

MINISTRY OF TRANSPORTATION NORTHWESTERN REGION

HIGHWAY 11/17 FOUR-LANING FROM PEARL LAKE,  
EASTERLY TO 2.8 KM WEST OF CPR OVERHEAD AT  
OUIMET

CLASS ENVIRONMENTAL ASSESSMENT STUDY

ENVIRONMENTAL STUDY REPORT ADDENDUM

G.W.P. 129-90-00

FINAL





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NORTHWESTERN REGION

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**ENVIRONMENTAL STUDY REPORT  
ADDENDUM**

G.W.P. 129-90-00

PROJECT NO.: 18M-00802-00  
DATE: MARCH 2023

WSP

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# SIGNATURES

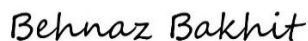
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## REVIEWED BY



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Rob Kleine, P.Eng.  
Consultant Project Manager

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The conclusions presented in this report are based on work performed by trained, professional and technical staff, in accordance with their reasonable interpretation of current and accepted engineering and scientific practices at the time the work was performed.

The content and opinions contained in the present report are based on the observations and/or information available to WSP at the time of preparation, using investigation techniques and engineering analysis methods consistent with those ordinarily exercised by WSP and other engineering/scientific practitioners working under similar conditions, and subject to the same time, financial and physical constraints applicable to this project.

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This limitations statement is considered an integral part of this report.



## THE PUBLIC RECORD

A copy of this document has been submitted to the following office of the Ministry of the Environment, Conservation and Parks to fulfill the requirements of the Ministry of Transportation's *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

### **Ministry of the Environment, Conservation and Parks**

Thunder Bay Regional Office  
435 James Street South, Suite 331B  
Thunder Bay, Ontario P7E 6S7

The Environmental Study Report Addendum is also available for public review on the project website ([www.Hwy11-17Four-Laning-PearlLake](http://www.Hwy11-17Four-Laning-PearlLake)), and during normal business hours at:

### **Municipality of Shuniah**

420 Leslie Avenue  
Thunder Bay, Ontario  
P7A 1X9

### **Ministry of the Environment, Conservation and Parks**

435 James Street South, Suite 331B  
Thunder Bay, Ontario P7E 6S7

### **Ministry of Transportation**

615 James Street South  
Thunder Bay, Ontario  
P7E 6P6

This ESR Addendum Report is available for a 30-day comment period from March 7<sup>th</sup>, 2023 to April 6<sup>th</sup>, 2023. Persons requiring accommodation to review these materials are encouraged to contact the Project Managers below to discuss accessibility requirements.

Ce document hautement spécialisé n'est disponible qu'en anglais en vertu du règlement 411/97, qui en exempte l'application de la Loi sur les services en français. Pour de l'aide en français, veuillez communiquer avec le 905-829-6262.

# NOTICE OF ADDENDUM ENVIRONMENTAL STUDY REPORT

## Design-Build Ready and Class Environmental Assessment Study Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR Overhead at Ouimet

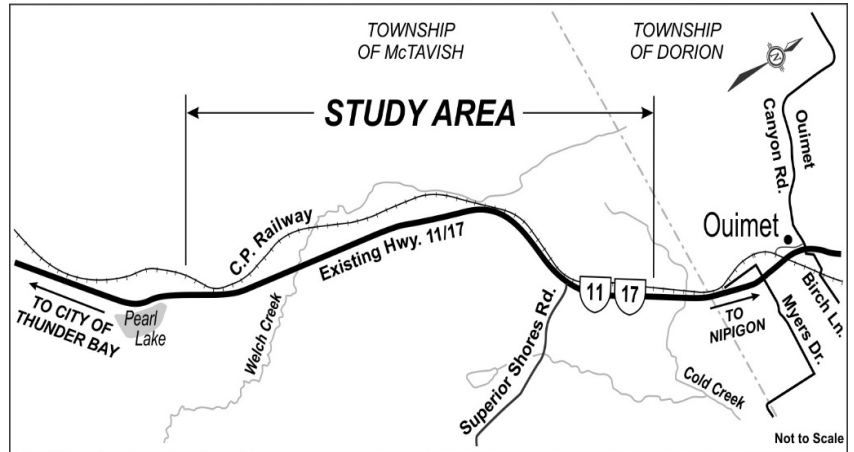
### THE STUDY

WSP, on behalf of the **Ministry of Transportation (the ministry)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km.

The project includes:

- Twinning some areas of the existing highway at the east and west limits of the project;
- Modifying alignment for the eastbound lanes;
- Providing connection to the new four-lane highway at Superior Shores Road; and
- Securing all the necessary environmental approvals for construction.

In 1997, an environmental study report was prepared to document the proposed plans to four-lane this portion of Highway 11/17. The project was approved and subsequently the four-lane highway corridor was designated (protected) in 2003.



### ENVIRONMENTAL STUDY REPORT ADDENDUM

The purpose of this study is to update the previously approved environmental study report, including any changes to existing environmental conditions, evaluate the modified alignment for the eastbound lanes and outline proposed strategies to mitigate environmental impacts. As a result of this review, the ministry is proposing a number of changes to the previously approved plan and has prepared an addendum to the 1997 environmental study report. The proposed changes include modifications to highway alignment and public access in some sections, and increases to the right-of-way width to meet current provincial standards. The ministry has not determined the construction date.

### THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). In accordance with the Class EA, an addendum to the original environmental study report has been prepared to document the proposed changes. The addendum is available for review at the following locations:

**Municipality of Shuniah**  
420 Leslie Avenue  
Thunder Bay, ON  
P7A 1X9

**Ministry of the Environment, Conservation and Parks**  
435 James Street South  
Suite 331B  
Thunder Bay, ON  
P7E 6S7

**Ministry of Transportation**  
615 James Street South  
Thunder Bay, ON  
P7E 6P6

The addendum will be available for a 30-day comment period from **March 7<sup>th</sup> to April 6<sup>th</sup>, 2023**. The report and additional study information will also be available on the project website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca).

### COMMENTS

We are interested in any comments or concerns you may have regarding the study and addendum. Please submit your comments and/or concerns to one of the individuals listed below by **April 6<sup>th</sup>, 2023**.

**Rob Kleine, P.Eng.**  
Project Manager  
WSP Canada Inc.  
100 Commerce Valley Drive West  
Thornhill, ON, L3T 0A1  
Toll-Free: 1-877-562-7947  
Tel: 905-882-7225  
Email: Rob.Kleine@wsp.com

**Crystal Beaulieu, P.Eng.**  
Senior Project Engineer  
Ministry of Transportation  
615 James Street South  
Thunder Bay, ON P7E 6P6  
Toll-Free: 1-800-465-5034  
Tel: 807-627-9699  
Email: Crystal.Beaulieu@ontario.ca

In addition, a request may be made to the Minister of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e., requiring an individual/comprehensive environmental assessment approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request.

The request should be sent in writing or by email to Crystal Beaulieu, senior project engineer and:

**Minister of the Environment, Conservation and Parks**  
Ministry of the Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto, ON M7A 2J3  
minister.mecp@ontario.ca

**Director, Environmental Assessment Branch**  
Ministry of the Environment, Conservation and Parks  
135 St. Clair Ave. W, 1st Floor  
Toronto, ON M4V 1P5  
EABDirector@ontario.ca

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

If you have any accessibility requirements to participate in this study, please contact one of the project team members listed above.

## GLOSSARY

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AA	Archaeological Assessment
CPR	Canadian Pacific Railway
DCR	Design and Construction Report
EA	Environmental Assessment
EBL	Eastbound Lane
ESR	Environmental Study Report
HONI	Hydro One Networks Inc.
IO	Infrastructure Ontario
LRCA	Lakehead Region Conservation Authority
MCM	Ministry of Citizenship and Multiculturalism
MECP	Ministry of Environment, Conservation and Parks
MNO	Métis Nation of Ontario
MNRF	Ministry of Natural Resources and Forestry
MPP	Member of Provincial Parliament
MTCS	Ministry of Tourism, Culture and Sport
MTO	Ministry of Transportation
NAG	Non Acid Generating
NSA	Noise Sensitive Area
OGN	Ontario Government Notice
PAG	Potentially Acid Generating
PTE	Permission to Enter
PIC	Public Information Centre
RSMIN	Red Sky Métis Independent Nation
SAR	Species-at-Risk
WBL	Westbound Lane



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## *APPENDICES*

<b>A</b>	CONSULTATION
<b>B</b>	CORRESPONDENCE

# 1 PROJECT OVERVIEW

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## 1.1 BACKGROUND

The Ministry of Transportation (MTO) completed the Environmental Study Report (ESR) in 1996 and 1997 for the four-laning of Highway 11/17 from MacKenzie easterly 33 km to 3 km east of Pearl (Welch Creek) in Municipality of Shuniah and the four-laning of Highway 11/17 from 8 km west of Ouimet easterly 36 km to the Red Rock Township.

The ESRs were prepared to document the proposed plans to four-lane these sections of Highway 11/17. The project was approved and subsequently the four-lane highway corridor was designated (protected) in 2003.

The 1996 and 1997 ESRs documented the following:

- Description of selected alternatives;
- Project justifications and purpose;
- Significant environmental features;
- Description of the alternatives;
- External agency and public consultation; and
- Environmental effects, mitigation measures, and monitoring.

The key design features recommended in these ESRs included:

- Two driving lanes in each direction, resulting in a four-lane cross-section;
- A minimum 30m centre median which separates the opposing lanes of traffic (except in the vicinity of Pearl River where a 15m median is used to reduce the impact on potential fisheries resources);
- A minimum 90m right-of-way (except at Pearl River where a 75m right-of-way is provided);
- Public access to the highway at intersecting highways and sideroads;
- Private access at existing entrances or entrances provided for in previous property agreements, where feasible (right-in and right-out movements only);
- New entrances on the four-lane highway only as approved by MTO;
- Some areas of twinning the existing highway;
- Some areas of new four-lane alignment;
- A new, grade-separated crossing of the CPR; and
- Improvements at / modifications to intersecting roads.



Since construction had not commenced within five years of the 1996/1997 ESRs, this Addendum to the 1996/1997 ESRs has been prepared to provide an update to the current environmental conditions within the study area to determine if there have been new conditions in the study corridor that may affect, or be affected by, the proposed four-laning of Highway 11/17. This Addendum also provides a review of any proposed changes to the commitments made in the 1996/1997 ESRs (and/or the basic intent of the undertaking) that may be significant.

The proposed changes to the original EA approved plan for the study area that were documented in both ESRs include:

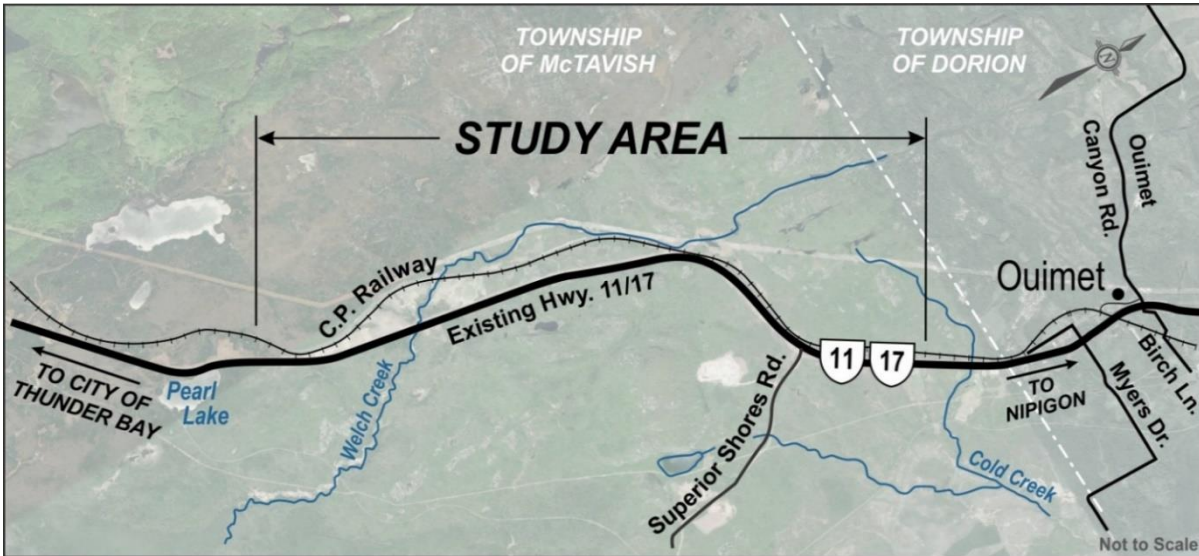
- Highway alignment revisions in some sections;
- Modifications to public access at Superior Shores Road; and
- An increase in right-of-way.

