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**Bradford Bypass Project Statement of Completion**

June 27, 2024

Kathleen O'Neill  
Director, Environmental Assessments and Permissions Division  
Ministry of the Environment, Conservation and Parks

Dear Kathleen O'Neill,

**RE: Bradford Bypass Project Statement of Completion in accordance with Ontario Regulation 697/21  
Highway 400 – Highway 404 Link (Bradford Bypass)  
Ontario Ministry of Transportation**

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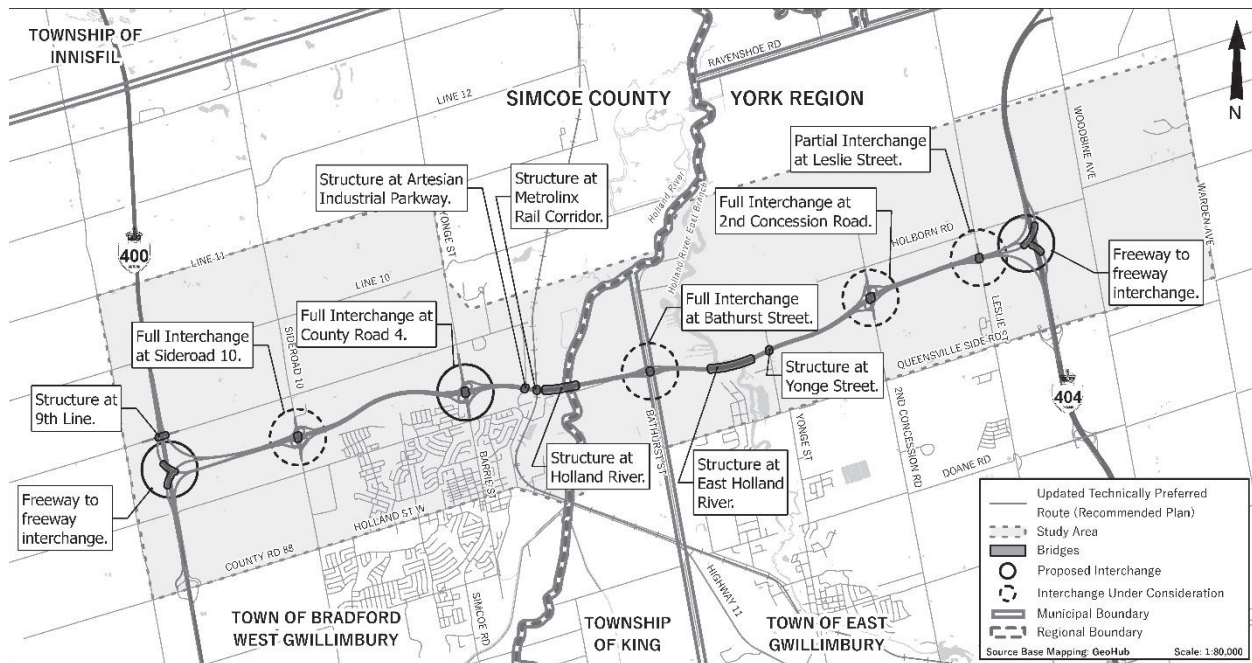
## 1. Introduction

The Ontario 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 to Highway 404 Link (Bradford Bypass). The Bradford Bypass (the project) is being assessed in accordance with Ontario Regulation 697/21 (the Regulation) (October 7, 2021). The Ministry previously completed a Route Planning and Environmental Assessment Study for the Bradford Bypass that received subsequent approval in 2002.

