Contilinitury Contilinitury Ing Ing Project Manager Manager Manager mental Planer mental Planer Manager (CR4) et Manager et Manager inserting Normertal Planer frommetal Planer			
Distribution	Attendees & Project T	eam				
Meeting Summary	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 Summary

r. weening summary	
MTO provided introductions and thanked everyone for joining. The purpose of the meeting was to introduce the material that will be presented at Public Information Centre (PIC) #2, scheduled to take place on November 24th from 7:00pm-9:00pm.	INFO
AECOM provided an overview in relation to the purpose of PIC #2.	INFO
MTO provided an overview of the Project, study process and schedule, Ontario Regulation 697/21 (O.Reg 697/21), and the project consultation activities to date.	INFO



AECOM provided an overview of previous consultation events, reporting, and the design alternatives.	INFO
AECOM summarized the screening assessment for the proposed carpool lots.	INFO
O: The Town of East Gwillimbury asked how many lanes are anticipated? A: AECOM stated that the interim build (2031) will consist of two lanes in each direction, and the utimate build (2041) will consist of three operate purpose lanes plus an HOV lane in each direction, based on the traffic study horizon.	INFO
AECOM provided an overview of the recommended plan, including the mainline, freeway-to- freeway interchanges, crossing road interchanges, crossing road sections, active transportation, structures, drainage and hydrology, stormwater management pond and treatments, and other general items.	INFO
Q: The Torm of Ext Coullinhary solar of the recommended plan for the mainline Bradford Bypass cross-sections would be full to the ultimate with. A AECOM stated that the interime huald (283) will crossed of two lares in each direction but will ultimately crossis of there general purpose lares plan an HOV are in each direction but ultimately crossis of there general purpose lares plan an HOV are in each direction but departed by a state of the but there are ultimately be able to	INFO
Q. The Town of East Gwillinibury asked if the recommended plan includes improvements to muncipal consing made. Ar AECDM Stated The design does not preclude the future needs of the crossing roads including future widering, raised median, and active transportation as identified in the muncipal Transportation Nates Plans and Needback crowled to the Prépare Team.	INFO
AECOM provided a summary of anticipated property impacts, an overview of the noise, noise receptor locations, and preliminary landscape composition plan.	INFO
MTO presented the Project schedule and next steps.	MTO
C: The Tourn of East Gwillimbury requested a copy of the latest recommended plan to overlay with their municipal mapping. A MIO statest consultation with statestuders is orgoing which may result in changes to the current recommended plan. Choca all the leadback is received after PIC <i>PL</i> . MIO will provide the mapping. Tourn of East Coulimbury noted they can wait for the recommended plan until after PIC <i>PL</i>. 	INFO
O. MTO inguited if council presentations were required in Early 2023. A Council presentations are not required for Toom of East Gwillmours, Township of King, and Yot KR Begion. These are council meetings ofthroung and the municipal staff will provide project updates as needed. If there is any feedback from the Council, municipal representatives will reach out to MTO for more detains.	





Highway 400 – Highway 404 Link (Bradford Bypass) Preliminary Design and Project Specific Assessment

10th Sideroad Interchange – Draft Additional Configuration Assessment

July 26, 2023

Delivering a better world



Agenda

- Project Overview
- Comparative Analysis
- Traffic Operations
- Conclusion
- Questions







Project Overview

- The Ontario Ministry of Transportation (MTO) retained AECOM Canada Ltd. to undertake the Preliminary Design and project specific assessment of environmental impacts in accordance with Ontario Regulation 697/21.
- MTO previously completed a Route Planning Study for the Bradford Bypass and a subsequent Environmental Assessment, with the Recommended Plan approved in 2002.





Project Overview Continued

- The Bradford Bypass is a proposed 16.3 km rural 4-lane controlled access freeway connecting Highway 400 and Highway 404 through the Town of Bradford/West Gwillimbury, Township of King, and Town of East Gwillimbury.
- Freeway to Freeway interchanges are planned at Highway 400 at the westerly limit and Highway 404 at the easterly limit of the Bradford Bypass.
- Interchanges are planned along the proposed corridor at several municipal crossings including 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street.





10th Sideroad Consultation

April 22, 2021 - As per the EA and the Draft Recommended Plan presented at Public Information Centre (PIC) #1, there was no interchange planned for 10th Sideroad. April 20, 2021 - Bradford West Gwillimbury passed a council resolution requesting an interchange at 10th Sideroad, which was incorporated into the design after PIC#1.

April 21, 2022 - Preliminary Design Interchange Consultation Event (online) for 10th Sideroad and 2nd Concession road was held

November 24, 2022 - The Recommended Plan was presented at PIC #2. This plan included 10th Sideroad designed as a Parclo A4 interchange with an underpass structure, consistent with the independent Value Engineering recommendations.

May 16, 2023 - Deputation was provided to the Bradford West Gwillimbury Council by a group of residents residing on Arthur Evans Crescent. A council resolution was passed, requesting to further assess the interchange configuration at 10th Sideroad. May 23, 2023 - Mayor of Bradford West Gwillimbury sent a letter to MTO requesting the resolution be considered.

June 12, 2023 - In response to the Mayor's letter, MTO committed to consider the concerns raised by the residents.

Subsequently a review of the 10th Sideroad interchange configuration was completed to explore the feasibility of reducing the footprint of the interchange in the northeast quadrant while maintaining all movements.

Note: The Updated Draft Environmental Impact Assessment Report is currently available for review on the Project Website from July 13, 2023 - August 14, 2023.



10th Sideroad - Additional Configuration Assessment



Diamond-Parclo A4





10th Sideroad - Comparative Analysis

- · Comparative analysis provides a detailed geometric and traffic comparison of:
 - Parclo A4 Interchange (Recommended)
 - o Diamond-Parclo A4 interchange (Additional configuration)
- The south side of both interchange alternatives is the same, this evaluation outlines the differences on the north side of the interchange including footprint.
- Structural and environmental impacts are anticipated to be similar between alternatives and were not included in the comparison.
- Notes for consideration:
 - Town of Bradford West Gwillimbury requested MTO to include an interchange at 10th Sideroad based on their Transportation Master Plan (Council Resolution adopted on April 20, 2021).
 - Assessment looks to maintain all movements to support the study's initiative to improve the connectivity of the road network while minimizing the property impacts in the northeast quadrant of interchange to the extent feasible.
 - The Town requested a Multi-Use-Pathway (MUP) connection between Henderson Park located in the northwest quadrant of the interchange and the community south of the interchange.
 - Existing pedestrian and cyclist volumes are very low. The implementation of Henderson Park Phase 2 and Active Transportation along 10th Sideroad may result in increased AT traffic.
 - The community adjacent to Henderson Park has noted concerns with the crossing safety of the 10th Sideroad interchange north ramp terminal, for all users.



Comparative Analysis – Highways

	Bradford Bypass – 10 th Sideroad Interchange Additional Assessment							
Evaluation Factors and Criteria	Parclo A4 (Base Case)	Diamond-Parclo A4						
Highways								
Interchange Configuration	 Standard Parcio A4 configuration. Three ramps on the north side (one off-ramp, two on-ramps), and three ramps on the south side (one off-ramp, two on-ramps). Common interchange configuration. Most drivers are familiar with the interchange configuration is required. 	 Diamond Configuration on the north side with two ramps on the north side (one ofr-ramp and one on-ramp), and three ramps on the south side (one ofr-ramp, two on-ramps). Less common interchange configuration. Drivers are familiar with a diamond and parclo interchange configuration, however some familiarization would be required for a combined configuration not typically implemented. 						
Geometrics	Intersection spacing for this interchange configuration is 360m between ramp terminals. Spacing is based on a typical configuration and layout of a Parolo A4 interchange factoring in mitigating impacts to adjacent properties. Traffic has direct access to the Bradford Bypass through directional ramps.	 The interchange spacing of 305m between ramp terminals is reduced by approximately 30m to 50m from the base case. Left turns are required for northbound traffic access to the Bradford Bypass westbound, creating additional conflict points for traffic. 						
Carpool Lot	- Provide similar opportunities for a carpool lot in the south	ast quadrant.						

Comparative Analysis – Highways (Property)

Property	Area (m²)	Changes (as a result of a Diamond in the north quadrant)
1	+10,838	Henderson Park, greater impacts to future planned soccer fields and parking lot.
2	-132	Designated use for Henderson Park, no change in impacts to existing soccer field.
3	No Change	Full acquisition due to similar impacts.
4	No Change	Full acquisition. Driveway reconstruction does not meet minimum driveway grade. Note the driveway is within the interchange area and does not meet the minimum access connection offset spacing.
5	No Change	Full acquisition required as a result of substandard driveway profile (12% exceeding the standard of a maximum 6% or less). The driveway is also within the interchange area and does not meet the minimum access connection offset spacing.
6	No Change	Residence continue to be impacted by the ramp, maintain full acquisition.
Additional Land Required	+10,706	The Diamond-Parclo A4 interchange will have greater property impacts than the base case, and there will be greater impacts to Henderson Park with this alternative.







Comparative Analysis – Highways

	Bradford Bypass – 10 th Sideroad Interchange Additional Assessment							
Evaluation Factors and Criteria	Parcio A4 (Base Case)	Diamond-Parclo A4						
Active Transportation and Pedestrian Safety	 Pedestrian and cyclist crossings at 3 ramps on the north side of the interchange. One crossing location (E-N/S) will be at a signalized ramp terminal location. AT users can cross the N-W and S-W Ramps without waiting for a traffic signal phase, when safe to do so (yiele tig up third es). A users on the 2-NM side may have the traffic signal phase. The S-MS Ramp due to westbound left turning right turning traffic. 	 While there are only pedestrian and cyclist crossings at 2 ramps on the north side of the interchange, there are complexities with a diamond interchange configuration due to converging movements. Two crossing locations (one on each side) will be at signalized ramp terminal locations. Two crossing locations for AT users crossing the terminal back and the signal phasing for AT users crossing the terminal conflict point for AT users. The northbound left turning traffic and soutbound right turning traffic onto the NS-W Ramp will create a conflict point for AT users movement. The need for a signal for AT users may reduce the intersection/interchange traffic operations. Future improvements to a diamond type interchange (e.g., channelization) may add additional conflict points for AT users. 						
Other Considerations	 No significant difference in capital cost. No significant difference for operations and maintenance. No significant difference for outility impacts. No significant difference for construction staging and const 	structability.						
Evaluation of Highway Criteria and Ranking	Preferred Common interchange configuration in Ontario. Better free-flow traffic movements. Better intersection spacing versus Diamond-Parcio A4. Lower overall property requirements, with reduced less impact to Henderson Park.	Least Preferred - Less common interchange configuration. - Worse free-flow traffic movements. - Worse intersection spacing. - Increased property impacts, including higher property requirements from Henderson Park land parcels.						
Ontario 🕅	10	ecom.com						

Comparative Analysis – Traffic

	Bradford Bypass – 10 th Sideroad Interchange Additional Assessment							
Evaluation Factors and Criteria	Parcio A4 (Base Case)	Diamond-Parclo A4						
Traffic								
Interchange Capacity	 Highest interchange capacity with reserve capacity available to accommodate traffic growth beyond the project's ultimate horizon year (2041). Nearly 50% of additional traffic growth beyond 2041 can be accommodated before operations reach capacity at the north ramp terminal under a Parcio A4 configuration. Interchange configuration prevents interchange hopping in the westbound direction, avoiding potential impact of additional volumes. 	 Lower interchange capacity with limited reserve capacity available to accommodate future traffic demand beyond the project's ultimate horizon year (2041). Only up to approximately 25% of additional traffic growth beyond 2041 can be accommodated before operations reach capacity at the north ramp terminal during the AM peak hour under a Diamond-Parlo A4 configuration. Users may use the diamond type configuration to jump queues during instances of high congestion at interchange in the westbound direction, potentially impacting interchange capacity. 						
Interchange Ramp Terminal Operations	 Signalized ramp terminal intersections operate well with excess capacity available beyond 2041. Interchange provides the best interchange operations of all interchange types. For both ramp terminals, all movements and the overall intersections operate at LOS B or better. 	 Interchange provides slightly lower, but still good traffic operations in the 2041 horizon year. Delays and 95th percentile queue lengths are shown to slightly increase. For both ramp terminals, all movements and the overall intersections operate at LOS C or better. Overall delay at the north ramp terminal slightly increases compared to the Parclo A4 configuration but remains within the LOS B range. The westbound left-turn off-ramp movement worsens to LOS C under the Diamond Parclo A4. 						



Comparative Analysis – Traffic

	Bradford Bypass – 10th Sideroad Interchange Additional Assessment							
Evaluation Factors and Criteria	Parclo A4 (Base Case)	Diamond-Parclo A4						
Weaving Distance and Operations with Mainline	 Good mainline weaving operations between 10th Sideroad and the Highway 400 interchange in the westbound direction. N-W on-ramp volumes: 361 (AM) / 140 (PM) Segment operates at LOS B during both 2041 AM and PM peak hours. 	 Slightly lower mainline weaving operations between the 10th Sideroad interchange and the Highway 400 interchange in the westbound direction (slightly higher density through the weaving segment due to combining N-W and S-W ramps traffic). N/S-W on-ramp volumes: 643 (AM) / 378 (PM). Segment operates at LOS B during both 2041 AM and PM peak hours. 						
Safety	 Fewer traffic conflict points with potential for collisions at north ramp terminal intersection. 	 Higher number of traffic conflict points with potential for collisions at north ramp terminal intersection. 						
Evaluation of Traffic Criteria and Ranking	Preferred Greatest interchange capacity. - Greatest interchange capacity. Excellent ramp terminal intersection operations. - Good mainline weaving operations between the 10 th Sideroad interchange and the Highway 400 and in the westbound direction. Fewer traffic conflict points with potential for collision at north ramp terminal intersection.	Least Preferred Lower Interchange capacity. Good ramp terminal intersection operations. Slightly worsened mainline weaving operations between the 10 th Sideroad interchange and the Highway 400 interchange in the westbound direction as a result of the configuration and convergence of the two 10 th Sideroad interchange on-ramps. Higher number of traffic conflict points with potential for collision at north ramp terminal intersection.						
Overall Screening of Alternatives	Preferred	Least Preferred						



Conclusion

- A Parclo A4 at 10th Sideroad continues to be recommended:
 - o It best optimizes traffic operations
 - Less land is required. The Diamond-Parclo A4 alternative requires a net total of 10,751 m² of additional property, with much of this coming from the Henderson Park land parcels (10,706 m²).
 - o There are less vehicle conflict points.
 - It offers nearly 50% additional capacity for traffic operations whereas the Diamond-Parclo A4 hybrid offers only 25% as of 2041.
 - In the northeast quadrant, minimal additional distance (30m to 50m) is obtained between existing residential developments and the proposed interchange ramps in the Diamond-Parclo A4 configuration.
- As the full Parclo A4 continues to be recommended, it is suggested that use of vegetation and/or berms is
 explored in detail design to create natural separation between the MTO Right-of-Way and the adjacent
 residential street.



Questions and Comments





AECOM Delivering a better world

Ministry of Transportation

Project Delivery Section

Transportation Infrastructure Management Division 4th Eloor 159 Sir William Hearst Avenue 159, avenue Sir William Hearst Toronto ON M3M 0B7 Tel.: 416 235-5581 Fax: 416 235-3576

Ministère des Transports

Section de la mise en œuvre des proiets Design and Engineering Branch Direction de conception et d'ingénierie



October 18 2023

Mayor James Leduc Town of Bradford West Gwillimbury 100 Dissette St. Units 7 & 8 P.O. Box 100. Bradford, Ontario L3Z 2A7 jleduc@townofbwg.com

Dear Mayor Leduc.

The ministry has completed the review of the proposed interchange configuration at 10th Sideroad as committed to in our letter dated June 12, 2023, in response to the May 16 2023 Council Resolution

The review consisted of generating a new interchange design that would meet the overall intent of the residents' specific comments. A comparative analysis was then conducted between this new design alternative and the current proposed design based on several factors and criteria such as highway requirements, traffic, property impact and safety etc. Through the review, the Project Team concluded that the current proposed Parclo A4 design will continue to be recommended as it best optimizes traffic operations while maintaining a smaller overall footprint.

The main summary of the concluding points for the review are as follows:

- The current proposed design offers nearly 50% additional traffic capacity and the new alternative (Diamond-Parclo A4 hybrid) provides only 25% according to the traffic volumes that were projected for the 2041 planning horizon. Based on this, the current proposed design would be best suited to accommodate the increased traffic demand that will come with the increase in population over the next 30 vears
- The new alternative (Diamond-Parclo A4 hybrid) will increase the overall net property impact, with much of this directly impacting Henderson Park. The Project Team acknowledges the Town of Bradford West Gwillimbury's plan to expand the park for the community, therefore minimizing the park property impact was one of the Project Team's key design considerations.



 For the next phase of the design, the ministry is committed to explore the possibility of providing berms and/or vegetation to further create natural separation between the ministry's right-of-way and the adjacent residential street.

The overall analysis was presented to Town of Bradford West Gwillimbury staff on July 26, 2023, to seek additional feedback. A summary of this meeting along with the detailed memorandum that was completed to support the conclusion has been included in this response package.

As a next step, the ministry plans to meet with residents in the 10th Sideroad area who requested a meeting to discuss potential property impacts.

Thank you for bringing these concerns to our attention. If you have any further questions, please contact me.

Wan Chi Ma

Wan Chi Ma, P.Eng. Senior Project Manager

Enclosures

c. Geoff McKnight, Chief Administrative Officer

AECOM

AECOM Canada Ltd. 300 Water Street Whitby, ON L1N 9J2 Canada

T: 905.215.1400 F: 905.668.0221 aecom.com

Project name: Highway 400 – Highway 404 Link (Bradford Bypass) Preliminary Design and Assessment of Environmental Impacts

Project number: 60636190

Orignal Date: July 21, 2023

Memorandum

Subject: 10th Sideroad Interchange Additional Configuration Assessment

1. Introduction

The Ontain Ministry of Transportation (the Ministry) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the proposed Highway 400 – Highwar 404 Link (Bradictd Spassa). The Bradford Bypass (the project) is being assessed in accordance with Contairo Regulation 597/21 (the Regulation). The ministry previously completed a Route Planning and Environmental Assessment Study for the Bradford Bypass. Interesting Subsequent approval 2002.

The Bradford Bypass is part of Ortario's plan to expand highways and public transit across the Greater Golden Horsehote to fight congestor, create jobs and prepare for the massive population growth expected in the next 30 years. Simce County's population is expected to increase to 416.000 by 2031, with the Regional Municipality of York growing and 17.9 million I/20 VII. The Bradford Bypass has been proposed as a response to this dranatic growth in population and travel demand in the area and the forecasted increase in congestion on key roadways linking Highway 400 to Highway 404.

The project is a new 16.3 kilometre controlled access freeway. The proposed highway will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury, will cross a small portion of King Township, and will connect to Highway 440 between Queensville Sideroad and Holborn Road in East Gwillimbury.

The Bradford Bypase has five (5) proposed interchange locations crossing arterial roads: 10th Sidercad (Courty Road 54), Courty Road 4 (Vingo Sireet), Bahrust Street, 2th Crossion Road, and Lealis Street. On Avoumber 24, 2022, the draft Recommended Plan was presented at Public Information Centre #2 and was made available on the project weekler. This plan included 10th Sidercad designed as a Parcio Al interchange and with an underpass structure which was consistent with the Value Engineering recommendations from August 23, 2022 (i.e., change of 10th Sidercad from overpass to underpass crossing). On June 7, 2023 WTO provided direction to review the 10th Sidercad from averpass to explore the feasibility of reducing the footprint of the interchange in the northeast quadrant while maintaining all movements.

A deputation was provided to the Bradford West Owilimbury council on May 16, 2023 by a group of residents from Arthur Evenar Cerescent. A council resolution was passed, requesting the project team to further assess the interchange configuration at 10th Sideraud. Subsequently, the Mayor of Bradford West Gwillimbury sent a letter, dated May 23, 2023 to MTO enquesting the resolution to considered and this memo is in response to the request. As part of this review, AECOM developed an additional design attemative, a Diamond-Parcio A4 interchange, designed specifically to maintain all movements to support the subject of interlayed being on the construction of the road network while minimizing the property impacts in the northeast guadant of interchange to the south Results. This interchange of sensitive provided to angle from the Braderod Stepses and 10^o Steps



Figure 1 - Diamond-Parclo A4 Interchange

2. Comparative Analysis

This section of the memo provides a detailed geometric and traffic comparative interchange analysis of the preferred and recommended that Parclo A4 interchange, and the alternative Diamond-Parclo A4 interchange. Structural Engineering facets are anticipated to be similar and as a result were not included in the comparison. Similarly, environmental impacts, outside of property impacts were also not expected to vary significantly and thus not included in this comparison.

Notes that are relevant in consideration of this analysis:

- The Town of Bradford West Gwillimbury requested MTO to include an interchange at 10th Sideroad based on their Transportation Master Plan (Council Resolution adopted on April 20, 2021).
- The town has requested a Multi-Use-Pathway (MUP) connection between Henderson Park located in the northwest
 quadrant of the interchange and the community south of the interchange, which supports the BWG Trails System
 Master Plan (2010).
- The existing pedestrian and cyclist volumes are very low. The implementation of Henderson Park Phase 2 and Active Transportation along 10th Sideroad may result in increased AT traffic. The timing of the Phase 2 updated design and construction will be coordinated with the design of the Bradroff Upgass.
- The community adjacent to Henderson Park has noted concerns with the crossing safety of the 10th Sideroad interchange north ramp terminal, for all users.
- The south side of both interchange alternatives is the same. This evaluation will review the differences on the north side of the interchange.

Table 1. 10th Sideroad Additional Analysis

	Bradford B	Bypass – 10 th Sideroad Intercha	nge Additional Assessment			
Evaluation Factors and Criteria	Parclo A4	4 (Base Case)	Diamond-Parclo A4			
1. Highways						
1.1 Interchange Configuration	Standard Parclo A4 config the north side (one off-rar ramps on the south side (80 km/b Design Speed ar 0 common interchange on Most drivers are familiar configuration and no famil	guration. With three ramps on mp, two on-ramps), and three (one off-ramp, two on-ramps), and 60 km/h boatd Speed. nfguration (Parclo A4). with the interchange illiarization is required.	Demond Configuration with two ramps on the north side (one aft- ramp and new ramp), all interrange on the sould inter- range and new ramp), and the ramps on the sould inter- ent the ramps of the ramps of the ramps of the ramps. Bit with Design Speed and 80 km/h Posted Speed. Less common interchange configuration (Partial Diemond-Parcio Accessions of four directional ramps, two on-ramps and two off- ramps; and new loop on-ramp. Provides all movements. Drivers are familiar with a diamond and parciol interchange Drivers are familiar with a diamond and parciol with service of the and the ramps of the ramps of the ramps of the ramps of the ramps and configuration not typically implemented on the Bradford Spees or in Ontario.			
1.2 Geometrics	 The intersection spacing I is 360m between ramp te desirable 400m per the M This spacing is based on layout of a Parclo A4 inter spacing also factored in n properties. Traffic has direct northoo the Bradford Bypass. 	for this interchange configuration mimials, which is below the ITO Highway Corridor Manual. a typical configuration and rchange. The intersection mitigating impacts to adjacent und and southbound access to	The interchange spacing of 305m between ramp terminals is reduced by approximately 50m rom the base case, and considerably below the desirable 400m per the MTO Highway Confrok Manual. Lett turns are required for northbound traffic access to the Bradford Bippass westbound, creating additional conflict points for traffic.			
1.3 Carpool Lot	 Provide similar opportunities for a carpool lot in the southeast quadrant. 					
1.4 Property	Changes to properly impe Note that as per the MTO minimum offset of 150m f The spacing between the 30-50m in the Diamond-P <u>PIN Area</u> <u>58034016</u> +10, <u>580340022</u> -1: <u>580330029</u> +44 <u>580330029</u> +44	acts and access versus the base c Corridor Manual, the Functional In for a 60 km/h posted speed roadwa proposed E-NVS ramp and reside arcto A4 configuration. (m) Notes (Changes as a resu Mostes (Chang	ase Parck AI are presented in the tuble below. Interchange Area Access Connection Offset Spacing criteria requires a sy for privale (unsignatized) drivewaye, and 400m for public creats. Interchange Area Access Interested area by approximately at of the Diamond in the north quadrant) typacts to future planned socces fields and parking lot. Son Park, no change in impact to existing socces field. ar impacts. Construction does not meet minimum driveway grade. Note the			
	580330030 N Cha	offset spacing.	shange area and does not meet the minimum access connection			

Bradford Bypass – 10 th Sideroad Interchange Additional Assessment							
Evaluation Factors and Criteria	Parcio A	4 (Base Case)	Diamond-Parclo A4				
	580330031 th	No standard of a maximum 6% does not meet the minimum	a result of substandard driveway profile (12% exceeding the to or less). The driveway is also within the interchange area and n access connection offset spacing.				
	580330032 Ch	No Residence continues to be lange	impacted by ramp, maintain full acquisition.				
	Total Additional Land Required		+10,883				
	Total Land Impact Reduction		-132				
	Net Total +10	The Diamond-Parcio A4 Interchange will have a greater property impact tha case, and there will be greater impacts to Henderson Park with this alternat +10,751 Note based on the Simoo Courty Transportation Master Plan, 10 ⁶ Siderad wide considered beyond the Bradford Spass 2031 hoizon year, this widening may ree further property impacts and displacements.					
1.5 Active Transportation and Pedestrian Safety	 Pedestrian and cyclist or sale of the interchange. AT users can cross the M wailing for a traffic signal (yielding to vehicles). AT to wait for a signal to cor- nenticound left turning the Provisions for 3.0m NUF- southbound directions. Very low current pedestrian and anaportation and of active transportation and generally accommodated intersections. 	rossings at 3 ramps on the north Once rossing location (E-MS) N-W and S-W Ramps without I phase, when safe to do so users on the east side may have ses the E-NS Ramp due to raffic and southibound right turning P in both northbound and tins and cyclist volumes in the along nettic volumes in the along full "Siderod may result in d cyclist traffic, which are d at standard controlled	While there are only poetestrian and cyclist crossings at 2 ramps on the north side of the interchange. Reve are more confili points configuration. The two crossing locations on such side will be signized and perminal locations. Additional consideration for signal phasing for 47 users crossing the E-NUS and NS-VR temps. The northboard H attimum time traffic onto the VS-VR temps. The interpret of the temp and and the reveal to the temp and the reveal to the reveal to the temp and the reveal temp and temp and the reveal temp and temp and temp and the reveal temp and temp and the reveal temp and the reveal temp and temp and temp a				

Bradford Bypass – 10 th Sideroad Interchange Additional Assessment					
Evaluation Factors and Criteria	Parclo A4 (Base Case)	Diamond-Parclo A4			
		along 10 th Sideroad may result in increased pedestrian and cyclist traffic, which are generally accommodated at standard controlled intersections.			
1.6 Construction Staging	 No significant difference for construction staging and constr 	uctability.			
1.7 Constructability	 No significant difference for utility impacts. 				
1.8 Relative Capital	 No significant difference in capital cost. 				
Cost	 No significant difference for operations and maintenance. 				
Evaluation of Highway Criteria and Ranking	Preferred - Common interchange configuration in Ontario. - Better free-flow traffic movements. - Better intersection spacing versus Diamond-Parolo A4. - Lower overall property requirements, with reduced less impact to Henderson Park.	Least Proferred - Less common interchange configuration. - Worse free-flow traffic movements. - Worse intersection spacing. - Increased property impacts, including higher property requirements from Handesson Park land parcels.			
2. Traffic					
2.1 Interchange Capacity	 Highest InterCharge capacity with reserve capacity available to accommodate traffic growth beyond the project sulmate horizon year (2041). How 2041 cam, he was accommodate before approximate accuracity at the north ramp terminal under a Parcio A4 configuration. Intercharge configuration prevents intercharge hopping in the westbound direction, avoiding potential impact of additional volumes. Worksmuth P1 (¹⁰) Silveraud widening is not anticipated to occur before 2031. 	Lover interchange capacity with limited reserve capacity available to accommodate truits raifs/decama beyond the project's ultimate horizon yier (2011). Additional and the second sec			
2.2 Interchange Ramp Terminal Operations	Signalized ramp terminal intersections operate well with excess capacity available beyond 2011. Interchange provides the best interchange operations of all inter change types.make. all excernments and the overall intersections operate at LOS B or better.	 Interchange provides sightly worsened, but still good traffic operations in the 24th horizon year. Delays and 99° percendie queue lengths are shown to slightly increase under the Diamodo- Percio AI configuration. Percendie and the Configuration of the Conf			

	Bradford Bypass – 10 th Sideroad Interchange Additional Assessment									
Evaluation Factors and Criteria	Parclo A4 (Base Case)					Diamond-Parclo A4				
	- Truck percentages:			- Truck percentages:						
	Intersection	Movement	AM Truck %	PM Truck %		Intersection	Movement	AM Truck %	PM Truck %	
		NBT	0.3%	7.6%			NBL	2.7%	0.7%	
	10 th Sideroad &	WBL	1.2%	2.7%			NBT	0.3%	7.6%	
	North Ramp Terminal	WBR	11.1%	8.3%		10 th Sideroad &	WBL	1.2%	2.7%	
		SBT	5.4%	3.7%		North Ramp Terminal	WBR	11.1%	8.3%	
	10 th Siderand 8	EBL	1.4%	14.6%			SBT	5.4%	3.7%	
	Bradford Bypass	EBR	2.0%	3.8%			SBR	6.4%	5.6%	
	South Ramp	NBT	1.6%	0.7%		10 th Sideroad &	EBL	1.4%	14.6%	
	Terminal	SBT	1.1%	1.0%		Bradford Bypass	EBR	2.0%	3.8%	
						South Ramp	NBT	1.6%	0.7%	
						lerminal	SBT	1.1%	1.0%	
2.3 Weaving Distance and Operations with Mainline	Weaving distance of a Highway 400 and the westbound direction. Good mainline weavi and the Highway 400 direction. Segment oj AM and PM peak hou methodologies.	 Weaving distance of approximately 1.0 kilometre between Highway 400 and the 10⁶ Sideroad interchange in the Cood mainline weaving operations between 10⁶ Sideroad and the Highway 400 interchange in the westbound direction. Segment operates at LOS B during both 2041 AM and PM peak hours using both GDSOH and HCM methodologies. 			-	Weaving distance of app 400 and 10 th Sideroad int Good but slightly worsen the 10 th Sideroad interchu the westbound direction (weaving segment due to Segment operates at LO hours using both GDSOH	oximately 1.0 erchange in th ad mainline we ange and the H slightly higher combining N-V S B during bott I and HCM me	kilometre b e westbour aving oper- lighway 40 density thn / and S-W a 2041 AM thodologies	etween Hig id direction ations betw) interchan ough the ramps traff and PM per a.	hway een ge in ic). ak
2.4 Safety	 Fewer traffic conflict p north ramp terminal in 	tersection.	ential for co	illisions at	-	at north ramp terminal int	ersection.	ith potentia	al for collisio	ons
Evaluation of Traffic Criteria and Ranking	noth ramp terminal intersection. Prefered - Greatest interchange capacity. Excellent ramp terminal intersection operations. - Good mainline weaving operations between the 10 th Sideraid interchange and the Highway 400 and in the weatbound direction. - Fewer traffic conflic points with potential for collision at north ramp terminal intersection.			Le: - - -	st Preferred Lower interchange capac Good ramp terminal inter Good, but slightly worser weaving operations betw and the Highway 400 inte as a result of the configue 10 th Sideroad interchange Higher number of traffic c collision at horth ramp ter	ity. section operati ed (relative to sen the 10 th Si rchange in the ation and conv on-ramps. onflict points v minal intersect	ons. Parclo A4) Jeroad inte westboun ergence of ith potentia ion.	mainline rchange d direction the two al for	0	

Bradford Bypass – 10 th Sideroad Interchange Additional Assessment								
Evaluation Factors and Criteria	Parclo A4 (Base Case)		Diamond-Parclo A4					
Overall Screening of Alternatives	Preferred	٠	Least Preferred	0				

3. Summary of Traffic Operations

The traffic operations analysis was undertaken using a modified version of the microsimulation model developed using the Amsun Next 20 software package. A simple terminal operations under the Demon-Parcio A4 interfunge configuration were compared with those under the Parcio A4 interchange configuration, summatized in Table 2 and Table 3, singlet higher and P5 procentile quest einfph are to long under the Demon-Parcio A4 integration, sum and adjubly higher and P5 procentile quest einfph are to long under the Demon-Parcio A4 integration.