Further details regarding these proposed changes to the EA Approved Plan are provided in **Section 3.0**.

Given several changes to the original approved four-lane plan outlined in the 1996/1997 ESRs, an Addendum to the ESR must be prepared and made available for a 30-day comment period.

In May 2018, MTO retained WSP Canada Inc. to undertake the study, Design Build Ready, and Class Environmental Assessment (EA) Study for the four-laning of Highway 11/17 from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet. The Design-Build Ready process builds upon the Preliminary Design to a level of detail that the MTO and a future Design-Build contractor fully understands the project requirements in terms of purpose, objective, criteria and standards, impacts, mitigations, approvals, cost and implementation. The project location is shown below in **Exhibit 1-1**.

## Exhibit 1-1 Project Location



# 2 THE ENVIRONMENTAL ASSESSMENT PROCESS

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## 2.1 THE ENVIRONMENTAL ASSESSMENT PROCESS

The Ministry of Transportation's (MTO) *Class Environmental Assessment for Provincial Transportation Facilities* (Class EA) was approved under the Ontario Environmental Assessment Act in the fall of 1999 and amended in 2000. This planning report outlines the Class EA process that MTO has committed to follow to plan, design and implement this project. Provided that this process is followed, projects and activities included under the Class EA do not require formal review and approval under the Ontario Environmental Assessment Act.

The goal of all projects and activities covered by the Class EA is to provide a safe and effective transportation system while avoiding or minimizing negative environmental effects. To achieve this goal, the Class EA specifies certain mandatory principles which must be achieved. Where appropriate this document has referenced the principles to be applied and how they were achieved during the environmental assessment process.

The following principles underlie the Class EA process for Group A, B and C projects:

- Transportation engineering;
- Environmental protection;
- External consultation;
- Evaluation that is intended to achieve the best overall balance;
- Documentation;
- Part II Order; and,
- Environmental clearance to proceed.

This study has followed the Class EA process for a Group 'B' project. Group 'B' projects generally include: highway realignments; improvements to existing highways; new interchanges or modifications to existing interchanges; new or modified water crossings; and, new highway service facilities. Group 'B' projects are generally similar in nature, occur frequently, and have a predictable range of environmental effects for which standard mitigation can be used.

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## 2.2 PURPOSE OF THE ADDENDUM TO THE ENVIRONMENTAL STUDY REPORT

The purpose of this study is to update the previously approved ESRs, including any changes to existing environmental conditions, evaluation of modified alignment for the Eastbound Lanes (EBLs) and proposed strategies to mitigate environmental impacts. As a result of this review, the Ministry is proposing several changes to the previously approved plan and has prepared an addendum to the 1997 ESR. The proposed changes include: modifications to highway alignment and public access at Superior Shores Road and increased to the right-of-way width to meet current provincial standards. The construction date has not been determined.

A Notice of the ESR Addendum Filing was sent to external agencies, Indigenous communities, local municipalities, utility companies, impacted property owners, local stakeholder groups and members of the public on February 23, 2023. In addition, a Notice was published in local newspapers on March 7<sup>th</sup> and March 11<sup>th</sup>, 2023 (*Red Rock Nipigon Gazette and Thunder Bay Chronicle Journal*), and posted on the project website at [www.Hwy11-17Four-Laning-PearlLake](http://www.Hwy11-17Four-Laning-PearlLake).

This ESR Addendum Report is being made available for a 30-day comment period from **March 7<sup>th</sup>, 2023 to April 6<sup>th</sup>, 2023** on the project website and during normal business hours at the following locations:

### **Ministry of the Environment, Conservation and Parks**

Thunder Bay Regional Office  
435 James Street South, Suite 331B  
Thunder Bay, Ontario P7E 6S7

### **Ministry of Transportation**

615 James St S  
Thunder Bay, Ontario  
P7E 6P6

### **Municipality of Shuniah**

420 Leslie Avenue  
Thunder Bay, Ontario  
P7A 1X9

Persons requiring accommodation to review these materials are encouraged to contact the project managers below to discuss accessibility requirements.

Any concerns someone may have during this comment period should be discussed with the individuals identified below.

**Crystal Beaulieu, P.Eng.  
Senior Project Engineer**

Ministry of Transportation  
615 James Street South  
Thunder Bay, ON P7E 6P6  
Toll-Free: 1-800-465-5034  
Tel: 807-627-9699  
E-mail: Crystal.Beaulieu@ontario.ca

**Rob Kleine, P.Eng.  
Project Manager**

WSP Canada Inc.  
100 Commerce Valley Drive West  
Thornhill, ON L3T 0A1  
Toll-Free: 1-877-562-7947  
Tel: 905-882-7225  
Email: Rob.Kleine@wsp.com

If concerns are raised during this comment period that cannot be resolved through discussions with MTO, a request may be made to the Minister of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e. requiring an individual/comprehensive environmental assessment approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the MECP is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to Crystal Beaulieu, Senior Project Engineer and both of the MECP minister and the director of the EA Branch:

**Minister of the Environment,  
Conservation and Parks**  
Ministry of the Environment,  
Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto ON M7A 2J3  
minister.mecp@ontario.ca

**Director, Environmental  
Assessment Branch**  
Ministry of the Environment,  
Conservation and Parks  
135 St. Clair Ave. W, 1st Floor  
Toronto ON, M4V 1P5  
EABDirector@ontario.ca

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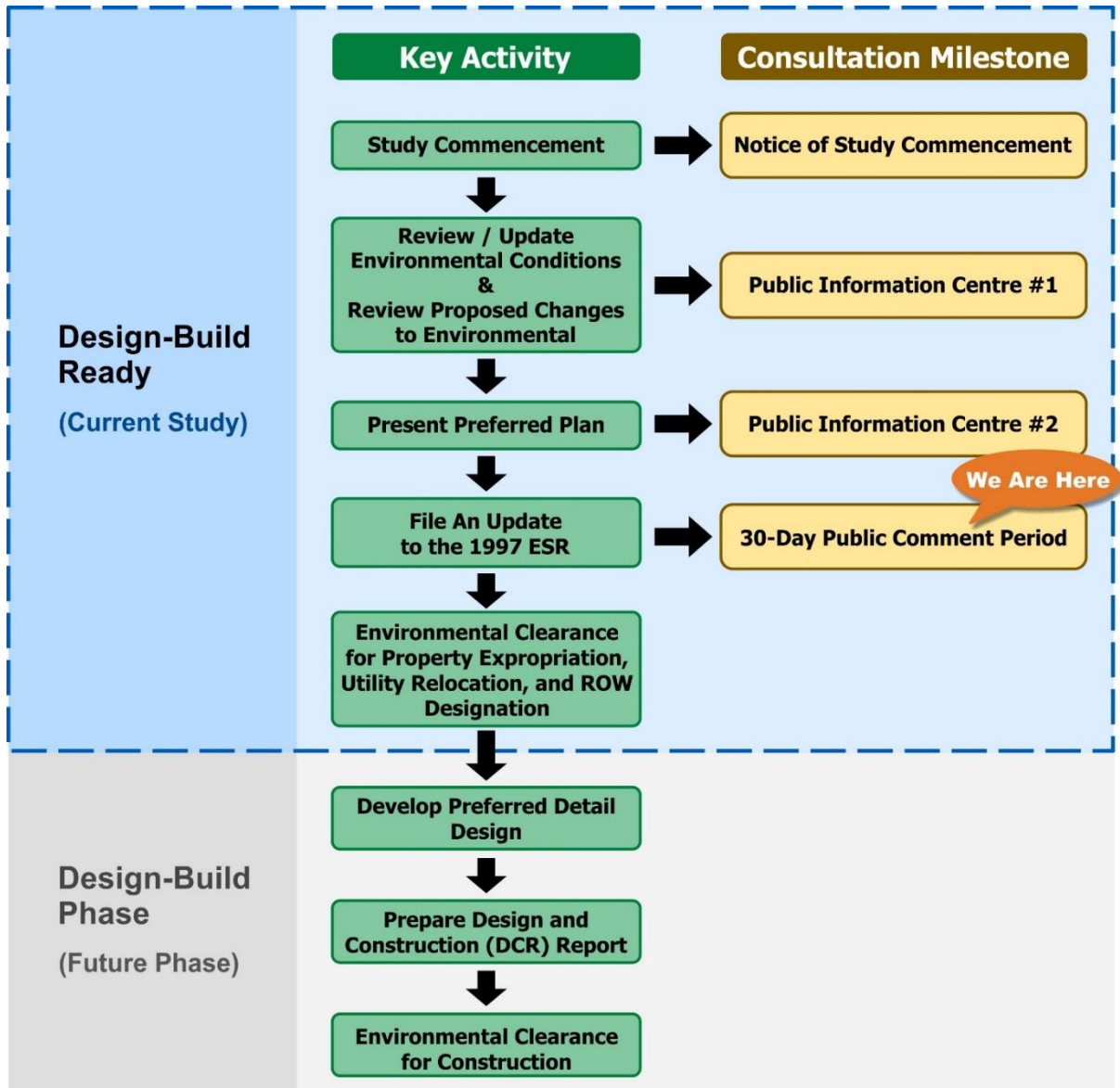
## 2.3 STUDY PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The key steps in the Design-Build Ready phases are highlighted in **Exhibit 2-1**. In accordance with the Class EA and Preliminary Design phase, an addendum to the original Environmental Study Report has been prepared to document the proposed changes. During the future Design-Build phase, a Design and Construction Report (DCR) will be prepared to document how the commitments outlined in the ESR Addendum as well as the 1996 and 1997 ESRs are being addressed. Design features and refined environmental impact mitigation measures will be described in the DCR. There is a possibility that the final design plans may identify design modifications or refinements that could result in environmental benefits or impacts that may not have been anticipated or identified in this Addendum to both ESRs. Any design modifications or refinements to the final design plans and resultant environmental benefits or impacts will also be documented in the DCR.



## Exhibit 2-1 Study Process



## 3 EXISTING ENVIRONMENTAL CONDITIONS AND CHANGES

As noted in **Section 1.1**, any portion of a project for which construction has not commenced within five years of Notice of Addendum for the ESR, and a DCR has not been submitted within that five-year period, the proponent must carry out a review of the portions of the project that have not been constructed. This review must consider changes that have taken place since the submission of the original ESR, including new conditions in the study area.

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### 3.1 NATURAL ENVIRONMENT

This section reviews and compares the current environmental conditions with the environmental conditions documented in the 1996/1997 ESRs to determine if there have been any significant changes that may affect the proposed four-laning of Highway 11/17 within the study limits. The 2022 existing environmental conditions map is presented in **Exhibit 3-1** while the comparison table of the 1996/1997 environmental conditions and the 2022 existing environmental conditions is presented in Error! Reference source not found..

Terrestrial and aquatic field investigations were completed in fall 2018 to gather data regarding environmental conditions within the study area. The collection of updated information was necessary to build upon previously collected data and identify existing conditions and constraints to provide a comparison to the 1996/1997 environmental conditions that were obtained from the 1996/1997 ESRs.

Existing environmental conditions include:

- Confirmed presence of Brook Trout and other Salmonids species in some of the watercourses, potential in others– to be confirmed along Preferred Alignment;
- Low potential for Silver Lamprey and Northern Brook Lamprey – to be confirmed along Preferred Alignment;
- MNRF is managing the watercourses throughout the study area as coldwater systems;
- MNRF has records of Brook Trout upstream and downstream of the Welch Creek crossings for Highway 11/17, with additional salmonid and trout species also noted;

- Welch Creek is seasonally inundated with beaver dams that impact flow and annual migration through the highway corridor. Within the study area, the channel displays low lying banks with wetland fringe habitat, fine substrates and relatively deep flows; and
- The tributaries of Cold Creek within the study limits are all headwater drainage features that are seasonally dry and lack sufficient flows of habitat to support fish at the Highway 11/17 crossings.
  - It is unknown if the Cold Creek tributary crossed by Superior Shores Road supports direct/indirect fish use; however, this will be investigated during the 2023 field season.

Additional terrestrial and aquatic field investigations will occur in the spring / summer 2023 to collect habitat and species information on the preferred plan. The findings of these additional investigations and impact assessments of the preferred plan will support the development of the Detail Design plan and which will be documented in the DCR later in the Detail Design phase.