The Bradford Bypass is a proposed 16.3 kilometre, controlled-access freeway that will extend from Highway 400 between 8<sup>th</sup> Line and 9<sup>th</sup> Line in Bradford West Gwillimbury, will cross a small portion of King Township, and will connect to Highway 404 between Queensville Sideroad and Holborn Road in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. This project also included the design integration for the replacement of the 9<sup>th</sup> Line structure on Highway 400, which will accommodate the proposed future ramps north of the Bradford Bypass corridor. The Ministry is considering an interim four-lane configuration and an ultimate eight-lane design for the Bradford Bypass. The interim configuration will include two general purpose lanes in each direction and the ultimate configuration will include four lanes in each direction (one high-occupancy vehicle lane and three general purpose travel lanes in each direction).

The Study Area for the project is within Simcoe County (Town of Bradford West Gwillimbury) and Regional Municipality of York (Township of King and Town of East Gwillimbury). This Study Area was identified for assessment of potential impacts of the project in the 2002 Approved Environmental Assessment (see **Key Plan**).

## Key Plan



## 2. The Updated Technically Preferred Route (Recommended Plan)

In accordance with Ontario Regulation 697/21, the Updated Technically Preferred Route builds on the designs identified in the 2002 Approved Environmental Assessment and the Preliminary Design Preparatory Work completed in advance of the Preliminary Design project completed by AECOM. The Project Team provided alignment and design alternatives to the Technically Preferred Route set out in the conceptual design identified in Exhibit 5-1 of Section 5 of the 2002 Approved Environmental Assessment. The Project Team also completed an evaluation of design alternatives for each of the components of the Updated Technically Preferred Route using a reasoned argument (trade-off) method of evaluation to identify the advantages and disadvantages to select the design refinements and alternatives for the project. An overview of the evaluation process and the alternatives was presented at Public Information Centre #1 in April and May 2021. The updated information on the alternatives for the interchanges at 10<sup>th</sup> Sideroad and 2<sup>nd</sup> Concession Road were presented at the Preliminary Design Interchange Considerations event in April and May 2022. An overview of the alignment and design alternatives and a summary of the Updated Technically Preferred Route was presented at Public Information Centre #2 on November 24, 2022.

As part of the Updated Technically Preferred Route, preliminary design for the highway includes structural elements, cross-sections, carpool lots, active transportation, Intelligent Transportation Systems, utilities, and illumination.

### Highway Engineering

The interim configuration of the Bradford Bypass will be comprised of a four-lane cross section featuring two general purpose lanes in each direction. The ultimate configuration and cross section will be eight-lanes, comprised of three general purpose lanes and one High Occupancy Vehicle lane in each direction with the widening occurring towards the highway median and within the already

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established right-of-way for the corridor. Additional property beyond the proposed right-of-way for the Updated Technically Preferred Route is not required to facilitate the ultimate widening.

The Bradford Bypass has proposed interchanges at the following locations:

- Highway 400 Freeway to Freeway Interchange,
- 10<sup>th</sup> Sideroad (County Road 54),
- County Road 4 (Yonge Street),
- Bathurst Street,
- 2<sup>nd</sup> Concession Road,
- Leslie Street, and
- Highway 404 Freeway to Freeway Interchange.

The Bradford Bypass will cross perpendicular to several municipal roads along the Updated Technically Preferred Route. To allow for an east-west controlled access freeway while maintaining north-south traffic on municipal roads, the following grade separated crossings at existing roadways and railways will be required:

- 9<sup>th</sup> Line at Highway 400 – Overpass,
- 10<sup>th</sup> Sideroad – Underpass,
- Professor Day Drive – Underpass,
- County Road 4 – Underpass,
- Artesian Industrial Parkway – Overpass,
- Metrolinx Rail – Overpass,
- Holland River – Overpass,
- Bathurst Street – Overpass,
- Holland River East Branch – Overpass,
- Yonge Street – Overpass,
- 2<sup>nd</sup> Concession Road – Overpass, and
- Leslie Street – Overpass.

The design of Bradford Bypass will not preclude a Town of Bradford West Gwillimbury initiative for a potential future extension of Professor Day Drive, such that a future grade separate crossing (underpass) can be constructed at this location where it crosses the Updated Technically Preferred Route.