				Diam	ond-Parclo	A4 Intercl	nange			
	Movement		2041 AM	Peak Hour		2041 PM Peak Hour				
Intersection		Volume	Delay (s)	LOS	95th % Queue (m)	Volume	Delay (s)	LOS	95th % Queue (m)	
	NBL	282	18.0	В	9.8	238	8.0	Α	2.9	
10 Sideroad & Bradford Bypass North Ramp	NBT	277	14.9	В	9.2	686	11.9	В	12.3	
	WBL	65	22.1	С	3.6	80	17.5	В	3.6	
	WBR	387	13.8	В	10.2	295	14.6	В	10.2	
	SBT	826	12.6	В	22.5	374	13.3	В	15.1	
Terminal	SBR	361	6.2	А	1.9	140	2.9	Α	0.1	
	Overall	-	13.0	В	-	-	11.7	В		
10 Sideroad 8	EBL	87	12.1	В	2.7	343	17.0	В	12.2	
Bradford Bypass South Ramp	EBR	429	10.3	В	7.8	357	9.8	Α	5.4	
	NBT	478	12.6	В	13.2	590	13.7	В	15.8	
	SBT	391	14.8	В	14.4	221	18.7	В	8.7	
Terminal	Overall		12.5	В	-	-	14.2	В		

Table 2. Diamond-Parclo A4 Ramp Terminal Traffic Operations - 2041 AM and PM Peak Hours

Table 3. Parclo A4 Ramp Terminal Traffic Operations - 2041 AM and PM Peak Hours

				1	Parclo A4 I	nterchang	9			
			2041 AM	Peak Hour		2041 PM Peak Hour				
Intersection	Movement	Volume	Delay (s)	LOS	95th % Queue (m)	Volume	Delay (s)	LOS	95th % Queue (m)	
	NBL	-		-	-	-	-	-		
10 Sideroad & Bradford Bypass North Ramp	NBT	277	15.8	В	11.6	682	10.8	В	14.8	
	WBL	62	18.1	В	10.1	82	14.6	В	3.1	
	WBR	383	12.7	В	10.1	296	13.0	В	8.6	
	SBT	825	6.8	Α	10.5	376	10.2	В	8.3	
Terminal	SBR	-	-	-	-	-	-	-	-	
	Overall	-	10.3	В		-	11.3	В		
10 Sideroad 8	EBL	85	12.4	В	8.7	344	15.9	В	11.1	
Bradford Bypass South Ramp	EBR	430	10.7	В	8.6	360	9.6	Α	5.1	
	NBT	479	12.8	В	13.4	587	13.6	В	15.7	
	SBT	390	13.6	В	12.9	221	19.0	В	9.2	
rerminal	Overall	•	12.3	В	•	-	14.0	В	-	

Mainline operations for the vestbound weaving segment of the Bradford Bypass between 10^a Sideraad and Highway 400 interchanges were assessed using the outputs of the microsimulation model. Table 4 and Table 5 surmarize the mainline weaving Level of Service (LOS) for the Diamond-Parcio A4 and Parcio A4 interchange configurations, respectively, using to the Geometric Design Standards for Chartie Highways (GSDH) and Highway Capacity Marani (HCM) methodologies. The weaving segments, both of the same length, operate very similarly with an acceptable LOS 8 during both pank hours and both beneficiated and the same length, operate very similarly with an acceptable LOS 8 during both pank hours and both beneficiated and the same length, operate very similarly with an acceptable LOS 8 during both pank hours and both beneficiated and the same length, operate very similarly with an acceptable LOS 8 during both pank hours and both beneficiated and the same length, operate very similarly with an acceptable LOS 8 during both pank hours and both methodologies. Average operating speeds induced near therefore conditions of approximately 100 km/h. A demaily, The difference represents less than 1% and is likely a result of slight variation between microsimulation model runs.

Mainline Section		Diamond-Parclo A4 Interchange										
	N/S-W On- Average Ramp Speed Vehicles (km/h)		GDSOH Freeway LOS AM		HCM Service	GDSOH Freeway LOS AM		HCM Service Volume				
	AM	PM	AM	PM	Density (veh/km/lane)	Segment LOS	LOS AM	Density (veh/km/lane)	Segment LOS	LOS PM		
Bradford Bypass Westbound - West of 10 th Sideroad	643	378	101	98	8.7	в	в	8.7	в	в		

Table 4. Diamond-Parclo A4 Weaving Operations - 2041 AM and PM Peak Hours

Table 5. Parclo A4 Weaving Operations - 2041 AM and PM Peak Hours

Mainline Section		Parcio A4 Interchange										
	N-W On- Avera Ramp Spee Vehicles (km/h		rage eed 1/h)	GDSOH Free AM	way LOS	HCM Service	GDSOH Freeway LOS AM		HCM Service Volume			
	AM	PM	АМ	РМ	Density (veh/km/lane)	Segment LOS	LOS AM	Density (veh/km/lane)	Segment LOS	LOS PM		
Bradford Bypass Westbound - West of 10 th Sideroad	361	140	101	99	8.5	в	в	8.4	в	в		

4. Conclusion

Overall, based on the comparative analysis conducted, it continues to be recommended by the Project Team to maintain a Parcick A4 to 10⁶ Scienced as it best optimizes traffic constraints maintaining a smaller todprint than other acceptable alternatives i.e. those assessed and presented at Public Information Centre #2 and the Diamond-Parcio A4 presented in this memorandum.

While taffic operations are observed to be similar in nature between the alternatives as detailed in Tables 2 to 5, the modifications to the north of the interchange result in increased vehicular conficient points. This would also result in creating additional AT conflicts and the requirements for additional considerations for safe passage of AT users. In addition, taffic operational capacity of the interchanges differs significantly. The ParcOAA offers result 50% additional capacity for traffic operations and the Diamond-Parclo A4 hybrid only 25% as of 2014. Since County's population is expected to increase to 410.000 ½ 2033, with the Regional Municipality of York growing 1 1.78 million by 2041. With the massive population growth expected in the next 30 years it would be best to adequately plan for increased traffic demand that will come with the increase in population. Furthermore, the new alternative (Diamond-Parcio A4) requires a net total of 10,751 m² of additional property, with much of this coming from the Henderson Park and parcels (10,766 m³) to facilitate the diamond configuration on the north side of the interchange. The Project Team is cognizant of the Town of Bradford West Gwillinbury's plan to expand and develop the existing Henderson Park and the negative implications of expanding the interchange in othese lands. In the northeast quadrant, minimal additional distance is obtained between existing residential developments and the proposed interchange range parallel in the Diamod Parcio A4 configuration. The increased sequendin, ranking from approximately 20-A6 continues to be recommended, it is suggested that use of berms and/or vogetation is explored in detail design to create natural securition between the MTO ROW and the adiciaent residential street.



AECOM AECOM 300 Water Street 905 668 9363 tel Whitby, ON, Canada L1N 9J2 905 668 0221 fax www.aecom.com

Minutes of Meeting

Date of Meeting	July 26, 2023	Time 4:00 PM = 5:00 PM	60636190				
Project Name	Bradford Bypass Prei Impacts	iminary Design and Project-Spec	ific Assessment of Environmental				
Location	Microsoft Teams Tele	econference					
Regarding	Bradford Bypass 10	Bradford Bypass 10 th Sideroad Interchange Alternative					
Attendees	Geoff McKnight Officer	Bradford West G	willimbury - Chief Administrative				
	Joe Coleman Technologist	Bradford West G	willimbury – Senior Engineering				
	Katy Modaressi Projects	rty Modaressi Bradford West Gwillimbury – Manager, C ojects					
	Peter Loukes and Engineering Service	Bradford West G	Bradford West Gwillimbury – Director of Developmer				
	Lukasz Grobel	MTO - Area Mana	MTO – Area Manager				
	Wan Chi Ma	MTO = Senior Pro	MTO - Senior Project Manager				
	Jordan Lee	MTO - Environme	MTO - Environmental Planner				
	Johnson Lau	MTO = Senior Tra	MTO – Senior Traffic Design Engineer				
	Aaron Janke	MTO = Traffic Su	MTO - Traffic Supervisor				
	Tim Sorochinsky	AECOM - Project	AECOM - Project Manager				
	Riyaz Sheikh	AECOM - Deputy	AECOM - Deputy Project Manager				
	Mir Hyder	AECOM - Highwa	iys				
	Nico Valenton	AECOM - Highwa	iys				
	Ilya Sher	AECOM - Traffic					
	Ilia Merkoulovitch	AECOM - Traffic					
	Emma Docherty	AECOM - Senior	AECOM - Senior Environmental Planner				
	Madeleine Atherton	AECOM - Enviror	AECOM - Environmental Planner				
	Christopher Scott	AECOM - Environ	nmental Planner				
Distribution	Attendees and Proje	ct Team					
Summary Prepared By	Christopher Scott						



Meeting Summary	
The Project Team provided introductions and welcomed the attendees.	INFO
The Project Team explained that the purpose of this meeting was to review additional alternatives to the 10 th Sideroad interchange configuration in order to address the request received from the Mayor of Bradford West Gwillinbury on behalf of the residents from Arthur Evans Crescent.	INFO
The Project Team provided an overview of the Bradford Bypass Project including the process that led to the selection of interchanges included in the Updated Technically Preferred Route.	INFO
The Project Team explained that a Diamond Parclo A4 interchange was generated as an alternative to the recommended Parclo A4 interchange based on the deputation provided to Bradford West Gwillimbury Council by the residents of Arthur Evans Crescent and the associated council resolution.	INFO
The main concerns of the Arthur Evans Crescent residents included: The encroachment of the ramp design in the northeast quadrant to the neighbourhood, the Bradford Bypass to go under 10 th Scilorad, and the safety concerns associated with accessing Henderson Park In the northwest quadrant.	INEQ
The Project Team compared the recommended Parcio A4 interchange to the Diamond Parcio A4 Interchange and found that both structural and environmental impacts are anticipated to be similar between alternatives, therefore were not included in the comparison.	INFO
The interchange spacing batteries ramp terminals for the Parcio A4 instructionage configuration is 30 and the Diemonor Horic A4 instructionage 30 and 20 an	INFO
 Bradford West Gwillimbury noted the need for an additional left turn required for the Diamond Parclo A4 interchange (for the WS-W ramp) and asked how this may impact the level of sarvice. The Project Team explained that the Diamond Parclo A4 interchange would require a kit thur the for northound rafts to access the Bradford Bypass westbound, creating additional conflict points for traffic. The Project Team sign batt that the westbound kit hur off-ramp movement worsens from LOS B under the Parclo A4 interchange to LOS C under the Diamond Parck A4 interchange. 	INFO



The spacing of the off-ramp for the Diamond Parclo A4 interchange (E-N/S ramp) was determined to be only 30m to 50m further away from the residents of Arthur Evans Crescent relative to the Parco A4 Interchange off-ramp (E-N/S ramp).	INFO
Based on the configuration of the land parcels, the Diamond Parclo A4 interchange would require an additional 10,706m ² of land when compared to the recommended Parclo A4 interchange, which is more efficient with respect to miligating property impacts.	INFO
The recommended Parclo A4 Interchange would include podestrian and cyclic crossings at three locations on the north side of interchange while the Diamond Parclo A4 Interchange would include crossing at two locations on the north side of the Interchange. However, three are additional complexities for the Diamond Parclo A4 Interchange configuration due to converging movements at the INS-W on ramp. Additional conditionations can be dedicated pressing of signals to reduce implications of conflicts would need to be considered for the NSW ramp.	INFO
Bradford West Gaillimeary inquired about traffic projections into the future, including analysis of traffic movements and timelines with respect to when issues begin to accur. The Project Team explained that although the horizon year for the uitimate Bradford Bypass is 2041, Taffic levels were assessed beyond the horizon year until the platic lark for ubin iterationage configurations. It was found that the Parcio A4 Interchange could support 50% additional traffic growth beyond projectica 2041 traffic levels while the Diamond Parcio A4 interchange could only support 25% beyond projected 2041 traffic levels.	INFO
The Project Team noted that adjusting the interchange configuration to a Diamond Parolo A4 interchange limits future expansion in Henderson Park as additional lands designated for the park would be required for this configuration as noted earlier in the meeting.	INFO
The Project Team summatized that the Parcia A4 Interchange continues to be the recommended alternative as it best optimizes traffic operations: regaries less and, contains former vehicle contilit points/complexities and offers additional capealy for traffic operations which supports the significant population expension projections for Bradford Vest Califithory and adjacent municipaties.	INFO
The Project Team recommended that the enhanced use of vegetation and/or herms shall be explored in Detail Design to create natural separation between the MTO right-d-way and the adjacent residential streat. In addition, coordination for improvements to the TDP Stateroad and Arthur Evans Creasent intersection is encouraged through additional engagement with Simona Couray and Bardton West Golillenous Jo future in provve the safety of pedestrians and cyclicits accessing Henderson Park. The Bradford Papers is aready being proposed as an undergase at IDP Selectad, however, additional	



INFO
INFO
INFO
INFO
INFO
INFO



•	Bradfor	d West Gwillimbury asked if there are mitigations that can ented in regard to pedestrian crossings at ramps since these are high	
	o	areas. The Project Team explained that during Detail Design, there would be an assessment of projected pedestrian and active transportation (AT) usage, with solutions being implemented as appropriate. Current recommendations include traffic signals at both north and south ramps terminals to facilitate the movement of motorists and pedestrians/AT users sately and refortively.	
	0	The Project Team will also coordinate with the municipalities to facilitate pedestriant and active transportation crossing in the future. The Project Team noted that even without the Bradrod Bypass, population and enginement growth forecasts will result in increased traffic movements through 10° Siderad and there should be consideration for interactions with pediatrism crossing the road in this area, in particular in the vicinity of Honderson Park.	INFO
•	Bradfor meeting o	d West Gwillimbury asked if some parcels discussed earlier in the have been acquired. The Project Team explained that they do not have that information at this time.	INFO
•	Bradfor the Bra o	d West Gwillimbury asked for the differential in elevations between dford Bypass and Henderson Park. The Project Team explained that they will have precise elevation differentials during Detail Design. The property requirements proposed in this study account for ditching, grading and slope requirements.	ACTION: MTO/BWG
•	Bradfor finding: o	d West Gwillimbury and the Project Team discussed distributing the s of this assessment. The Project Team and Bradford West Gwillimbury will determine next steps in disseminating information as required.	INFO
•	The Pro who rea approp	ject Team noted that they will be meeting with some of the residents juested a meeting with respect to their own property impacts after the riate personnel from Bradford West Gwillimbury have been briefed.	



Page 6 Minutes of Meeting Bradford Bypass PD and Assessment of Environmental Impacts 2019-E-0.048 10th Sideroad Interchange Alternative

Technical Stakeholder Meetings


AECOM 300 Water Street 905 668 9363 tel Whitby, ON, Canada L1N 9J2 905 668 0221 fax www.aecom.com

Minutes of Meeting

Date of Meeting	May 3, 2021	Time 1:00PM = 2:00pm	60636190
Project Name	Bradford Bypass EA/ P	reliminary Design	
Location	Microsoft Teams Telecor	iference	
Regarding	Hydro One Meeting #1		
Attendees	Harindar Singh Usman Akthar Matey Matev J. Brent Currie Lana Kogal Matia Agnew Roman Denfrman Tim Sorochinsky Riyaz: Sheikh Jon Neuman Nico Valenton Mir Hyder Sonia Ramkin	MTO – Project MTO – Corrido Hydro One – Ni Hydro One – Ni Hydro One – Ri Hydro One – Ri AECOM – Proj AECOM – High AECOM – High AECOM – High AECOM – High	Delivery Management etwork Management all Estate, York Region all Estate, York Region all Estate, Work Region all Estate. West Gwillimbury sci Manager ways ways soaps

Distribution	Attendees and Project Team
Minutes Prepared By	Nico Valenton, AECOM
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

1.	Project Overview and Schedule	
•	N Valento provided a Safely Moment regarding COVID-19 processitions while existie. N Valento provided indicacions of the ASCOM and NIO Project Tam. The hydro Den representatives also provided introductions. R Sahelt provided an Apricel Oversition. R Sahelt provided an Apricel Oversition. R Sahelt provided and Apricel Oversition. R Sahelt Provided Apricel Oversition. R Sahelt Pro	Info. Info. Info. AECOM Hydro One

2. Key Crossing Locations	Action
Hydro Towers West of Leslie Street (north of Queensville Side Road), York Region J. Newman provided an overview of each of the 3 alternatives at Leslie Street prepared by th AECOM team and shared with the meeting attendees.	ne Info.
 Auginitian Hydro One noted the short spans between lowers are a concern. Hydro One inqui could the alignment be revised to completely avoid the conflict? 	red Info.



	0	AECOM noted this study is only reviewing minor changes to the 2002 Approved EA	Info.
		alignment and corridor. Alternative 2 provides the approximate designated highway	
		right of way in blue lines.	
	0	Hydro One inquired could the alignment be moved south?	Info.
	0	AECOM noted realigning the corridor south would be outside of the scope of the	Info.
		approved EA and would impact several residential properties and the community	
		adiacent to Leslie Street.	
	0	Hydro One inquired could the alignment follow the transmission corridor north to	Info.
		Highway 404 which would result in no crossings.	
	0	AECOM noted realigning the corridor to follow the transmission line north would be	Info.
		outside of the scope of the approved EA.	
	0	Hydro One inquired could the alignment be skewed/angled to provide improved	Info.
		horizontal clearances from towers (Alternative 1).	
	0	AECOM noted the highway's intersection skew angle with the transmission line can	Info.
		only be slightly modified due to the extremely flat curvature and 120km/h design	
		speed of the highway in this location. AECOM noted there would be challenges in	
		"turning" the highway at this location.	
	0	AECOM will review the corridor alignment to improve horizontal clearances.	AECOM
•	Alternat	ives 1. 2. and 3	
	0	Hydro One noted in the alternatives there are conflicts with the towers. Tower	Info.
		relocation may be required. Towers in the median would be undesirable.	
	0	AECOM noted Alternatives 2 & 3 will be a conflict in the future when the highway is	Info.
		widened into the median. Alternative 3 is not preferred because of the Highway	
		"bulge". These two alternatives also would require median access to the towers which	
		is undesirable.	
	0	AECOM noted Alternative 1 is preferred because it avoids major impacts to the	Info.
		towers, and the towers are not in the median.	
	0	AECOM noted the preference would be to avoid impacting the towers,	AECOM
		Alternative 1 appears to be preferred. Alternative 1 will be further reviewed to	
		avoid Hydro One. Towers in the median would be undesirable due to access	
		challenges and future widening.	
•	Horizon	tal Clearance	
	0	AECOM noted 15m maintenance zone radius have been provided on the plans. The	Info
		plans show there is some encroachment of this maintenance zone from the right of	
		way and/or the shoulder or edge of pavement. Alternative 1 provides the best	
		horizontal clearances from the towers with only 1 tower and its 15m maintenance zone	
		in the right of way.	
	0	Hydro One noted 1/3 tower height radius would be desired for fall zone in addition to	Info
		the 15m maintenance zone radius. If the ramp or mainline is close to tower, a lane	
		closure may be required when work is being completed. Towers in close vicinity to the	
		highway (e.g. fall zone) will require frequent lane closures for maintenance.	
	0	Hydro One to provide the tower height or radius for the 1/3 tower height fall	Hydro One
		zone horizontal clearance.	
	0	AECOM to review the horizontal clearance considering the 1/3 fall zone.	AECOM
	0	Hydro One noted in general for corridor crossings, lane closures for stringing	Into.
		conductors would be required, closures at night are not preferred.	
	0	AECOM noted lane closures required for work is an ongoing discussion with MTO.	Inro.
	0	MTO to provide comments on this concern.	MIO
•	Vertical	Clearance	1.6
	0	Hydro Une requested the vertical profile.	into.
	0	AECOM noted the vertical profile provided in the meeting materials shows 4-6 m fill in	into.
		the area where transmission lines are. AECOM noted the profile has some room for	
		adjustment through further discussions.	



0	Hydro One noted transmission line is 230kV, vertical clearances for the transmission	Info.
	lines may not have accounted for future road/highway in area. Reducing transmission	
	line vertical clearance is undesirable.	
0	AECOM requested Hydro One to review the provided profile and to provide the	Hydro Une
	current range or venical elevation and/or clearances for the transmission lines	
	III UIIS died.	
 Tower # 	ALCOM noted approximate control in the modern concild to a sefect encourse	Info
0	Accowinded accessing lowers in the median would be a safety concern.	Info.
0	Hydro one inquired now will access be provided to the lowers, the components through Hydro One's transmission line encompont. Hydro One accessor towners	IIIO.
	Inonitudinally	
	AFCOM index access will ideally be provided through the existing mutes and	Info
0	easement and through arreements with private promotions for the porth and south	
	towers. From satellite view. Tower #W-3 and #E-3 appear to remain accessible via	
	private road from Leslie Street north of the corridor and Towers #W-2 and #E-2	
	appear to be accessible via private road from Leslie Street south of the corridor.	
0	AECOM requested Hydro One to review tower accesses, and agreements with	Hydro One
	properties in the area.	
0	AECOM will review potential access routes.	AECOM
Hydro Cross	ing at Highway 404 (north of Holborn Road), York Region	
 J. Newr 	an and N. Valenton provided an overview of the Highway 404 location prepared by the	Info.
AECOM	team and shared with the meeting attendees.	
 Alignme 	ent	
0	AECOM noted the southbound N-W Ramp shown in the plans provides some	Info.
	shoulder widening with the ramp bullnose south of the towers.	
0	Hydro One noted the towers east and west of Highway 404 appear to be newer than the other towers in the transmission line corridor	Into.
0	Hydro One inquired can a W-N Ramp (northbound) tie in that goes around the east	Info.
	side of the south towers be provided instead of the west side of the south towers. And	
	can this tie into the mainline north of the transmission line corridor?	
0	AECOM noted a N-W Ramp that goes around the east side of the south towers would	Info.
	create a similar issue to having towers in the median and would be undesirable due to	
	access challenges and future widening.	
0	AECOM to review N-W Ramp (northbound) tie-in.	AECOM
 Horizon 	tal Clearance	
0	AECOM noted 15m maintenance zone radius have been provided on the plans. The	Into.
	plans show there is some encroachment of this maintenance zone from the right of	
	way and/or the shoulder or edge of pavement.	1.6
0	Hydro One noted the 1/3 fall zone would need to be considered as well.	Inro.
0	Hydro One to provide the tower height or radius for the 1/3 tower height fall	nyaro orie
	zone horizontal clearance.	AFCON
•	AECOM to review the horizontal clearance considering the 1/3 fail zone.	ALCOM
 Vertical 	Liearance	Info
0	Hydro Une noted the transmission line vertical clearances over this location may have	
	been provided for Highway 404 corridor and the work was paid for by MTO.	Info
0	Hydro one noted the transmission line at this location may not have been designed to	
	AECOM relief Lieburg 404 may redate Practiced Purger corrider and may not been	
0	hoon accounted for in the Linhard 404 crossing	Info.
	AECOM requested Hydro One to provide the current range of vertical elevation	
0	and/or clearances for the transmission lines in this area	Hydro One



	0	MTO / AECOM to review background materials regarding the Highway 404 location	MTO / AECOM
	Tower A	ICCPSS	
	0	AECOM noted Hydro One's transmission towers immediately east and west of	Info.
		Highway 404 have maintenance access roads as shown on satellite view and in the	
		drawings. The N-W Ramp (Southbound) bullnose is south of the transmission line	
		corridor with some shoulder widening in the area under the transmission line. The W-	
		N Ramp (northbound) merges with the mainline just north of the transmission line but	
		crosses on the west side of the towers, the maintenance access road would be	
		impacted. In both directions, the maintenance access road accesses are a safety	
		concern due to being in the vicinity of the ramps and it would be desirable to remove	
		these accesses.	
	0	Hydro One noted the maintenance access roads would have been built due to access	Info.
		challenges to the towers. Hydro One noted it does not have background information	
		on why the towers were built in their current state.	Linden Ones
	0	AECOM requested Hydro One to clarity how the maintenance accesses are	Hydro Une
		used, and it they are used to access the east and west easements/controls.	Infa
	0	Hydro one noted the lowers are rended in who know so access would only be not	IIIU.
		maintenance access mad to access the towers	
		AECOM requested Hydro One to clarify if the fence was adjusted to inside the	Hudro One
	0	Towers immediately next to Hintway 404 can Hydro One access the towers	nyaroone
		through easements or agreements with private properties	
	0	AECOM to review fencing to be against the ramp so access would be available	AECOM
		from the east of the corridor to the towers.	
	0	Hydro One requested the nearest access roads.	Info.
	0	AECOM noted the nearest road accesses are from Holburn Road on the east and	Info.
		west sides which terminates with cul-de-sacs.	
	0	AECOM requested Hydro One to clarify how was access made to these towers	Hydro One
		10+ years ago when there was not a Highway 404?	
Hy	dro Tower	rs near Professor's Day Drive, East of County Road 4, Bradford (not discussed, to	AECOM
be	schedule	d for next meeting)	
•	Alignme		
•	Horizont	ai clearance	
•	Vertical	Llearance	
•	I ower A	COPSS	

3.	Next Steps / Discussion / Other Business	Action
•	Due to schedule conflict and meeting duration, the remaining topics for this meeting will be covered in an additional meeting before the next month, an earlier meeting would be desirable due to the schedule of the project.	Info.
Ċ	The next meeting will be scheduled within the next month to discuss Part 2. Protessors Day Drive Crossing Location, Project Schedule, and any additional discussion and follow-up. AECOM will send out requests for availabilities. Prot-Meeting Note: The next meeting was scheduled for May 10.2021. 2rml	Info.