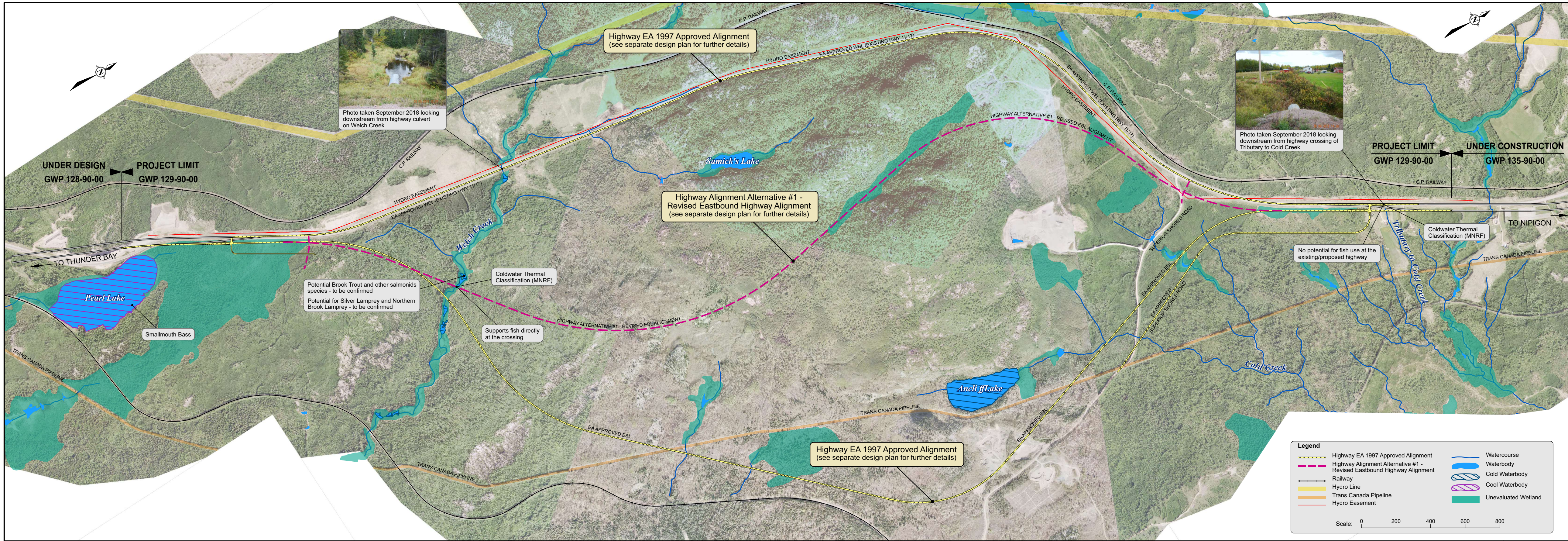
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## 3.2 CULTURAL ENVIRONMENT

A Stage 1 Archaeological Assessment (AA) was completed in March 2022 as part of the Design-Build Ready phase for the Highway 11/17 realignment alternatives, and for the expanded right-of-way. A Stage 2 AA was completed in September 2022 which determined that no additional archaeological work is recommended for the realignment areas on the existing highway, and no further work is required for any of the new alignment, with the exception of the area where a Permission To Enter (PTE) was not received.

The archaeological assessments were carried out in conformity with the Ministry of Citizenship and Multiculturalism's (MCM) *Standards and Guidelines* (2011) and submitted to MCM for archaeological concurrency. Archaeological values will be confirmed for property that did not receive the Permission to Enter (PTE) before construction begins. All impacted areas will be environmentally cleared of archaeological potential prior to the start of construction.







### Exhibit 3-2 Comparison Between 1996/1997 and 2022 Environmental Conditions

Factor / Indicator	Existing Environmental Conditions (1996/1997)	Review of Existing Environmental Conditions (2022)
<b>Natural Environment</b>		
<b>Geology and Soils</b>	<ul style="list-style-type: none"> <li>The bedrock within the study area is entirely composed of rock formed in the Precambrian era.</li> </ul>	<ul style="list-style-type: none"> <li>No changes since 1996/1997.</li> </ul>
<b>Vegetation</b>	<ul style="list-style-type: none"> <li>Dominant tree species along the highway corridor include: Poplar, White Birch, Balsam Fir, and Black Spruce.</li> <li>No significant species identified by the Ministry of Natural Resources and Forestry (MNRF) (<i>formerly Ministry of Natural Resources</i>).</li> </ul>	<ul style="list-style-type: none"> <li>Vegetation along the highway corridor consists primarily of second growth forest, wetland, agricultural land, and anthropogenic land.</li> <li>No provincially significant wetlands were identified in the area.</li> <li>No vegetation species of conservation concern were identified within the study area by MNRF. There are no records of vegetative Species of Conservation Concern within the study area.</li> <li>Potential for Black Ash will be reviewed during spring/summer 2023 field investigations to address provincial permitting needs. Black Ash was listed under SARO on January 27, 2022, however there is a temporary suspension on the protection of the species until January 2024. Currently, this species does not receive individual or habitat protection.</li> </ul>
<b>Wildlife and Wildlife Habitat</b>	<ul style="list-style-type: none"> <li>Area supports a wide range of species, including: moose, black bear, deer, rabbit, gamebirds, and waterfowl.</li> <li>No species of conservation concern were identified.</li> </ul>	<ul style="list-style-type: none"> <li>Assessment will be supplemented with findings from 2023 field investigations</li> <li>There are several species listed under SAR (updated since 1997) with some potential to be within the study limits. Their potential will be assessed during field investigations in 2023 to determine potential impacts. Preliminary review</li> </ul>

Factor / Indicator	Existing Environmental Conditions (1996/1997)	Review of Existing Environmental Conditions (2022)
		<p>suggests there will not be any impacts to these species.</p> <ul style="list-style-type: none"> <li>MTO completed a Whip-poor-will survey in 2018. Whip-poor-wills were not detected within the vicinity of the proposed realignment of the Highway 11/17, four-lane expansion between Pearl Lake and the Ouimet CPR Overhead. The proposed highway expansion project is unlikely to have significant impact on the whip-poor-will or its habitat.</li> </ul>
<b>Fish and Fish Habitat</b>	<ul style="list-style-type: none"> <li>Waterbodies within the study area are mainly coldwater streams.</li> <li>Streams flowing into Lake Superior are considered high significance by MNRF.</li> <li>Lake Superior tributaries contain a wide range of aquatic wildlife, such as resident brook trout, minnows, trout, and tadpoles.</li> <li>Minnows, trout, and tadpoles were observed throughout the study area.</li> <li>No species of conservation concern were identified.</li> <li>Limited aquifer potential as a result of the underlying bedrock and its proximity to the surface.</li> </ul>	<ul style="list-style-type: none"> <li>MNRF identified Welch Creek and the tributary to Cold Creek as coldwater. In-water work will only occur from June 16<sup>th</sup> to August 31<sup>st</sup> to protect the sensitive life stages of both fall and spring-spawning species.</li> <li>MNRF has indicated that both watercourses contain a variety of baitfish and forage fish, with known presence of Brook Trout in Cold Creek and suspected presence in Welch Creek. MNRF has identified Brook Trout as the target species for fish passage at both watercourses and suspects Rainbow Trout and other migratory salmonids may also be present in Welch Creek.</li> <li>MNRF identified potential for Northern Brook Lamprey and Silver Lamprey in Welch and Cold Creeks.</li> <li>Additional habitat and community investigations are planned for spring / summer of 2023 on the preferred alignment to confirm fish and fish habitat</li> </ul>



Factor / Indicator	Existing Environmental Conditions (1996/1997)	Review of Existing Environmental Conditions (2022)
		present in these streams. This will include an assessment of seasonal fish use, connectivity of the watercourses to downstream fish habitat, culvert design, and mitigation measures.
<b>Cultural Environment</b>		
<b>Social</b>	<ul style="list-style-type: none"> <li>Project area is sparsely populated in a rural landscape.</li> <li>Residents within study area are on well water.</li> </ul>	<ul style="list-style-type: none"> <li>There are no buildings within the project area. No changes since 1996/1997.</li> </ul>
<b>Land-use</b>	<ul style="list-style-type: none"> <li>Municipality of Shuniah is generally characterized by rural land use and is sparsely developed.</li> <li>Lands fronting along existing Highway 11/17 include scattered residential development and farms.</li> <li><i>Township of Shuniah's Official Plan</i> states Highway 11/17 is to remain a main transportation artery.</li> </ul>	<ul style="list-style-type: none"> <li><i>Municipality of Shuniah's Official Plan (2005)</i> designates lands within the study area as 'Open Space', and 'Aggregate Extraction' in the vicinity of the study area.</li> <li><i>Municipality of Shuniah's Official Plan</i> continues to state Highway 11/17 is to remain a main transportation artery.</li> </ul>
<b>Agriculture</b>	<ul style="list-style-type: none"> <li>General agricultural conditions exist in the study area and adjacent to the existing Highway 11/17.</li> <li>Designated specialty crops, including potatoes and strawberries are present within the Ouimet area.</li> </ul>	<ul style="list-style-type: none"> <li>Soils within the vicinity of the study area are classified as Class 1, 3, 4, and 7<sup>1</sup>.</li> </ul>

<sup>1</sup> Class 1: Soils in this class have no significant limitations in use for crops.

Class 3: Soils in this class have moderately severe limitations that restrict the range of crops or require special conservation practices.

Class 4: Soils in this class have severe limitations that restrict the range of crops or require special conservation practices.

Class 7: Soils in this class have no capacity for arable culture or permanent pasture.

Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet

Class Environmental Assessment for Provincial Transportation Facilities Group 'B' Project

Ministry of Transportation Northwestern Region

Factor / Indicator	Existing Environmental Conditions (1996/1997)	Review of Existing Environmental Conditions (2022)
<b>Archaeology and Heritage</b>	<ul style="list-style-type: none"> <li>The 1996/1997 ESR recommended future archaeological assessments be conducted along the corridor.</li> </ul>	<ul style="list-style-type: none"> <li>Stage 1 and Stage 2 archaeological assessments were carried out in 2022 and there were no archaeological findings.</li> </ul>
<b>Heritage</b>	<ul style="list-style-type: none"> <li>No heritage features were documented in the 1996/1997 ESR.</li> </ul>	<ul style="list-style-type: none"> <li>Municipality of Shuniah confirmed no built heritage resources are present within the vicinity of the study area.</li> </ul>

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## 3.3 SOCIO-ECONOMIC ENVIRONMENT

Highway 11/17 is being four-laned between Thunder Bay and Nipigon to provide the benefits listed below.

- Improve traffic flow due to reduce delays caused by slower moving vehicles;
- Improve movement of goods and services which will have a positive economic impact on the area;
- Reduce risk of collisions and decreased severity of some types of collisions;
- Addressed future travel demand along the highway; and
- Allows for a parallel, continuous, alternative route system in the event of roadway collisions, natural disasters or structural loss which could lead to the closure of the existing highway.

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### 3.3.1 CLIMATE CHANGE

The four-laning of Highway 11/17 will result in more efficient travel and contribute to reducing the impact of climate change. -As the annual average number of vehicles (2026) is 4,135 vehicles daily, the reduced road length in the Preferred Plan, compared to the previous EA Alignment, results in a 2,100 km reduction travelled per day, or 766,500 km travelled per year. The overall reduction in length will result in the reduction of greenhouse gas emissions.

This project will contribute to a sustainable environment by taking appropriate measures to ensure the protection and conservation of natural resources, including animal life and ecological systems. Mitigation measures have been included to address potential negative effects that may include erosion and sediment control, noise and dust control, and water quality and quantity concerns to environmental and community features.

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### 3.3.2 NOISE

The noise assessment considered the potential impacts resulting from the proposed operational improvements and construction at Noise Sensitive Areas (NSAs) within the study area. The potential noise impact resulting from the operational improvements may arise from future traffic on the improved corridors and was assessed in accordance with the MTO's Environmental Guide for Noise, February 2022. Additionally, as blasting is identified as a potential step for new lanes construction, blasting noise and vibration was also considered in this assessment.

The noise impact from a transportation corridor depends on several parameters (i.e. traffic volume, speed, road surface, etc.) as well as the location of the noise receptors. Blasting is expected within the right-of-way of the future eastbound road and in some locations along the existing roadways to widen the existing rock cuts. The construction was assessed using typical construction equipment and activities including equipment usage. The recommended noise mitigation measures are summarized in **Exhibit 7-1**.