Considerations for carpool lots at 10<sup>th</sup> Sideroad, County Road 4, and 2<sup>nd</sup> Concession Road were recommended to be carried forward for further assessment during subsequent design phases for the project.

Provisions for future Active Transportation facilities at municipal crossing roads within the Bradford Bypass corridor are also recommended. These proposed routes were identified in the municipal Active Transportation plans and Transportation Master Plans, and by the municipalities in meetings with the Project Team.

Reconstruction of accesses per the Ministry's standards were recommended for further design during the next design phase for the project.

Relocation of existing conflicting utilities are recommended. Further consultation is recommended in the next stage of design to identify relocation plans and access.

### ***Structural Engineering***

The Updated Technically Preferred Route for the proposed Bradford Bypass crosses seven existing municipal roads, one existing rail line, two river crossings at the Holland River and Holland River East Branch and an additional flood relief crossing west of 2nd Concession Road, for a total of 11 mainline bridge crossings. Additionally, the freeway-to-freeway interchanges at Highway 400 and Highway 404 require seven ramp bridges, including two new ramp bridge over 9th Line, and the replacement of the existing Highway 400 over 9th Line bridge as well.

Other structural elements include 13 new structural culverts to facilitate the drainage design for the corridor. In addition, Overhead Sign Structures will be implemented throughout the corridor to provide decision point signage with exact locations to be determined in subsequent design phases for the project.

A retaining wall is proposed along the existing McKinstry Road to handle the grade separation for the new Highway 400 freeway to freeway interchange ramp construction, and is currently estimated at two hundred metres in length, subject to further design development during subsequent design phases for the project. Any other retaining walls required will be evaluated on a site-by-site basis and will be designed considering site specific requirements.

### ***Traffic Engineering***

Based on the traffic analysis completed for the project, it is recommended to proceed with an interim four lane configuration of the Bradford Bypass followed by an ultimate eight lane configuration, with widening occurring towards the median of the Bradford Bypass, within the established Ministry right-of-way footprint. The traffic operations analysis of the Bradford Bypass using the Aimsun microsimulation model indicates a well performing corridor with acceptable operations in both the interim 2031 and ultimate 2041 Future Conditions along the mainline and at the ramp terminals under the recommended cross-sections and lane configurations.

Compared to the No Build scenario, the presence of the Bradford Bypass corridor would save a total of approximately 2,500 vehicle-hours of travel time during the AM peak hour and approximately 1,400 vehicle-hours of travel time during the PM peak hour by 2041.

### ***Electrical Engineering***

Full illumination is recommended at the Highway 400 freeway-to-freeway interchange and Highway 404 freeway-to-freeway interchange. Partial illumination is recommended at 10<sup>th</sup> Sideroad interchange, County Road 4 interchange, Bathurst Street interchange, 2<sup>nd</sup> Concession Road interchange, and Leslie Street interchange.

The recommended Ministry carpool lots at 10<sup>th</sup> Sideroad, County Road 4, and 2<sup>nd</sup> Concession Road will be designed to Ministry standards and illuminated using conventional LED luminaires from the Ministry's designated sources of materials list. The number and locations of vehicle charging stations will be determined during subsequent design phases of the project.

Through the traffic analysis, it was determined based on traffic volumes that traffic signals are warranted for ramp terminals at 10<sup>th</sup> Sideroad (north and south), County Road 4 (north and south), and Leslie Street (south only).

### ***Advanced Traffic Management System***

The installation of the fibre optic network is recommended on one side of the highway, consistent with CCTV placement practices.

CCTV cameras are proposed to be placed more frequently at major interchanges to facilitate coverage of all ramps. All cameras will be located on the east side of Highway 400 and Highway 404 and on the south side of the Bradford Bypass.

Eight new Variable Message Signs are proposed to be deployed within the Advanced Traffic Management System Study Area to facilitate notifications to motorists regarding traffic and road conditions. These signs will also display travel time to strategic destinations; therefore, their deployment should be coordinated with the Travel Time Service adjustment.