AECOM 300 Water Street 905 668 9363 tel Whitby, ON, Canada L1N 9J2 905 668 0221 fax www.aecom.com

Minutes of Meeting

Date of Meeting	May 10, 2021	Time 2:00PM = 2:30pm	60636190
Project Name	Bradford Bypass EA/ Preliminary Design		
Location	Microsoft Teams Teleconference		
Regarding Hydro One Meeting #1 Part 2			
Attendees	Harinder Singh Usman Akhtar Maley Matev J. Brent Currie Lana Kegel Maria Agnew Riyaz Sheikh Nico Valenton Mir Hyder Sonia Rankin	MTO – Project Dahvery MTO – Corrisk Management Hydro Cne – Network Management Hydro Cne – Network Management Hydro Cne – Real Estate, Stronce Region Hydro Cne – Real Estate, York Region AECOM – Dipaty Project Manager AECOM – Dipaty Project Manager AECOM – Environmental	

Distribution Attendet	s and Project realit
Minutes Prepared By Nico Val	enton, AECOM

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 Overview and Schedule	
:	N. Valenton provided a summary of the project and the previous meeting. R. Sheikh provided an overview of the Project Schedule. The Preliminary Design is scheduled to the annumber of the anti-analyzed schedule.	Info. Info.
•	AECOM noted the date of construction would depend on the MTO project delivery method.	Info.

2.	Key Crossing Locations	
Hyd •	To Towers near Professor's Day Drive, East of County Road 4, Bradford Hydro One noted the package for Professor's Day Drive is in technical review and comments would be noredided in a few package.	Info.
·	Hydro One noted the 115 kV line / circuit is currently operating under capacity and is at the end if is service life it may be decommissioned by 2023.	Info.
:	Hydro One noted the 115 kV line / circuit would be replaced with two 230 kV lines. AECOM inquired about the planned date for the future lines.	Info. Info.
•	Hydro One noted the date for the future lines is not clear when they would be built, but it would be beyond 5 years.	Info.
:	AECOM inquired about the property requirements for the future lines. Hydro One noted the two new lines could be built within the same property easement as the	Into. Info.
	existing line but noted it would not be known until design at the time. Hydro One noted they may have comments on this location due to the increase in profile grade.	Info.



Hydro Towers West of Leslie Street (north of Queensville Side Road), York Region	
Hydro Crossing at Highway 404 (north of Holborn Road), York Region	
 AECOM requested the status of the technical review for the two York Region areas. 	Info.
 Hydro One noted comments would be provided in 6-8 weeks. 	Info.
 AECOM noted the designs aim to mitigate impacts to the towers, but if changes are required or 	1.6
Hydro One relocations are required there may be some time in the study process to review this.	inro.
 AECOM noted a BBP corridor to the north parallel to the Hydro corridor may trigger a federal EA or individual EA assignment. 	Info.
 Hydro One also noted an EA would be required for their relocation of towers. 	Info.

3.	Next Steps / Discussion / Other Business	Action
•	The next meeting would be scheduled pending the receipt of Hydro One's technical reviews for the three locations and alternatives. AECOM to schedule a meeting after comments are received and reviewed.	AECOM

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

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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

Delivering a better world

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 Fail / Winter 2021
 - DB-RFP Award Spring 2022



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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.



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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.



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Proposed Work - Other Disciplines

- 1. Traffic Engineering
- 2. Drainage & Hydrology Engineering
- 3. Electrical Engineering
- 4. ATMS

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- 5. Pavement Engineering
- 6. Foundations Engineering



Proposed Work - Construction Staging (General)

· Proposed staging is subject to change

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- 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.



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Proposed Work - Construction Staging (General)



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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



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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 oriteria of Ontaino Regulation 9105 and Ontaino Regulation 1006 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)



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Key Discussion Items

Construction & management of traffic

- 1: Construction staging & temporary defour
- 2. 8th Line intersection staging

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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.

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Questions & Comments





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Action

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 Telec	onference		
Regarding	Stakeholder Meeting -	Fire, Police, and Emergency Me	dical Services	
Altendees	John MacKinnon	MTO		
	Rhonda Gribbon	MTO		
	Olaf Lamerz	BWG Fire & E	mergency Services	
	Jim Wa	King Fire and	Emergency Services	
	Dave Phillips	South Simcon	Police Services	
	Tim Sorochinsky	AECOM		
	Riyaz Sheikh	AECOM		
	Nico Valenton	AECOM		
	Sarah Schmied	AECOM		
	Mir Hyder	AECOM		
	Attendees & Project T	ieam		-

Distribution	Attendees & Project Team
Minutes Prepared By	Fadwa Hamdan, BES.

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 contexts to be correct. PLEASE NOTE:

1. Meeting Minutes

-	
Introduction and Project Overview	
 AECOM provided a safety moment regarding bicycle safety. 	Info.
 AECOM provided an overview of the project, the scope of work, and the proposed interim 	Info.
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. 	Info.
 AECOM provided an overview of the environmental approvals for the County Road 4 	Info.
project.	
Change in Design Speed and Posted Speed	
 AECOM noted that there are two different posted speeds through the project limits; 50 	Info.
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	



Bradford West Gwillimbury staff on September 22, 2021, both municipalities were	
supportive of the change in design speed and posted speed.	
Construction Staging / Traffic Management	
 AECOM noted the construction staging approach includes maintaining the existing number 	Info.
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 	Info.
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-tanes at 8 th Line intersection during the day and night tie-in works.	
 AECOM inquired about the proposed time ine for providing early notifications. King Fire and 	Info.
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 	Info.
concerns for this project received from the subdivision at 8 th 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 overal	
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.	
Other Business	
 BWG Fire and Emergency Services inquired about the overall timeline of the project. MTO 	Into.
noted Property acquisition is still origoing, 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. 	into.
ABCOM 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, ALCOM noted for Bathurst Street the current alternative is a diamond	
interchange, and it may have signatized intersections of roundabouts. Accesses at the	
provided at this time. King Fire and Emergency Services inquired about the changes at Bathurst Street, AECOA noted for Bathurst Street the current alternative is a diamond interchange, and it may have signalized intersections or roundabouts. Accesses at the interchance will also need to be rea/ioned.	

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905 668 9363 tel 905 668 0221 fax

Action

Minutes of Meeting

Date of Meeting	November 26, 2021	Time 3:30PM - 4:00PM	60636190
Project Name	Bradford Bypass EA/ Pr	eliminary Design	
Location	WebEx Teleconference		
Regarding	Stakeholder Meeting – F	łydro One	
Atlandaes	Larry Sarris	MTO	
	Usman Akhtar	MTO	
	Maria Agnew	Hydro Or	le la
	Matey Matev	Hydro Or	le la
	J. Brent Currie	Hydro Or	le l
	Janet O'Brien	Hydro Or	le la
	Tim Sorochinsky	AECOM	
	Riyaz Sheikh	AECOM	
	Nico Valenton	AECOM	
	Sonia Rankin	AECOM	
	Mir Hyder	AECOM	
Distribution	Attendees & Project Te	am	
Minutes Prepared By	Nico Valenton		

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.

Meeting Minutes

	9	
Introduction	& Project Overview	
 Hyp 	dro One provided a Safety moment	Info
 Hyr 	dro One provided an overview of the materials previously provided by MTO/AECOM	Info
Leslie Street	t / Highway 404 Crossings	
 Hyrical electrical de la construcción de la construcción	dro One noted MTO/AECOM's previous comment to provide vertical elevances and vations of Hydro One's transmission lines. Hydro One noted the current vertical arances would not be provided at Highway 404 and Leslie Street transmission line essings as the elevations are subject to change based on various factors, and the struction limeline for the Bradford Byzas is not Incom.	Info
 AE Hyr On 	COM requested if the vertical clearance requirements in general could be provided. dro One noted the clearance requirements are based on the voltage of the line. Hydro e noted that current clearance requirements may change in the future.	Info
 Hyriver year 5-y 	dro One noted the transmission lines may be upgraded to higher voltage in the next 5 ars that would require additional dearances. Hydro One noted their planning period is in ear increments.	Info
 Hyr not 	dro One requested a timeline for construction of the Bradford Bypass. AECOM and MTO ed a timeline could not be provided at this time.	Info
 AE pro 	COM noted the Project Team is working to finalize the Preliminary Design and the ject requires clearances to design the Bradford Bypass mainline crossing underneath	Info



he Hydro One transmission fee. At Piss time the maintime is shown crossing underwards Hydro One transmission park. The Hydro One transmission park of the Hydro One transmission of the Hydro One's regularments' word require updates in detail discipant with a disclament the Hydro One's regularments' word require updates in detail discipant, Hydro One note, bud word on the disging consultant to comail with Hydro One. ACCOM Word the disclament with Hydro One's regularments' to comail with Hydro One. ACCOM Word the disclament with Hydro One requires the ter continued consultation with Hydro One: a spet the consultant with be represented to comail with Hydro One. Spet the consultation process. One provide inspet intervent Hydro One is the term share the bydro Hei current bydrom buding may expetimente? Hydro One include the data levels bydro Hei current bydrom buding may expetimente? Hydro One include the data levels bydro Hei current bydrom buding may existent adjuant the bitwoses and mays and griftighway (bA, AECOM been provided previously levels in the bitwoses and mays and griftighway (bA, AECOM been provided previously levels on the bitwoses and mays and griftighway (bA, AECOM been provided previously levels on the bitwoses and mays and griftighway (bA, AECOM been provided previously levels on the bitwoses and mays also wone on the profiles. AECOM been provided previously levels on the bitwose and mays also wone on the profiles. AECOM	Info Info AECOM
will provide updated drawings including plan, profile, and cross sections of Bradford Bypass, and the transmission towers and lines with additional details as required.	
 Next meeting to be scheduled after Hydro One reviews updated drawings from AECOM. 	AECOM

Highway 400 – Highway 404 Link (Bradford Bypass) Environment, Community, and Agriculture (ECA) Committee

Meeting #1

Docembor 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 projectspecific 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



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 22ed - May 18th, 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.



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Break Out Rooms

Group 1 (Environment)	Group 2 (Agriculture & Community)
Forbid Roads Over Green Spaces (FROGS) Ontario Martee Heritage Committee York Sincole Nature Club Since the Medianorgie Liny Samis (MTO) Katina Lafor (MTO) Annt Sharma (MTO) Othery Davis (MTO) This Societanity (MECOM) Sonan Rankin (AECOM) Met hyder (AECOM) Met hyder (AECOM) Met hyder (MECOM)	York Region Federation of Agriculture Notional Farmers Union (Region 3 - Ontario) Holkind Marsh Grovers Association York Region Cycling Coalition York Region Cycling Coalition Harinde Singh MT(0) Shaha Kalok (MT(0) Ryaz Sheihh (M2COM) Sarah Schrind (M2COM) Fadwa Hamdan (A2COM) Dave Hodgson (Agrologist)



Welcome Back



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



Post Breakout Room Discussion





- 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



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



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 irank alternatives by order of preference: most to feast preferred).

Rank. Options

- No Preference (il pro divini h-
- Boe Coe
- Abstractor 1
- Attended 2





Survey Results - Alternatives





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



















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Subject.	Highway 400-404 Link (Bradford Bypass) – Environment, Community, and Agriculture Committee Meeting # 1		
Cuate	December 8, 2021		
Time	6:00PM-8:00PM		
Location	Zoom	()	
Administra	400-404 Project Team:	Committee Attendees	
	Larry Sarris, MTO Project Manager	Bill Foster, Forbid Roads Over Green Spacer (FROGS) + 1 adjacent property owner	
	Harinder Singh, MTO Project Manager		
	Rhonda Gribbon, MTO Environmental Planner	Deborah Gordon, Save the Maskinonge	
	Salia Kalali, MTO	Jody Mott, Holland Marsh Growers	
	Amit Sharma, MTO	Jordan Coates, York Region Federation of Agriculture	
	Katrina Lalor, MTO	Scarlett Janusas, Ontario Marine Heritage Committee	
	Jeffrey David Selbert, MTO		
	Tim Sorochinsky, AECOM Project Manager	Sunii Puri, National Farmers Union	
	Riyaz Sheikh, AECOM Project Manager	Sylvia Bowman, York Simcoe Nature Club	
	Sonia Rankin, AECOM Senior Environmental Planne	r Invited Attendees	
	Sarah Schmied, AECOM Environmental Planner	AWARE Simcoe	
	Nico Valenton, AECOM Engineer	Bradford Board of Trade	
	Mir Hyder, AECOM	Bradford's Women's Group	
	Dave Hodgson, DBH Soil Services Inc. Agricultural Specialist Jim Dyment, Municipal Planning Consultants Land Use Planner Kanodik Scullare, AECOM	Concerned Citizens of King Township	
		Concerned Citizens Group	
		East Gwillimbury Chamber of Commerce	
		Greenbelt Youth Ambassador	
	Fadwa Hamdan, AECOM	King Chamber of Commerce	
		Lake Simcoe Watch	
		Rescue Lake Simcoe Coalition	
	Technical Support	Simcoe County Federation of Agriculture	
		Simcoe County Greenbelt Coalition	
	Kathon Ross AECOM	York Region Cycling Coalition	

Prepared by Fadwa Hamdan

Distributed All attendees and regrets

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Overview

The purpose of the Environment, Community and Agriculture Committee Meeting is to understand and address community concerns and gather input on how to be stipped intermet 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 PIOI1 to highlight key concerns and ideas for the Preliminary Design. The intered of this meeting is to have a concernsation 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 langer and concerns, and receive feedback regarding the evaluation of alternatives and project-specific environmental impact studies for the Preliminary Design. The langer and concerns, and receive feedback regarding the realization of alternatives and project-specific environmental impact studies for the Preliminary Design. The langer and concerns and receive feedback regarding the realization of alternatives and project-specific environmental impact studies for the Preliminary Design. The langer and concerns and the studies for the Preliminary Design. The alternatives and project-specific environmental impact studies for the Preliminary Design. The langer and concerns and the studies for the Preliminary Design. The langer the studies of the Preliminary Design. The studies and the studies of the Preliminary Design. The studies of the Preliminary Design. The studies of the Preliminary Design of the studies of the Preliminary Design. The studies of the Preliminary Design of the studies of the Preliminary Design. The studies of the Preliminary Design of the studies of the Preliminary Design. The studies of the Preliminary Design of the studies of the Preliminary Design of the studies of the Preliminary Design. The studies of the Preliminary Design of the Preliminary Design of the studies of t

- 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, Appliculture 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

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.

Larry Sarris provided a welcome and a Land Acknowledgement.

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.

Introductions began with the Project Team and proceeded to the attendees. Harinder Singh introduced the MTO attendees, and Tim Scrochinsky introduced the AECOM attendees and technical support staff.

Bill Foster introduced innset as the representative for Forbill 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.

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.

Sunil Puri introduced himself as the representative for the National Farmers Union.

Scartet Janusas introduced herself as the représentative for Ontario Marine Heritage Committee. She mentioned the committee was part of an archaeological assessment for a provincially significant marine archaeology site (over landing site) on the East Holland River, and their concern is the creaservation of this site.





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.

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. Sona Ravin and Larry Saris noted that Indigenous engagement is orgoing and is commitg through direct consultation with each community, and not within this committee group. This committee meeting a strictly locused on members of community groups concerned with the Environment, Community, or Apriculture. Separate committee groups with meet in the new year, consisting of manipola government 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 (Rivaz 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 Hentage 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 Ex process meant. He states that although he is appreciative of the 15 studies AECOM to 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: Lany Sams darlief that the new regulation includes all the conditions with exception to condition. MITO will still need to follow all provide and theread regulations to ensure environmental protection. The regulation exempts the ministry from filing a Transportation and Environmental Subvig Record (TESK) (a Class EA document), but frees are still documentation requirements that need to be fulfilled through the fulfilled through through the fulfilled through the fulfilled through the fulfilled through through

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 noom participants. This included an explanation of the different components of the study area, and how the goory will be goorg through each of the Preliminary Design alternatives, which were presented at PIC 81 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 Lesle Street.

County Road 4 Entry Works & County Road Main Project Interchance Discussion Bill Foster noted concern with MVGs mandate and the musing of the local state with ong distance staffic. The County Road 4 interchange is in the proximity of Chetsea Cesecent residential area, torring 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, exemptifying bad form of communications and unrealistic standards the belivers this is to noiser a bypass particulate matter. As such, the map should be redone to display the tooprint of the planned housing develocments, and an industrial environments along the holprint of the planned

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 lowmedium, 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 typassing 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 Samis stated that MTO is not responsible for development applications, the munipolities are Part of MTO's role is to address tartice demands. There is a routeplanning approval at 11:0,000 scale, and the regulation only allows certain aspects to davance. The Early Horks provision in Co. Reg 00/71;2 allows MTO to build be Z.A. threemers no alternatives to the CTAI interchange area. He noted that as part of the study MTO is required to undertails eCTA and area outputs assements.

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

Property Owner is taken 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 sets specific components of the Early Works, which is only a docude study are ast County Road 4. This study builds upon the Smooe County's Munippid Class Environmental Assessment (MC-K) study and vorks initiated in 2020/2021 for the main Bratidrid Bypass project. The team is documenting existing conditions at this location and is completed and mater 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

Scalet Lanuas claimed all water crossings need to be examined for archaeological resources both above (and-base) and under-water (mainte-based). She noted there is an archaeological site on the east site of the East Holland River that has ecoded into the river, and the site can mander approximately 115 m. She also noted that the weithind should not be disregarded as low potential, and that there are eight known provincially significant sites in the area at this point.

Jetfrey 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 (in: existing archaelogical sites). Ongoing conversations will continue with the Ministry of Hentage, Sport, Tourism, and Cultural Industries (MHSTGI), and it is not MTO's Intention to disruct 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 exitent of potential impacts within the watercourses will be considered to determine the need and scope for marine archaeology.

Scarlet Janusas recommended that the Project Team consider potential impacts to archaeological resources from sail, to reference to Deborah Gordon's comments, sail 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 Foter aixed concerns regarding the planned growth in Eradford West G-willmbury and Ead Owillmbury. He considers that the project "into receive local congestion and local requirements, assuming the Project Team can Egue out how to safely cross the river. He asked the team to consider aitmarke adjument and solar doors in the area of Holand River. Safed the team to consider aitmarke adjument and solar doors in the area of Holand River. Government and the safet and the safet set of the sa

Tim Scrochinsky responded that the Project Team has not looked at future development of Hochreiter Road in great detail because Bradford West Gwillinbury has not noted it as a key east-west linkage in their transportation planning. The Project Team will follow up with the Towin 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.


Ontario 🐨

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

Scaletti Januasa noted the presence of a provincibly significant site at the proposed crossing of the flatdore Dipass. The site is considered to be both on initial and extend that the initial There is concern with the alignment alternatives going south of the benck because they appear to bardy mask these. This considers the previous studied is to be nadequate and not to current standards. As noted for the inflated fiver crossing, materials (i.e., sati) comparing from the bioconsiders that would be ideal that mars could be avoided entries.

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 oxido 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 avaire there were plans to build a high-ay. He provided a suggestion to align the high-ays to the north of the golf course instead of aligning at the south erio of the golf course. He recommended that the golf course ispecifically the unrent owner should not be shown favouritism, and the predominant concern should be not going through the woodd wetland.

Sonia Rankin stated alignment for the Bradford Bypass at the East Holland River crossing was established through the 2002 Approved EA. A vide range of factors including property impacts, drainage, fluxial geomorphology flow- the river continues to meander), presence of an archoeological site, and the engineering design were considered in the alignment refinements. In addition, the learn factored in the environmental commitments from the 2002 Approved EA, which recommended that the 2002 Approximation of the 2002 Approved EA, which recommended that and the Approximation of Approximation of the Approximation of the Approximation of the Approximation of Approximation of the Approximation of Approximation of the Approximation of Approximationo





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 aneodotal 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. 2rd 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





Prelminary 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 Lesie Street, and Highway 404 was discussed.

Bathurst Street Discussion

Jordan Coates mentioned the agricultural community has concerns with ABenative 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 famming equipment and trucks to navigate and poses a safety concern. There is also concern regarding access for the farms near these intersections.

Jody Moff echoed the same concern about the roundabouts. There are carrot pailed box transport trucks that range from 10-40 f and canorit menuver around a roundabout as well as any tractor. She also mentioned concerns about the accessibility coming in and out of Bathward Sherek beyond the controlled access highing-welgesignation. She noted that Mitt Of schuld work with the municipaity to identify improvements to access, and tie in adjacent infrastructure samitess). She indicated that some pairs of Bathward Steet are not well maintained and will likely become worse if improvements are not completed as the highwary will likely being more wholes. This causes wear and teet to apprivative explorement.

Riyaz Sheki Informed Jordan Coates and Jody Mott Tata farming exponent and Tudy. To mobility and safety will be considered and part of the assessment and evaluation of alternatives. Measures that may be considered for roundabouts include larger aproxes. If a larger and overaced whiches as sare on the float starts that can be considered. He noted that AECOM is consulting and vorking closely with municipalities to identify which alternative in the best, and discoss areas requiring more-ment. Currently, the Project Tars is not avaite of the timing of capital improvements by the municipalities to conditional the 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 15th 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 faming 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 manexiver through them. Jordan Coates indicated that a wagon with pallet boxes trying to naryaste through a roundabout may go over the inside slope which could cause the vehicle to tip and spil a load. There is also concern for future traffic patterns, as this will be the only on and off ramp for the holdand Landing future development.

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

Debie Gordon noted that the Highway 404 construction created elevated sait levels because of a new barrier, and a loci drigitization run-off goes into the Maskinonge Privar and Lake Simoto. Debie Gordon asked where the stormwater management infrastructure will be going, as 41% of the time, run-off capacitizes are exceeding the sail 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 three previously.

Ryaz Sheh's stated that design a thematives are still being evaluated during this stage of the Preliminary Design. Once the previous during this stage of the Preliminary Design. Once the previous during the state of the still being an angagement run-off will be developed that all being and the state of the that Debbe Goroton for sharing that information and noted that it is something that can be reviewed to further improve this study. MO's is continuously booling at mercoris technological measures to further migate impacts. Measures that were used for Holyway 434 will be taken indo consideration to thome voe used from Home.





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 breakout 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 2rd 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, faming 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 appricultural groups. Why are the approximating approx abroading for the highway. The warefold or clarify and understand their massoning around the approach for the highway to remove vehicles. of float inacts, and it improvements to the local road networks (Hoodriver Reval and Ravenshee Road) would be perceived as a better option compared to the highway since agriculture exgloment 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 invites 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 (1) stated that as a homeowner who watches social media and reads articles for information about the project. MTO could on a better job at communicating with the public. He states that things are being misinterpreted and sharing more allows for these necessary conversations to confirme.

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 (1999) 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 bis, the Project Team will provide the materials from this ession to the representatives who attended, and those who outed to be deline 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.



AECOM

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905 668 9363 tol 905 668 0221 fax

Action

Minutes of Meeting

Date of Meeting	December 20, 2021	Time 10:00AM - 12:00PM	60636190	
Project Name	Bradford Bypass EA/ Preliminary Design - County Road 4 Advance Contract			
Location	Microsoft Teams Meeting			
Regarding	Utility Coordination Meeting #1			
Atlandoos	Harinder Singh John MacKinnon Usman Akhtar Rebecca Lariviere Trom Goodwin Sarah Turner Cameron Hoy Jamed Rundle George Awad Warrid Shamon Tory Dominguez Ashra Raju Riyaz Shaikh Nico Valenton Jon Neuman Mir Hydyr	MTO MTO MTO Hydro Cn Bel Cana Bel Cana Telecon (Rogers Rogers AECOM AECOM	e e da da Sell Canada) Sell Canada)	
Post for	Attendees & Project Te	am		

Distbution Attendees & Project Team Minutes Propend By Nico Valenton

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

Project Update	
AECOM provided a Camity Road 4 project overview. MiTO provided an update on the Country Road 4 Design-Build RP procurement process. MiTO provided an update on properly status along Country Road 4. MiTO Property to review Bell's easement clarification along Country Road 4.	Info Info Info MTO
Relocation Plans & Updates	
 Bell to review underground clearance requirements provided previously from MTO/AECOM. 	Bell
 AECOM to provide proposed hydro pole cross sections to Hydro One. (Post Meeting note: AECOM provided cross section drawings at Hydro One's pole locations on 2022-01- 12]. 	AECOM



•	Bell to provide revised relocation alignment drawings for MTO/AECOM review. [Post	Bell
	Meeting note: Bell provided drawings for MTO/AECOM review on 2021-12-20.	
	MTO/AECOM provided comments on 2021-12-24]	
•	Bell to indicate directional bore pit locations in their drawings.	Bell
•	Bell, Rogers, Hydro One to coordinate locations for transition from underground to aerial.	Hydro One, Bell,
	Hydro One to provide guidance on transition locations. [Post Meeting note: Hydro one	Rogers
	provided interim and ultimate relocation plans, and pole transition locations on 2022-01-07.]	
•	Hydro One to provide proposed interim and ultimate (post BBP mainline construction)	Hydro One
	alignment to Bell and Rogers. [Post Meeting note: Hydro one provided interim and ultimate relocation plans, and pole transition locations on 2022-01-07.]	
•	Hydro One to provide proposed pole locations at north limits to Bell and Rogers. (Post	Hydro One
	Meeting note: Hydro one provided interim and ultimate relocation plans, and pole	
	transition locations on 2022-01-07.]	
•	Bell to provide relocation drawings and alignment to Rogers for review. Rogers to markup	Bell, Rogers
	underground structures, vaults, etc.	
•	Bell to review MTO request to prioritize completing the joint use trench/directional bore	Bell
	early in construction contract or as a separate contract.	
Relocat	ion Schedule	
•	AECOM requested schedule updates for designs, cost estimates, and relocation works to	Bell, Rogers, Hydro
	be completed. Bell, Rogers, and Hydro One noted preliminary schedule dates for relocation	One
	designs, cost estimates, and relocation works. Utilities are to further review relocation dates	
	internativ for updates before or at the next utility coordination meeting.	
ther R	incinence	
•	AECOM to organize the next Litility Coordination meeting in the week of January 24®	AECOM
	2022	

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

- 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 projectspecific 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

Bradford Bypass

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



Ontario

Bradford Bypass

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



Bradford Bypass



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


















































Ontario 😵

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:	Committee Attendees Continued:
<u>Ministry of Transportation (MTO)</u>	<u>Provincial Agency Representatives</u>
Larry Sarris Project Manager	Andrea Williams, Marine Archaeology, Ministry of Heritage
Harinder Singh, Project Manager	Sport, Tourism and Culture Industries (MHSTCI)
Rhonda Gribbon, Environmental Planner	Laura Hatcher, Planner, MHSTCI
Amit Sharma, Project Engineer	Karla Barboza, Heritage Team Lead, MHSTCI
Jordan Lee, Environmental Planner	James Hamilton, Manager of Heritage Planning. MHSTCI
Jettrey David Seibert, Regional Archaeologist	Sadie Brown, District Planner, Ministry of Northern
Leslie Currie, Indigenous Liaison	Development, Mines, Natural Resources and Forestry
Rebecca Lariviere Project Delivery F I T	(NDMNRF)
Michelle Hedges, Senior Policy Analyst	Elizabeth Spang, Acting Regional Planning Coordinator,
Saira Lee, Real Estate Officer	NDMNRF
Kiki Aravopoulos, Senior Policy Analyst	Cisca McInnis, Policy Analyst, Ministry of Energy (MOE) Chunmei Liu, Environmental Resource Planner, Ministry of
<u>AECOM</u>	the Environment Conservation and Parks (MECP)
Tim Sorochinsky, Project Manager	Erinn Lee, Environmental Resource Planner, MECP
Riyaz Sheikh, Deputy Project Manager	Karol Rivera, Assistant Project Officer – Coop, MECP
Sonia Rankin, Senior Environmental Planner	Jocelyn Beatty, Rural Planner, Ministry of Agriculture, Food
Sarah Schmied, Deputy Environmental Planner	and Rural Affairs (OMAFRA)
Nico Valenton, Deputy Project Manager CR4 Mir Hyder, Highway Engineer Kenndal Soulliere, Environmental Planner	Sahar Momin, Senior Planning Advisor, Ministry of Health and Long-Term Care
Committee Attendees:	Faderal Agency Representatives Jeremy Craigs, Environmental Officer, Transport Canada
Glenn MacMillan, Manager, Lake Simcoe Regior	Kelly Thompson, Environmental Officer – Navigation
Conservation Authority (LSRCA)	Protection, TC
Ashlea Brown, Director of Regulations, LSRCA	Cal Fenwick, Environmental Officer – Navigation Protection,
Taylor Stephenson, Senior Environmental	TC
Regulations Analyst, LSRCA Allison Edwards, Water Resource Engineer, LSRCA	Wes Plant, Environmental Assessment Manager, Environment and Climate Change Canada
Ken Cheney, Acting Director of Engineering, LSRCA Ban Krull Manager of Planning Services	Other Representatives Geoff Wood, Senior VP of Policy, Ontario Trucking
Nottawasaga Valley Conservation Authority	Tina Schankula, Member Services Representative, Ontario
(NVCA)	Federation of Agriculture
	John Carbone, Manager Track and Structures, Metrolinx (MX)
	INICK Faleta, Stakenoluer relations Senior Manager, MX

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 projectieam [giradforthypass.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/Rearets

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

Other Representatives CP Rail CN Rail 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

Prepared by AECOM

Distributed to: All attendees and regrets

Summary of Meeting

Introduction (Slides)

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

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

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

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

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

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

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

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

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

Sonia R., discussed the Early Works component at County Road 4 (CR4), Including the Project-apacific assessment in accordance with Ontario Regulation 697/21. Sonia R. reminded the atlandees 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 built process, with the award anticipated for March 2022.