## 4 EVALUATION OF HIGHWAY ALIGNMENTS

This Preliminary Design and Class Environmental Assessment (EA) Study includes a review of the commitments made in the 1997 Environmental Study Report (ESR) based on new engineering standards and new environmental constraints. The Highway EA 1997 Approved Alignments and Highway Alignment Alternative #1 (Revised Eastbound Highway Alignment) are shown in **Exhibit 4-1** and **Exhibit 4-2**, respectively.

The review of the 1997 EA Approved Plan included the following:

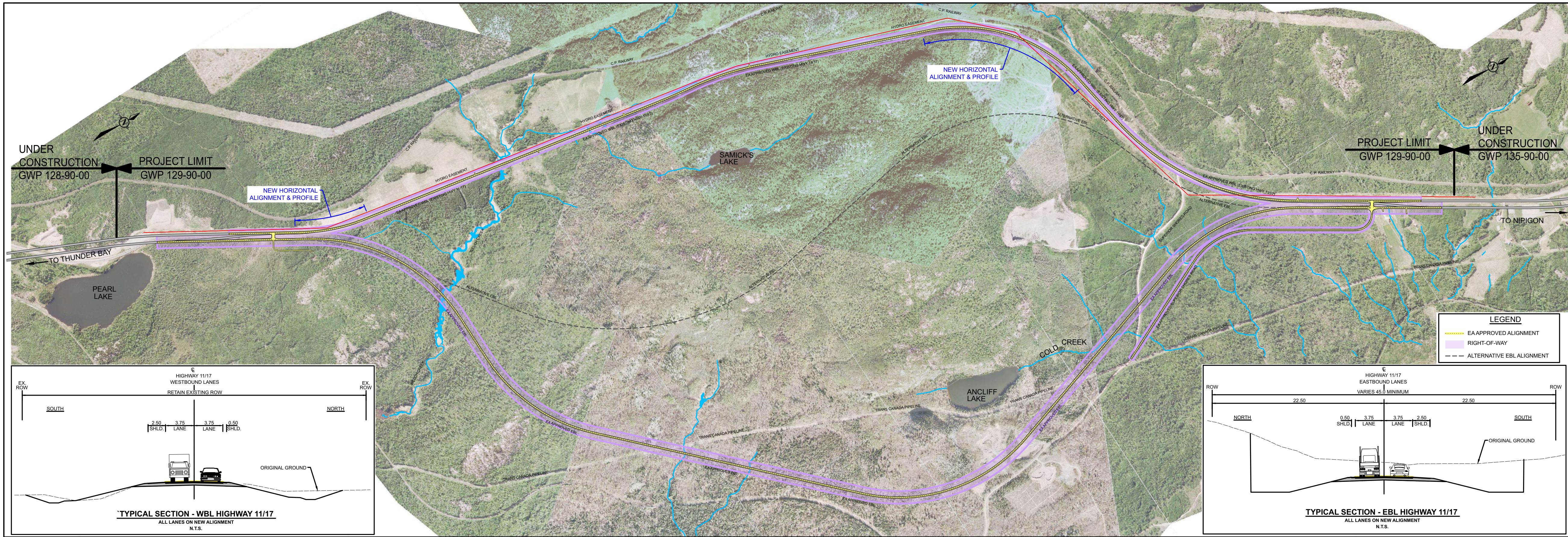
- Review of Highway Cross-Section;
- Review of Highway Alignment; and
- Review of Public Access Locations.

The following sub-sections summarize the review of the above components, and the analysis / evaluation of alternatives, as applicable. MTO is proposing to increase the right-of-way from 90 m (minimum) to 110 m (minimum) at the east and west limits and along the independent EBL alignment as a result of revisions to the highway engineering design and safety standards that were developed since the 1996/1997 ESRs. This will accommodate a 30 m median and flatter side slopes. In addition, the decision to provide a minimum right-of-way width of 110 m ensures a consistent corridor width for Highway 11/17 between Thunder Bay and Nipigon. The four-lane alignment identified in the 1997 EA Approved Plan was reviewed to ensure the proposed highway alignment met current engineering standards while minimizing / avoiding updated environmental constraints.

The new four-lane facility will utilize the existing Highway 11/17 WBLs and construct new EBLs to the south of the existing highway.

The evaluation that took place in this study was on the EBLs. Two EBL alternatives were carried forward for evaluation. For the WBLs there are no significant changes being considered from the EA Approved Alignment except for two locations where that include minor realignments to improve the curve radius. Both alternatives being evaluated have the same WBL alignment.

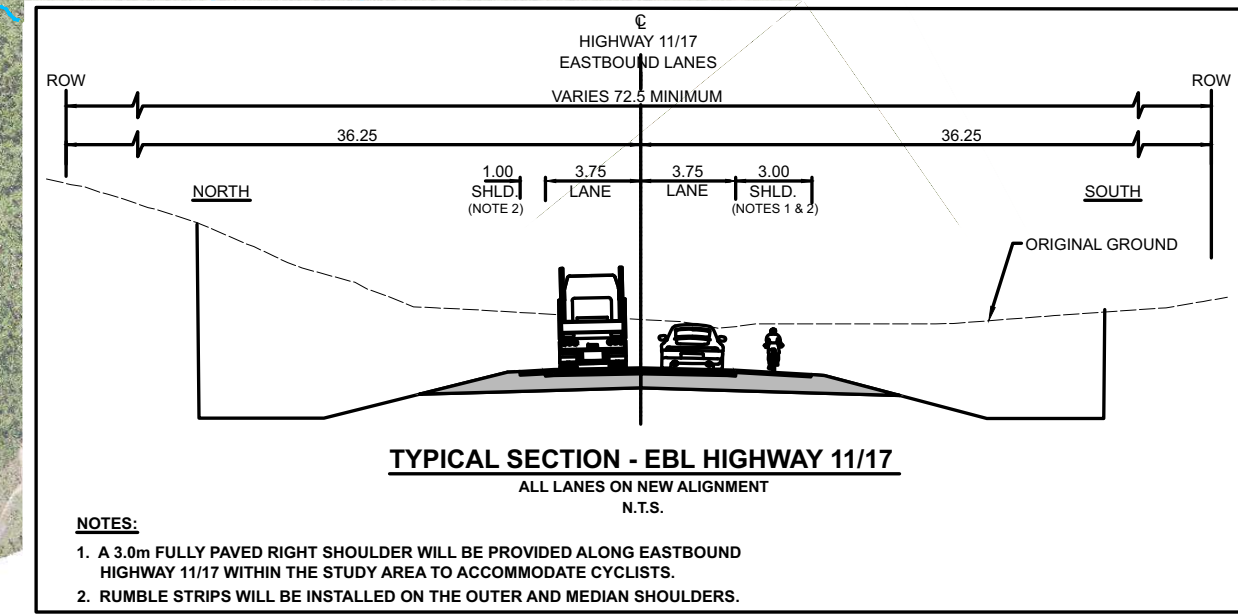
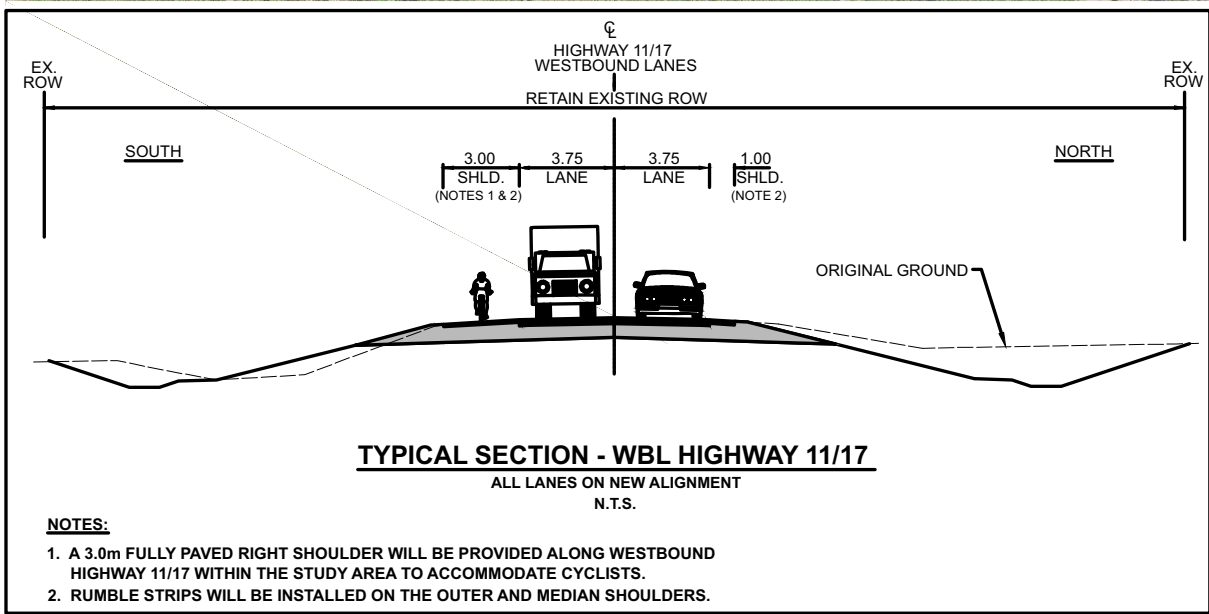
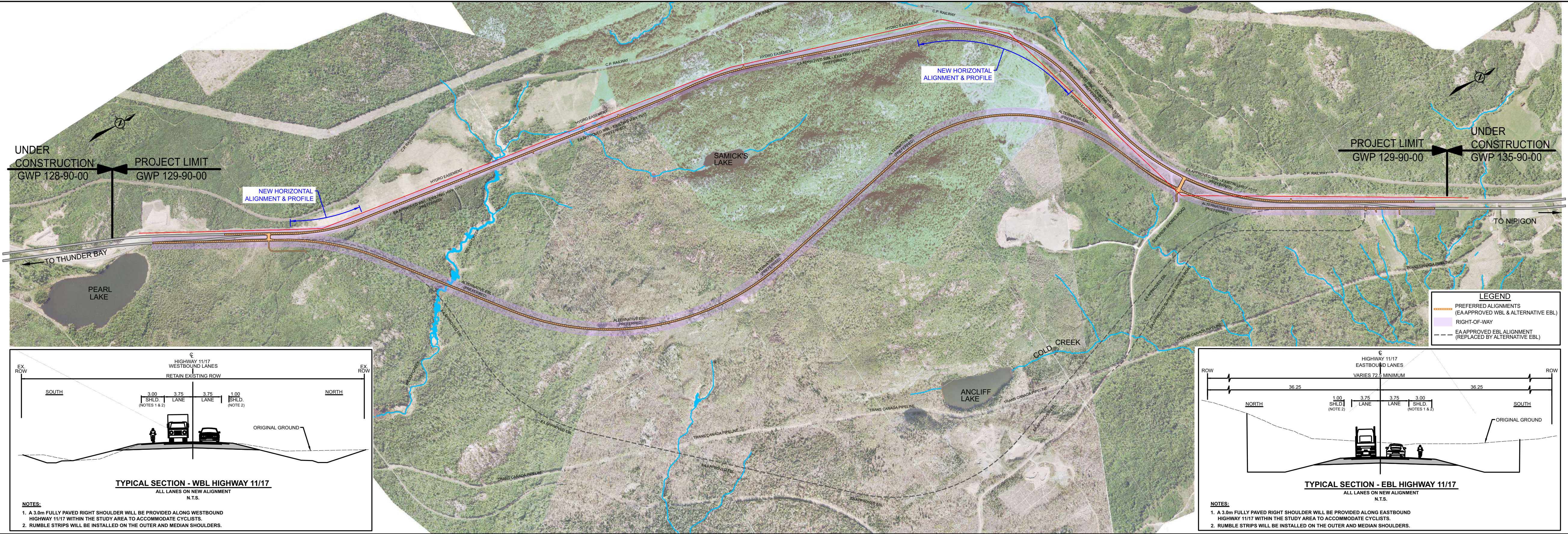




Highway 11/7 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet Class Environmental Assessment for Provincial Transportation Facilities Group 'B' Project Ministry of Transportation Northwestern Region

Highway EA 1997 Approved Alignments





**Highway 11/7 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet Class Environmental Assessment for Provincial Transportation Facilities Group 'B' Project Ministry of Transportation Northwestern Region**

**Highway Alignment Alternative #1 Revised Eastbound Highway Alignment**



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## 4.1 EVALUATION CRITERIA

**Exhibit 4-3** outlines the list of evaluation criteria that were considered in the evaluation of the EBL EA Approved Alignment and EBL Alignment Alternative #1.