### ***Environmental Issues and Commitments***

In accordance with Section 20(2) of the Regulation, Section 5 of the Final Environmental Impact Assessment Report identifies the key environmental issues, potential impacts, and outlines the recommended mitigation measures to be implemented during future phases of work for the project, including the construction phase.

## **3. Compliance with Ontario Regulation 697/21**

### ***Early Works Assessment Process***

The County Road 4 Early Works Report (AECOM, 2022) was prepared to satisfy the requirements of Section 5 of the Regulation for the proposed works at County Road 4. The County Road 4 Early Works Report summarizes the local environmental conditions within the Early Works Study Area. The Draft County Road 4 Early Works Report was available on the Project Website ([www.BradfordBypass.ca/early-works/](http://www.BradfordBypass.ca/early-works/)) from January 13, 2022, until February 12, 2022. Comments received during the public review period of the Draft Early Works Report were incorporated into the Final County Road 4 Early Works Report.

The Final County Road 4 Early Works Report and the Early Works Statement of Completion were published on the Project Website on March 21, 2022.

In accordance with the provisions of the Regulation, the Ministry moved forward with detail design and construction of the Early Works project which commenced in Fall 2022 and is ongoing.

### ***Indigenous Consultation Plan***

In accordance with Section 15 of Ontario Regulation 697/21, an Indigenous Consultation Plan was developed by the Project Team to provide a framework for how the Ministry intends to consult and engage with Indigenous communities on the project, regarding communities' general interests and concerns. Anticipated potential impacts of the project continue to be discussed with the communities and assessed and accommodated/mitigated as appropriate.

The Project Team has engaged with the following Indigenous communities:

- Alderville First Nation,
- Beausoleil First Nation,

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- Chippewas of Georgina Island First Nation,
- Chippewas of Rama First Nation,
- Curve Lake First Nation,
- Hiawatha First Nation,
- Mississaugas of Scugog Island First Nation,
- Kawartha Nishnawbe First Nation,
- Métis Nation of Ontario – Region 7, and
- Huron-Wendat Nation.

Initial outreach commenced in 2020, per the list above. Consultation activities related to the project continue to be ongoing.

Throughout this study, engagement and consultation with various communities has included:

- Access to general information and consultation through the Project Website (<https://www.bradfordbypass.ca/>);
- Access to general communication through Project Telephone Line (1-877-247-6036);
- Inclusion on the Project Contact List to receive regular project updates and to ensure that the correct individuals may be consulted by the Project Team;
- Email communications and contact the Project Team through a dedicated project email address ([ProjectTeam@bradfordbypass.ca](mailto:ProjectTeam@bradfordbypass.ca));
- Project specific mailings and notifications (via physical mail or email);
- Newspaper advertisements;
- Indigenous community information sessions, and/or advance information sharing for Indigenous communities at the Public Information Centre (held virtually); and
- Meetings and correspondence with Chiefs and Councils, or their delegates.

The Ministry will continue to provide information and engage with Indigenous communities regarding potential impacts to their rights through the following activities:

- Written communications to Chief and Council and Consultation Departments;
- Providing draft environmental and archaeological assessment reports for review and input;
- Meetings with Consultation Departments, Community Environmental Committees, etc. (as requested);
- Information sessions in communities (as requested);
- Focus group meetings with sectors of communities (hunters, youth, elders), (as requested);
- Project Website updates;
- Discussing mitigation/accommodation measures that could be used to address adverse impacts of the project on Aboriginal and treaty rights (e.g., staging bridge work to avoid fish spawning seasons);
- Reporting back to communities on how their concerns have been addressed/reflected in the project; and
- Hiring Community Field Liaisons from communities for archaeological field work.