Overview of Discussion / General Inquiries

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

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

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

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

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

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

Ben K. noted that if there is floodplain modelling required for the NVCA area to advise. Rivaz 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 Indicensus 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 weltands are a significant concern, and they confinue to evaluate these features and will engage with regulatory agencies on the best design approaches to consider. Additional information will be available during DF & PL and 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 ECRR field or 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 iteam is
investigating foodplains over a long period of time, fluvial geomorphology is investigating the chalance is, and
faheries 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.
 - o 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 Sp. 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.

Rivaz S. noted that there is no proposed design alternative for the CR4/BBP interchange. The design at this location has been coordinated with Simcoce County, accounting for the County widening project on County Road 4 from ⁶¹ Line to Highway 59. The Project Team is working with the County with respect to the Early Works component to incorporate the widening from ⁸¹ Line to south of ⁶⁹ Line as part of the construction of the new bridge structure for the future Bardford Strates.





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 stardpoint to minimize the change in flood area and flood depth. She also noted the Project should adhree to stormwater management guidelines, including quantity and water quality.

Fiyaz 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 pilers 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.



AECOM

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905 668 9363 tel 905 668 0221 fax

Action

Minutes of Meeting

Date of Meeting	January 28, 2022	Time 10:00 AM = 11:00 AM	60636190	
Project Name	Bradford Bypass EA/ Preliminary Design - County Road 4 Advance Contract			
Location	Microsoft Teams Meeting			
Regarding	Utility Coordination Meeting #2			
Allandoos	Lany Sarris John MacKinnon Ami Sharma Uisma Akhar William Franzilen Rebecca Larlwiter Tom Goodwin Sarah Tuner Cameron Hoy Jamed Rundle George Awad Tony Dominguez Ashna Raju Riyaz Shakh Nico Valenton Sorai Rankin Fazha Hamdan Mi Hydyr	MTO MTO MTO MTO MTO Hydro One Bell Canae Bell Canae Feldcone Rogers AECOM AECOM AECOM	a a al Canada)	
Distribution	Attendees & Project Te	am		
Minutes Prepared By	Nico Valenton			

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

Project Update	
 AECOM provided a safety moment. 	Info
 MTO provided an update on the County Road 4 Design-Build RFP procurement process, 	Info
and an update on property status along County Road 4.	
 AECOM reviewed the previous meeting minutes from December 2021. 	Info
 MTO noted Bell's easement clarification is under review. 	MTO
 Bell noted MTO/AECOM's underground clearance requirements are under review. 	Bell
 AECOM noted Hydro One was provided with cut/fill cross sections along Hydro One's proposed relocation alignment. 	Info
	1



0	AECOM noted the cut and fills of the proposed works along Bell's alignment were	Info
	provided to Bell.	
0	Bell noted the location of the directional bore pits will be known once further	Bell
	design is completed.	
0	Hydro One noted Hydro One interim and ultimate relocation drawings and	Info
	transition locations were provided to Bell and Rogers. (Post meeting note: Hydro	
	One resent drawing to Rogers on 2022-01-28.]	_
0	Bell noted Rogers would receive Bell's design for review after the design is	Rogers
	agreed to by MTURAECOM. Rogers noted they can provide comments and a	
	scope of work to based on what was currently provided. (Post Meeting note:	
	Royel's provided a scope or work to beir on 2022-01-28.) Roll pated MTO's request for a constant contract for the inicit was knoch (Roll
0	underground convinue in incodese	Deli
	anderground a ossing is in review.	
Relocation Plans	& Lindates	
 Hvdro O 	ne noted their design for the MTO section of County Road 4 is complete, and a	Hvdro One
Class C	estimate is in review before being provided to MTO. A Class A estimate will be	
prepare	afterwards. Hydro One to provide the relocation estimate to MTO once available.	
 Bell note 	d the relocation design is in progress. Once the design is acceptable to	
MTO/AE	COM, applications for permits and an issue for tender will be made. Once the	Bell
tender a	uotes are received. Bell's estimate will be provided to MTO. Bell to provide the	
relocatio		
 Rogers 	Rogers	
crossing	÷	
intercha		
note: R	ogers provided a scope of work to Bell on 2022-01-28.] Rogers to provide the	
relocatio	MTO, AECOM	
 Hydro O 		
provide	a property map.	
Relocation Scher	tule	
 AECOM 	requested schedule updates for designs, cost estimates, and relocation works to	Bell, Rogers, Hydro
be comp	One	
relocatio		
relocatio		
 Bell note 	d existing cabling cannot be removed until the relocations and new cabling is	Info
complet	ed.	
Others Duning and		
AECOM	to granning the past Utility Coordination meeting in the last week of Edmony	AECOM
 AECOM 	will scherk le the meeting based on availability	ALCOM
ALCOM	min as name one meeting watch on availability.	



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.

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Agenda

Background
 Objectives
 Hydraulic Model Development
 Digital Terrain Model
 Boundary Conditions
 Model Simulations
 Model Results
 Questions







- 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



Figure 2. Example of Floodplain Delineation by LSRCA

- Example of floodplain mapping developed by LSRCA.
- The figure shows cross sections from the available HEC-RAS model by LSRCA.
- Cross sections 106 (east) and 104 (west) are located near the crossing locations.







- 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).





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.



Figure 3. Hydraulic Model Extent



Aecom.com



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



aecom.com

Figure 5. Digital Elevation Model (DEM)



↔ aecom.com

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





West Crossing – 550 m

East Crossing - 650 m









- 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 (km²)	Peak Flows (m³/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)



ecom.com

Figure 8. Manning's Coefficients



	Value		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

↔ aecom.com





- 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)

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







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





AECOM 50 Sportsworld Crossing Road West Entrance, Suite 290 Kitchener, ON, Canada N2P 0A4

Meeting Summary

Date of Meeting	February 17, 2022	Time 11:00 AM - 12:00 PM	60636190
Project Name	Bradford Bypass Prelimi	nary Design - (Assignment 2019-E-004	48)
Location	TEAMS (Virtual)		
Regarding	Lake Simcoe Region Cons Presentation of Hydraulic I	ervation Authority (LSRCA) – Holland Ri Modeling Results	iver Bridge Structures
Atlandees	Larry Sartis Hainder Singh Rhonds Gribbon Jordan Lee Rebecca Lariviere John Van Voorst Taylor Stephenson Alison Edwards Tim Sorochinsky Mir Hyder Patrick Oatway Jon Newman Sarah Pal Jahara Maltee Andres Rodriguez Dragan Ilic	 IITO – Preject Manage IITO – Servicommetal IITO – Environmetal IITO – Environmetal IITO – Environmetal IITO – Verject Daleva IITO – Verject Daleva IITO – Veries Taleva AECOM – Project Manage AECOM – Project Manage AECOM – Project Manage AECOM – Servicometal AECOM – Environmet AECOM – Environmet AECOM – Environmet AECOM – Service Manage AECOM – Service	r Plannar Plannar EJT, s Engineer s Engineer ager ct Manager ct Manager ommetal Planner er ommetal Planner al Planner marces Engineer Manager

Distribution

AECOM Minutes Prepared By PLEASE NOTE:

Attendees and Project Team

Errors or omissions to these minutes shall be identified and provided to projectleam@tradfordtypass.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	Mee	ting
---------	----	-----	------

Introduction & Project Overview: Andres R. thanked all attendees for joining the meeting and provided an overview of the meeting	Info. Action by Project
Agenta: Agenda: • Dresentation: Holland River Bridge Structures – Hydraulic Assessment Results. • LSRCA expectations - upstream and downstream water level increases – BBP PD.	realit
Other Discussion Items: Technical issues / details associated to the Holland River Polder area. Preliminary Design Process under Ontario Regulation 697/21. Detail Design / LSRCA expectations.	



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.	Info.
 Model elements were presented, including generatly, terrain development, boundary conditions, hydraulic crossings, and model evalues. Two scenarios were presented (existing and proposed alignment with heais hydraulic crossings). It was noted the Bahurds 3V, voges 5L and other stemas en smaller openings when compared to the Holland River and Holland River East Branch openings. 	
Alence T ander the following desensations: - HEC-PAS models advantage scenario to be called "Hoddled Existing". - Clarification in needed on the baseline crossings. Post meeting note: ACOM provided a may to LRRA or April 29, 2022. This map includes details of the baseline (basic layout) hydraulic crossings (locations, type of crossing, spandameter, and risk).	
LSRCA attack that does not assess smaller cossing locations. LSRCA attack the ACCMI on the high dark him fragack to the development of the hydraulic model of the proposed bridge shuctures, as well as the way water livel increases at locations' locations along the BBP alignment wave presented, and the recommended relief measures to reduce water livel increases and flow velocities. ACCMI to alow LSRCA the following: O Existing Model LSRCA model) – It does not include the BBP alignment Model LSRCA model - It does not include the BBP alignment o Proposed Model – It includes the BBP alignment and hydraulic crossings	
LBRCA rolef hat there are localized impacts upstream of the new alignment in the proposed model. LBRCA preference is to avoid adverse impacts with increased fixed elevations and requested RECOM to demonstream the the Brankov Bran	
part of this assessment. Alison E. inquired where outs are proposed. • The locations of cut areas along the BBP will be for embankments and proposed structures.	Info.



Summary of Meeting	Action
 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. 	
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).	
Alison E. indicated that a 2D HEC-RAS model specialist with LSRCA will review the 2D model.	
AECOM noted that a vertical clearance of approximately 8m is proposed at Holland River crossings (to facilitate the navigable waterways).	
Alison E. requested a profile of the Bradford Bypass mainline.	Action by AECOM
 AECOM will provide it. Post meeting note: AECOM provided the profile of the Bradford Bypass mainline on April 29, 2022. 	
Alison E. requested that a copy of the slides deck be provided to the model engineer at LSRCA.	
 AECOM will provide it. Post meeting note: AECOM provided the slides deck of the presentation on April 29, 2022. 	
At the second of the project (And 14, 2021) I SECA recommended a pro-consultation meeting with	lafa
LSRCA engineering for any analysis being coordivated within the Volder 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.	niid.
 Alison E. responded that LSRCA has already touched on the no-flood, cut and fill, and other reminants 	
 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. 	Action by LSRCA
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.	Info.
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.	Info.
Other Business:	Info.
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 0. Reg. 697/21) and Detail Design	

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)

Bradford Bypass



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

Ontario 🚱

Bradford Bypass - Study Area and Refinement locations



Bradford Bypass



Drainage and Stormwater Management - Overview

Bradford Bypass - West and East Drainage Segments

- The West Segment includes 18 watercourse within the Perville 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



Conceptual Stormwater Management at Bradford Bypass

- The picture on the right side shows the typical SWM strategy that will be implemented at future BBP interchanges. The SWM strategy will include:
 - SWM wet ponds, flat bottom grassed swales, enhanced swales with "permanent" check dams and on-line facilities (grading/topo/constraints).
 - SWM facilities will be designed according to design criteria from MECP and LSRCA SWM Guidelines for the proposed linear development / interchange based on the following sections:
 - Water Quantity (Section 2.2.1)
 - Water Quality (Section 2.3.1)
 - Volume Control (Section 2.2.2)
 - Phosphorus (Section 2.3.2)





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).



AECOM

Hydraulic Crossings - Baseline Condition

Holland River

Holland River East Branch

Description	Span-Rise	Description	Span-Rise
Holland River Branch	550 m	Holland River East Branch	650 m
Bathurst St. Overpass	20 m	Yonge St.	20 m
Culvert	10 m x 3 m (box)	Bridge (drainage)	3 m x 3 m (box)
Culvert	10 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

Dates
September 2020
September 2020
Fall 2020 - Present
2020-2021
April 22 – May 18, 2021
2021 - Early 2022
January 13, 2022 - February 12, 2022
March 2022
2021 - 2022
Spring 2022
Mid 2022
Fall 2022
Late 2022 - Early 2023
Early 2023
5 5 5 F 2 2 A A A A A A A A A A A A A A A A A

Bradford Bypass

THANK YOU





AECOM 300 Water Street Whitby, ON, Canada L1N 9J2 www.aecom.com

905 668 9363 tel 905 668 0221 fax

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		
Atlandees	Larry Sarris	MTO – Project Mana	ger
	Harinder Singh	MTO – Project Mana	ger
	Rhonda Gribbon	MTO – Environmenta	al Planner
	Jordan Lee	MTO – Environmenta	al Planner
	Rebecca Lariviere, E.I.T	MTO - Project Delive	ry E.I.T.
	Taylor Stephenson	LSRCA - Senior Envi	ronmental Regulations Analyst
	Alison Edwards	LSRCA – Water Reso	ource Engineer
	Gavin Battarino	MECP - Special Proj	ect Officer
	Clairissa Myschowoda	MECP - Species at R	tisk Specialist
	Simon Zhao	MECP - Project Eval	uator
	Jeff Anderson	MECP - Managemen	t Biologist
	Karol Rivera	MECP - Assistant Pr	piect Officer
	Rick Kiriluk	DFO - Fish Habitat B	kologist
	Shona Derlukewich	DFO - Biologist. Tria	ge and Planning
	Jason Runtas	DFO - Biologist. Tria	ge and Planning
	Kelly Thompson	TC - Environmental	Officer. Navigation Protection
	Cal Ferwick	TC - Environmental	Officer, Navigation Protection
	Tim Sorochinsky	AECOM - Project Ma	nager
	Rivaz Sheikh	AECOM - Deputy Pri	niect Manager
	Mir Hyder	AECOM - Highways	Engineer
	Sonia Rankin	AECOM - Senior Em	ironmental Planner
	Madeleine Atherton	AECOM - Environme	ental Planner
	Ibalmar Maltez	AECOM - Water Res	ources Engineer
	Andres Rodriguez	AECOM - Water Res	ources Engineer
	Dragan Ilic	AECOM - Engineerin	n Managar
	Ministry of Northorn Dougl	anmont Natural Recourses and I	onortru
Invited Atlandees/Re	gets minimus y of Northern Deven	opmont, natarar Nestul des dita i	urcan j
Distribution	Attendees and regrets		
Minuter Desented Re-	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
Introduction (Sideu). Sonia R. thanked all attendees for joining the meeting and provided an overview of the meeting agrindu. MCCP requested meeting minutes to be distributed following the meeting. Larry S. Introduced members of MTO, Sonia R. Introduced members of AECOM, and then each agency group introduced their members. Please see altendees for.	Info. Action by Project Team
Shird: Owner (Shird: Owner) - Conners Road 4 Early Works / Bradend Bauer, 2002 EA Merriem Road, Predering Bauer, S-ady, Arkan and Merriement Conners (Stelen). Soria R: provided a shird; overheider für hir Polici Chickling a summary of previous studies, he projection of the Early Works delay and anoresestmet, and current taking of the Polici. Seria R: decussed the accessment process in Control Regulation 40/101 Including considerations or entrommental comments. Jeannables consultation with Indigenous communities, regulatory angencies, and he public. Evaluation and strength Impact Annual Teleproper (EAR) that will be provided a brief outward and the Construction of the preferred policy (EAR) that will be posited on the Project Workshill and Arkan Merrie Market (Strengt Hand). Scrin R: Project Workshill for Annual Teleproper (EAR) that will be posited on the Project Workshill and Accessment Brood (EAR) that will be posited on the Project Holdshill and Accessment Brood (EAR) that will be posited on the Project Holdshill and Accessment Brood (EAR) that will be posited on the Project Holdshill and Accessment Brood (EAR) that will be accessed within the Project Study Area, not only the Project Footprint; per requirements in the Regulation. . • Sonia R: confirmed that the accessments for Early Works will occur within the Study Area. Sonia R: showed the key map for the Technically Prefered Route and moder that MI/D is condering a for the map with the viscoust for that the Merein Stude Area.	Info.
Printing and Stormater Management – Devolver/Change and Concelus (Stremater Management (SMM Statuary e Barder Davies (States)). Jahima M explained that the dramage assessment has been separated into two segments to Malanza M explained that the dramage assessment has been separated into two segments to fullatile the drainage and SVM design. The Velo Thomage Signeria and the Earth Daniage Segment. The Velo Signeria Houldas the area tion Highway 400 to west of Bahard Sheet, and the Eard Signeria Houldas the project and the two weet of Bahard Sheet on Highway 400. Analism M node that the purpose of inglementing the SMM datage will be to provide the required and the provide segment and provide that the segment that the MCP stordards nor that applicable approxism. The SMM plan will require approved hom MCP2 and apacetors regarding the overview of the SVM strategy. The attendees had no questions regarding the section.	Info.



Page 3 Minutes of Meeting Bradford Bypass Preliming Design 2019:E-6048 Regulatory Agency Meeting March 9, 2022

Summary of Meeting	Action
Julinars M shared, as an example, an image of the conceptual SVM at the Bradford Bypass and Coardy Road A interchange. Johann M ceptianed that the SVM facilities will be designed based on diaging christ in them NECP and SSR-CSA Symmetrie Managemeet Caldelines. Johanne M added that in general, rundi volumes will be controlled within welp conds at the interchanges and within dim S SVM facilities to be located along the second product share (way ROVM).	
Alison E: thanked Thaimar for accommodating LSRCA Stormwater Management Guidelines and asked if the Project Team has considered a Jellyfich filter upstream of a dvy pond, as this can reduce maintenance and loopprint of the SWM facility. Justiamar M: noteki that it is an option that will be investigated, but MTO would also releve and approve here used SWM facility. The investigate start of the start of t	
Alson: E-noted that volume control lytically accounts for 25 mm of nursif and asked the Project Team has considered two lytexed between the interface of the team of	
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 SVM.	
Sonia R. noted the meeting time and suggested the Project Team continue with slides, and MECP can continue the conversation on SVM during the discussion period. Post meeting note: No additional in two smallable to continue the discussion at the and 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
Clascitises of Hydraulic Assessment II Hydraulic Model Devisionment / Baseline Condition / Main Hydraulic Conscions; [Sidea] Ardens R. provided an overview of the hydraulic model used for the assessment of the Holtant River and Holtans River. Eatismch conseign and model and the model away auguded following a meeting with LSRAC on February 17, 2022. Ardens R. noted that the model values into account the location of the Porviousia) Significant Wellands (FSWb) and was developed based on MTO's direction to place elevated structures in those areas.	Info.
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	
Sonia R. asked if there are any questions regarding the hydraulic model development or assessment. The atlendees had no questions regarding this section of the presentation.	
Haland Bow Crossing, Lifelial Rev Crossing Flam and Prolle States.) Rysz: 5 provide an onewiser of he Helden Kirke and Helden Röher. East Branch crossings. Rysz: S note that the Holmed River crossing is mainly summarized by agricultural larks, while he Holmed Rom E als Branch a summaride by mere mature invincemental automater. Singlas 5: September 2019 and profile of the main branch of he Helden River concept and updated hat the Helder Linear hep-term concept discussed has a web. SROAL SIROA single schelling considered as part of the design of the crossing. Short: S noted hat he killer shading on the digrare disquered hash the SIR-1 Programment. Here profilemant y bland span length of the Heldend River crossing, which is approximately 550 metres.	Info.
<u>Holand New East Branch Crossing Plan and Portler (Sides)</u> . Reya: S diplayed the preliminary plan and profile at the Holland River East Branch crossing and roade that these may be temporary in-water works during construction. Riya: 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 an antiblade of tacknow will hearce the design.	Info.
Encomment — Species at Biok ANSI Welfards / Dev Wittering / Flohtnis / Land Lue Devanterin / Arkendang (Stellar) Sonia R. related that sumawing the Holland Rover and Holland Rover East Branch, there are areas with prioritial accuration of habitat Species at Risk (Sk4R) inducing bas, Helmon Salamandar, Istels (Imaskov species), and tarties. Sonia R. also noted that the Project Taam hab one treeding that surveys, anam another sonia R. also noted that the Project Taam hab one to even will surveys. Sonia R. noted that no targeted SAR surveys have been completed at this stage of the Project.	Info.
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.	
Scale 4 stands information togeting (the habitas within the hisbland Weiter East) Boarch and round that the Poljcal Tame has been informed backware and polyta areas, shown as a grant cacke on deb 23 Sonia R. added that the martine within the Poljcal Stady, Yene is and identified as the habitat that cartains warmatike fith homoundles. Sonia R. discoved that the design is intended to bulk span the Holland River and Holland River East Branch and to proposing to avoid permanent invaster structures. Along with Thomeira and animoge studies, a fluxial geomorphology assessment will also be completed as part of the Polyce.	
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.	



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.	
Deconator Carvin 8 seket the Project Team If there are any questions regarding MECP Environmental Approvals Branch requirements. Larry 5 noted in MICO does not have any questions at this time, and the Regulation has been twitweed in detail. Larry 5 added that I any questions or concerns do arise, the Carvin 8 noted that any documentation regarding environmental assessment or miligation measures needs to include a clear explanation from MECP has been reflete, and commitments to oldaria predist and approximations.	Info. Action by MTO Info.
Reckt, explained that DCP has immed capacity to review reports and provide impa on the design the stage of the Project. The Project Team is to review ther project compliance with the Frakeriss Art as related to the Harmful Alternation, Discoption or Destruction of this and fish harbital (HAOD). DF to its be engaged through the Request (DR Review (FR RF) Process where the outcome is either a Lefter of Advice or a requirement for an Authorization, based on the outcome of the assessment and whally to mitigate protection and the Project and advice and the process the Project Team as they are alread on the outcome of the assessment and process to the Project Team as they are alread on the voltame of the Project and the Project setting and the structure of the Project and the Project Team will continue to notify UFO of Project and the Fisheries Act. - Proist meeting rate: Pro JO sused a Lefter of Advice for the County Read 4 Early Works Stormmark the IDP JO sused a Left of Advice for the County Read 4 Early Works Stormmark the Advisory and a Left of Advice for the County Read 4 Early Works Stormmark the Advisory and the Project advice for the County Read 4 Early Works Stormmark the Advisory and Read and a left of Advice for the County Read 4 Early Works Stormmark the Read and the Store Advisory the Nores Stormmark the Store Project Advisory Advices and Read and Read and Read and Read and Read Advices for the County Read 4 Early Works Stormmark the Read and Read and Read and Read Advices for the County Read 4 Early Works Stormmark the Read and Read and Read Advices for the County Read 4 Early Works Stormmark the Read and Read and Read Advices for the County Read 4 Early Works Stormmark the Read Advices for the County Read 4 Early Works Stormmark the Read Advices for the County Read 4 Early Read Read Advices for the County Read 4 Early Works Stormmark the Read Read Read Advices for the County Read 4 Early Read Read Read Read Read Read Read Read	
Jason R. asked about an outshanding inputy from DFO regarding culverts and plans for fisheries for the Comment Network (Service) and the solutioned by the constraint to be called the Intercention sharing consense Cellera will be obtained by the constraint to facilitate Intercentions sharing constraints. This will also be increasing procedures through the Ministry of Networks In an email response to Jason R. Larry S. addres and M. 100 will be utilitate in the information requested in DFO ranges and following with most sizes. Despite Team provides a segmente to the DFO request for callerations for a constraint sharing for any feast of the DFO request of callerations for the outwing West Callerang Feast on the DFO request of callerations for the Callerang Feast of the DFO about participated a Letter of Advice to MTO for the County Read 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 NECP. Gavin B. noted that, as per the Regulation, the Project Team needs to accept and consider agency review comments that are submitted after the dficial review period.	



Summary of Meeting	Action
Carli B: noted that MECP will be providing comments and is concurred about the March publication det the Early Works Report. Sonia R: confirmed that all comments received from againcide will be considered and incorporated into reports in accondance with the Regulations will be Resident and a subsequent discussion. Proc meeting note: The Durit County Road 4 Early Works Report was available for review on the prejection will be compared and a subsequent discussion. Proc meeting note: The Durit County Road 4 Early Works Report was available for review on the preject leaded that manual values of Completion were filed on March 21, 2022 and posted to the Project Webble.	
Cal F. explained that the Holland River and the Holland River East Branch are Scheduled Waters under the Canadian Navigable Waters Act and will require two separate applications. Cal F. noted that Transport Canadia can review designs of the crossings. If required. Protect Team Candowledge this direction and where cossible the design will be shared with	
Transport Canada to have them involved early for navigation considerations.	
<u>Additional Content - Highway 40.01 Rindford Beyans Interchange (Saleci)</u> . Scinii R, provided a relif vorview of the micromential factuates at the Highway 40.4 (Bradford Bypass interchange, which had been considered for discussion with DFD. Scinii R, noted that based on information strates by DFD regarding the direction on consultanta and reviews. The Physice Team will go through the RFR process as it relates to designs and potential impacts to fish and fish habitat at this location.	Info.
Cosing Demixies and Project Schooldin Stillion). Sonia R. provided a birle overview of the Project schedule, identified items that have been completed to date, and upcoming items and their attricipated completion date. Larry S. thanked the group and noted that all the information presented in today's meeting and	Info.
meeting minutes will be distributed to the attendees. The meeting was adjourned.	

Highway 400 – Highway 404 Link (Bradford Bypass)

Metrolinx Meeting

March 28,

2022





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



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 22nd - May 18th, 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



Ontario

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)





Metrolinx Barrie GO Expansion - Bradford Train Layover Facility



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



Bradford Bypass

Other Business & Next Steps

Thank You



AECOM

AECOM 300 Water Street Whitby, ON, Canada L1N 9J2 www.aecom.com

905 668 9363 tel 905 668 0221 fax

Minutes of Meeting

Date of Meeting	March 28, 2022	Time 10:00AM - 11:00AM	60636190
Project Name	Name Bradford Bypass Preliminary Design / Project Specific Assessmen		ssment of Environmental Impacts
Location	Microsoft Teams Meeting		
Regarding	Stakeholder Meeting – Metrolinx		
Attendoos	Lany Sarris Harinder Singh Rebecca Larlviere Tony Italiano Dean Bragg Riyaz Sheikh Nicio Valeriton Mir Hyder Sonia Rankin Fadwa Hamdan Jishimar Matez Dragan Ilic Patrick Qatway	MTO MTO Metolinx AECOM AECOM AECOM AECOM AECOM AECOM	
Distribution	Attendees & Project Te	am	
Minuter Deserved By	Nico Valenton		

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	
Introdu		
•	N. Valenton provided a safety moment on work/life balance.	Info.
•	The attendees provided introductions of their roles and organizations.	Info.
•	N. Valenton provided a study overview of the Bradford Bypass Project and the project schedule.	Info.
•	D Brag Inquired the status of the Bradind Bygass procurement N. Valenton noted the project is currently in prelimizary design, and subject to approxima and funding of detail design and construction. R. Shakih noted the project is not funded at this time so there is no projected date for construction. L. Sam's noted there is a commitment to fund the Bradind Bygass. The Preliminary Design completion is in early 2023.	Info.
Bradfor	d Bypass and Metrolinx Rail Crossing	
•	Existing Conditions N. Valenton presented the existing conditions of the study area in the vicinity of the Metrolinx property and crossing. Barrie GO Expansion	Info.
	 N. Valenton presented the project team's understanding of the Barrie GO Expansion works and Bradford Train Layover Facility. The Barrie Rail Corridor 	Info.