### **Exhibit 4-3 Evaluation Criteria**

<b>Factor</b>	<b>Indicator</b>
<b>Natural Environment</b>	<ul style="list-style-type: none"><li>• Extent of Natural Habitat Fragmentation</li><li>• Extent of Impacts to Natural Features</li><li>• Extent of Vegetation Community Removal</li><li>• Potential Impacts to Wildlife and Wildlife Habitat</li><li>• Impact to Fish and Aquatic Resources</li><li>• Impacts to Climate Change</li></ul>
<b>Socio-Economic and Cultural Environment</b>	<ul style="list-style-type: none"><li>• Property</li><li>• Noise</li><li>• Archaeological Resources</li></ul>
<b>Transportation and Engineering</b>	<ul style="list-style-type: none"><li>• Flexibility to Accommodate Municipal Road Connections</li><li>• Highway Geometrics</li><li>• Intersection Spacing</li><li>• Flexibility to Accommodate Future Interchanges</li><li>• Complexity and Difficulty of Construction</li><li>• Geotechnical Suitability</li><li>• Impacts to Utilities</li><li>• Structures</li><li>• Future Maintenance</li></ul>
<b>Cost</b>	<ul style="list-style-type: none"><li>• Construction Cost</li><li>• Utility Relocation Cost</li><li>• Property Requirement Cost</li></ul>

## 4.2 ANALYSIS AND EVALUATION OF EBL ALIGNMENTS

Exhibit 4-4 summarizes the analysis and evaluation of these alternative alignments.

### Exhibit 4-4 Analysis and Evaluation of EBL EA Approved Alignment & EBL Alignment Alternative #1

Factor	EA Approved Alignment	Alignment Alternative #1
<b>Natural Environment</b>	<ul style="list-style-type: none"> <li>× Impacts on the fish and fish habitat in Welch Creek as well as an additional two watercourse crossings (unnamed tributaries)</li> <li>× Vegetation removal is required; route is 0.5 km longer than Alternative #1 so more vegetation to be removed overall</li> <li>× Will impact wetland features to be verified during field investigations and mitigation determined</li> <li>× It is approximately 0.5 km longer than Alternative #1 which will result in increased greenhouse gas emissions</li> </ul>	<ul style="list-style-type: none"> <li>× Impacts on the fish and fish habitat in Welch Creek, no other watercourses being impacted</li> <li>× Vegetation removal is required; however, fewer removals overall compared to the EA Approved Alignment</li> <li>× Will impact a low-lying wetland feature. Impacts will be verified during field investigations and mitigation determined</li> <li>✓ It is approximately 0.5 km shorter than EA Approved Alignment which will result in the reduction of greenhouse gas emissions compared to the EA Approved Alignment</li> </ul>
		<b>Alignment Alternative #1 is preferred from a Natural Environment perspective.</b>
<b>Socio-Economic &amp; Cultural Environment</b>	<ul style="list-style-type: none"> <li>× Will impact access (Superior Shores Road) and bisects a licensed aggregate source</li> <li>✓ No significant noise impacts</li> <li>× Archaeology potential is associated as Stage 2 Archaeology Assessment work is required</li> </ul>	<ul style="list-style-type: none"> <li>✓ Will impact access (Superior Shores Road), the number of impacted properties and area is significantly less</li> <li>✓ No significant noise impacts</li> <li>× Archaeology potential is associated as Stage 2 Archaeology Assessment work is required</li> </ul>
		<b>Alignment Alternative #1 is preferred from a Socio-Economic perspective.</b>

<b>Transportation / Engineering</b>	<ul style="list-style-type: none"> <li>✗ Requires a 1.9 km realignment of the Superior Shores Road</li> <li>✗ Has two median cross-overs near the east and west limit</li> <li>✗ The EA EBL Alignment crosses the TC Energy Pipeline twice</li> <li>✗ Additional crossing of Welch Creek is required</li> <li>✗ Maintenance for the EA Alignment is approximately 0.5 km longer than Alignment Alternative #1</li> </ul>	<ul style="list-style-type: none"> <li>✓ Requires only a 0.2 km realignment of Superior Shores Road</li> <li>✓ Has slightly less distance between two median cross-overs near the east and west limit</li> <li>✗ The Alignment Alternative #1 requires some very deep rock cuts and very high rock fills</li> <li>✓ Does not cross the TC Energy Pipeline</li> <li>✗ Additional crossing of Welch Creek is required</li> <li>✓ Maintenance for the Alignment Alternative #1 is approximately 0.5 km shorter than the EA Alignment</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>✓ Construction Cost (major items only), Utility Relocation Costs &amp; Property Requirement Costs are slightly less than the Alignment Alternative #1</li> </ul>	<ul style="list-style-type: none"> <li>✗ Construction Cost (major items only), Utility Relocation Costs &amp; Property Requirement Costs are slightly more than the EA Alignment</li> </ul>
	<p><b>The EA Approved Alignment is preferred from a Cost perspective.</b></p>	<p><b>Alignment Alternative #1 is preferred from a Transportation perspective.</b></p>

Based on the above EBL Alignment Alternative #1 is preferred.

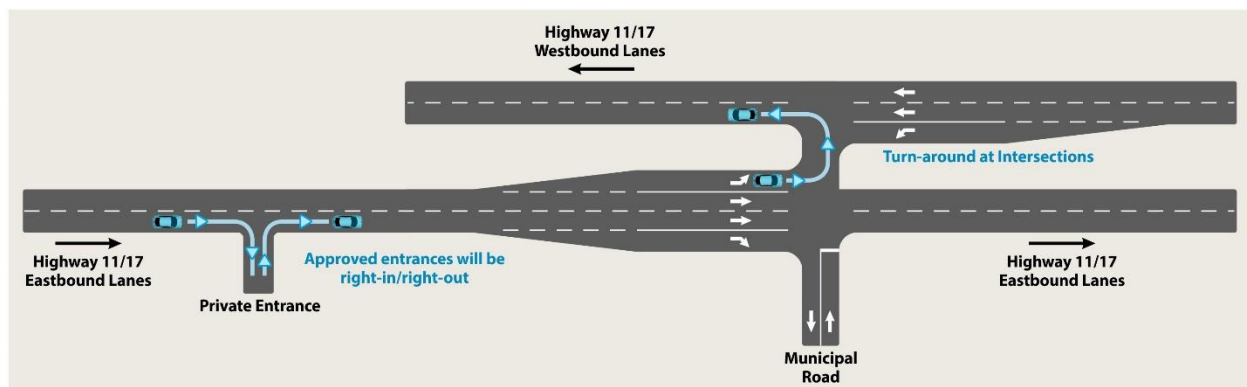
### 4.3 REVIEW OF PUBLIC ACCESS LOCATIONS

Public access locations identified in the 1997 EA Approved Plan were reviewed in consideration of the existing and planned development (e.g. local official plans, strategic plan, developments underway, etc.), and MTO's roadway use and highway access management. The new four-lane divided Highway 11/17 was designated as a Controlled Access Highway in 2003; as a result, the number of direct accesses to Highway 11/17 will be limited. Public road access will depend on the needs of the community in consideration to adjacent development / land use, and MTO's Controlled Highway Access Criteria that requires 3 km to 8 km between accesses. The new re-alignment for the Superior Shores Road will provide a 90 degree intersection to Highway 11/17.

Under the Preferred Alignment, Superior Shores Road will remain on its current alignment and provide full access to both EB and WB lanes. In order to maintain access at Superior Shores Road, the entrance will be moved approximately 75 metres to the east with a crossover at that location.

As a result of the introduced median along the divided highway, property access will be limited to right-in right-out movements from driveways, unless located at a municipal road intersection. Appropriate signage will be in place to identify one-way traffic only. Access to the opposite direction is at the nearest downstream intersection. **Exhibit 4-5** depicts the proposed entrance modifications.

#### Exhibit 4-5 Entrance Modification



**Exhibit 4-6** depicts the map of the realigned Superior Shores Road and relocation of the entrance.

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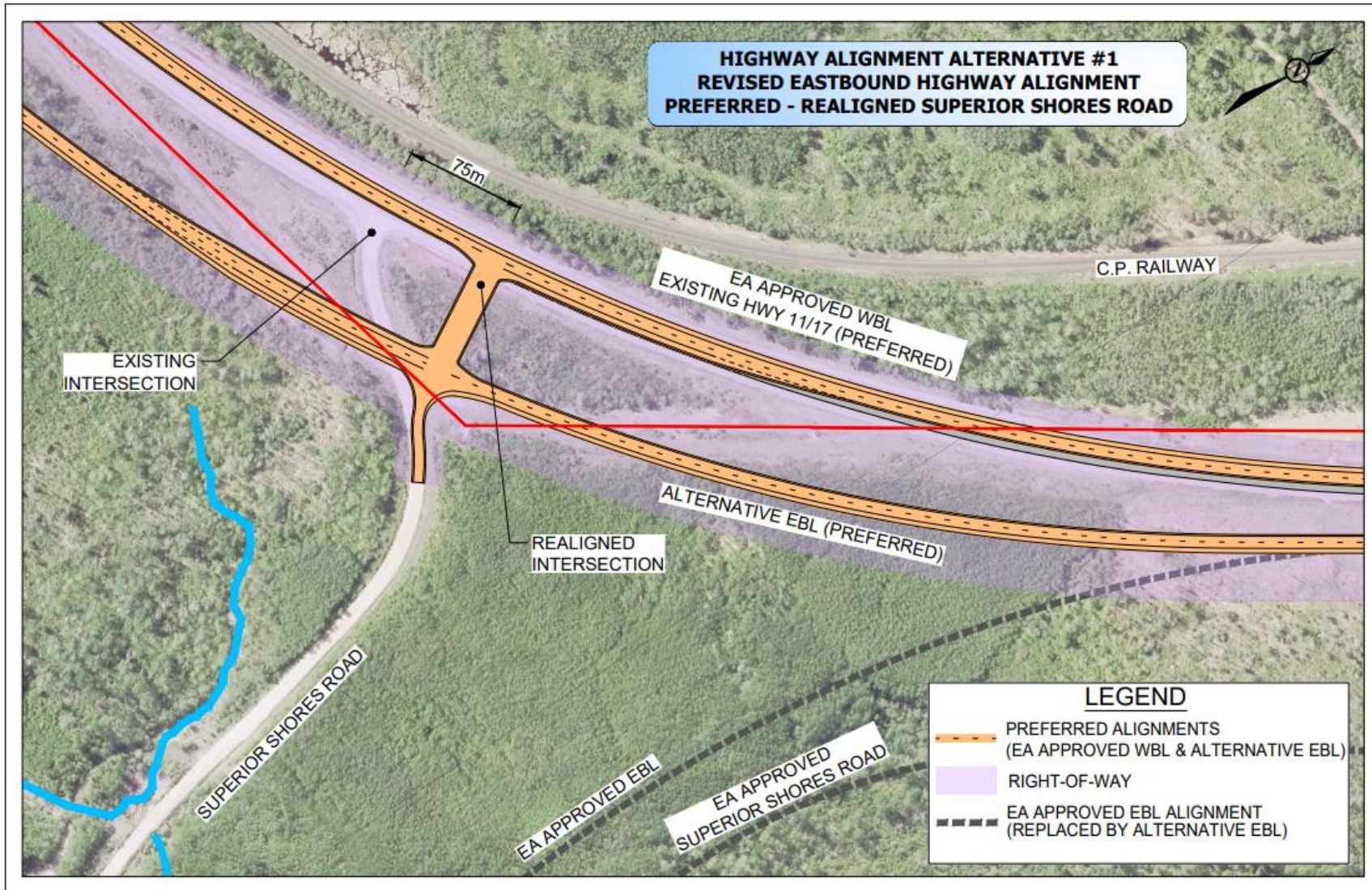
## 4.4 CONSTRUCTION STAGING AND TRAFFIC MANAGEMENT

Construction is anticipated to occur over four (4) years. No detours will be required during construction. One lane in each direction will be maintained at all times and access to sideroads, intersections and entrances will be maintained throughout the duration of construction.

Stakeholders and emergency service providers will be advised two (2) weeks in advance of any changes to traffic flow and/or construction schedule.