### ***Draft Environmental Conditions Report***

The Draft Environmental Conditions Report was prepared to satisfy the requirements of Section 16 of the Regulation. The Draft Environmental Conditions Report was available for review on the Project Website (<https://www.bradfordbypass.ca/study-process/>) from August 12, 2022 to September 16, 2022.

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During this time, Indigenous communities and interested persons had the opportunity to submit written comments to the Project Team through the Project Website.

### ***Notice of Publication of Draft Environmental Conditions Report***

The Notice of Publication of the Draft Environmental Conditions Report was issued to the public on July 28, 2022, through a variety of media (Project Website, registered mail, newspapers, and mail drop via Canada Post to nearby addresses). There was a delay in posting of the Draft Environmental Conditions Report that was originally scheduled for August 4, 2022, and the Revised Notice of Publication of the Draft Environmental Conditions Report was issued to the public on August 12, 2022, in the same manner as the original Notice of Publication of the Draft Environmental Conditions Report.

### ***Environmental Conditions Report Public Review Period***

In accordance with Section 18(1) of Ontario Regulation 697/21, the Ministry engaged and consulted with Indigenous communities and interested persons. Any concerns raised by Indigenous communities and interested person during the public review period for the Draft Environmental Conditions Report are documented in Section 7 of the Final Environmental Conditions Report as required by Section 16(8) of the Regulation.

### ***Final Environmental Conditions Report***

Upon completion of engagement and consultation on the Draft Environmental Conditions Report, the Ministry updated the Draft Environmental Conditions Report to include a description of concerns raised by Indigenous communities and interested persons; a description of what actions may be undertaken with respect to the concerns raised; and include a description of any changes to the Environmental Conditions Report as a result of addressing these concerns.

A Notice of Publication of the Final Environmental Conditions Report was issued to the public on October 27, 2022, through the same media as the Notice of Publication of Draft Environmental Conditions Report (Project Website, registered mail, newspapers and mail drop via Canada Post to nearby addresses).

The updated Environmental Conditions Report was then issued as Final in accordance with Section 19 of the Regulation and published on the Project Website on October 27, 2022.

### ***Draft Environmental Impact Assessment Report***

The Draft Environmental Impact Assessment Report was prepared to satisfy the requirements of Section 20 of the Regulation. The Draft Environmental Impact Assessment Report was available for review on the Project Website (<https://www.bradfordbypass.ca/study-process/>) from June 1, 2023 to June 30, 2023. During this time, Indigenous communities and interested persons had the opportunity to submit written comments to the Project Team through the Project Website.

Additional archaeological investigations were completed to finalize the impact assessments in accordance with the Regulation and were included in an Updated Draft Environmental Impact Assessment Report.

The Updated Draft Environmental Impact Assessment Report with completed archaeological studies was available for review on the Project Website from July 13, 2023, until August 14, 2023. During this

time, Indigenous communities and interested persons had the opportunity to submit written comments to the Project Team through the Project Website.

### ***Stage III Archaeological Assessment***

In accordance with Section 21 of Ontario Regulation 697/21, Stage III Archaeological Assessments were completed for areas of the updated Study Area that are identified as having archaeological potential in accordance with the Stage II Archaeological Assessment. The Stage III Archaeological Assessments were prepared in accordance with the Ministry of Citizenship and Multiculturalism (MCM) Standards and Guidelines for Consultant Archaeologists.

The Stage III Archaeological Assessment reports were shared with Indigenous communities in 2023, and submitted to MCM for review. Upon completion of the review by MCM, the Archaeological Assessment reports will be entered into the public registry.

Additional commitments and recommended mitigation measures will be outlined in future Stage 4 reports prepared for this project.