	Expansion project includes a 2 nd track. And the Bradford Train Layover Facility	
	will be northwest of the proposed Metrolinx crossing.	
0	D. Bragg noted the GO Expansion team is a separate team.	Info.
0	N. Valenton inquired about the Bradford Layover facility. D. Bragg noted a	Info
	DBOFM team should be onboard by 2024 who will be responsible for the design	
· Commission	and construction.	
 Crussin 	y, Assumptions, clearances & Access	Info
0	 Bragg requested to send all information requests, questions, and carifications 	
	for Metrolinx in the form of an KFT with a Comment Review Form.	Info
0	D. Bragg noted to assume the future track will require electrification and follow	
	electrification requirements. N. Valenton noted the crossing design will follow	
	Metrolinx's design standards.	
 Structur 	62	Info
0	D. Ilic inquired about structure requirements, including boundary conditions,	nio.
	structure types, service roads, single and three span bridges, electrification and	
	construction constraints. D. Ilic noted Metrolinx structure requirements would be	
	met, and no piers would be put within the ROW.	
0	D. Bragg noted a bridge erection is a major track closure, and there are timing	inro.
	constraints for track closures (e.g., 15–20 minute windows). Focus on closures	
	during no train traffic 1:00am-6:00am, at night/off-peak. There are also	
	opportunities to use planned closures, coordination is required. Any closure	
	requires coordination to understand if there are commercial costs or issues. D.	
	Ilic noted the team will review preliminary construction staging.	
 Drainag 	e (Culvert Crossing)	
0	N. Valenton inquired about the culvert crossing just south of the Bradford Bypass	Info.
	mainline. D. Bragg noted the culvert is owned by Metrolinx, and will provide	
	further clarifications with the RFI.	
0	J. Maltez noted the project team requires a recommendation from Metrolinx for	Info.
	culvert replacement/relocation, service life, and existing culvert information.	
0	J. Maltez noted the team may require permission to inspect the culvert. D. Bragg	Info.
	noted, the team will need to reach out to the Metrolinx team for corridor access	
	for investigations.	
0	D. Bradd noted if additional discussion is required for the culvert, a drainage	Info.
	representative can be brought into the next discussion.	
Other Business		
 N. Valer 	ton inquired how long does it take to turnover comments. D. Bragg noted it would	Info.
take 2-3	weeks to review work plan and comment on it.	
 R. Sheik 	h inquired if there was a standard RFI form. D. Bragg noted AECOM is to provide	Info.
a Comm	ent Review Form, and the materials to review and RFI questions/clarifications will	
be circu	ated to the Metrolinx departments and teams for review and comment.	
 AECOM 	to send the drawings. Comment Review Form, and RFI with clarifications to	AECOM
Metrolin	for review. IPost-meeting note: AECOM provided the REL Comment Review	
Form a	nd drawings for Metrolinx review on April 1, 2022 1	
 AFOM to 	send the project team contact list to Metrolinx. (Post-meeting note: AECOM	AECOM
nrovide	d the Contact List on Anril 1, 2022 1	

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

- 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 607/21. 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). The Notice of Publication of Final Early Works Report for County Road 4 was issued in March 2022.



Bradford Bypass - 2002 EA Preferred Route



Bradford Bypass



Schedule Overview (2020 to March 2022)

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

* 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)
- 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 – 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

() Di	LOCATED UPRER	0021 (mm)	REDAMIN.
EX-CL-400 1	Hwy 400	A300yE10	
0.0:485	Hung ADC	1200x810	
ER-CL-490-3	Heavy 400	13004910	
EDICL-4074	They NDG		Control Internation
HX-CL-900-5	Havy Ald	3600×1507	
E&25.F	con Line	2400+1300	





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

NVCA Regulated Areas Map



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-BAS model
- Assessment of existing culverts was not performed given that:
- HEC-RAS model does not include existing 0 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



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

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
 - o (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





AECOM 50 Sportsworld Crossing Road West Entrance, Suite 200 Kitchener, ON, Canada N2P 0A4 www.aecom.com

519.650.5313 Tel 519.650.3424 fax

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 Conse Studies	nservation Authority (NVCA) - Tributary of Penville Creek & Environmental		
Altendees	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 Manage MTO – Project Manage MTO – Project Deliver, MTO – Project Deliver, MTO – Project Manager of PI NVCA – Manager of PI NVCA – Manager of PI NCCA – Senior Water AECOM – Deputy Proj AECOM – Deputy Proj AECOM – Benior Favi AECOM – Environmer AECOM – Environmer AECOM – Environmer	r Planner ELT. r Resource Engineer ager ect Manager ect Manager et Manager tal Planner tal Planner tal Planner tal Planner	
In the data of the Post	Jhalmar Maltez	AECOM – Senior Water Resources Engineer		

Innik Atendesi Repete Dashafo Minuka Repet By AECOM

Errors or omissions to these minutes shall be identified and provided to projecteern@bradfordtypass.ca within seven (7) days of the distribution and publication of these materials. Comments provided within this seven (7) day paried will be considered and incorporated.

Summary of Meeting	Action
INTRODUCTION & PROJECT OVERVIEW: Jhalmar M. thanked all attendees for joining the meeting and provided an overview of the meeting enancie	Info.
Agenda: • Study Overview. • Drotford Purport. Tabutas of Banalia Crack	
Producto Bytess - Industry or rentime Creek. o Existing Drainage Conditions o Proposed Drainage Conditions Required Hydrologic & Hydraulic Information from NVCA.	
Environmental Study – Overview of O. Reg. 697/21 & Remaining Consultation Activities. Other Business & Next Steps.	
Safety moment - Introductions were made (Please see attendees list), and a safety moment was shared with participants.	



Summary of Meeting	
Study Overview: Noc V provided an overview of the study to undertake a Preliminary Design and project specific assessment of environmental impacts in accordance with Ontanic Regulation 69/721 for the proposed Hydmay 400. Hydmay 404 Lin (Redirdfor Bypass). The Recommended Plan and Environmental Assessment (EA) were approved in 2002.	Info.
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 Dorvriere: Nico V provided nerview of the project schedule. The Notice of Study Commencement was published in September 2022. Currently field investigations and the evaluation and selection of the profered alternative schoring. There will be additional consultation opportunities and events in 2021 including a Public Information Centre (PC) in fall 2022. The Bradford Bypass Pellminary Design is anticipated be complexed in early 2022. Additionally, at this mice. The Errly Works Study has concluded, and the Early Works Notice of Study Completion was issued in March 2022, in accordance with Charter Regulation BR/12.	
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 unisdiction. 	
 A map was presented that depicted the location of the tributary of Perville 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 SHL 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 Perville Creek final hydraulic model (HEC-RAS) on And 13. 2011. The tributary was identified in the model as Paarb PENLCS. 	
 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 Jihamar Mr, presented a map of the study area showing a summary of the proposed Bradford Bypass works and the high-keel molfifactions 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



Sumn	nary of Meeting		
 Se ne as 	gments of the tributary of Perville Creek that may require adjustment due to conflicts with the w highway Ramp E-N, Ramp E-S, Ramp N-E, and Ramp S-E, and preliminary grading sociated with these ramps		
• E	isting culverts, roadside ditches and the tributary may require relocations and/or realignment.		
• Ne	w culverts and highway ramp side ditches will be required.		
 St 	prmwater Management (SWM) facilities will be implemented to address requirements		
re	parding quality and quantity control of runoff and erosion and sediment control.		
• Б	isting drainage pattern will be maintained as feasible.		
Jhalma design require			
Jhalma to comp within N	r M. noted that additional information from NVCA, noted earlier in the presentation, is required lete the hydrologic and hydraulic assessments of the existing and proposed culverts located VCA jurisdiction.		
Mark H. noted that AECOM received the HEC-RAS model, which was all the information that was available at his time, and that the model was developed for flood hazard assessment without all the culverts and indiges as they ware only concerned with the wart-case flooding section. 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 Model (AECON review			
Post M provide Irregula AECON			
ENVIR	DNMENTAL STUDY OVERVIEW:		
Sonia F These i sedime	Incled there were fifteen (15) environmental studies, in various stages of advancement, include studies and design components such as: fluvial geomorphology, fisheries, erosion and nt control, landscaping, and groundwater.		
Sonia P	provided a brief overview and status of the Environmental work for the project including:		
• Fi	Id investigations continuing through 2022		
 St 	udy considerations (mitigation measures and designs) will include natural channel design.		
na	tive planting and site restoration (landscaping), and erosion and sediment control measures.		
 Co 	mmitment to obtain Environmental Approvals and Clearances prior to construction with		
rei	erence to select applicable legislation including:		
	 Pisneries Act Letter of Advice (LUA) 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. A	ECOM is following the MTO Guide and will follow-up on what specific Erosion and Sediment		
Control	creckists are being rollowed.		



Summary of Meeting	Action
Peri Mericing Nete - ECOI Solving the Checkle for Evolution and Solvine Control Flam International Control Flam (Control Control Flam) Control Dening Construction of Hyperry Projects (Spect 2015) In addition, TRCAS ESC Paramet Control Dening Construction of Hyperry Projects (Spect 2015) In addition, TRCAS ESC Paramet Packets Incident In Erosion and General Control Guide for the Construction has been reviewed. In addition, AECOM is Isolowing the ension control criteria included in the NVCA's Sommatier Technical Guide (Dec 2015).	
NVCA sake about tensekial systems and ecosystems. Sovia R. notad ten H. KEOVIII is (boliving the MTOS Enkonomethal Reference for Hyphoxy Deary (RRM)). Exampler Species Act. Environmental Critical Areas (ECA) mapping, etc. MTO notad the ERHD ass developed with the approvals and othermises and provides the criterius to fallow for each environmental disoptine. MTO provided the following link to the ERHD during the meeting: (https://docs.org.ecc.gc.cn): environmental. Reference. for https://docs.org.cn/ environmental. Reference. for https://docs.org.cn/ environmental. Reference. journess	
OTHER BUSINESS & NEXT STEPS:	
AECOM to set-up a follow-up meeting with NVCA to discuss and review the HEC-RAS model requirements if required.	Action by AECOM
Post Meeting Note: Updates to the HEC-RAS model is not required for the Bradford Bypass project.	
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.	
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.	
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 faction providy. Regular maintenance advices are not conducive to providing habitat for wildlife, however, it is recognized that indential usage by wildlife may occur within the weglatied areas of these facilities.	
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.	
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.	
CLOSING REMARKS	
Jalmar. 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	

Highway 400 – Highway 404 Link (Bradford Bypass) Utility Introduction Meeting

May 13, 2022



Agenda

Safety Moment

- 1. Welcome and Introductions
- 2. Study Overview and Schedule
 - 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. Other Business and 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



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 Requests		2020 - 2022	
Field Investigations and Data Collection Initiated and Und	lertaken	2020 - 2022	
Generation of Preliminary Design Alternatives		2020 - 2022	
Public Information Centre 1 (Complete)		April 22 nd – May 18 th , 2021	
Ontario Regulation 697/21 was passed		October 2021	
Evaluation and Selection of the Preferred Alternative		2021 - 2022	
Notice of Preliminary Design: Interchange Considerations Consultation	s Public	April 2022 to May 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	Page 6		Ontario 🐨

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 Ontario government 2021 budget allocated funding for the County Road 4 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 have been undertaken and documented.
- The study has been documented in the Early Works Report and the Early Works Statement of Completion was issued on March 21, 2022.
- The County Road 4 Early Works design and construction has been awarded to Brennan Paving & Construction Ltd.
- Utility relocations are on-going (i.e., Hydro One Distribution, Bell, Rogers).



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Bradford Bypass

Group Discussion

- · Specific Areas of Concern / of Note
- · Data & Information Requirements
- · Coordination Schedule
- · Communications
- Meetings



Group Discussion





Other Business and Next Steps

- Preliminary Utility Relocation requirements and identification (On-going)
- Field Investigations and Data Collection (On-going)
- Evaluation of Alternatives completed (Early 2022)
- Consultation and meetings with Indigenous Communities, municipalities, federal and provincial agencies, interested stakeholders, as well as adjacent property owners. (On-going)
- Draft Environmental Conditions Report (Mid 2022)
- Public Information Centre 2 (Anticipated Fall 2022)
- Draft Environmental Impact Assessment Report (EIAR) (End of 2022, early 2023)
- Preliminary Design anticipated completion (Early 2023)



THANK YOU



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Minutes of Meeting

Date of Meeting	May 13, 2022	Time 10:00AM - 10:30AM	60636190
Project Name	Bradford Bypass Prelin Impacts	inary Design and Project Specific As	ssessment of Environmental
Location	Microsoft Teams Meeti	ng	
Regarding	Stakeholder Meeting – Hydro One Transmission		
Attendees	Wan Chi Ma	MTO	
	Rebecca Lariviere	MTO	
	William Francolini	MTO	
	Nico Valenton	AECOM	
	Mir Hyder	AECOM	
	Connie Leung	Hydro Oni	2
Distribution	Attendees & Project T	eam	
	Nico Valenton		

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

Introduction & Project Overview	
 AECOM, MTO, and Hydro One provided introductions. 	Info.
 AECOM provided an overview of the Bradford Bypass project, the 2002 Environmental Assessment (EA) Approved Route, Ontario Regulation 697/21, Study Schedule, Study Area and Refinement Locations, and next steps in the project schedule. 	Info.
 MTO noted the project is currently in Preliminary Design. 	Info.
 AECOM provided an overview of the materials previously provided to Hydro One. 	Info.
 AECOM noted per Hydro One's previous comments, the transmission line crossing near Professors Day Drive was planned to be demolished in 2023/2024 with no timeline for the future planned line in the same corridor. 	Info.
 AECOM noted there were three alternatives reviewed for the Leslie Street crossing, and Hydro One reviously commented on the preferred alternative (i.e., Alternative 1 - the highway and ramps shifted to the north to be between towers). 	Info.
 AECOV noted for the Highway 400 crossing, the proposed alternative was to have the Bradlord Bypass ramps lie into the highway without going around the Hydro Cne lowers (i.e., no tovers between the mainline and ramps which may provide access issues). With this design, there may be some grading overlap with Hydro One's 15 m maintenance zones for the lowers and the maintenance roads to the lowers would be impacted. 	Info.
 AECOM noted based on the comments received from Hydro One, updated drawings for the Leslie Street and Highway 404 crossings were prepared, and the drawings are to be provided to Hydro One for review and comment. 	AECOM / MTO
 AE COM noted the required clearances and elevations for the Hydro One transmission lines and crossings are required to further develop and refine the highway design. Hydro One's requirements, guidelines, and restrictions will be documented in the study. Consultation with Hydro One will and take near otherwith the Datal Devian and crossfur inten phases. 	Info.



Page 2 Minutes of Meeting Bradford Bypass PD / Project Specific Assessment of Environmental Impacts May 13, 2022

 Hydro One noted there is a longer review period at this time, approx. 10 weeks. 	Info.
Other Business Next meeting to be scheduled after Hydro One reviews updated drawings from AECOM.	AECOM

Highway 400 to Highway 404 Link (Bradford Bypass) Environment, Community, and Agriculture Committee Meeting #2

December 6, 2022 6:00 – 8:00 p.m.

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Land Acknowledgement

Although there are people from across Ontario on this call, I would like to acknowledge that MTO's Central Region and specifically the Bradford Bypass Project is geographically located in an area that is rich in Indigenous history, and that there are many groups, that have resided in, and travelled through the region since time immemorial. Due to the virtual nature of this presentation MTO encourages all attendees to learn whose Treaty and traditional territory in which their home and work location are situated.



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 technological issues, please use the chat
- Any comments or feedback received during this meeting will be included in the record of consultation for the project.



Making the Most of Our Time Together

- Bring forth information representative of your group/area of interest; Share the outcome of this meeting with your respective group(s)
- 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

Agenda

- Feedback from ECA Meeting #1 (December 8, 2021)
- Outcome of Evaluation of Alternatives
- Recommended Plan
- Environmental Studies
- Next Steps
- Question and Answer Period



Introductions





Introductions

Attendee Organizations

- Concerned Citizens of King Township
- Forbid Roads Over Green Spaces (FROGS)
- York Simcoe Nature Club
- EcoSpark

Other Organizations 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

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Rescue Lake Simcoe Coalition

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- Simcoe County Federation of Agriculture
- Simcoe County Greenbelt Coalition

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
- Christian Farmers Federation of Ontario
- National Farmers Union
- · Ontario Federation of Agriculture
- Simcoe County Mountain Bike Club
- · Canadian Federation of University Women
- · The Greenbelt Foundation

Feedback from ECA Meeting #1

- Held virtually on December 8, 2021
- 7 attendees (4 Environment, 3 Agriculture)
- Environment Group Concerns:
 - Completion of environmental studies
 - > Archaeological concerns at East Holland crossing and marine archaeological investigations
 - > Shifting East Holland crossing alignment North of golf course
 - > Interchange consideration for 2nd Concession instead of Leslie Street.
- Agriculture Group Concerns:
 - > Concerns with roundabout alternative proposed at the Bathurst Street alternative
 - > Support for implementation of traffic lights
 - > Maintaining access during and after construction
 - > Improvements to stormwater management and drainage infrastructure.



Bradford Bypass Project Overview

- The project is referred to as Highway 400 to Highway 404 Link (Bradford Bypass)
- The Bradford Bypass is a 16.9 km, controlled-access freeway between Highway 400 and Highway 404
- The project is based on the 2002 Approved Environmental Assessment Alignment
- Located within Simcoe County and Regional Municipality of York.

Please provide us with your input!





Study Process and Schedule



Ontario Reg. 697/21: Bradford Bypass Project

- This Study has been following the streamlined assessment process as set out in Ontario Regulation 697/21 (October 7, 2021), including:
 - Consultation and engagement
 - Generation and evaluation of alternatives
 - Field investigations, preliminary impact assessment and development of mitigation
 - Preparation of Environmental Conditions Report and Environmental Impact Assessment Report
- Continue to engage and consult with Indigenous Nations, Regulatory Agencies, Local and Regional Municipalities and other concerned stakeholders.





Project Consultation Activities

Activity	Timeline	
Notice of Study Commencement	September 24, 2020	
Ontario Regulation 697/21	October 7, 2021	Ongoing engagemen with Indigenous
Public Information Centre #1	Held virtually in April 22 to May 18 2021	Nations and
ECA Committee Meeting #1	December 8, 2021	consultation with the
Draft County Road 4 Early Works Report Public Review Period	January 13 to February 12, 2022	stakeholders,
Notice of Publication of Final Early Works Report	March 21, 2022	Regulatory Agencies
Preliminary Design Interchange Consultation Event	April 21 - May 5, 2022	Regional Municipalitie
Draft ECR Public Review Period	August 12 - September 16, 2022	throughout the project
County Road 4 Final Early Works Report Addendum	September 6, 2022	
Notice of Publication of Final ECR	October 27, 2022	
PIC #2	November 24, 2022	
ECA Committee Meeting #2	December 6, 2022	We are here
Draft and Final Environmental Impact Assessment Report	Anticipated 2023	



public, key stakeholders. Regulatory Agencies, and Local and egional Municipalities roughout the project

Overview of the Environmental Conditions Report

- Per the O.Reg. an Environmental Conditions Report was prepared to document an update to focus
 on environmental conditions within the Study Area
- · Draft Environmental Conditions Report Public Review Period
- Key feedback received on the Draft Environmental Conditions Report included, but is not limited, to questions and concerns regarding:
 - · Property impacts
 - · Impacts to the natural, socio-economic and cultural environments
 - · Project timelines, engagement with Indigenous Nations and public consultation activities
 - · Evaluation of alternatives
 - · Impacts to traffic
 - · Interchange design.
- Existing conditions information for various disciplines is documented in the Final Environmental Conditions Report, available on the Project Website
- Impacts and mitigation measures will be documented in the Environmental Impact Assessment Report.


Impact Assessments

- The Ministry is undertaking 15 environment impact studies which will meet current environmental legislative requirements applicable to the project
- The results of these studies will be summarized in the Environmental Impact Assessment Report.
 - Agricultural Impact Assessment
 - Air Quality Impact Assessment
 - Cultural Heritage Assessment
 - Erosion and Sediment Control Risk Assessment
 - · Groundwater Impact Assessment
 - · Noise and Vibration Impact Assessment
 - Preliminary Landscape Composition Plan
 - Snowdrift Assessment

- Archaeological Assessment
- Stormwater Management
- Fish and Fish Habitat Existing Conditions and Impact Assessment
- Fluvial Geomorphology
- Land Use and Property Impact Assessment
- Terrestrial Ecosystems Existing Conditions and Impact Assessment
- · Waste and Excess Materials Management Plan



Overview of the Selected Interchanges

- The 2002 Approved EA identified County Road 4, Bathurst Street, and Leslie Street as the preferred interchange locations
- In consultation with the municipalities, requests from the Town of Bradford West Gwillimbury and Town of East Gwillimbury were made to consider interchanges at 10th Sideroad and 2nd Concession Road
- A feasibility assessment was conducted evaluating nine interchange location scenarios to determine the best interchange configuration through the Bradford Bypass corridor
- The evaluation was conducted in accordance with satisfying the study objective to improve connectivity of the study area between Highway 400 and Highway 404, facilitating the improvement of traffic operations and movement of goods

- Consideration included interchange utilization, overall network delay, out of way travel, environmental considerations and constraints, and preliminary costs
- It was determined that interchanges at 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street would be included as part of the Study
- While the Study will seek approval for all five interchange locations, a phased implementation of these interchanges may be considered pending further design development and consultation in subsequent design stages.



Development of Alternatives and Evaluation Process

Refinements and alternatives were developed for:

- Areas along the Bradford Bypass mainline including design refinements
- Freeway-to-Freeway Interchange configurations
- Sideroad Interchanges configurations.

Refinements and alternatives were evaluated using:

- A Reasoned Argument (trade-off) method of evaluation was used to identify the advantages and select the preferred refinements and alternatives
- Key factors considered included: Transportation and Engineering, Socio-Economic, Natural Environment and Cultural Environment

Evaluation Summary – Highway 400 Freeway to Freeway Interchange

Four freeway to freeway interchange design alternatives were generated and evaluated at Highway 400



Alternative 1 – 750m Radius Ramps with Basketweave to County Road 88



Alternative 3 – 525m Radius Bradford Bypass to 400 Southbound Ramp with Lanes to County Road 88



Alternative 2 – 440m Radius 400 Southbound to Bradford Bypass Eastbound and 400 Northbound to Bradford Bypass Eastbound Ramp with Basketweave to County Road 88



Alternative 4 – Dual Curve Bradford Bypass to 400 Southbound with Lanes to County Road 88





Evaluation Summary – Between 10th Sideroad and County Road 4

 Three alignment design alternatives were generated and a total of four design alternatives including the base case were evaluated at the Bradford Hill site.



2002 Approved EA (Base Case)



Alternative 1 - 1700m Radii Curves



Alternative 2 - 1700m and 1300m Radii Curves



Evaluation Summary – Holland River East Branch

 Two alignment design alternatives were generated and a total of three design alternatives including the base case were evaluated at the Holland River East Branch.



Alternative 1 – 2002 Approved EA Alignment (Base Case)

Alternative 2 – Curved Transition



Alternative 3 - Tangent Transition



Evaluation Summary – Hydro Towers

 Two alignment design alternatives were generated and a total of three design alternatives including the base case were evaluated at the hydro towers west of Leslie Street.



Alternative 1 – Relocation of Hydro Towers (2002 Approved EA Base Case)

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Alternative 2 – Realignment of Bradford Bypass Eastbound and Westbound to the North Alternative 3 – Realignment of Bradford Bypass Eastbound to the South and Westbound to the North



Evaluation Summary – Highway 404 Freeway to Freeway Interchange

· Four freeway to freeway interchange design alternatives were generated and evaluated at Highway 404.



Alternative 1 – Extend Two Lane Ramp from Bradford Bypass Eastbound Ramp to Queensville Sideroad Ramp



Alternative 2 – Extend Two Lane Ramp from Bradford Bypass Eastbound Ramp and Close Queensville Sideroad Ramp



Alternative 3 – Extend One Lane from Bradford Bypass Eastbound Ramp to Alternative 4 – Basketweave Ramp Connection to Queensville Queensville Sideroad Ramp



Evaluation Summary – 10th Sideroad Interchange

Three interchange design alternatives were generated and evaluated at 10th Sideroad.



Alternative 1 - Parclo A4 Interchange

Alternative 2 – Parclo AB Interchange

Alternative 3 – Partial Parclo A Diamond Interchange



Evaluation Summary – County Road 4 Interchange

- MTO retained AECOM to undertake the design and assessment process in accordance with Ontario Regulation 697/21 for the County Road 4 Early Works
- The County of Simcoe completed an Environmental Study Report (2012) under the Municipal Class Environmental Assessment for the widening of County Road 4 from north of Line 8 to north of County Road 89 (approved 2012). The County of Simcoe has since started site preparation works for the widening of County Road 4 from the southern limit Line 8 to Line 11
- Early Works focus on the grade separated crossing for the Bradford Bypass at County Road 4 (Yonge Street) and has been awarded for the design and construction (2022)
- The Early Works has been awarded to Brennan Paving & Construction Ltd as the successful bidder for the design and construction (2022).



Base Case - Parclo A4 Interchange

The 2002 EA approved base case interchange design option was carried forward at County Road 4



Evaluation Summary – Bathurst Street

 Two interchange design alternatives were generated and a total of three design alternatives including the base case were evaluated at Bathurst Street.





Evaluation Summary – 2nd Concession Road

Three interchange design alternatives were generated and evaluated at 2nd Concession Road.



Alternative 1 - Parclo A4 Interchange

Alternative 2 - Parclo A2 Interchange

Alternative 3 - Diamond Interchange



Evaluation Summary – Leslie Street Interchange

 One interchange design alternative was generated and a total of two design alternatives including the base case were evaluated at Leslie Street.



Alternative 1 – Partial Diamond Interchange (2002 Approved EA Base Case)



Alternative 2 - Partial Parclo A2 Diamond Interchange



Screening Assessment – Carpool Lots

- To support the continued growth in traffic and congestion and to support the sustainable transportation goals of the provincial Growth Plan for the Greater Golden Horseshoe, a preliminary site screening assessment was conducted for the implementation of Carpool Lots along the Bradford Bypass corridor
- All crossing road interchange sites (10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street) were assessed in accordance with engineering design standards and best practices.



MTO Carpool Lot



Screening Assessment – Carpool Lots (Contd.)

 Conceptual site footprints were developed for 10th Sideroad, County Road 4, and 2nd Concession Road both inside and outside of the interchanges as follows:



10th Sideroad Inside (Left) & Outside (Right) County Road 4 Inside (Left) & Outside (Right) 2nd Concession Road Inside (Left) & Outside (Right)

 It is recommended that carpool lots at 10th Sideroad, County Road 4, and 2nd Concession Road are carried forward for evaluation and analysis in subsequent design phases.





Questions?



Overview of the Recommended Plan

- The Recommended Plan incorporates:
 - · Two freeway to freeway interchanges:
 - Highway 400
 - · Highway 404.
 - Five crossing road interchanges:
 - 10th Sideroad
 - · County Road 4
 - · Bathurst Street
 - 2nd Concession Road
 - · Leslie Street.
 - · And four crossing roads:
 - 9th Line
 - Professor Day Drive
 - · Artesian Industrial Parkway
 - · Yonge Street.



The Recommended Plan – End to End



*A copy of this Roll Plan will be available on the Project Website following this PIC #2.



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The Recommended Plan – Mainline Cross-Section

• The interim mainline Bradford Bypass (2031) will feature a four lane cross section (two lanes in each direction).



 In its ultimate configuration (2041), the Bradford Bypass will feature six general purpose lanes and two HOV lanes (three lanes and one HOV lane in each direction).





The Recommended Plan – Highway 400 Freeway to Freeway Interchange





The Recommended Plan – 10th Sideroad





The Recommended Plan – Between 10th Sideroad and County Road 4



* Town of Bradford West Gwillimbury initiative for a potential extension of Professor Day Drive. The Bradford Bypass Preliminary Design will not preclude a future gradeseparated crossing at this location.



The Recommended Plan – County Road 4 Interchange



* Town of Bradford West Gwillimbury initiative for a potential extension of Professor Day Drive. The Bradford Bypass Preliminary Design will not preclude a future grade-separated crossing at this location.





The Recommended Plan – Bathurst Street Interchange





The Recommended Plan – Holland River East Branch





The Recommended Plan – 2nd Concession Interchange





The Recommended Plan – Hydro Towers





The Recommended Plan – Leslie Street Interchange





The Recommended Plan – Highway 404 Freeway to Freeway Interchange





The Recommended Plan – Crossing Road Sections



The Recommended Plan – Active Transportation

- In consultation with the municipalities, the ministry is facilitating municipal Active Transportation needs and requirements
- Active Transportation is being considered at crossing roads in a north to south configuration through the Bradford Bypass corridor and will include facilities such as multi-use pathways and/or sidewalks
- Further details on types of facilities will be determined in next phase of design with ongoing consultation with municipalities.