**Exhibit 4-6 Proposed Public Access Location at Superior Shores Road**





## 5 CONSULTATION / ENGAGEMENT

An extensive stakeholder engagement program was completed throughout the study process. A study mailing list was developed at the onset of the project and updated throughout the study. The mailing list comprised of local Member of Provincial Parliament (MPP), external government agencies, local municipalities, local emergency service providers, local school boards, utilities, Indigenous communities, local interest groups, adjacent property owners, potentially impacted property owners, and residents.

The Project Team directly engaged the contacts on the mailing list via mail, email, phone, or fax; a project website ([www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca)); local newspaper advertisements (i.e. Nipigon Red Rock Gazette and Thunder Bay Chronical Journal) ; and meetings with the Municipality of Shuniah.

Two Public Information Centres (PICs) were held during the study and a summary of the two consultation events are available in **Section 5.5.2** and **5.5.3**.

This section provides details of the engagement that was undertaken during the study.

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### 5.1 IMPACTED PROPERTY OWNERS

MTO contacted impacted property owners at key milestones on an individual basis to discuss the highway alignment alternatives, and the potential impacts to their property.

Notification letters were mailed and emailed to property owners to provide an opportunity to meet with the Project Team to discuss the changes. The Project Team will continue to correspond with the property owners to respond to their comments or concerns during the Design Build Ready phase.

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### 5.2 EXTERNAL AGENCY CONSULTATION

The following external agencies were consulted as part of this study:

#### **Federal Government Agencies**

- Fisheries and Oceans Canada
- Environmental and Climate Change Canada
- Transport Canada
- CN Rail

- CP Rail
- MHBC (On behalf of TransCanada PipeLines Limited)

### **Provincial Government Agencies**

- Infrastructure Ontario
- Ministry of Agriculture, Food & Rural Affairs
- Ministry of the Environment Conservation, and Parks (MECP)
- Ontario Parks
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources and Forestry (MNRF)
- Ministry of Northern Development
- Ministry of Mines
- Ministry of Solicitor General
- Ministry of Citizenship and Multiculturalism (MCM)
- Ontario Heritage Trust
- Superior North Community Futures Development Corporation
- Lakehead Region Conservation Authority (LRCA)

### **Municipal / Emergency Services / District School Boards**

- Municipality of Shuniah
- The District of Thunder Bay Social Services Administration Board
- Shuniah Police Services Board
- Municipality of Shuniah – Fire Department
- Superior North Emergency Medical Service
- Ontario Provincial Police
- OPP Thunder Bay Detachment
- Lakehead University
- Lakehead District School Board
- Thunder Bay Catholic District School Board
- Academy of Learning Career College,
- Transport Training Centres of Canada
- Confederation College
- Student Transportation Services of Thunder Bay
- District Catholique des Aurores Boréales
- East of Thunder Bay Transportation Consortium
- Conseil Scolaire de District Du Grand Nord
- Conseil Scolaire de District Catholique Des Aurores Boreales
- Superior Greenstone District School Board

## Utilities

- Bell Canada
- Hydro One Networks Inc.
- Hydro One Real Estate Management
- Hydro One Distribution
- TC Energy (Formerly TransCanada Pipelines)

## Potentially Interested Stakeholder / Interest Groups

- Eagle Canyon Adventures Inc.
- Pye Brothers Fuels Ltd.
- Mikus Fuels-Shell Canada
- Wolf River Park
- The Voyageur Trail Association
- Thunder Bay KOA
- Dorion Bible Camp and Conference Centre
- North of Superior Tourism Association
- Thunder Bay Cycling Club
- Kamview Nordic Centre
- Trans Canada Trails Ontario
- Thunder Bay Hiking Association
- Thunder Bay District Fish & Game Association
- North Shore Steelhead Association
- Thunder Bay Adventure Trails
- Thunder Bay Field Naturalists
- Ontario Federation of Snowmobile Clubs
- Ontario Trucking Association
- The Alpine Club of Canada
- Superior Shores RV Park

A summary of external agency participation that occurred during the study is included below. Relevant external agency correspondence is provided in **Appendix B**.

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## 5.3 UTILITIES CONSULTATION

The Notice of Study Commencement, Notice of PIC #1 and PIC #2 were e-mailed and/or mailed on August 3<sup>rd</sup>, 2018, July 14<sup>th</sup>, 2021, and September 14<sup>th</sup>, 2022 to the utility companies listed in **Section 5.2**, respectively.

Relocation of utilities are being discussed with Hydro One and Bell Canada, as required. The utility relocations will be completed in advance of construction.

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## 5.4 MUNICIPALITY OF SHUNIAH CONSULTATION

The Project Team consulted with the Municipality of Shuniah throughout the study. The Project Team met with the Municipality of Shuniah during the study's initiation on August 15<sup>th</sup>, 2018 to introduce the project.

The Project Team presented the display materials for PIC #1 to the Municipality of Shuniah Council prior to PIC #1, on September 14<sup>th</sup>, 2021. The presentation provided an outline of the study process, shared the existing environmental conditions, and discussed the next steps.

Municipal staff also asked how the affected properties will have access to the four-laning highway. It was noted that there were several entrances on the existing highway and the Project Team would be reviewing these entrances. Any permitted entrances or accesses would be right-in right-out only.

Another issue raised by municipal staff concerned the standard distance between the emergency turnarounds. It was noted by the Project Team that there was no documented standard distance between emergency turnarounds. In this corridor, the spacing has typically varied from 1.5 km to 5 km. With the EA EBL alignment, the distance between cross-over points was 7.2 km, while the Alternative EBL alignment's the distance between cross-over points was 5.6 km. This proved to be a critical a factor in the evaluation of the alternatives.

The Project Team presented the proposed plans to the Municipality of Shuniah Council in advance of the second PIC on September 13<sup>th</sup>, 2022. The presentation provided a project update and identified the preferred highway alignment alternative.

Municipal staff noted that the blasting work in adjacent construction projects appeared to have far reaching impacts on wells and the water well survey prior to construction should go a considerable distance beyond the limits of construction. MTO to discuss construction impacts from blasting on wells with construction staff to determine appropriate distance for well survey.

Relevant external agency correspondence is provided in **Appendix B**.

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## 5.5 PUBLIC CONSULTATION

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### 5.5.1 STUDY COMMENCEMENT

Study commencement notification letters were distributed on August 3<sup>rd</sup>, 2018 by mail and email to federal and provincial government agencies, elected officials, Indigenous communities, local municipalities/townships, potentially impacted and adjacent property owners, emergency service providers, utility service providers, schoolboards, and interested stakeholder groups/organizations. MTO notified the local MPP of the study commencement in August 2018.

The project website ([www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca)) was launched in 2018 to coincide with the Study Commencement, and has remained active with regular updates occurring throughout the course of the study. An Ontario Government Notice (OGN) was published in *The Chronicle-Journal* and *Nipigon-Red Rock Gazette* on August 7<sup>th</sup>, 2018 to provide others an opportunity to comment on the project that weren't on the original project mailing list. Additionally, the Study Commencement OGN was distributed to all residents and property owners within the vicinity of the study area. All contacts were provided with a comment form in which they could provide comments. Additional forms enabled comments on the project website ([www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca)). Copies of the newspaper notices are included in **Appendix A**. Relevant external agency correspondence is provided in **Appendix B**.

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### 5.5.2 PUBLIC INFORMATION CENTRE #1

Individuals and groups that expressed an interest in the project were either confirmed on or added to the study mailing list following study commencement and were notified of PIC #1. Due to the on-going global pandemic, the first PIC was held virtually via the project website ([www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca)). The purpose of PIC #1 was to provide an opportunity for attendees to review updated existing environmental conditions and to comment on the proposed changes to the Preliminary Design that was identified in the 1997 ESR. Copies of PIC #1 notification materials are included in **Appendix A**.

The local MPP was notified of the PIC through MTO's internal circulation process. Notification letters were distributed by direct mail or emailed to contacts on the study mailing list on July 14<sup>th</sup>, 2021, including federal and provincial government agencies, local municipalities, potentially impacted and adjacent property owners, emergency service providers, utility service providers, schoolboards, and interested stakeholders. Indigenous communities were notified of

PIC #1 through MTO's circulation process on July 15<sup>th</sup>, 2021. A copy of the Indigenous Communities letter can be found in **Appendix A**.

The Notice of the PIC #1 was also distributed to the property owners within the vicinity of the study area on July 14<sup>th</sup>, 2021. The list of property owners was provided by MTO.

A Notice of the PIC #1 was also published through local newspapers, as follows:

- *Thunder Bay Chronicle Journal – Saturday July 17, 2021*
- *Nipigon- Red Rock Gazette – Tuesday July 20, 2021*

A copy of the newspaper notices is included in **Appendix A**.

Interested persons were encouraged to submit their comments via mail or email to the Consultant Project Manager or MTO Project Manager. Alternatively, they were provided with the opportunity to complete a web contact form on the project website. The formal comment period occurred between July 20<sup>th</sup>, 2021 and August 6<sup>th</sup>, 2021.

As of August 17<sup>th</sup>, 2021, the Project Team received five (5) comments through email. Each of the five (5) comments were from agencies. The comments were received from Ministry of Citizenship and Multiculturalism (MCM, formerly MTCS), Lakehead Region Conservation Authority (LRCA), Ministry of Natural Resources and Forestry (MNRF), Hydro One Networks Inc. (HONI), and Infrastructure Ontario (IO). All agency and public comments gathered throughout the study are summarized in **Appendix B**.

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### 5.5.3 PUBLIC INFORMATION CENTRE #2

The second PIC for this study was held virtually via the project website ([www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca)) and in a consistent format with PIC #1. The purpose of PIC #2 was to provide information on the analysis and evaluation of alternatives, the preferred highway alignment and anticipated environmental effects, and proposed mitigation strategies. Copies of PIC #2 notification materials are included in **Appendix A**.

The local MPP was notified of the PIC through MTO's internal circulation process. Notification letters were distributed by direct mail or e-mailed to contacts on the study mailing list on September 14<sup>th</sup>, 2022, including federal and provincial government agencies, local municipalities, potentially impacted property owners, adjacent property owners, emergency service providers, utility service providers, school boards, and interested stakeholder groups/organizations. Indigenous communities were provided with the PIC notice through MTO's circulation process on September 14<sup>th</sup>, 2022. A copy of the Indigenous Communities letter can be found in **Appendix A**.

The Notice of the PIC #2 was also distributed to the property owners within the vicinity of the study area on September 14<sup>th</sup>, 2022.

A Notice of the PIC #2 was also published through local newspapers, as follows:

- *The Chronicle Journal – Saturday September 17, 2022*
- *Nipigon- Red Rock Gazette – Tuesday September 20, 2022*

A copy of the newspaper notices is included in **Appendix A**.

The formal comment period occurred between September 20<sup>th</sup>, 2022 and October 20<sup>th</sup>, 2022.

As of November 3<sup>rd</sup>, 2022 the Project Team received twelve (12) comments through email, project comment form and a phone call. Four (4) comments were received from agencies (two comments from Hydro One Networks Inc., Infrastructure Ontario, Lakehead Region Conservation Authority); two (2) comments from Indigenous communities (Métis Nation Ontario and Red Sky Métis Independent Nation); five (5) comments from residents; and one (1) comment from a stakeholder group (Thunder Bay Field Naturalists).

The Project Team also received several comments from local residents requesting that access at Superior Shores Road be provided. The Project Team responded that access would be maintained at Superior Shores Road and the entrance will be moved approximately 75 metres to the east with the addition of a crossover at that location.

A concern was received from stakeholders regarding the potential impacts Northern Brook Lamprey in Welch Creek. The Project Team responded that mandated erosion and sediment mitigation measures, especially around Welch Creek, would be undertaken during construction.

Relocation of utilities will be coordinated with the affected utilities and completed prior to construction.

Agency and public comments gathered throughout the study are summarized in **Appendix B**.



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## 5.6 INDIGENOUS COMMUNITY ENGAGEMENT

Indigenous Communities were contacted by the Project Team at key engagement milestones throughout the study process, including the Study Commencement on August 3<sup>rd</sup>, 2018, the Notice of PIC #1 on July 15<sup>th</sup>, 2021 and the Notice of PIC #2 on October 19<sup>th</sup>, 2022. MTO also provided direct advance notice by email to Red Rock Indian Band on October 6<sup>th</sup>, 2022 and Fort William First Nation on September 8<sup>th</sup>, 2022, the two most proximal First Nations, to advise of upcoming PIC #2 opportunities. Direct notice of the PIC #2 notification was also provided by email to the Métis Nation of Ontario on February 22<sup>nd</sup>, 2023.