### ***Stormwater Management Plan***

In accordance with Section 22 of the Regulation, a Stormwater Management Plan was prepared. The Stormwater Management Plan includes:

- a) plans and descriptions showing the type of stormwater management to be provided for all components of the Updated Technically Preferred Route for the project, including components not being drained to a stormwater management wet pond;
- b) a description of the water features that would receive stormwater from the Bradford Bypass project, including the characteristics, flow and ecological conditions and whether species protected under the Endangered Species Act, 2007 are known to be present;
- c) an operation and maintenance plan for the proposed stormwater management facilities; and
- d) a monitoring plan to evaluate the performance of stormwater management facilities against the design criteria and objectives and to verify receiving surface waters are protected.

The Draft Stormwater Management Plan was prepared and distributed along with a cover letter on March 22, 2023 to the following for review and comment between March 22, 2023 to April 12, 2023 via the Project Team email and registered mail:

- The Ministry of Natural Resources and Forestry
- The Lake Simcoe Region Conservation Authority
- Fisheries and Oceans Canada, and
- The Ministry of the Environment, Conservation and Parks.

Comments received on the Draft Stormwater Management Plan were reviewed and considered in updates to the Final Stormwater Management Plan. The Final Stormwater Management Plan was submitted to the Director of the Ministry of the Environment, Conservation and Parks' Environmental Assessment Branch and posted on the Project Website on November 16, 2023.



***Groundwater Protection and Well Monitoring Plan***

In accordance with Section 23 of the Regulation, a Groundwater Protection and Well Monitoring Plan was prepared. The Groundwater Protection and Well Monitoring Plan includes:

- a) the identification of all areas where the Bradford Bypass Project may directly or indirectly affect groundwater;
- b) a groundwater monitoring program for the identified areas;
- c) a description of the locations and parameters for the monitoring of groundwater quality and quantity;
- d) the proposed start date and frequency of groundwater monitoring; and
- e) a well water survey, including plans to collect appropriate water quality and quantity information as determined by the proponent.

The Draft Groundwater Protection and Well Monitoring Plan was prepared and distributed along with a cover letter on March 24, 2023 to the following for review and comment between March 24, 2023 to April 14, 2023 via the Project Team email, Project Website (<https://www.bradfordbypass.ca/draft-groundwater-gpwmp/>), and unaddressed Canada Post mail drop:

- The Director of the Ministry's Central Regional Office,
- The Director of the Ministry's Conservation and Source Protection Branch,
- The Lake Simcoe Region Conservation Authority,
- The Nottawasaga Valley Conservation Authority,
- The Ministry of Natural Resources and Forestry,
- The York Regional Health Unit,
- The Simcoe Muskoka District Health Unit,
- The Town of Bradford West Gwillimbury,
- The Town of East Gwillimbury,
- The Town of Newmarket,
- The County of Simcoe,
- The Township of King,
- The Regional Municipality of York,
- Any other municipalities considered appropriate by the proponent, and
- Every assessed owner of land within the updated Study Area and within 500 metres of the borders of the updated Study Area.

Comments received on the Draft Groundwater Protection and Well Monitoring Plan were reviewed and considered in updates to the Final Groundwater Protection and Well Monitoring Plan. The Final Groundwater Protection and Well Monitoring Plan was submitted to the Director of the Ministry of the Environment, Conservation and Parks Environmental Assessment Branch and posted on the Project Website on November 16, 2023.

***Noise Report***

In accordance with Section 24 of the Regulation, a Noise Report was prepared. The Noise Report was prepared in accordance with the methods and procedures recommended in the Ministry of Transportation Environmental Guide for Noise. Relevant guidelines from the Ministry of the Environment, Conservation and Parks and local municipal noise control bylaws were also considered in the assessment.

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In accordance with Section 24 of the Regulation, the Draft Noise Report was provided to the Director of the Ministry of the Environment, Conservation, and Parks Environmental Assessment Branch for review and comment on June 1, 2023.

Comments received on the Draft Noise Report were reviewed and considered in updated to the Final Noise Report. The Final Noise Report was provided to the Director of the Ministry of the Environment, Conservation, and Parks Environmental Assessment Branch on November 16, 2023.