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The Recommended Plan – Structures

- Structures will be required at the following crossing road locations along the Bradford Bypass corridor:
- Proposed Overpasses:
 - 9th Line at Highway 400
 - Artesian Industrial Parkway
 - Metrolinx Rail Line
 - Holland River and Holland River East Branch
 - Yonge Street

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- 2nd Concession Road Interchange
- Leslie Street Interchange.

- Proposed Underpasses:
 - 10th Sideroad
 - Professor Day Drive
 - · County Road 4.



The Recommended Plan - Navigation

- Watercourse Crossing Design
 - New Bridges and/or Culverts on Scheduled and Non-Scheduled Waterways
 - The Project Team will consider navigational clearances, aids and signage.
- Consultation and Engagement
 - · Past, Present and Future Uses
 - · Indigenous Nations
 - · Vessel Owners and Operators
 - Recreational Users
 - Marinas.

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- Bridge and Culvert Construction.
- Potential Permits and Approvals
 - Canadian Navigable Waters Act.
- Construction
 - Staging of Works
 - Vessel and User Access
 - Navigational Aids and Signage.

Preliminary clearances provide an 8 m clearance above the water for vessels to pass through the corridor at the Holland River and East Holland River crossings. Please provide your input!

The Recommended Plan – Drainage and Hydrology

- · Proposed Highway Drainage System
 - The proposed highway drainage system will include transverse, structural, highway ramps and sideroad culverts, including roadside ditches
 - · Adjustments or realignments to watercourse crossings to facilitate conveyance
- Stormwater Management (SWM) Strategy
 - · The SWM Strategy will incorporate measures to promote water quality and quantity treatment and control
 - · Includes features such as SWM ponds, enhanced grassed swales, and flat-bottom grassed swales with flow check dams
 - · Protect sensitive areas such as marshes and wetlands through enhanced SWM features
 - · Protect sensitive ground water recharge areas by avoiding infiltration of runoff directly to these areas
 - Runoff from bridge deck areas including the Holland River bridges will discharge to stormwater management facilities for water quality treatment (surface and groundwater)
- · Stormwater Management Plan in accordance with Ontario Regulation 697/21
 - A Bradford Bypass Stormwater Management Plan will be prepared to address SWM requirements outlined in the O. Reg. 697/21.
- Modification to Municipal Drains (Drainage Act requirements).
 - Ongoing coordination and consultation with the municipal drainage superintendent with respect to potential impacts to existing municipal drains.



The Recommended Plan – Drainage and Hydrology

- Erosion and Sediment Overview Risk Assessment (ESORA)
 - ESORA will be completed based on requirements outlined in MTO's Environmental Guide for Erosion and Sediment Control During Construction of Highway Projects (Sept. 2015).
- · Opportunities and enhancements to mitigate road salt conveyance:
 - Directing stormwater flows from highway paved areas to proposed SWM facilities for water quality treatment
 - Line ditch bottoms with Geosynthetic Clay Liners (GCLs) or similar material
 - Protect sensitive ground water recharge areas such as avoiding direct infiltration
 - No direct discharge of flows from highway areas and ditches to chloride sensitive receiving water bodies
 - Protecting streams that support fish habitat through enhanced grassed swale retention and treatments
 - Utilize landscape design and snowdrift mitigation strategies to optimize salt application.
 - Incorporation of MTO's Salt Management Plans in accordance with Code of Practice for the Environmental Management of Salt
- Drinking Water Wells:
 - Protect ground water recharge areas that are associated with drinking water wells through incorporation of appropriate policies and SWM Strategy



The Recommended Plan - Stormwater Management Pond and Treatments





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The Recommended Plan - Other General Items

Overall the Recommended Plan will also include recommendations for:

- Intelligent Transportation Systems (ITS)
- Illumination
- · Utilities Impacts and relocations will be further refined as study progresses
- Road surface Material type (concrete, asphalt) will be determined.







Questions?



Terrestrial Ecosystems

- · Existing Conditions
 - 12 Designated Natural Areas
 - 13 Species at Risk
 - 18 Species of Conservation Concern.
- · Key Works and Activities
 - Vegetation removal: ~133 ha
 - Provincially Significant Wetlands: ~42.75 ha
 - Unevaluated wetlands: ~2.33 has
 - Disturbance or displacement of Species of Conservation Concern and Species at Risk.
- · Mitigation Strategies
 - Design refinements (e.g. restrict clearing of trees, minimize impact by following edges of habitat areas)
 - · Ecological restoration and landscaping plans
 - Wildlife crossings (proposed between 2nd Concession Road and Leslie Street) as well as opportunity areas at the Holland River and Holland River East Branch
 - · Edge management recommendations
 - · Potential exclusionary fence.

- · Next Steps
 - Preliminary Terrestrial Ecosystems Impact Assessment Report
 - · Documentation in the EIAR
 - Detail Design Impact Assessment
 - · Species specific surveys, as required
 - Potential approvals: Migratory Birds Convention Act and Endangered Species Act.



Example of a wildlife crossing (under the freeway)



Holland River East Branch Within the Bradford Bypass Study Area. AECOM, 2020



Holland Marsh and Lake Simcoe Watershed

- Holland Marsh Provincially Significant Wetland
 - The Bradford Bypass will cross the Holland Marsh:
 - · Holland River
 - Holland River East Branch.
 - Anticipated impacts of approximately 42.14 ha (amounting to approximately 1% of the entire Provincially Significant Wetland)*.

*The anticipated wetland impacts have been reviewed with a conservative approach and will be refined during Preliminary Design. Additional wetland enhancements, such as invasive species removal, native plantings around wetland edges will be considered where feasible.

- · Maskinonge Provincially Significant Wetland
 - Anticipated impacts of approximately 0.61 ha (amounting to approximately 0.15% of the entire Provincially Significant Wetland).

- · Lake Simcoe Watershed
 - The Bradford Bypass is located within the Lake Simcoe Region Conservation Authority regulation limits, south of Lake Simcoe
 - The Ministry will assess impacts with respect to the Lake Simcoe Protection Act and the Lake Simcoe Protection Plan
 - Precautions taken to prevent salt and treated sand from entering watercourses and salt-sensitive areas will be in accordance with the Ministry of Environment, Conservation and Parks "Guidelines on Snow Disposal and De-icing Operations in Ontario".



Holland Marsh Within the Bradford Bypass Study Area. AECOM, 2020



Designated Natural Areas





Fish and Fish Habitat

- · Existing Conditions
 - 34 crossings within Study Area
 - Sensitive Species or habitat
 - · Muskellunge spawning habitat
 - · American Eel (potentially present).
- · Key Works and Activities
 - · In-water Works include:
 - · Modification of existing crossings
 - New crossings
 - · Channel modifications.
 - · Land-based activities include:
 - · Vegetation removal.





Examples of fisheries mitigation strategies. AECOM, 2022







Holland River Within the Bradford Bypass Study Area. AECOM, 2020



Downstream (east) from the proposed Bradford Bypass right of way. AECOM, 2022

- Mitigation Strategies
 - Culvert and bridge designs (e.g., fish friendly design, embedded culverts, open bottom culverts)
 - Natural channel designs (e.g., morphology pools, runs, riffles, substrates)
 - Landscaping and restoration (e.g., riparian plantings).

Next Steps

- Preliminary Fish and Fish Habitat Impact Assessment Report
 - · Ministry Routine Works
 - · Ministry Best Management Practices
 - Site Specific Assessment and Mitigation Measures.
- · Documentation in the EIAR
- Detail Design Impact Assessment
- Potential approvals: Fisheries Act and Endangered Species Act.

Fish and Fish Habitat





Fluvial Geomorphology

- Existing Conditions
 - Holland River
 - · Holland River East Branch
 - Additional 26 ephemeral and 17 permanent/intermittent features.
- · Key Works and Activities
 - · In-water Works include:
 - · Modification of existing crossings
 - New crossings

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- · Channel modifications
- · Grading.

- Mitigation Strategies
 - Design of bridges and culverts
 - Avoid or minimize alterations to current watercourses.
 - Natural channel designs
 - · Erosion and scour protection.
- Next Steps
 - Preliminary Fluvial Geomorphological Assessment Report
 - · Documentation in the EIAR
 - Refinement of the fluvial assessment and development of drawings
 - Potential approvals: Fisheries Act and Endangered Species Act.

Groundwater and Hydrogeology

- Existing Conditions
 - · Three physiographic regions
 - · Soil combinations of clay, silt and sand
 - 413 MECP Water Wells
 - · Wellhead Protection Areas
 - · Highly Vulnerable Aquifers
 - Intake Protection Zones
 - · Significant Groundwater Recharge Areas.
- · Key Works and Activities
 - Drilling and excavation

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- · Subsurface construction activities.
- · Dewatering.

- · Mitigation Strategies
 - · Design refinements for cut profile adjustments
 - Domestic water wells (shallow and deep) monitored during construction
 - · Water quality and quantity testing
 - Water level monitoring.
 - · General groundwater monitoring
 - · Source water protection.
- · Next Steps
 - · Groundwater Protection and Well Monitoring Plan
 - Documentation in the EIAR
 - Potential approvals: dewatering permits and discharge approvals
 - Construction: updated Groundwater and Well
 Monitoring Plans and best management practices.



Noise and Vibration

- · Existing Conditions
 - · 16 Noise Sensitive Areas
 - Detached Dwellings and Residential Neighbourhoods
 - Schools and Recreational Areas
- · Key Works and Activities
 - · Assessment of traffic noise
 - · Assessment of construction activities noise.

- Mitigation Strategies
 - Preliminary results indicate that noise mitigation may not be required
 - Mitigation strategies will be further assessed as more information is gathered
 - · Existing developer built noise barriers are present
 - Construction:
 - · Timing constraints
 - · Equipment management and staging
 - · Construction management plans.
- · Next Steps
 - · Noise and Vibration Impact Assessment Report
 - Documentation in the EIAR.



Noise Receptor Locations





Air Quality

- Existing Conditions
 - 160 Sensitive Receptors
 - 20 Critical Receptors
 - · Findings indicate existing exceedances at:
 - · County Road 4 (Yonge Street)
 - · Highway 400 and 9th Line
 - · 10th Sideroad.

The exceedances are anticipated to be reduced over time with project implementation due to vehicle technology improvements.

- · Key Works and Activities
 - · Temporary dust as a result of construction
 - · Highway traffic emissions.

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- · Mitigation Strategies
 - Vegetation plantings or other types of screening/barriers may be considered within the Study Area to decrease ground level dispersion of particulates
 - · Construction:
 - · Minimize idling time for construction equipment
 - · Dust suppressants (i.e., water truck spraying)
 - Maintenance and operation of equipment in accordance with manufacturer's specifications
 - · Operations:
 - The implementation of High Occupancy Vehicle lanes promotes the use of carpooling and reduces congestion and traffic on the road.
 - Air Quality Impact Assessment Report
 - Climate Change Assessment Report
 - Documentation in the EIAR
 - Detail Design: refinement of air quality and climate change mitigation measures.

Air Quality Critical and Sensitive Receptors



Sensitive receptors are defined as "residential dwellings" and critical receptors are defined as "retirement homes, hospitals, childcare centres, schools and similar institutional buildings" within the Ministry's Air Quality Guide.



Human Health



- The Project Team will study the potential impacts (positive and negative) on human health, such as air quality, noise, land use, traffic congestion and safety, economic, social cohesion, and neighbourhood resources
- Strategies will be recommended to mitigate negative impacts and enhance positive outcomes of the project
- Findings from these studies will be consolidated in a report detailing the impacts of the project on human health.



Land Use

Existing Conditions

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- · Land Uses within the Study Area:
 - Industrial, Commercial, Agricultural, Residential, Employment Area, Open Space, Natural Heritage System and Environmental Protection Area, and Recreation Area.



- · Key Works and Activities
 - · Property acquisition.
- Mitigation Strategies
 - Design refinements
 - · Corridor control and property access
 - Considerations for noise, lighting and landscape components
 - Considerations for environmentally sensitive areas
 - · Ongoing consultation and feedback.
- Next Steps
 - · Preliminary Land Use Factors Report
 - Documentation in the EIAR
 - · Ongoing consultation.



Agriculture

- Existing Conditions
 - Prime Agricultural Lands, Specialty Crop lands, Candidate Prime Agricultural Areas
 - Agricultural Land Capability:
 - · 39.1% Class 1
 - 14.3% Class 2
 - 13.5% Class 3
 - 17% Class 4
 - 3.3% Class 5.
- · Key Works and Activities
 - · Vegetation clearing and removals.

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- Mitigation Strategies
 - Where possible, avoid and/or minimize impacts to agricultural lands, features and operations.
- Next Steps
 - Agricultural Impact Assessment Report
 - Documentation in the EIAR.

The trade-off of farmland loss is enhanced access to markets (e.g., 10th Concession Road or 2nd Concession Road)

Preliminary Landscape Composition Plan



Preliminary Landscape Composition Plan



Snowdrift Assessment

- Snowdrift is the movement of snow across a road surface or near the ground
- The snowdrift assessment identified several areas with potential for snowdrift
- A model was developed that included climate data, land cover data and terrain data to identify potential snowdrift areas and develop snowdrift mitigation measures
- The risks associated with snowdrift can be mitigated through:
 - · Living fences (trees)
 - Shrubs in locations with potential for snowdrift
 - · Snowdrift signage.



Locations of Snow Mitigation for 2m Shrubs (4DM, 2022)



Examples of Coniferous Tree Snow fence and Signage (4DM, 2022)

Waste and Contamination

- Existing Conditions
 - · 29 high potential properties
 - 14 medium potential properties
 - Six high potential significant spill locations.
- Key Works and Activities
 - Cut and fill
 - Excavation activities
 - Grading
 - · Dewatering.



- Mitigation Strategies
 - Compliance with O.Reg 406/19
 - Encroachment avoidance of medium/high risk areas
 - Design refinements.
- Next Steps
 - Documentation of findings in the EIAR.

Cultural Heritage Assessment

- Existing Conditions
 - Initial research has identified 17 properties with potential cultural heritage value. These properties are currently being assessed to determine existing cultural heritage conditions within the Study Area.

- · Key Works and Activities
 - Construction activities

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 Road alignment design which may have the potential to impact built heritage resources and cultural heritage landscapes. · Mitigation Strategies

- Cultural Heritage mitigation will be determined through Heritage Impact Assessment(s).
- · Next Steps
 - Documentation in the Environmental Impact Assessment Report
 - Heritage Impact Assessments to be completed, as required.

Photos of a Potential Heritage Property within the Study Area (AECOM, 2022)





Archaeological Assessments

- AECOM conducted a Stage 1 Archaeological Assessment in 2019 for the overall study corridor (23 km² in size) in order to determine the presence/absence of archaeological potential
- Stage 2 and 3 Archaeological Assessments are ongoing in accordance with the Ministry of Citizenship and Multiculturalism Standards and Guidelines for Consultant Archaeologists and with engagement with Indigenous Nations
- The Project Team is working to avoid/mitigate impacts to sites that demonstrate more intensive occupations (e.g., Bradford Hill Site, East Holland River Site (partial)).





Status of Stage 2 Archaeological Assessments





Project Schedule and Next Steps



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- Field Investigations and Data Collection (on-going)
- On-going engagement with Indigenous Nations and consultation/meetings with Municipalities, federal and provincial Agencies, interested stakeholders, as well as adjacent property owners
- Complete the evaluation of Preliminary Design Alternatives (2022)
- Final Environmental Conditions Report (October 27, 2022)
- Public Information Centre #2 (November 24, 2022)
- ECA Meeting #2 (December 6, 2022) We are here
- Draft and Final Environmental Impact Assessment Report (2023)*
- Preliminary Design anticipated completion (2023)
- Issuance of Statement of Completion (2023)

*all discipline impact assessment information will be summarized in the EIAR. Note: schedule subject to change.

Questions and Answers



Stay informed

Request to be added to the Project Contact List to receive future project updates





Thank You





Date of Meeting December 6, 2022 60636190 Time 6:00p.m. - 8:00p.m. Project Name Bradford Bypass Preliminary Design and Project-Specific Assessment of Environmental Impacts Location Environment, Community, and Agriculture (ECA) Committee Meeting # 2 Regarding Attendees **Bill Enster** Forbid Roads Over Green Spaces (FROGS) Paul Mero EcoSpark Project Team Wan Chi Ma MTO - Senior Project Manager Inrdan Lee MTO - Environmental Planner Rhonda Gribbon MTO - Environmental Planner Rebecca Lariviere MTO - Project Manager Alex Mari ean MTO - Project Manager Leslie Currie MTO - Indigenous Liaison Specialist Jeffrey Seibert MTO - Regional Archaeologist Tim Sorochinsky AECOM - Project Manager Rivaz Sheikh AECOM - Deputy Project Manager Mir Hyder AECOM - Highway Engineer Nico Valenton AECOM - Highway Engineer Holly Wright AECOM - Senior Environmental Planner Madeleine Atherton AECOM - Environmental Planner Fadwa Hamdan AECOM - Environmental Planner AECOM - Environmental Planner James Au AECOM - Acoustic Engineer Rhonneke Van Riezen AECOM - Fluvial Geomorphologist Kate Crawford AECOM - Aquatic Ecologist AECOM - Terrestrial Ecologist Andrew Minielly AECOM - Terrestrial Ecologist Jennifer Routhier AECOM - Air Quality Specialist Fahianna Palarins AECOM - Air Quality Specialist AECOM - Cultural Heritage Lead Tara Jenkins David Knill AECOM - Project Archaeologist Glenn Kearsley AECOM - Project Archaeologist Dave Hodoson DH Soils - Agriculture Specialist Municipal Planning Consultants - Land Use Consultant James Dyment Steve McArdle 4DM - Snow Drift Specialist Technical Support Alicia Evans AECOM - Project Facilitator Tracev McKenna AECOM - Communication Specialist Invited Committee Regrets James Bruce Craig

Svlvia Bowman AWARE Simcoe Bradford Board of Trade Bradford Women's Group

Concerned Citizens Group

Concerned Citizens of King York Simme Nature Club

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	East Gaillinbay Chamber of Commonso Generated Youth Minesandor King Chamber of Commonso Resource Latei Simone Could France Simone County Federation of AproLuture Simone County Federation of AproLuture Simone County Federation of AproLuture Simone County Federation of AproLuture Minesoft Earnes Utilino Hadrand France Sitting Save the Nachamorg York Regaric Optimic Coulding York Regaric Optimic Coulding York Regaric Optimic Coulding York Regaric Optimic Readon of Ontorio National France Sitting Nachamorg Federation of April Sitting Nachamorg Federation of April Sitting Nachamorg Federation of April Sitting Nachamorg Federation of April Sitting Simone County Normal Readon Canadian Federation of University Women The Counted Federation
Distributed to:	All attendees and regrets
Prepared by:	Michelle Chen

Overview

The purpose of the Environment, Community and Apriculture (ECA) Committee Meeting 42 uses to understand and address ECA ideas, thoughts, and leedback which included gathering input on how to best implement the proposed Endande Spassitom these perspectives. The initiant of this meeting uses to have a conversation with key representatives, discuss questions and concerns, and receive feedback regarding the exhaution of alternatives. The Network regarding the exhaustion of alternatives, the Recommended Plan and project-specific assessment of endrowmental impacts and proposed mitigation measures for the project.

The above ECA organizations were invited to attend the meeting. An email invitation was circulated on November 224-2022, to invite organizations to join ECA Meeting 24. A follow-up nemider emailwas also sent on December 24-2022, to invite organizations to join the meeting. Of those invited, two ECA representatives attended. Bill Foster from Forbid Reads Over Green Spaces (FROGS), and Paul More form EcoSpark.

The meeting agenda included the following topics:

- 1. Introductions
- 2. Land Acknowledgment
- 3. Safety Moment
- 4. Feedback from ECA Meeting #1 (previously held on December 8, 2021)
- 5. Overview of the Evaluation of Alternatives
- 6. Overview of the Recommended Plan
- 7. Overview of Environmental Impact Assessments
- 8. Schedule and Next Steps
- Open Discussion

The following table provides a summary of the discussions during the meeting. The Project Team provided an overview of the project using a PowerPoint slide deck with a live chait function, which is included as part of the Record of Consultation for this meeting.

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 <u>projecteam@bradfortbypass.ca</u> 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.





Meeting Summary	Action
AECOM confirmed committee attendance and provided technical assistance associated with the zoom platform. Alicia Evans started the meeting by introducing herself as the facilitator. Alicia emphasized that she is participating in the call to facilitate discussions.	INFO
Q: Bill Foster asked if the video feature should be turned on for participants. A: AECOM stated that participants are welcome to turn on video at their discretion.	INFO
MTO welcomed the attendees and provided a Land Acknowledgment.	INFO
MTO stated that the presentation materials are a condensed version of the materials presented at the PC P2 or November 24, 2022, with a few new slides, to focus on ECA-specific topics. The full PIC 42 materials from November 24, 2022, are available on the Project Website for additional information.	INFO
O: As FROGS has attended PIC #2 and prevent repetition in review of contents, AECOM asked if EcoSpark attended PIC #2 to provide high-level review and focus on ECA topic of interest. A: EcoSpark stated that they did not attend PIC#2.	INFO
AECOM provided meeting housekeeping details, confirmed participation goals for the meeting and presented the meeting agenda. AECOM noted that the meeting minutes will form part of the Record of Consultation of the project.	INFO
Introductions began with the Project Team and proceeded to the attendees. Wan Chi Ma introduced the MTO attendees, and Tim Sorochinsky introduced the AECOM attendees and technical support staff.	INFO
Bill Foster introduced himself as the representative for Forbid Roads Over Green Spaces (FROGS). Bill Foster explained FROGS involvement with this project has been since 1993 and noted that their oppositions to the project are due to the location.	INFO
Paul Mero introduced himself as the representative from EcoSpark and noted EcoSpark's opposition to the project, explaining they support mass transit instead of highways at the project location.	INFO
AECOM noted that four committee members $RSVP'd$ and registered for ECA Meeting #2; with two attending.	INFO
AECOM and MTO recapped ECA Meeting #1, introduced the project, provided an overview of the study process, assessment process, project schedule, past consultation events, ongoing environmental studies, development of alternatives, summary of preferred alternatives, and presented the Recommended Plan for the project.	INFO
Q: FROGS stated that they have two main concerns and a conflict of interest. FROGS noted that they are concerned with the level of engagement with Indigenous communities and notification, and the conflict of interest is due to the location of the project.	INFO
 FROCS to opposed to the project as a property is near the highway and they do not worth the highway to be in close quantify due to half and construction noise. FROCS anglained that they recrised two archaectogical reports (a Stage 1-2 and Stage 1 and 10 feed) for half of which the cluarity and head stage 1-2 and a Stage 1 and 10 feed for the stage 1 and 10 feed for the stage 1 and 10 FROCS related that the Recommendant Plane presented all DFC #2 did normaling significant to indigenous communities and should not be impacted. 	





Meeting Summary	Action
 FROGS stated that summaries of meetings between the Projet Team and Indigences communities claimed intrody Freedom of Information (FO) requests dd on to state Indigences community agreement or approval for the projet. FROGS sepresside common with the Information being presented to Indigences on the meeting. A MTO explained that the Projeta Team actionaliseling their statements made in consulting with the Indigences communities. MTO note that since the IsteTC Team has been and a stately engage and consulting with the Indigences communities. MTO note that since the IsteTC, there have been additional meetings with plagnous communities with gains a more fuclome patient of the engagement and consultation with additional meetings with Indigences communities with gains a more fuclome patient of the indigences communities. Scient et al. addition the Projet Veheel to Introviscent Information on engagement and consultation with adjoences communities. Furthermore, MTO stated that there are Community Pield Laisons from indigences communities that maint and participation he field average and review the results of fail meeting dations. 	INFO
 FROCS stacks why Alternative 2 was considered as the preferred alternative instead of Alternative 3 for East Ioland Rover Branch. FROCS stated that Alternative 3 is further away from properties to the incort of the freeway. seems to have less careporting and note integration challenges and that the 2020 Approved E A has stated that there will be note an integration challenges and that the 2020 Approved E A has stated that there will be note an integration challenges and that the 2020 Approved E A has stated that there will be note an integration challenges and that the 2020 Approved E A has stated that there will be note an integration challenges and that the 2020 Approved E A has stated and the design and the state was considered adrary the design and the chartest cared approxement and vace-versa. Although Alternative 3 has less curvature in the design of this magnitude. This would consequentially recult in additional complexity with they on the induced on the bottom and vace-versa. Although Alternative 3 has less curvature in the design of the magnitude. This would consequentially recult in additional complexity with they to the statements for longing was consequented by the statement of the design and the matter grade and an extend state and we consecuted on the bottom and vace-versa. Although Alternative 3 has less curvature in the design of the magnitude. This would consequentially recult in additional complexity with they to the statements for the design and extend statements for the design of the statements for the design of the statements for the design and extend statements for	INFO
FROCS saked if the Project Team will still move the highway away from the significant atrabalogical sites is used at the Holland Rover East Branch. A. AECOM explained that Stage 3 AA field work for the sites around the Holland River East Branch has been completed and the atribut analysis underway. MIO stressed that it is a legislative requirement for MIO to show an instructural information and analysis must be completed to determine the outcome and implation measures for the Recommodel Plan. This included a commitment to complete Stage 4 archaeological anaesses in this is required. 	INFO
FROCS asked why the Final ECR was issued when the environmental and heritage works are still ongoing if the ECR was to document any updates to environmental conditions in the Proliminary Design. FROCS stated that the ECR should include environmental impacts. FROCS stated that is seems like the Project Team is rushing to fulfil a contract and make Doug Ford happy.	



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Meeting Summary	Action
 A AECOM stated that the Project Train is currenly completing a CUAUM Herbage Evaluation report on the Neiland New Waterhead. The report Induces are avaination of all the Netorical components including the Neiland New East Bann A within the SUMy Reva. AECOM Instruct and the Integrits in progress and the Project Team approaches any public input. AECOM Limber noted that the revulue 1 dhe Neilar Team Amount AECOM Limber and the Team State of the Neilar Care Automation and the Integrit and AECO and the Neilar Care Automation AECOM and the Integrit and the Integrit Neilang Design on the project is continuing to progress and anticipated impacted and recommended mitigation measures are continuing to be refined Additionally, detaid of varies 100 graphs, and is a archaeology red documented in the Frait Environmental Conditions Report, will be summatical to 2003. FROCS stated that I Ph Project Team does not have the 1998 Indeture of Intersetal property (with network and varies of U document) and the 1998. FROCS stated that I Ph Project Team does not have the 1998 Indeture of Intersetal property (with network as survey of U document) and additional of a surveyors. FROCS stated that I Ph Project Team does not have the 1998 Indeture of Intersetal property (with network as surveyor U document) and additional of a surveyors. 	INFO
FROGs noted that MTO's original position was: to avoid mixing local and long distance traffic which was why the highway was proposed in the 2002 approved EA location, FROGS noted that MTO is now mixing the local and long distance traffic so much that an eight-fame fiteway is necessary. FROGS suggested that MTO revert back to their original position and reconsider the location of the Bradnet Digwas:	INFO
AECOM thanked FROGS for the comment before proceeding with the remainder of the presentation.	intro .
AECOM noted that EcoSpark has disconnected from the meeting due to connection issues. MTO suggested an option to go through a high-level review of the presentation materials as the FROGS representative agreed, and the Project Team provided a high-level review with a focus on addressing any remaining agreed its flat of the Addressing and the project Team provided a high-level review with a focus on addressing any remaining agreeding that the project Team provided a high-level review with a focus on addressing any remaining agreeding the project Team provided a high-level review with a focus on addressing any remaining agreeding the project Team provided a high-level review with a focus on addressing any remaining agreement agreement and the project Team provided and the provided and the project Team provided and the provided and the project Team provided and the project Team provided and the provided and the project Team provided and the provided and the provided and team pro	
 The FROCS representative stated that he appreciates the good work and presentation from the Project Team even though it may not be what they would like to hear. The Project Team thanked FROCS and resumed the presentation. 	INFO
AECOM provided the summary of waterways and navigation of the project.	
FROGS stated that it is their understanding that the Bradford Bypass will be elevated and will consist of pile drivers to do construction works associated with bridge structures in the vicinity of the Holland River East Branch and expressed concerns about noise impacts from the pile driving equipment.	
 A. AECOM noted the dwallings and noise neoptors in close proximity of the structure states are taken into consideration when determining note migration methods. MO is committed to utilita the best and immonitive practicus to reduce noise output. Examples of noise migration methods in consolution in ruled-set initiative control utilitation of the structure output and the structure output and the structure output of the structure output and the structure output of the structure standards of practicos will be included in the subsequent Detail Design Pane. FROCS the mised AECOM and MD and stated the tilt was help and encouraging. 	
FROGS inquired about water quality and quantity treatments for salt water. FROGS stated that he has uncertainty in engineering and design capabilities as the salt changed the critical choride levels in the Maskinong PKWer since the Highway 404 and Green Lane extension. FROGS added that Minister of Environment issued a report that forecast Lake Simce will have in critical choride limit to VTRA and although its control identificat as a definite cause the limit.	