### Indigenous Communities

- Fort William First Nation
- Red Rock Indian Band
- Pays Plat First Nation
- Animbiigoo Zaagi'igan Anishinaabek
- Métis Nation of Ontario - Lands and Resources Consultation Branch
- Ginoogaming First Nation
- Netmizaaggamig Nishnaabeg
- Whitestand First Nation
- Nokiiwin Tribal Council
- Anishinabek Nation
- Redsky Métis Independent Nation
- Biinjitiwaabik Zaaging Anishinaabek First Nation (Rocky Bay)
- Bingwi Neyaashi Anishinaabek (Sand Point)
- Biigtigong Nishnaabeg
- Michipicoten First Nation
- Long Lake No. 58 First Nation
- Gull Bay First Nation / Kiashke Zaaging Anishinaabek

No comments were received from Indigenous communities at the study commencement and PIC #1. Following the PIC #2, two (2) comments were received from Métis Nation Ontario (MNO) and Red Sky Métis Independent Nation (RSMIN).

The Project Team also presented the PIC #2 materials to the MNO on December 7<sup>th</sup>, 2022. The presentation provided a project update and presented the preferred alternative.

The following items were raised and to be considered as a commitment:

- Further engagement with Métis Nation Ontario is required once 2023 field investigations have been undertaken and some additional design aspects begin to get covered off; this would be mid to late 2023 and closer to when a 3rd public information centre for the projects is approaching in the schedule.
- Any further information that could be provided at that time regarding drilling, blasting, PAG (Potentially Acid Generating) / NAG (Non Acid Generating) rock / quantities.
- The Project Team acknowledged their concern regarding the rich traditional and cultural history in that area and will ensure the Red Sky Métis Independent Nation is kept informed in the event of any archaeological discoveries on the site.

MTO will continue to consult with Indigenous Communities in subsequent design stages. All Indigenous Community comments gathered throughout the study are summarized in **Exhibit 5-1**.

### Exhibit 5-1 Summary of Indigenous Communities Correspondence

Agency/Participant	Comment Received	Action Taken / Response
Metis Nation Ontario	<p>Comment received via project Comment form on September 28, 2022:</p> <ul style="list-style-type: none"> <li>• Noted its about time to finish this project from Thunder Bay to Nipigon.</li> <li>• Noted that the EA and protection of endangered and threatened species must be addressed in a timely manner. The quality of the work needs to match what has already taken place.</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team noted this project is following the approved environmental planning process for Group 'B' projects under the <i>Class Environmental Assessment for Provincial Transportation Facilities</i> (2000) as was done for the other four-laned sections of Highway 11/17 between Thunder Bay and Nipigon.</li> <li>• Acknowledged the concern regarding the protection of endangered and threatened species and that they can be assured that appropriate measures will be undertaken to mitigate potential negative impacts.</li> </ul>
Métis Nation Ontario	MNO/MTO meeting on December 7, 2022	<ul style="list-style-type: none"> <li>• MTO to send MNO representative copies of the existing environment maps for both projects (GWP 129-</li> </ul>

Agency/Participant	Comment Received	Action Taken / Response
		<p>90-00 &amp; GWP 138-90-00) by mail to the address provided by the representative</p> <ul style="list-style-type: none"> <li>• MTO to conduct further engagement with MNO once 2023 field investigations have been undertaken and some additional design aspects begin to get addressed; This will occur in mid-to-late 2023 and just prior to the scheduling of a third PIC. In particular, MNO's interests will involve: <ul style="list-style-type: none"> <li>○ Follow-up discussion on species at risk, species occurrences and associated project considerations related to the natural environment</li> <li>○ Additional information that could be provided at that time re: drilling, blasting, PAG / NAG rock / quantities</li> <li>○ Ensuring that MNO is on MTO's radar for key issues moving forward.</li> </ul> </li> </ul>
<p>Red Sky Métis Independent Nation</p>	<p>Comment received via email on November 3, 2022:</p> <ul style="list-style-type: none"> <li>• Noted the RSMIN community does not have concerns regarding their Indigenous or Treaty Rights for the proposed project.</li> <li>• Further noted Red Sky Métis Independent Nation has a rich traditional and cultural history in that area, and in fact have had archaeological discoveries within the</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team acknowledged their concern regarding the rich traditional and cultural history in that area and will ensure the Red Sky Métis Independent Nation is kept informed in the event of any archaeological discoveries on the site.</li> <li>• The Project Team confirmed that they are on the study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>

Agency/Participant	Comment Received	Action Taken / Response
	<p>project area. Therefore, in the event of any further archaeological discoveries on the site, RSMIN would need to be notified as soon as possible.</p> <ul style="list-style-type: none"> <li>• Requested that the site be properly cleaned of any waste and garbage.</li> </ul>	



## 6 PREFERRED PLAN

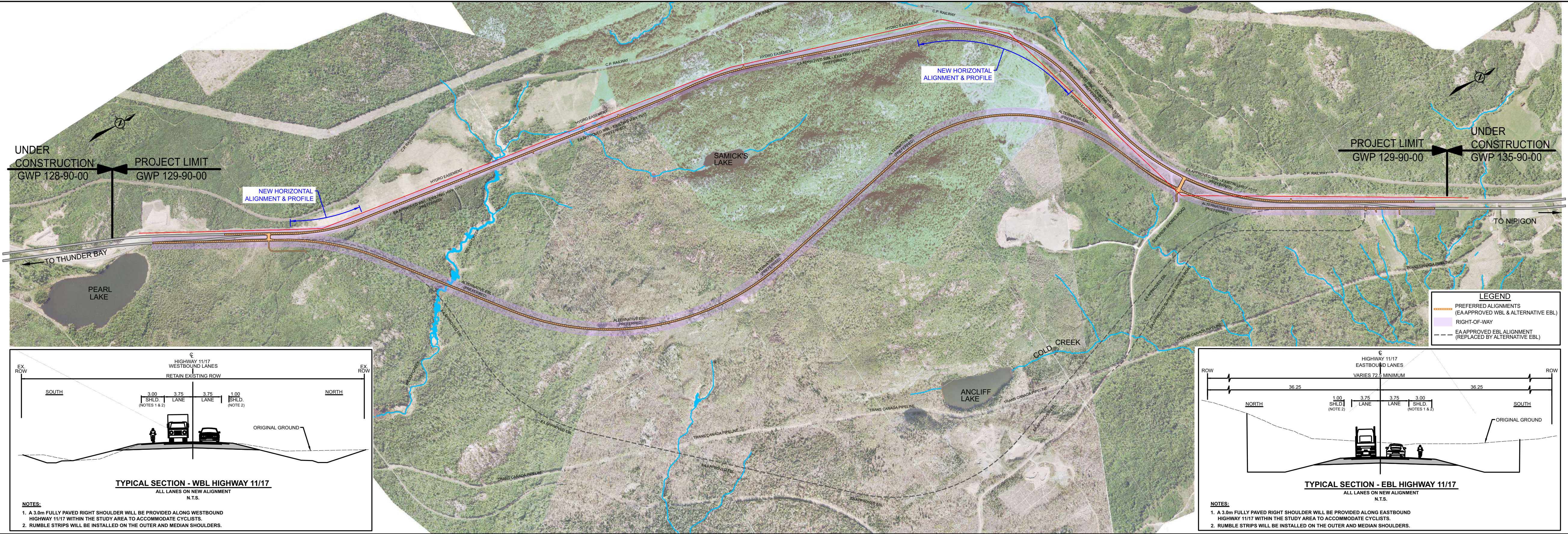
Based on the review and analysis of factors that have been considered in the evaluation of the EBL EA Approved alignment and EBL Alignment Alternative #1 options, the Preferred Alternative is the EBL Alignment Alternative #1. The Preferred Plan is shown in **Exhibit 6-1** and includes the following elements:

- Twinning some areas of the existing highway at the east and west limits of the project with a 30 m median;
- Modifying the alignment for the EBLs up to 1.2 km south of the existing highway;
- Providing connection to the new four-lane highway at Superior Shores Road;
- Rehabilitating and improving WBL, including two locations where minor realignments will improve the curve radius; and
- Securing all the necessary environmental approvals for construction.

The preferred plan balances short-term and long-term access needs for the adjacent existing and planned development. The new four-lane divided facility is designated as a Controlled Access Highway to ensure its safety and operability. Public access to Superior Shores Road will be maintained and moved approximately 75 metres to the east with the addition of a crossover. The new re-alignment for the Superior Shores Road will provide a 90-degree intersection to Highway 11/17.

Further refinements to the property requirements may be required as MTO advances the grading design as part of Design Build, gathers more detailed soils information and undertakes legal surveys of the various parcels.





**Highway 11/7 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet**  
**Class Environmental Assessment for Provincial Transportation Facilities Group 'B' Project**  
**Ministry of Transportation Northwestern Region**

**Preferred Plan**

**EXHIBIT**  
**6-1**



# 7 ENVIRONMENTAL EFFECTS AND PROPOSED MITIGATION

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## 7.1 SUMMARY OF ENVIRONMENTAL CONCERNS AND PROPOSED MITIGATION

This section focuses on the direct and indirect potential environmental effects to the existing environmental, socio-economic and cultural features and sensitivities in the study area associated with the Preferred Plan (**Exhibit 6-1**).

Detailed environmental field reviews of the Preferred Plan will continue further into the next design phase to confirm the following potential impacts and mitigation requirements in **Exhibit 7-1**.

The highway alignment revisions, public access modifications, and proposed increase in right-of-way width resulting from revised highway engineering guidelines allows for an overall improvement to traffic and road safety.

The approved mitigation strategies and commitments outlined in the 1996/1997 ESRs will be carried forward to the Detail Design and construction phases for this project.



## Exhibit 7-1 Summary of Environmental Concerns and Proposed Mitigation

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
1.0	<b>Vegetation &amp; Wildlife</b> <ul style="list-style-type: none"> <li>Specific natural environment impacts</li> <li>Vegetation removals</li> </ul>	MNRF	1.1	<ul style="list-style-type: none"> <li>Specific natural environment impacts will be determined once the detail design plan is developed. Further mitigation measures will be confirmed during the Design Build Phase.</li> </ul>
			1.2	<ul style="list-style-type: none"> <li>Vegetation removals will be minimized and the boundary for vegetation removals will be clearly marked in the field prior to clearing to protect trees not slated for removal.</li> </ul>
			1.3	<ul style="list-style-type: none"> <li>Appropriate timing constraints will be applied to vegetation removals to protect migratory birds and other wildlife, including Species at Risk (e.g. bats).</li> </ul>
			1.4	<ul style="list-style-type: none"> <li>Vegetation will be cleared to improve driver sightlines and visibility.</li> </ul>
			1.5	<ul style="list-style-type: none"> <li>Temporary erosion and sediment control measures will be installed in sensitive areas prior to and maintained during construction.</li> </ul>
2.0	<b>Fish and Fish Habitat</b> <ul style="list-style-type: none"> <li>Specific fish and fish habitat impacts</li> </ul>	MNRF DFO	2.1	<ul style="list-style-type: none"> <li>Specific fish and fish habitat impacts will be determined once the detail design plan is developed. Further mitigation measures will be confirmed during the Design Build Phase.</li> </ul>
			2.2	<ul style="list-style-type: none"> <li>The crossing of Welch Creek will be designed to provide passage for Brook Trout (confirmed upstream and downstream of existing highway); specific attention to modelled velocities for the crossing will ensure fish passage is maintained.</li> </ul>
			2.3	<ul style="list-style-type: none"> <li>If the new crossing is a culvert, it will be sized such that velocities will maintain fish passage for Brook Trout and be embedded with substrates sized to</li> </ul>