### ***Notice of Publication of Draft Environmental Impact Assessment Report***

The Notice of Publication of the Draft Environmental Impact Assessment Report was issued to the public on May 25, 2023, through a variety of media (Project Website, registered mail, newspapers, and mail drop via Canada Post to nearby addresses).

The Notice of Publication of the Updated Draft Environmental Impact Assessment Report with completed archaeological studies was issued to the public on July 6, 2023, through a variety of media (Project Website, registered mail, newspapers, and mail drop via Canada Post to nearby addresses).

### ***Consultation and Issues Resolution for Environmental Impact Assessment Report***

In accordance with Section 26(1) of the Regulation, the Ministry has undertaken engagement and consultation with Indigenous communities and interested persons throughout the project. Details on the consultation and engagement process are provided in Section 7 of the Final Environmental Impact Assessment Report.

A total of 106 comments were received on the Draft Environmental Impact Assessment Report, and 61 comments were received on the Updated Draft Environmental Impact Assessment Report. In accordance with Section 26 of the Regulation, the Ministry has undertaken engagement and consultation with Indigenous communities and interested persons throughout the project and established an issues resolution process to attempt to resolve any concerns raised.

As required by Section 27 of the Regulation, the Final Environmental Impact Assessment Report includes a description of the consultation completed for the Draft and Updated Draft Environmental Impact Assessment Reports including concerns raised by Indigenous communities and interested persons, the issues resolution process employed and the outcome of the process.

### ***Final Environmental Impact Assessment Report***

Upon completion of the consultation and issues resolution process for the Draft Environmental Impact Assessment Report and the Updated Draft Environmental Impact Assessment Report, the Ministry updated the Draft Environmental Impact Assessment Report in accordance with Section 27 of the Regulation to include: a description of concerns raised by Indigenous communities and interested persons; a description of what actions were undertaken with respect to the concerns raised; and a description of any changes to the Environmental Impact Assessment Report as a result of addressing these concerns.

A Notice of Publication of the Final Environmental Impact Assessment Report was distributed in the same manner as the Notice of Publication of the Draft Environmental Impact Assessment Report and the Notice of Publication of the Updated Draft Environmental Impact Assessment Report. The Final Environmental Impact Assessment Report was published to the Project Website on November 16, 2023.

**Table 1** below outlines the requirements for the Environmental Impact Assessment Report from the Regulation and the Sections from the Final Environmental Impact Assessment Report where that information is available.

**Table 1: Ontario Regulation 697/21 Environmental Impact Assessment Report Requirements**

<b>Ontario Regulation 697/21 Section</b>	<b>Requirement</b>	<b>Section of Environmental Impact Assessment Report</b>
Section 20(2)(1)	A statement of the purpose of the Bradford Bypass Project and a summary of background information relating to the Bradford Bypass Project.	Section 1
Section 20(2)(2)	The final description of the updated technically preferred route from the environmental conditions report and from the Class Environmental Assessment process, if applicable, in accordance with clause 16(30(b)).	Section 4
Section 20(2)(3)	The assessment and comparison of at least two potential alternative alignment options for the Bradford Bypass Project that are within the updated technically preferred route as set out in paragraph 2, and the selection of a preferred alignment.	Section 3
Section 20(2)(4)	A map showing the preferred alignment and the updated technically preferred route.	Section 1 and 4
Section 20(2)(5)	A description of the local environmental conditions at the updated technically preferred route.	Section 2
Section 20(2)(6)	The assessment and comparison of at least two potential alternatives to the design options for each of the components of the preferred alignment for the Bradford Bypass Project, and a selection of the preferred design from those options, taking into account the comparisons	Section 3
Section 20(2)(7)	A description of all studies, including the studies set out in sections 21 to 24, undertaken in relation to the Bradford Bypass Project, which must set out, <ul style="list-style-type: none"> <li>i A summary of all data collected or review, and</li> <li>ii A summary of all results and conclusions.</li> </ul>	Section 5
Section 20(2)(8)	The proponent's assessment and evaluation of the impacts that the preferred alignment and preferred designs for the Bradford Bypass Project might have on the environment and the proponent's criteria for assessment and evaluation of those impacts.	Section 5
Section 20(2)(9)	A description of any measures proposed by the proponent for mitigating any negative impacts that the preferred alignment and preferred design for the Bradford Bypass might have on the environment.	Section 5
Section 20(2)(10)	A description of the means the proponent proposes to use to monitor and verify the effectiveness of the mitigation measures proposed under paragraph 9, including a plan to make the results of the monitoring and verification available on the Project website.	Section 5
Section 20(2)(11)	A description of any municipal, provincial, federal or other approval or permits that may be required for the Bradford Bypass Project.	Section 6
Section 20(2)(12)	A consultation record, including, <ul style="list-style-type: none"> <li>i A description of the consultations carried out with Indigenous communities, in accordance with the Indigenous Consultation Plan prepared under Section 15, and with other interested persons,</li> </ul>	Section 7