Meeting Summary	Action
Itimeframe of the accelerated increase of sall coincides with the construction and operation of Highway 404. In the report, the minister noted that the best way to mitigate salt is to not use it. FROGS strongly suggested the Project Team to move the highway south or not to use salt to avoid the environmental impacts.	
 A. AECOM roled that there are two primery yong, to mitigate sait unrall inpacts. The first mitigation method is to prove the source of the sour	
FROGS noted that the Project Team should consult Regulatory Agencies, such as the Department of Fisheries and Oceans Canada, regarding fisheries impacts and encouraged the Project Team to evaluate the budget and its increasing costs for this project.	INFO
 AECOM troket that the Project Team is undertaking impact assessments and developing mitigation measures and future commitments for various technical disciplines. The results of the assessments including assessment impacts and recommended mitigation measures will be summarized in the Draft Environmental Impact Assessment Report in 2023. 	INFO
EcoSpark did not reconnect to the meeting. MTO, AECOM, and FROGS thanked each other, and the meeting was adjourned.	mPU

/end



AECOM AECOM 300 Water Street 905 668 9363 tel Whitby, ON, Canada L1N 9J2 905 668 0221 fax www.aecom.com

Minutes of Meeting

Date of Meeting	August 18, 2023	Time 1:00 PM - 2:00 PM	60636190
Project Name	Bradford Bypass Pre Impacts	liminary Design and Project-Speci	fic Assessment of Environmental
Location	Microsoft Teams Tel	econference	
Regarding	Bradford Bypass M Review Meeting	inistry of Citizenship and Multic	culturalism (MCM) Comment
Attendees	Laur Historie James Hantlon Karls Barboza Lakasz Grötel Alek MacLain Jardan Lie Jardan Lie Michael Holges Kiki Anapopulos Michael Ginka Tim Soschinsky Michael Ginka Tim Soschinsky Ripaz Sheikh Nico Valenton Emma Docherly Tara Jaekins Glem Karaniky David Kolil Orrisopere Sost	McA - Hertigne - McA - Hertigne - McA - Tean Lead, Hrigh MTO - Project Mi MTO - Project Mi MTO - Environme MTO - Environme MTO - Environme MTO - Samiar Hall MTO - Tean Lead A ECCOM - Object A ECCOM - Object	diviar divider Hentinge Planning Unit for Hentinge Planning Unit de Oblievy East mager mager mager mager mager mager Magea Planner Chanding State Manager Phyloc Manager Phyloc Manager Phylo
Distribution	Attendees and Proje	ct Team	
Summary Prepared By	Christopher Scott		



Meeting Summary	Action
The Project Team provided introductions and welcomed the attendees.	INFO
The Project Team provided a timeline of events indicating that the Draft Environmental impart Assessment Report (EAR) was made available for revolutions univer 1, 2022 and June 30, 2023, and MCM provided comments on June 30, 2023. The Updated Draft EAR was made available for public revolution July 31, 2023. Day Lupdated 2 Draft MCM provided additional archaeological comments on August 14, 2023. The purpose of the mealing was to documents the concelled on the Draft EAR received from MCM.	INFO
The Projed Team provided an overview of MTO standard process for archaeology work, which includes following the Orbano 2011 Standards and Cuidelines for Consultant Archaeologies, engaging with Indigenous Community Friat Lateors during field work, and having MTO perform due diligence and quality checks of onpointy work as Stage 2 and Stage 3 archaeological assessment fields wirk, late work, and enorthy work as Stage 3 archaeological assessment favors late work and work and undertaken. MTO has also been sinding archaeological assessment reports to Indigenous communities for erview and common ton the report commondations.	INFO
MCM stated that the Stage 2 Archaeological Assessment Report was submitted without an expedited review request. The Project Team explained that they have prepared an expedited review request and it was submitted the day of the meeting.	INFO
In response to MCM's comment on the Dreft EIAR regarding the completion of archaeological assessment reports, the Project Team explained that all archaeology assessment reports will be provided to MCM to be reviewed and added to the public registry. However, for the purpose of the EIAR, the Project Team referred to the physical work and reporting of the archaeology as being complete.	INFO
 MCM asked how many archaeological assessment reports will be submitted and how soon the Project Team explained that there will be 15 archaeological assessment reports and the Project Team would like MCM to finish reviewing them within six week. MCM staded they will discuss the feasibility of the review timeline and will advise the Project Team if there are any issues. 	INFO
 MCM asked when the Final EIAR will be published. The Project Team explained that it is dependant on how it takes to address the comments received during the review periods for the Draft and Updated Draft EIARs. 	INFO
The Project Team explained that the Bradford Bypass Project is still in Preliminary Design and Stage 4 Archaeological Assessments and Marine Archeology work will be undertaken during future phases of work. The Project Team clarified that Stage 3 Archaeology work is	INFO



not typically undertaken until Detail Design. The Project Team stated that the recommendations and commitments included in the Draft and Updated Draft EIARs will remain in the Final EIAR and will be carried forward to subsequent design phases.	
The Phigit Team provided an overview of the herbage work conducted to date and explained that they have prepared a Cultural Herbage Resource Assessment Report which identifies potential built herbage resources and cultural herbage indicaspes within the project Study Area. The Physic Team is neising the Cultural Herbage Resource Assessment Report based on consultation with MOA and Indigence communities, and a final copy will be provided on complete. The Physic Team also noted work to prepare Cultural Herbage Fealuation Reports for properties identified in the Cultural Herbage Resource Assessment Report was ongoing. Herbage mitigations and commitments are noted in the EARS.	INFO
 MCM asked if there are any properties that could be potential provincial heritage properties and if there are any anticipated impacts for these properties. 	INFO
 The Project Team explained that there is only one property with potential to be a provincial heritage property of provincial significance and that a Cultural Heritage Evaluation Report of this property is ongoing to confirm the cultural heritage value. 	
 MCM asked if the cultural heritage reports will be completed prior to the publication of the Final FIAR 	INFO
 The Project Team explained that the reports are unlikely to be completed prior to the posting of the Final ELAR. However, cultural heritage work will continue in consultation with MCM and the commitments identified in the Final FLAR will be carried forward to subsense the sign of bases 	
 MCM asked how the language in the EIAR will convey the Project Team's 	
responsibility and commitments in the Ontario Heritage Act. MCM asked if	
this would impact the need for the Minister's consent. The Physical Team calculated that missionly regarding the Physical team's Physical Team can revise this messaging for greater cathyr. Physical Team can revise this messaging for greater cathyr. The Physical Team cather that the need for the Minister's consent was still to be determined and would be discussed in the future with MCM.	ACTION: MTO/AECOM
The Project Team explained that MCM provided a comment on the Draft EIAR stating there was a lack of heritage influence on the landscape plan. The Project Team stated they will add a commitment in the Final EIAR to for the Heritage impact Assessment Reports to be considered when determining landscape design.	ACTION: MTO/AECOM
The Project Team provided an overview of next steps for the Final EIAR, which includes responding to MCM's EIAR comments, including associated edits and commitments in the Final EIAR, submitting remaining archaeological assessment reports to MCM, and	INFO



publishing the Final EIAR and Statement of Completion. The Project Team stated that MCM will continue to be consulted as further work is undertaken after the Preliminary Design phase.					
The Project Team noted that any revisions to the archaeological assessment reports required based on comments provided by MCM, can be addressed by the Project Team and re-submitted to MCM within six weeks.	INFO				
The Project Team explained that if any changes to the project are necessary after the publication of the Final EIAR, an addendum would be required in accordance with the Project Changes section of Ontario Regulation 697/21.	INFO				
MCM stated that the scorer the Project Team can identify any potential impacts to potential Prioritodic Intrage Properties and Provincial Heritage Properties of Provincial Significance, the batter. The Project Team stated they will continue to consul with MCM on any impacts to potential Provincial Heritage Properties.	INFO				
The Project Team thanked everyone for attending.					
Date of Meeting	June 1, 2023	Time 10:00 AM = 12:00 PM	60636190		
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Project Name	Bradford Bypass Prelimir Impacts	ary Design and Project-Specif	ic Assessment of Environmental		
Location	Microsoft Teams Telecor	ference			
Regarding	Bradford Bypass Envir	onmental Impact Assessmer	t Report (EIAR) Presentation		
Attendees	James (JL) Porte	Chippewas of Geo	rgina Island First Nation		
	Ben Benson	Chippewas of Ram	a First Nation		
	Ben Cousineau	Chippewas of Rama First Nation			
	Karry Sandy McKenzie	Beausoleil and Rar	na First Nation		
	Jami O'Hara	Curve Lake and His	awatha First Nations		
	Mandy McGonigle	Hiawatha First Nati	Hiawatha First Nation		
	Sean Davison	Hiawatha First Nation			
	Thomas Turoczi	Mississauga of Sci	Mississauga of Scugog Island First Nation		
	Dr. Julie Kapyrka	Alderville First Nation			
	WanChi Ma	MTO - Senior Project Manager			
	Alex MacLean	MTO - Project Manager			
	Rebecca Lariviere	MTO - Project Manager			
	Jordan Lee	MTO - Environmental Planner			
	Jeffrey Seibert	MTO - Archaeologist			
	Leslie Currie	MTO – Indigenous Liaison			
	Tim Scrochinsky	AECOM - Project Manager			
	Riyaz Sheikh	AECOM - Deputy Project Manager			
	Emma Docherty	AECOM - Senior Environmental Planner			
	Madeleine Atherton	AECOM - Environn	AECOM - Environmental Planner		
	Christopher Scott	AECOM - Environmental Planner			
	Katle Easterling	AECOM - Aquatics Ecologist			
	Kate Crawford	AECOM - Aquatic Ecologist			
	Kristen Washburn	AECOM - Terrestrial Ecologist			
	Andrew Minielly	AECOM - Terrestrial Ecologist			
	Tara Jenkins	AECOM - Cultural Heritage Planner			
	Liam Ryan	AECOM - Cultural Heritage Planner			
	Glenn Kearsley	AECOM - Project Archaeologist			
	David Knill	AECOM - Project Archaeologist			
Distribution	Attendees and Project T	am			
Summary Prepared By	Christopher Scott				

Meeting Summary	Action
MTO confirmed attendance of participants and welcomed the attendees.	INFO
The Project Team and attendees introduced themselves. MTO provided an overview of the meeting agenda. All attendees agreed on the meeting agenda.	
Action Items from Previous Calls (Slides):	
The Project Team outlined the action items from previous meetings with William's Treaties First Nations held on December 2, 2022 and April 18, 2023.	ACTION: AECOM
 Question: Hawatha First Nation stated they had not had an opportunity to read the Stage 3 Archaeological Reports that were provided and requested may be addressed to Mandy McConigle and Saco Navion. Or The Oroxie should be ccl. The Project Team stated they will resend the Archaeological Reports to the proper Individual. 	ACTION: MTO/ AECOM
 Action Item: MTO confirmed that American Ed has been incorporated into the Fish and Fish Habitar toppent, and will be considered in betall begins and Construction, as flagged by Curre Lake In past meetings. Question: Habitarth Fish Nation requested that the Project Team send weekly updates on the status of the archaeology works, as Hiawatha Fish Nation has Community Field Liaisons (FCF) ready to go out in the field. 	ACTION: AECOM
 The Project Team will include all communities on the weekly archaeology update emails. Question: William Treades First Mation sake of or a new link to the indigenous communities review portal to be sent and for the list of those with access to be updated. The Project Team agreed to re-issue the link and update the control List. Port meeting note: The Project Team sent on updated link to the indigenous communities review portal following the meeting. 	ACTION: AECOM
The Project Team noted that capacity funding is available to support project participation. The Project Team asked William's Treaties First Nation to confirm the contacts for each community to receive capacity funding for the Bradford Bypass project.	ACTION: MTO
 William's Treates First Nations provided the person of contact for each community and calmified action community would be to notive capacity funding. William's Treates requested the necessary documentation be sent to each person of contact. Post meeting note all capacity funding agreements were sent to William's Treates First Nations as of September 14th 	ACTION: AECOM
The Project Team explained the process for recording meetings between the Project Team and stakeholders.	
William's Treates First Nations and the Project Team agreed to review the high-level meeting minutes and action items at the start of each meeting so that Indigenous communities can confirm they accurately reflect the previous meeting and their concerns. Action: MTO/AECOM to prepare high-level meeting minutes and list of action items	ACTION: AECOM MTO
Question: William's Tendes Finit Nations requested that the statement of Indigenous Engigement in the archaeological assessment reports to charged to more accurately reflect the Indigenous communities within the Study Area. The Project Team corfitm they all adjust the statement of Indigenous Engagement in the archaeological assessment reports.	ACTION: AECOM/ MTO

Ouscilon: Hiawaha Firsh Nation requested that the Cultural Heritage Resource Assessment Deeprof (CHRAR) function the archaeological sites that are being avoided as well as those that are not being avoided by the Updated Technically Preferred Route. The Project Team confirmed this is a component of the CHRAR. <u>Ournet or ELRAR (Sides)</u>	INFO
The Project Team provided an overview of how the Updated Technically Preferred Route including realignments to avoid archaeological sites where feasible.	
 Question: William's Treaties First Nations requested clarification on the geography, culture and time period associated with the archaeological sites within the Study Area as well as how much of each site will be cleared for the Bradford Bypass Updated 	ACTION: AECOM MTO
Technically Preferred Route. The Project Team agreed to arrange a field visit to specify the geography, culture and time period associated with the archaeological sites.	ACTION: AECOW MTO
 Action: MTO will be sending out a Doodle Poll and scheduling a meeting to discuss the Holland River Watershed CHER, as requested in email from Chippewas of Georgina Island First Nation. Any other interested communities are welcome to join Post Meeting note: meeting was held on June 13th. 	ACTION: AECOM MTO
Cuestion: William's Treaties First Nations requested that future correspondence be sent in a group email in order to keep each indigenous community aware of current events and reports. The Project Team agreed to do this going forward.	ACTION: MTO
Project Team indicated that the presentation slide deck is attached to the meeting invitation, and meeting minutes will be circulated prior to the next meeting. MTO thanked participants for attending the meeting and the meeting was adjourned.	





Highway 400 – Highway 404 Link (Bradford Bypass) Preliminary Design and Project Specific Assessment

10th Sideroad Interchange – Draft Additional Configuration Assessment

July 26, 2023

Delivering a better world



Agenda

- Project Overview
- Comparative Analysis
- Traffic Operations
- Conclusion
- Questions







Project Overview

- The Ontario Ministry of Transportation (MTO) retained AECOM Canada Ltd. to undertake the Preliminary Design and project specific assessment of environmental impacts in accordance with Ontario Regulation 697/21.
- MTO previously completed a Route Planning Study for the Bradford Bypass and a subsequent Environmental Assessment, with the Recommended Plan approved in 2002.





Project Overview Continued

- The Bradford Bypass is a proposed 16.3 km rural 4-lane controlled access freeway connecting Highway 400 and Highway 404 through the Town of Bradford/West Gwillimbury, Township of King, and Town of East Gwillimbury.
- Freeway to Freeway interchanges are planned at Highway 400 at the westerly limit and Highway 404 at the easterly limit of the Bradford Bypass.
- Interchanges are planned along the proposed corridor at several municipal crossings including 10th Sideroad, County Road 4, Bathurst Street, 2nd Concession Road, and Leslie Street.





10th Sideroad Consultation

April 22, 2021 - As per the EA and the Draft Recommended Plan presented at Public Information Centre (PIC) #1, there was no interchange planned for 10th Sideroad. April 20, 2021 - Bradford West Gwillimbury passed a council resolution requesting an interchange at 10th Sideroad, which was incorporated into the design after PIC#1.

April 21, 2022 - Preliminary Design Interchange Consultation Event (online) for 10th Sideroad and 2nd Concession road was held

November 24, 2022 - The Recommended Plan was presented at PIC #2. This plan included 10th Sideroad designed as a Parclo A4 interchange with an underpass structure, consistent with the independent Value Engineering recommendations.

May 16, 2023 - Deputation was provided to the Bradford West Gwillimbury Council by a group of residents residing on Arthur Evans Crescent. A council resolution was passed, requesting to further assess the interchange configuration at 10th Sideroad. May 23, 2023 - Mayor of Bradford West Gwillimbury sent a letter to MTO requesting the resolution be considered.

June 12, 2023 - In response to the Mayor's letter, MTO committed to consider the concerns raised by the residents.

Subsequently a review of the 10th Sideroad interchange configuration was completed to explore the feasibility of reducing the footprint of the interchange in the northeast quadrant while maintaining all movements.

Note: The Updated Draft Environmental Impact Assessment Report is currently available for review on the Project Website from July 13, 2023 - August 14, 2023.



10th Sideroad - Additional Configuration Assessment



Diamond-Parclo A4





10th Sideroad - Comparative Analysis

- · Comparative analysis provides a detailed geometric and traffic comparison of:
 - Parclo A4 Interchange (Recommended)
 - o Diamond-Parclo A4 interchange (Additional configuration)
- The south side of both interchange alternatives is the same, this evaluation outlines the differences on the north side of the interchange including footprint.
- Structural and environmental impacts are anticipated to be similar between alternatives and were not included in the comparison.
- Notes for consideration:
 - Town of Bradford West Gwillimbury requested MTO to include an interchange at 10th Sideroad based on their Transportation Master Plan (Council Resolution adopted on April 20, 2021).
 - Assessment looks to maintain all movements to support the study's initiative to improve the connectivity of the road network while minimizing the property impacts in the northeast quadrant of interchange to the extent feasible.
 - The Town requested a Multi-Use-Pathway (MUP) connection between Henderson Park located in the northwest quadrant of the interchange and the community south of the interchange.
 - Existing pedestrian and cyclist volumes are very low. The implementation of Henderson Park Phase 2 and Active Transportation along 10th Sideroad may result in increased AT traffic.
 - The community adjacent to Henderson Park has noted concerns with the crossing safety of the 10th Sideroad interchange north ramp terminal, for all users.



Comparative Analysis – Highways

Bradford Bypass – 10 th Sideroad Interchange Additional Assessment				
Evaluation Factors and Criteria	Parclo A4 (Base Case)	Diamond-Parclo A4		
Highways				
Interchange Configuration	 Standard Parcio A4 configuration. Three ramps on the north side (one off-ramp, two on-ramps), and three ramps on the south side (one off-ramp, two on-ramps). Common interchange configuration. Most drivers are familiar with the interchange configuration is required. 	 Diamond Configuration on the north side with two ramps on the north side (one ofr-ramp and one on-ramp), and three ramps on the south side (one ofr-ramp, two on-ramps). Less common interchange configuration. Drivers are familiar with a diamond and parclo interchange configuration, however some familiarization would be required for a combined configuration not typically implemented. 		
Geometrics	Intersection spacing for this interchange configuration is 360m between ramp terminals. Spacing is based on a typical configuration and layout of a Parolo A4 interchange factoring in mitigating impacts to adjacent properties. Traffic has direct access to the Bradford Bypass through directional ramps.	 The interchange spacing of 305m between ramp terminals is reduced by approximately 30m to 50m from the base case. Left turns are required for northbound traffic access to the Bradford Bypass westbound, creating additional conflict points for traffic. 		
Carpool Lot	- Provide similar opportunities for a carpool lot in the south	ast quadrant.		

Comparative Analysis – Highways (Property)

Property	Area (m²)	Changes (as a result of a Diamond in the north quadrant)
1	+10,838	Henderson Park, greater impacts to future planned soccer fields and parking lot.
2	-132	Designated use for Henderson Park, no change in impacts to existing soccer field.
3	No Change	Full acquisition due to similar impacts.
4	No Change	Full acquisition. Driveway reconstruction does not meet minimum driveway grade. Note the driveway is within the interchange area and does not meet the minimum access connection offset spacing.
5	No Change	Full acquisition required as a result of substandard driveway profile (12% exceeding the standard of a maximum 6% or less). The driveway is also within the interchange area and does not meet the minimum access connection offset spacing.
6	No Change	Residence continue to be impacted by the ramp, maintain full acquisition.
Additional Land Required	+10,706	The Diamond-Parclo A4 interchange will have greater property impacts than the base case, and there will be greater impacts to Henderson Park with this alternative.







Comparative Analysis – Highways

Bradford Bypass – 10 th Sideroad Interchange Additional Assessment				
Evaluation Factors and Criteria	Parcio A4 (Base Case)	Diamond-Parclo A4		
Active Transportation and Pedestrian Safety	 Pedestrian and cyclist crossings at 3 ramps on the north side of the interchange. One crossing location (E-N/S) will be at a signalized ramp terminal location. AT users can cross the N-W and S-W Ramps without waiting for a traffic signal phase, when safe to do so (yiele tig up third es). A users on the 2-NM side may have the traffic signal phase. The S-MS Ramp due to westbound left turning right turning traffic. 	 While there are only pedestrian and cyclist crossings at 2 ramps on the north side of the interchange, there are complexities with a diamond interchange configuration due to converging movements. Two crossing locations (one on each side) will be at signalized ramp terminal locations. Two crossing locations for AT users crossing the terminal back and the signal phasing for AT users crossing the terminal conflict point for AT users. The northbound left turning traffic and soutbound right turning traffic onto the NS-W Ramp will create a conflict point for AT users movement. The need for a signal for AT users may reduce the intersection/interchange traffic operations. Future improvements to a diamond type interchange (e.g., channelization) may add additional conflict points for AT users. 		
Other Considerations	No significant difference in capital cost. No significant difference for operations and maintenance. No significant difference for or utility impacts. No significant difference for construction standing and constructability.			
Evaluation of Highway Criteria and Ranking	Preferred Least Preferred - Common interchange configuration in Ontario. - Less common interchange configuration. - Better free-flow traffic movements. - Worse free-flow traffic movements. - Lower overall property requirements, with reduced less - Increased property impacts, including higher property requirements from Henderson Park land parcels.			
Ontario 🕅	10	ecom.com		

Comparative Analysis – Traffic

Bradford Bypass – 10 th Sideroad Interchange Additional Assessment				
Evaluation Factors and Criteria	Parcio A4 (Base Case)	Diamond-Parclo A4		
Traffic				
Interchange Capacity	 Highest interchange capacity with reserve capacity available to accommodate traffic growth beyond the project's ultimate horizon year (2041). Nearly 50% of additional traffic growth beyond 2041 can be accommodated before operations reach capacity at the north ramp terminal under a Parcio A4 configuration. Interchange configuration prevents interchange hopping in the westbound direction, avoiding potential impact of additional volumes. 	 Lower interchange capacity with limited reserve capacity available to accommodate future traffic demand beyond the project's ultimate horizon year (2041). Only up to approximately 25% of additional traffic growth beyond 2041 can be accommodated before operations reach capacity at the north ramp terminal during the AM peak hour under a Diamond-Parlo A4 configuration. Users may use the diamond type configuration to jump queues during instances of high congestion at interchange in the westbound direction, potentially impacting interchange capacity. 		
Interchange Ramp Terminal Operations	 Signalized ramp terminal intersections operate well with excess capacity available beyond 2041. Interchange provides the best interchange operations of all interchange types. For both ramp terminals, all movements and the overall intersections operate at LOS B or better. 	 Interchange provides slightly lower, but still good traffic operations in the 2041 horizon year. Delays and 95th percentile queue lengths are shown to slightly increase. For both ramp terminals, all movements and the overall intersections operate at LOS C or better. Overall delay at the north ramp terminal slightly increases compared to the Parclo A4 configuration but remains within the LOS B range. The westbound left-turn off-ramp movement worsens to LOS C under the Diamond Parclo A4. 		



Comparative Analysis – Traffic

Bradford Bypass – 10 th Sideroad Interchange Additional Assessment				
Evaluation Factors and Criteria	Parclo A4 (Base Case)	Diamond-Parclo A4		
Weaving Distance and Operations with Mainline	 Good mainline weaving operations between 10th Sideroad and the Highway 400 interchange in the westbound direction. N-W on-ramp volumes: 361 (AM) / 140 (PM) Segment operates at LOS B during both 2041 AM and PM peak hours. 	 Slightly lower mainline weaving operations between the 10th Sideroad interchange and the Highway 400 interchange in the westbound direction (slightly higher density through the weaving segment due to combining N-W and S-W ramps traffic). N/S-W on-ramp volumes: 643 (AM) / 378 (PM). Segment operates at LOS B during both 2041 AM and PM peak hours. 		
Safety	 Fewer traffic conflict points with potential for collisions at north ramp terminal intersection. 	 Higher number of traffic conflict points with potential for collisions at north ramp terminal intersection. 		
Evaluation of Traffic Criteria and Ranking	Preferred Greatest interchange capacity. - Greatest interchange capacity. Excellent ramp terminal intersection operations. - Good mainline weaving operations between the 10 th Sideroad interchange and the Highway 400 and in the westbound direction. Fewer traffic conflict points with potential for collision at north ramp terminal intersection.	Least Preferred Lower Interchange capacity. Good ramp terminal intersection operations. Slightly worsened mainline weaving operations between the 10 th Sideroad interchange and the Highway 400 interchange in the westbound direction as a result of the configuration and convergence of the two 10 th Sideroad interchange on-ramps. Higher number of traffic conflict points with potential for collision at north ramp terminal intersection.		
Overall Screening of Alternatives	Preferred	Least Preferred		



Conclusion

- A Parclo A4 at 10th Sideroad continues to be recommended:
 - o It best optimizes traffic operations
 - Less land is required. The Diamond-Parclo A4 alternative requires a net total of 10,751 m² of additional property, with much of this coming from the Henderson Park land parcels (10,706 m²).
 - o There are less vehicle conflict points.
 - It offers nearly 50% additional capacity for traffic operations whereas the Diamond-Parclo A4 hybrid offers only 25% as of 2041.
 - In the northeast quadrant, minimal additional distance (30m to 50m) is obtained between existing residential developments and the proposed interchange ramps in the Diamond-Parclo A4 configuration.
- As the full Parclo A4 continues to be recommended, it is suggested that use of vegetation and/or berms is
 explored in detail design to create natural separation between the MTO Right-of-Way and the adjacent
 residential street.