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Ontario Regulation 697/21 Section	Requirement	Section of Environmental Impact Assessment Report
	<ul style="list-style-type: none"> <li>ii A list of Indigenous communities and interested persons who participated in the consultations,</li> <li>iii Summaries of comments submitted by Indigenous communities and interested persons,</li> <li>iv A summary of discussions that the proponent had with Indigenous communities, and copies of all written comments submitted by Indigenous communities,</li> <li>v A description of what the proponent did to respond to concerns expressed by Indigenous communities and interested persons, and</li> <li>vi Any commitments made by the proponent to Indigenous communities and interested persons in respect of the Bradford Bypass Project.</li> </ul>	
Section 27(1)	<p>After publishing the notice of publication of the draft environmental impact assessment report pursuant to clauses 25(3)(b) and (c), the proponent shall</p> <ul style="list-style-type: none"> <li>a Complete the consultation and issues resolution process under section 26;</li> <li>b Updated the draft environmental impact assessment report, including by adding,               <ul style="list-style-type: none"> <li>i. A description of the issues resolution process employed by the proponent in respect of any concerns raised by Indigenous communities and interested persons,</li> <li>ii. A description of the concerns raised by Indigenous communities and interested persons in the issues resolution process and of the outcome of the process, including what, if anything, the proponent did or will do in respect of concerns raised, and</li> <li>iii. A description of any changes to the preferred alignment and preferred design as a result of addressing concerns raised during consultation under section 26; and</li> </ul> </li> <li>c Publish the final environmental impact assessment report on the Project website.</li> </ul>	Section 8
Section 27(2)	The proponent shall ensure that all of the persons and Indigenous communities to whom a copy of the notice under clause 25(3)(a) is given are notified of the publication of the final environmental impact assessment report and are provided with access to a copy of it.	Section 8

**4. Intention to Proceed with the Bradford Bypass Project**

The Ministry is proceeding with the Bradford Bypass Project as documented in the Final Environmental Impact Assessment Report which was issued on November 16, 2023.

**5. Project Changes**

Should any project changes be required during further design phases of work for the project, and those changes be inconsistent with the Final Environmental Impact Assessment Report, an

addendum to the Final Environmental Impact Assessment Report shall be prepared in accordance with Section 29 of the Regulation.

## **6. Closure**

For direct communication with the Ministry, please contact Robert Vandenberg, Senior Project Engineer by phone at (647) 641-8957 or by email at [Robert.Vandenberg@ontario.ca](mailto:Robert.Vandenberg@ontario.ca). We thank you and your staff for your effort in addressing the reports related to the Bradford Bypass Project.

Sincerely,

**Rina Kulathinal**  Digitally signed by Rina  
Kulathinal  
Date: 2024.06.27 10:30:35 -04'00'

**Rina Kulathinal, P.Eng.**  
Manager, Engineering Program Delivery - Central  
Ministry of Transportation,