Questions and Comments





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Minutes of Meeting

Date of Meeting	July 26, 2023	Time 4:00 PM = 5:00 PM	60636190	
Project Name	Bradford Bypass Prei Impacts	iminary Design and Project-Spec	ific Assessment of Environmental	
Location	Microsoft Teams Teleconference			
Regarding	Bradford Bypass 10th Sideroad Interchange Alternative		ative	
Attendees	Geoff McKnight Officer	Bradford West G	willimbury - Chief Administrative	
	Joe Coleman Technologist	Bradford West Gwillimbury - Senior Engineering		
	Katy Modaressi Projects	Bradford West Gwillimbury - Manager, Capital		
	Peter Loukes and Engineering Service	ukes Bradford West Gwillimbury – Director of Development intering Services		
	Lukasz Grobel	MTO - Area Mana	iger	
	Wan Chi Ma	MTO - Senior Project Manager		
	Jordan Lee	MTO – Environmental Planner		
	Johnson Lau	MTO – Senior Traffic Design Engineer		
	Aaron Janke	MTO - Traffic Supervisor		
	Tim Sorochinsky	AECOM - Project Manager		
	Riyaz Sheikh	AECOM - Deputy Project Manager		
	Mir Hyder	AECOM - Highways		
	Nico Valenton	AECOM - Highways		
	Ilya Sher	AECOM - Traffic		
	Ilia Merkoulovitch	AECOM - Traffic		
	Emma Docherty	AECOM - Senior Environmental Planner		
	Madeleine Atherton	n AECOM – Environmental Planner		
	Christopher Scott	AECOM - Environ	nmental Planner	
Distribution	Attendees and Proje	ct Team		
Summary Prepared By	Christopher Scott			



Meeting Summary	
The Project Team provided introductions and welcomed the attendees.	INFO
The Project Team explained that the purpose of this meeting was to review additional alternatives to the 10 th Sideroad interchange configuration in order to address the request received from the Mayor of Bradford West Gwillinbury on behalf of the residents from Arthur Evans Crescent.	INFO
The Project Team provided an overview of the Bradford Bypass Project including the process that led to the selection of interchanges included in the Updated Technically Preferred Route.	INFO
The Project Team explained that a Diamond Parclo A4 interchange was generated as an alternative to the recommended Parclo A4 interchange based on the deputation provided to Bradford West Gwillimbury Council by the residents of Arthur Evans Crescent and the associated council resolution.	INFO
The main concerns of the Arthur Evans Crescent residents included: The encroachment of the ramp design in the northeast quadrant to the neighbourhood, the Bradford Bypass to go under 10 th Sideroad, and the safety concerns associated with accessing Henderson Park in the northwest quadrant.	INFO
The Project Team compared the recommended Parcio A4 interchange to the Diamond Parcio A4 Interchange and found that both structural and environmental impacts are anticipated to be similar between alternatives, therefore were not included in the comparison.	INFO
The interchange spacing batteries ramp terminals for the Pardo A4 instructionage configuration is 30 and the Diemonor Horic A4 instructionage 350m. Both instructionage configurations are balow the desirable 400m per the NITO Highway Confight Manual however, the segaricing of the ramp termined for the Pardo A4 as configurated in Mitgating impacts to the adjacent properties as a result of the interchange configuration of the Diemond Pardo A4 interchange has a considerable Wover ramp termined againg due to the configuration of the interchange, however, the reduced spacing would have negative impacts to residual configuration and the mains (MS-V ang).	INFO
 Bradford West Gwillimbury noted the need for an additional left turn required for the Diamond Parclo A4 interchange (for the WS-W ramp) and asked how this may impact the level of savide. The Project Team explained that the Diamond Parclo A4 interchange would require a left turn line for northound rafte to access the Bradford Bypass westbound, creating additional conflict points for traffic. The Project Team say bard that the westbound bit turn oft-amp movement worsens from LOS B under the Parclo A4 interchange to LOS C under the Diamond Parclo A1 interchange. 	INFO



The spacing of the off-ramp for the Diamond Parclo A4 interchange (E-N/S ramp) was determined to be only 30m to 50m further away from the residents of Arthur Evans Crescent relative to the Parco A4 Interchange off-ramp (E-N/S ramp).	INFO
Based on the configuration of the land parcels, the Diamond Parclo A4 interchange would require an additional 10,706m ² of land when compared to the recommended Parclo A4 interchange, which is more efficient with respect to mitigating property impacts.	INFO
The recommended Parclo A4 Interchange would include podestrian and cyclic crossings at three locations on the north side of interchange while the Diamond Parclo A4 Interchange would include crossing at two locations on the north side of the Interchange. However, three are additional complexities for the Diamond Parclo A4 Interchange configuration due to converging movements at the INS-W on ramp. Additional conditionations can be dedicated pressing of signals to reduce implications of conflicts would need to be considered for the NSW transp.	INFO
Bradford West Gaillimeary inquired about traffic projections into the future, including analysis of traffic movements and timelines with respect to when issues begin to accur. The Project Team explained that although the horizon year for the uitimate Bradford Bypass is 2041, Taffic levels were assessed beyond the horizon year until the platic lark for ubin iterationage configurations. It was found that the Parcio A4 Interchange could support 50% additional traffic growth beyond projectica 2041 traffic levels while the Diamond Parcio A4 interchange could only support 25% beyond projected 2041 traffic levels.	INFO
The Project Team noted that adjusting the interchange configuration to a Diamond Parolo A4 interchange limits future expansion in Henderson Park as additional lands designated for the park would be required for this configuration as noted earlier in the meeting.	INFO
The Project Team summatized that the Parcia A4 Interchange continues to be the recommended alternative as it best optimizes traffic operations: regaries less and, contains former vehicle contilit points/complexities and offers additional capealy for traffic operations which supports the significant population expension projections for Bradford Vest Collimitory and adjacent municipations.	INFO
The Project Team recommended that the enhanced use of vegetation and/or herms shall be explored in Detail Design to create natural separation between the MTO right-of-way and the adjacent residential stream. In addition, coordination for improvements to the TDP Stateroad and Arthur Evans Creasent intersection is encouraged through additional engagement with Simona Couray and Bardton West Golillenous Jo future in provve the safety of pedestrians and cyclicits accessing Henderson Park. The Bradford Papers is aready being proposed as an undergase at IDP Selectad, however, additional	



INFO
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INFO
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INFO



•	Bradfor	d West Gwillimbury asked if there are mitigations that can ented in regard to pedestrian crossings at ramps since these are high	
	o	areas. The Project Team explained that during Detail Design, there would be an assessment of projected pedestrian and active transportation (AT) usage, with solutions being implemented as appropriate. Current recommendations include traffic signals at both north and south ramps terminals to facilitate the movement of motorists and pedestrians/AT users sately and refortively.	
	0	The Project Team will also coordinate with the municipalities to facilitate pedestriant and active transportation crossing in the future. The Project Team noted that even without the Bradrod Bypass, population and enginement growth forecasts will result in increased traffic movements through 10° Siderad and there should be consideration for interactions with pediatrism crossing the road in this area, in particular in the vicinity of Honderson Park.	INFO
•	Bradfor meeting o	d West Gwillimbury asked if some parcels discussed earlier in the have been acquired. The Project Team explained that they do not have that information at this time.	INFO
•	Bradfor the Bra o	d West Gwillimbury asked for the differential in elevations between dford Bypass and Henderson Park. The Project Team explained that they will have precise elevation differentials during Detail Design. The property requirements proposed in this study account for ditching, grading and slope requirements.	ACTION: MTO/BWG
•	Bradfor finding: o	d West Gwillimbury and the Project Team discussed distributing the s of this assessment. The Project Team and Bradford West Gwillimbury will determine next steps in disseminating information as required.	INFO
•	The Pro who rea approp	ject Team noted that they will be meeting with some of the residents juested a meeting with respect to their own property impacts after the riate personnel from Bradford West Gwillimbury have been briefed.	

AECOM

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Project name: Highway 400 – Highway 404 Link (Bradford Bypass) Preliminary Design and Assessment of Environmental Impacts

Project number: 60636190

Orignal Date: July 21, 2023

Memorandum

Subject: 10th Sideroad Interchange Additional Configuration Assessment

1. Introduction

The Ontain Ministry of Transportation (the Ministry) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and project-specific assessment of environmental impacts for the proposed Highway 400 – Highwar 404 Link (Bradictd Spassa). The Bradford Bypass (the project) is being assessed in accordance with Contairo Regulation 597/21 (the Regulation). The ministry previously completed a Route Planning and Environmental Assessment Study for the Bradford Bypass. Interesting Subsequent approval 2002.

The Bradford Bypass is part of Ortario's plan to expand highways and public transit across the Greater Golden Horsehote to fight congestor, create jobs and prepare for the massive population growth expected in the next 30 years. Simce County's population is expected to increase to 416.000 by 2031, with the Regional Municipality of York growing and 17.9 million I/20 VII. The Bradford Bypass has been proposed as a response to this dranatic growth in population and travel demand in the area and the forecasted increase in congestion on key roadways linking Highway 400 to Highway 404.

The project is a new 16.3 kilometre controlled access freeway. The proposed highway will extend from Highway 400 between 8th Line and 9th Line in Bradford West Gwillimbury, will cross a small portion of King Township, and will connect to Highway 440 between Queensville Sideroad and Holborn Road in East Gwillimbury.

The Bradford Bypase has five (5) proposed interchange locations crossing arterial roads: 10th Sidercad (Courty Road 54), Courty Road 4 (Vingo Sireet), Bahrust Street, 2th Crossion Road, and Lealis Street. On Avoumber 24, 2022, the draft Recommended Plan was presented at Public Information Centre #2 and was made available on the project weekler. This plan included 10th Sidercad designed as a Parcio Al interchange and with an underpass structure which was consistent with the Value Engineering recommendations from August 23, 2022 (i.e., change of 10th Sidercad from overpass to underpass crossing). On June 7, 2023 WTO provided direction to review the 10th Sidercad from averpass to explore the feasibility of reducing the footprint of the interchange in the northeast quadrant while maintaining all movements.

A deputation was provided to the Bradford West Owilimbury council on May 16, 2023 by a group of residents from Arthur Evenar Cerescent. A council resolution was passed, requesting the project team to further assess the interchange configuration at 10th Sideraud. Subsequently, the Mayor of Bradford West Gwillimbury sent a letter, dated May 23, 2023 to MTO enquesting the resolution to considered and this memo is in response to the request. As part of this review, AECOM developed an additional design attemative, a Diamond-Parcio A4 interchange, designed specifically to maintain all movements to support the subject of interlayed being on the construction of the road network while minimizing the property impacts in the northeast guadant of interchange to the south Results. This interchange of sensitive provided to angle from the Braderod Stepses and 10^o Steps



Figure 1 - Diamond-Parclo A4 Interchange

2. Comparative Analysis

This section of the memo provides a detailed geometric and traffic comparative interchange analysis of the preferred and recommended that Parclo A4 interchange, and the alternative Diamond-Parclo A4 interchange. Structural Engineering facets are anticipated to be similar and as a result were not included in the comparison. Similarly, environmental impacts, outside of property impacts were also not expected to vary significantly and thus not included in this comparison.

Notes that are relevant in consideration of this analysis:

- The Town of Bradford West Gwillimbury requested MTO to include an interchange at 10th Sideroad based on their Transportation Master Plan (Council Resolution adopted on April 20, 2021).
- The town has requested a Multi-Use-Pathway (MUP) connection between Henderson Park located in the northwest
 quadrant of the interchange and the community south of the interchange, which supports the BWG Trails System
 Master Plan (2010).
- The existing pedestrian and cyclist volumes are very low. The implementation of Henderson Park Phase 2 and Active Transportation along 10th Sideroad may result in increased AT traffic. The timing of the Phase 2 updated design and construction will be coordinated with the design of the Bradford Bryass.
- The community adjacent to Henderson Park has noted concerns with the crossing safety of the 10th Sideroad interchange north ramp terminal, for all users.
- The south side of both interchange alternatives is the same. This evaluation will review the differences on the north side of the interchange.

Table 1. 10th Sideroad Additional Analysis

	Bradford B	Bypass – 10 th Sideroad Intercha	nge Additional Assessment						
Evaluation Factors and Criteria	Parclo A4	4 (Base Case)	Diamond-Parclo A4						
1. Highways									
1.1 Interchange Configuration	Standard Parclo A4 config the north side (one off-rar ramps on the south side (80 km/b Design Speed ar 20 common interchange on Most drivers are familiar configuration and no famil	guration. With three ramps on mp, two on-ramps), and three (one off-ramp, two on-ramps), one do kinh Posted Speed. Infguration (Parclo A4). with the Interchange illiarization is required.	Demond Configuration with two ramps on the north side (one aft- ramp and new ramp), all interrange on the sould inter- range and new ramp), and the ramps on the sould inter- ent the ramps of the ramps of the ramps of the ramps. Bit with Design Speed and 80 km/h Posted Speed. Less common interchange configuration (Partial Diemond-Parcio Accessions of four directional ramps, two on-ramps and two off- ramps; and new loop on-ramp. Provides all movements. Drivers are familiar with a diamond and parciol interchange Drivers are familiar with a diamond and parciol with service of the and the ramps of the ramps of the ramps of the ramps of the ramps and configuration not typically implemented on the Bradford Speeds or in Ontario.						
1.2 Geometrics	 The intersection spacing I is 360m between ramp te desirable 400m per the M This spacing is based on layout of a Parclo A4 inter spacing also factored in n properties. Traffic has direct northoor the Bradford Bypass. 	for this interchange configuration mimials, which is below the ITO Highway Corridor Manual. a typical configuration and rchange. The intersection mitigating impacts to adjacent und and southbound access to	The interchange spacing of 305m between ramp terminals is reduced by approximately 50m rom the base case, and considerably below the desirable 400m per the MTO Highway Confrok Manual. Lett turns are required for northbound traffic access to the Bradford Biypass westbound, creating additional conflict points for traffic.						
1.3 Carpool Lot	 Provide similar opportunit 	ties for a carpool lot in the southea	ist quadrant.						
1.4 Property	Changes to properly impe Note that as per the MTO minimum offset of 150m f The spacing between the 30-50m in the Diamond-P <u>PIN Area</u> <u>580340126</u> +10, <u>580340022</u> -1: <u>580330029</u> +44 <u>580330029</u> +44	Provide similar opportunities for a carpool bit in the southeast quadrant. Changes to properly impacts and access versus the base case Parolo A4 are presented in the table below. Changes to properly impacts and access versus the base case Parolo A4 are presented in the table below. Note that as per the MTO Control Manual, the Functional Interfuringe Apea Access Connection Offset Spacing rollwin require the MTO Control Manual, the Functional Interfuringe Apea Access Connection Offset Space Model and Access Versus the base case Parolo A4 are grant and the Athenese Access Acce							
	580330030 N Cha	offset spacing.	consuccion does not meet minimum driveway grade. Note the change area and does not meet the minimum access connection						

	Bradford	Bypass – 10 th Sideroad Intercha	inge Additional Assessment
Evaluation Factors and Criteria	Parcio A	4 (Base Case)	Diamond-Parclo A4
	580330031 th	No standard of a maximum 6% does not meet the minimum	a result of substandard driveway profile (12% exceeding the to or less). The driveway is also within the interchange area and n access connection offset spacing.
	580330032 Ch	No Residence continues to be lange	impacted by ramp, maintain full acquisition.
	Total Additional Land Required		+10,883
	Total Land Impact Reduction		-132
	Net Total +10	The Diamond-Parclo A4 in case, and there will be grn Note based on the Simcoe considered beyond the Brai further property impacts and	Interchange will have a greater property impact than the base eater impacts to Henderson Park with this alternative. County Transportation Master Plan, 10 th Sidercad widening is dford Bypass 2031 horizon year, this widening may require d displacements.
1.5 Active Transportation and Pedestrian Safety	 Pedestrian and cyclist or sale of the interchange. AT users can cross the M wailing for a traffic signal (yielding to vehicles). AT to wait for a signal to cor- nenticound left turning the Provisions for 3.0m NUF- southbound directions. Very low current pedestrian and anaportation and of active transportation and generally accommodated intersections. 	rossings at 3 ramps on the north Once rossing location (E-WS) N-W and S-W Ramps without I phase, when safe to do so users on the east side may have ses the E-NS Ramp due to raffic and southibound right turning P in both northbound and tins and cyclist volumes in the along nettic volumes in the along full "Siderod may result in d cyclist traffic, which are d at standard controlled	While there are only poetestrian and cyclist crossings at 2 ramps on the north side of the interchange. Reve are more confili points configuration. The two crossing locations on such side will be signized and perminal locations. Additional consideration for signal phasing for 47 users crossing the E-NUS and NS-VR temps. The northboard H attributes the software of the temp site of temp site of temp site of temp site of the temp site of temp sis and temp site of temp site of temp site of temp site

	Bradford Bypass – 10th Sideroad Intercha	inge Additional Assessment
Evaluation Factors and Criteria	Parclo A4 (Base Case)	Diamond-Parclo A4
		along 10 th Sideroad may result in increased pedestrian and cyclist traffic, which are generally accommodated at standard controlled intersections.
1.6 Construction Staging	 No significant difference for construction staging and constr 	ructability.
1.7 Constructability	 No significant difference for utility impacts. 	
1.8 Relative Capital	 No significant difference in capital cost. 	
Cost	 No significant difference for operations and maintenance. 	
Evaluation of Highway Criteria and Ranking	Preferred - Common interchange configuration in Ontario. - Better free-flow traffic movements. - Better intersection spacing versus Diamond-Parolo A4. - Lower overall property requirements, with reduced less impact to Henderson Park.	Least Preferred - Less commo interchange configuration. - Worse free-flow traffic movements. - Worse intersection spacing. - Increased property impacts, including higher property requirements from Hendreson Park land parcels.
2. Traffic		
2.1 Interchange Capacity	 Highest InterChange capacity with reserve capacity available to accommodate traffic growth beyond the project sulfmate horizon year (2041). Nearly CSV & addonati Intel (provide basiv capacity at the north name terminal under a Parcio A4 configuration. Interchange configuration prevents instrechange hopping in the westbound direction, avoiding potential impact of additional volumes. County The 10° Sitemand Westering in not anticipated to occur before 2031. 	Lover Interchange capacity with Imited reserve capacity variables to accommodate future strift cannot beyond the project's ultimate horizon year (2041). Only up to approximately 229 with the provide hospond the north rame terminal during the AM peak hour under a Diamon-Farcia AM configuration to jump queues during instances of high congregation a linterchange in the string of the Simone County IMP, 10 th Silemond within the the analogate to occur before 2021.
2.2 Interchange Ramp Terminal Operations	Signalized ramp terminal intersections operate well with excess capacity available beyond 2011. Interchange provides the best interchange operations of all inter change types.make. all excernments and the overall intersections operate at LOS B or better.	 Interchange provides algify worsened, but still good traffic operations in the 24th horizon your. Delays and 99° percentile queue lengths are shown to slightly increase under the Diamodo- Perio A4 configuration. Period Participation. Period Participation.<!--</th-->

	Bradfo	Additional Assessment								
Evaluation Factors and Criteria	Parcle	o A4 (Base Ca	ise)			Diar	nond-Parclo /	\4		
	 Truck percentages: 				- Truck percentages:					
	Intersection	Movement	AM Truck %	PM Truck %		Intersection	Movement	AM Truck %	PM Truck %	
		NBT	0.3%	7.6%			NBL	2.7%	0.7%	
	10 th Sideroad &	WBL	1.2%	2.7%			NBT	0.3%	7.6%	
	North Ramp Terminal	WBR	11.1%	8.3%		10 th Sideroad &	WBL	1.2%	2.7%	
		SBT	5.4%	3.7%		North Ramp Terminal	WBR	11.1%	8.3%	
	10 th Siderand 8	EBL	1.4%	14.6%			SBT	5.4%	3.7%	
	Bradford Bypass	EBR	2.0%	3.8%			SBR	6.4%	5.6%	
	South Ramp	NBT	1.6%	0.7%		10 th Sideroad &	EBL	1.4%	14.6%	
	Terminal	SBT	1.1%	1.0%		Bradford Bypass	EBR	2.0%	3.8%	
						South Ramp	NBT	1.6%	0.7%	
						lerminal	SBT	1.1%	1.0%	
2.3 Weaving Distance and Operations with Mainline	Weaving distance of a Highway 400 and the westbound direction. Good mainline weavi and the Highway 400 direction. Segment oj AM and PM peak hou methodologies.	approximately 10 th Sideroad ng operations I interchange in perates at LOS irs using both (1.0 kilomet interchang between 10 the westb B during b GDSOH an	re between e in the th Sideroad ound oth 2041 d HCM	-	Weaving distance of app 400 and 10 th Sideroad int Good but slightly worsen the 10 th Sideroad interchu the westbound direction (weaving segment due to Segment operates at LO hours using both GDSOH	oximately 1.0 I erchange in the ad mainline we ange and the H slightly higher combining N-W S B during both I and HCM me into an Biot basister	kilometre b e westbour aving oper- lighway 40 density thn / and S-W a 2041 AM thodologies	etween Hig ad direction ations betw 0 interchan ough the ramps traff and PM pe- s.	hway veen ge in ic). ak
2.4 Safety	 Fewer traffic conflict p north ramp terminal in 	tersection.	ential for co	illisions at	-	at north ramp terminal int	onflict points w ersection.	ith potentia	al for collisio	ons
Evaluation of Traffic Criteria and Ranking	Preferred Greatest interchange Excellent ramp termin Good mainline weavi Sideroad interchange the westbound direct rewer traffic conflict collision at north ram	capacity. nal intersection ng operations b and the Highv on. points with pote p terminal inter	operations between the way 400 an ential for rsection.	i. ∋10 th din ●	al rooth ango terminal intersection. Least Preference of the section operations. Least Preference of the section operations. Coord more therein agrees operations. Coord provide the section operations. Coord provide the section operations of the section operations of the section operations of the section of the section of the section of the section operations of the section operation operation operations of the section operations of the section operation operation operations of the section operation operation operations of the section operation operation operation operations of the section operation operation operation operations of the section operation operation operation operations operation operations operation operations operations operation operations operation operations operations operation operations operation operation operations operation operations operations operation operations operation operations operations operation operations operation operations operation operations operations operation operations					0

Bradford Bypass – 10th Sideroad Interchange Additional Assessment										
Evaluation Factors and Criteria	Parclo A4 (Base Case)		Diamond-Parclo A4							
Overall Screening of Alternatives	Preferred	٠	Least Preferred	0						

3. Summary of Traffic Operations

The traffic operations analysis was undertaken using a modified version of the microsimulation model developed using the Amsun Next 20 software package. A simple terminal operations under the Demon-Parcio A4 interfunge configuration were compared with those under the Parcio A4 interchange configuration, summatized in Table 2 and Table 3, singlet higher and P5 procentile quest einfph are to long under the Demon-Parcio A4 integration, sum and adjubly higher and P5 procentile quest einfph are to long under the Demon-Parcio A4 integration.

		Diamond-Parclo A4 Interchange									
			2041 AM	Peak Hour		2041 PM Peak Hour					
Intersection	Movement	Volume	Delay (s)	LOS	95th % Queue (m)	Volume	Delay (s)	LOS	95th % Queue (m)		
	NBL	282	18.0	В	9.8	238	8.0	Α	2.9		
40 Ciderard 8	NBT	277	14.9	В	9.2	686	11.9	В	12.3		
Bradford	WBL	65	22.1	С	3.6	80	17.5	В	3.6		
Bypass North	WBR	387	13.8	В	10.2	295	14.6	В	10.2		
Ramp	SBT	826	12.6	В	22.5	374	13.3	В	15.1		
Terminai	SBR	361	6.2	А	1.9	140	2.9	A	0.1		
	Overall	-	13.0	В	-	-	11.7	В			
10 Siderand 8	EBL	87	12.1	В	2.7	343	17.0	В	12.2		
Bradford	EBR	429	10.3	В	7.8	357	9.8	Α	5.4		
Bypass South	NBT	478	12.6	В	13.2	590	13.7	В	15.8		
Ramp	SBT	391	14.8	В	14.4	221	18.7	В	8.7		
reminal	Overall	-	12.5	В	-	-	14.2	В	-		

Table 2. Diamond-Parclo A4 Ramp Terminal Traffic Operations - 2041 AM and PM Peak Hours

Table 3. Parclo A4 Ramp Terminal Traffic Operations - 2041 AM and PM Peak Hours

		Parclo A4 Interchange										
			2041 AM	Peak Hour		2041 PM Peak Hour						
Intersection	Movement	Volume	Delay (s)	LOS	95th % Queue (m)	Volume	Delay (s)	LOS	95th % Queue (m)			
	NBL	-	-	-	-	-	-	-	-			
10 Sidoroad 8	NBT	277	15.8	В	11.6	682	10.8	В	14.8			
Bradford	WBL	62	18.1	В	10.1	82	14.6	В	3.1			
Bypass North	WBR	383	12.7	В	10.1	296	13.0	В	8.6			
Ramp	SBT	825	6.8	Α	10.5	376	10.2	В	8.3			
Terminal	SBR	-	-	-	-	-	-	-	-			
	Overall	-	10.3	В		-	11.3	В				
10 Sidoroad 8	EBL	85	12.4	В	8.7	344	15.9	В	11.1			
Bradford	EBR	430	10.7	В	8.6	360	9.6	Α	5.1			
Bypass South Ramp	NBT	479	12.8	В	13.4	587	13.6	В	15.7			
	SBT	390	13.6	В	12.9	221	19.0	В	9.2			
reminal	Overall	-	12.3	В	-	-	14.0	В	-			

Mainline operations for the vestbound weaving segment of the Bradford Bypass between 10^a Sideraad and Highway 400 interchanges were assessed using the outputs of the microsimulation model. Table 4 and Table 5 surmarize the mainline weaving Level of Service (LOS) for the Diamond-Parcio A4 and Parcio A4 interchange configurations, respectively, using to the Geometric Design Standards for Chartie Highways (GSDH) and Highway Capacity Marani (HCM) methodologies. The weaving segments, both of the same length, operate very similarly with an acceptable LOS 8 during both pank hours and both beneficial conditions. A segment and table sections of approximately 100 hm/h. A density. The difference represents isst han 1% and is likely a result of slight variation between microsimulation model runs.

		Diamond-Parclo A4 Interchange												
Mainline Section	N/S-N Ra Veh	V On- mp icles	Average Speed (km/h)		GDSOH Freeway LOS AM		HCM Service	GDSOH Freeway LOS AM		HCM Service Volume				
	AM	PM	AM	PM	Density (veh/km/lane)	Segment LOS	LOS AM	Density (veh/km/lane)	Segment LOS	LOS PM				
Bradford Bypass Westbound - West of 10 th Sideroad	643	378	101	98	8.7	в	в	8.7	в	в				

Table 4. Diamond-Parclo A4 Weaving Operations - 2041 AM and PM Peak Hours

Table 5. Parclo A4 Weaving Operations - 2041 AM and PM Peak Hours

	Parclo A4 Interchange											
Mainline Section	N-W Ra Veh	On- mp icles	Average Speed (km/h)		GDSOH Freeway LOS AM		HCM Service	GDSOH Freeway LOS AM		HCM Service Volume		
	AM	PM	АМ	РМ	Density (veh/km/lane)	Segment LOS	LOS AM	Density (veh/km/lane)	Segment LOS	LOS PM		
Bradford Bypass Westbound - West of 10 th Sideroad	361	140	101	99	8.5	в	в	8.4	в	в		

4. Conclusion

Overall, based on the comparative analysis conducted, it continues to be recommended by the Project Team to maintain a Parcick A4 to 10⁶ Scienced as it best optimizes traffic constraints maintaining a smaller todprint than other acceptable alternatives i.e. those assessed and presented at Public Information Centre #2 and the Diamond-Parcio A4 presented in this memorandum.

While taffic operations are observed to be similar in nature between the alternatives as detailed in Tables 2 to 5, the modifications to the north of the interchange result in increased vehicular conficient points. This would also result in creating additional AT conflicts and the requirements for additional considerations for safe passage of AT users. In addition, taffic operational capacity of the interchanges differs significantly. The ParcOAA offers result 50% additional capacity for traffic operations and the Diamond-Parclo A4 hybrid only 25% as of 2014. Since County's population is expected to increase to 410.000 ½ 2033, with the Regional Municipality of York growing 1 1.78 million by 2041. With the massive population growth expected in the next 30 years it would be best to adequately plan for increased traffic demand that will come with the increase in population. Furthermore, the new alternative (Diamond-Parcio A4) requires a net total of 10,751 m² of additional property, with much of this coming from the Henderson Park and parcels (10,766 m³) to facilitate the diamond configuration on the north side of the interchange. The Project Team is cognizant of the Town of Bradford West Gwillinbury's plan to expand and develop the existing Henderson Park and the negative implications of expanding the interchange in othese lands. In the northeast quadrant, minimal additional distance is obtained between existing residential developments and the proposed interchange range parallel in the Diamod Parcio A4 configuration. The increased sequentian, ranking from approximately 20-A6 continues to be recommended, it is suggested that use of berms and/or vogetation is explored in detail design to create natural securition between the MTO ROW and the adiciaent residential street.

Ministry of Transportation

Project Delivery Section

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Ministère des Transports

Section de la mise en œuvre des proiets Design and Engineering Branch Direction de conception et d'ingénierie



October 18 2023

Mayor James Leduc Town of Bradford West Gwillimbury 100 Dissette St. Units 7 & 8 P.O. Box 100. Bradford, Ontario L3Z 2A7 jleduc@townofbwg.com

Dear Mayor Leduc.

The ministry has completed the review of the proposed interchange configuration at 10th Sideroad as committed to in our letter dated June 12, 2023, in response to the May 16 2023 Council Resolution

The review consisted of generating a new interchange design that would meet the overall intent of the residents' specific comments. A comparative analysis was then conducted between this new design alternative and the current proposed design based on several factors and criteria such as highway requirements, traffic, property impact and safety etc. Through the review, the Project Team concluded that the current proposed Parclo A4 design will continue to be recommended as it best optimizes traffic operations while maintaining a smaller overall footprint.

The main summary of the concluding points for the review are as follows:

- The current proposed design offers nearly 50% additional traffic capacity and the new alternative (Diamond-Parclo A4 hybrid) provides only 25% according to the traffic volumes that were projected for the 2041 planning horizon. Based on this, the current proposed design would be best suited to accommodate the increased traffic demand that will come with the increase in population over the next 30 vears
- The new alternative (Diamond-Parclo A4 hybrid) will increase the overall net property impact, with much of this directly impacting Henderson Park. The Project Team acknowledges the Town of Bradford West Gwillimbury's plan to expand the park for the community, therefore minimizing the park property impact was one of the Project Team's key design considerations.



 For the next phase of the design, the ministry is committed to explore the possibility of providing berms and/or vegetation to further create natural separation between the ministry's right-of-way and the adjacent residential street.

The overall analysis was presented to Town of Bradford West Gwillimbury staff on July 26, 2023, to seek additional feedback. A summary of this meeting along with the detailed memorandum that was completed to support the conclusion has been included in this response package.

As a next step, the ministry plans to meet with residents in the 10th Sideroad area who requested a meeting to discuss potential property impacts.

Thank you for bringing these concerns to our attention. If you have any further questions, please contact me.

Wan Chi Ma

Wan Chi Ma, P.Eng. Senior Project Manager

Enclosures

c. Geoff McKnight, Chief Administrative Officer