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
				<p>stay in place for all expected flow events to provide fish habitat and low flow passage through the crossing.</p>
			2.4	<ul style="list-style-type: none"> <li>The new culvert will transition smoothly with the upstream and downstream channel sections to avoid creation of knick points and barriers to fish movement.</li> </ul>
			2.5	<ul style="list-style-type: none"> <li>All in-water work will be completed during the appropriate timing window and during the low flow period to protect fish.</li> </ul>
			2.6	<ul style="list-style-type: none"> <li>Any temporary stockpiled soil, debris or other excess materials, and any construction-related materials will be properly contained (e.g. within silt fencing) in areas at least 30 m from the watercourses.</li> </ul>
			2.7	<ul style="list-style-type: none"> <li>Sensitive areas (e.g. banks) disturbed by construction will be stabilized to prevent erosion and/or sedimentation.</li> </ul>
3.0	<b>Property</b> <ul style="list-style-type: none"> <li>Potential impacts on the property owners</li> </ul>	MTO	3.1	<ul style="list-style-type: none"> <li>MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures.</li> </ul>
4.0	<b>Groundwater</b> <ul style="list-style-type: none"> <li>Potential impacts on the groundwater quantity and quality</li> </ul>	MECP	4.1	<ul style="list-style-type: none"> <li>All necessary water-taking permit(s), if required will be obtained from the Ministry of Environment, Conservation and Parks (MECP) prior to start of construction.</li> </ul>
			4.2	<ul style="list-style-type: none"> <li>Water well surveys will be completed prior to and during construction to establish baseline water quality and quantities, as required.</li> </ul>

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
5.0	<b>Archaeological Resources</b> <ul style="list-style-type: none"> <li>Archaeological potential for property that did not receive the PTE</li> </ul>	MCM	5.1	<ul style="list-style-type: none"> <li>A Stage 2 Archaeological Assessment (AA) was completed for the Preferred Alignment in Fall 2022.</li> </ul>
			5.2	<ul style="list-style-type: none"> <li>All impacted areas will be environmentally cleared of archaeological potential prior to the start of construction. Archaeological values will be confirmed for property that did not receive the Permission to Enter (PTE) before construction begins.</li> </ul>
			5.3	<ul style="list-style-type: none"> <li>Should previously undocumented archeological resources be discovered, they may be a new archeological site and therefore subject to Section 48(1) of the <i>Ontario Heritage Act</i>. In the event that human remains are encountered during construction, the Ministry of Citizenship and Multiculturalism (MCM) and the Registrar of the Cemeteries Branch of the Ministry of Government Services must be contacted immediately.</li> </ul>
			5.4	<ul style="list-style-type: none"> <li>If unmarked human remains are encountered, the provisions of the Ontario Cemeteries Act apply. Construction activities in the area should cease and contact should be made with the Police, Regional Archaeology Review Officer of the Ministry of Citizenship and Multiculturalism (MCM) and the Cemeteries Regulation Unit of the Ministry of Consumer Services.</li> </ul>
6.0	<b>Noise</b>	MTO	6.1	<ul style="list-style-type: none"> <li>A Noise Assessment is being completed in winter 2023 and will consider the technically preferred design for its future operation and construction noise impact in the noise sensitive areas.</li> </ul>



ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
	<ul style="list-style-type: none"> <li>Construction noise impact in the noise sensitive areas.</li> <li>Potential noise impact due to highway and freeway improvement projects</li> </ul>		6.2	<ul style="list-style-type: none"> <li>MTO's standard mitigation to control construction noise will be implemented during construction.</li> </ul>
			6.3	<ul style="list-style-type: none"> <li>Complaints received regarding construction noise will be investigated according to the provisions of MTO's Environmental Guide for Noise (2022).</li> </ul>
			6.4	<ul style="list-style-type: none"> <li>Where possible, the contractor will implement administrative controls such as maintaining setbacks from NSAs, plan activities considering timing constraints, or scheduling of specific construction activities to minimally disturb the NSAs.</li> </ul>
			6.5	<ul style="list-style-type: none"> <li>Where possible, major construction activities will be scheduled during daytime hours (i.e. 7:00 to 23:00), avoiding the nighttime period when within the Receptor Proximity Zone.</li> </ul>
			6.6	<ul style="list-style-type: none"> <li>Given that the MTO is exempt from the requirements of municipal noise-by-laws, the MTO will no longer be applying for these permits. The MTO recognizes the impacts that construction related noise can have on a community and will ensure clear and frequent communication with the municipality to work within the spirit of the municipal noise by-law. The Municipality of Shuniah's noise control by-law 2739-14 prohibits noise from construction work between the hours of 23:00 to 7:00, therefore, the following is recommended: <ul style="list-style-type: none"> <li>Avoid construction between the nighttime hours of 23:00 to 7:00 in the vicinity of the three receptors.</li> </ul> </li> </ul>

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
				<ul style="list-style-type: none"> <li>○ If construction during these hours cannot be avoided, then a continues noise monitoring program shall be implemented to monitor for exceedances at the identified NSAs when construction is occurring nearby.</li> </ul>
			6.7	<ul style="list-style-type: none"> <li>● The contractor will keep the idling of construction equipment to a minimum as necessary and will maintain equipment in good working order to reduce noise from construction activities.</li> </ul>
			6.8	<ul style="list-style-type: none"> <li>● Equipment manufacturer recommended noise mitigation measures will be installed on construction equipment and equipment be properly maintained.</li> </ul>
			6.9	<ul style="list-style-type: none"> <li>● Provide notification of the project prior to commencement of any work advising local residents and businesses of the project timeframe and that the project may create noise in the evening and/or night. Timing should be consistent with the timeline the local municipality would normally require in a noise bylaw exemption for a project of this scope/magnitude (typically 204 weeks prior to work commencing and 2-4 weeks prior to work recommencing each spring).</li> </ul>
			6.10	<ul style="list-style-type: none"> <li>● Provide a contact number to the local municipality for residents to call if they have any concerns or questions.</li> </ul>
			6.11	<ul style="list-style-type: none"> <li>● A construction noise complaint management process should be implemented with the following steps:</li> </ul>



ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
				<ul style="list-style-type: none"> <li>○ Maintain a record of all noise complaints including date, time, location and nature of complaint.</li> <li>○ All complaints should be investigated by a Qualified Noise and Vibration Specialist.</li> <li>○ Appropriate mitigation measures are to be implemented where it is technically, economically, and administratively feasible should the investigation of a complaint show exceedances are occurring at an NSA.</li> </ul>
7.0	<b>Utilities</b> <ul style="list-style-type: none"> <li>• Impacts on utilities</li> </ul>	MTO Utility Companies	7.1	<ul style="list-style-type: none"> <li>• Relocation of utilities are being discussed with Hydro One and Bell Canada, as required. The utility relocations will be completed in advance of construction.</li> </ul>
			7.2	<ul style="list-style-type: none"> <li>• Utility Companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake their work.</li> </ul>
8.0	<b>Engagement with Indigenous communities</b>	MTO	8.1	<ul style="list-style-type: none"> <li>• Further engagement with Métis Nation Ontario is required once 2023 field investigations have been undertaken and some additional design aspects begin to get covered off; this would be mid to late 2023 and closer to when a 3rd public information centre for the projects is approaching in the schedule.</li> </ul>
			8.2	<ul style="list-style-type: none"> <li>• Any further information that could be provided at that time regarding drilling, blasting, PAG / NAG rock / quantities will be provided.</li> </ul>

ID	Issues/Concerns	Concerned Agencies	ID	Recommended Mitigation Measures and Commitment to Future Works
			8.3	<ul style="list-style-type: none"> <li>The Project Team will ensure the Red Sky Métis Independent Nation is made aware of any archaeological discoveries on the site.</li> </ul>



## 8 NEXT STEPS

Following the public comment period for this ESR Addendum, comments and concerns will be addressed and the ESR will be cleared and given Environmental Clearance to proceed with utility relocation, right-of-way designation and property acquisition. This project will proceed to Detail Design, as outlined in the MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000), through the Design-Build Phase.

### Potential Changes during Design-Build Phase

During Design-Build phase, a Design and Construction Report (DCR) will be prepared to document how the commitments outlined in the ESR Addendum as well as the 1996 and 1997 ESRs are being addressed. Design features and refined environmental impact mitigation measures will be described in the DCR. There is a possibility that the final design plans may identify design modifications or refinements that could result in environmental benefits or impacts that may not have been anticipated or identified in this Addendum to both ESRs. Any design modifications or refinements to the final design plans and resultant environmental benefits or impacts will also be documented in the DCR.

Design-Build activities will also include resolution of all utility conflicts, complete drawings and cross section details, completion of a Design and Construction Report, and environmental clearance for construction start.

Monitoring objectives during construction will include:

- Individual measures and issues such as those outlined in **Exhibit 7-1** (e.g. erosion and sedimentation control, waste handling and materials /equipment storage); and,
- Monitoring of overall effectiveness of control measures.

On-site construction administration / inspection staff (retained by MTO) will ensure that the environmental protection measures outlined in this report are carried out.

If the impacts of construction are different than anticipated, or if the method of construction is such that there are greater than anticipated impacts, the Contractor's methods of operation will be changed or modified to reduce those impacts.

# APPENDIX

# A

## CONSULTATION





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## **Notice of Study Commencement**

OGN and Notification Letters

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**G.W. P. 129-90-00 Highway 11/17 Four-Laning Pearl Lake Easterly to 2.8 Km West of CPR at Ouimet**

Company 1	Company 2	Address 1	Address 2	City	Provin	PO Box	Phone	Fax	Email
<b>Federal Agencies</b>									
Environment and Climate Change Canada	Environmental Protection Branch – Ontario Region	4905 Dufferin St.		Downsview	ON	M3H 5T4	416-739-4272		wesley.plant@canada.ca
Fisheries and Oceans Canada		520 Exmouth Street		Sarnia	ON	N7T 8B1	519-383-1813	519-464-5128	
Transport Canada									EnviroOnt@tc.gc.ca
MHBC		113 Collier St.		Barrie		L4M 1H2	C 705 627 2302		dquilty@mhbcpplan.com
CN Rail		1 Administration Road		Concord	ON	L4K 1B9	905-669-3264		michael.vallins@cn.ca
CP Rail	Public Works - Eastern Canada	1290 Central Parkway West	Suite 700	Mississauga	ON	L5C 4R3	905-803-5989		Jennifer_Benedict@cpr.ca
<b>Provincial Agencies</b>									
Ministry of Citizenship and Multiculturalism	Heritage Planning Unit Programs and Services Branch	400 University Ave.	5th Floor	Toronto	ON	M7A 2R9	416-660-1027		karla.barboza@ontario.ca
Ministry of Citizenship and Multiculturalism	Heritage Planning Unit Programs and Services Branch	400 University Avenue	5th Floor	Toronto	ON	M7A 2R9	613-242-3743		joseph.harvey@ontario.ca
Ministry of Citizenship and Multiculturalism	Heritage Planning Unit Programs and Services Branch	400 University Avenue	5th Floor	Toronto	ON	M7A 2R9	416-786-7553		dan.minkin@ontario.ca
Ministry of Northern Development	Strategic Programs Unit, Northern Development Division	159 Cedar Street	Suite 700	Sudbury	ON	P3E 6A5	705-561-7384		john.hall@ontario.ca
Ministry of Mines	Strategic Support Unit Mines and Minerals Division	Willet Green Miller Centre, 2nd Fir	933 Ramsey Lake Rd	Sudbury	ON	P3E 6B5	705-465-0859		genevieve.sulatycky@ontario.ca
Ministry of Mines	Strategic Support Unit Mines and Minerals Division	Willet Green Miller Centre, 2nd Fir	933 Ramsey Lake Rd	Sudbury	ON	P3E 6B5	705-698-5041		melanie.johnson@ontario.ca
Ministry of Natural Resources and Forestry	Ontario Government Building	435 James Street South		Thunder Bay	ON	P7E 6S7	807-629-7583	807-473-3023	carrie.hutchison@ontario.ca
Ministry of Natural Resources and Forestry	Nipigon District	5 Wadsworth Dr.	PO Box 970	Nipigon	ON	P0T 2J0	807-887-5113	807-887-2993	kimberly.mcnaughton@ontario.ca
Ministry of Municipal Affairs and Housing	Northern Municipal Services Office – Thunder Bay	435 James Street South	Suite 223	Thunder Bay	ON	P7E 6S7	807-473-3025	807-475-1196	victoria.kosny@ontario.ca
Superior North Community Futures Development Corporation		7, Chemin Mill Road	P.O. Box/C.P. 716	Terrace Bay	ON	P0T 2W0	807-825-4505 ext.1		gm@snfcd.org
Ontario Parks	Ouimet Canyon Provincial Park	Sleeping Giant Provincial Park R.R. #1		Pass Lake	ON	P0T 2M0	807-977-2526		
Ministry of Agriculture, Food & Rural Affairs					ON				omafra.eanotices@ontario.ca
Ministry of Agriculture, Food & Rural Affairs	Food Safety and Environmental Policy Branch	Elora Resource Centre	6484 Wellington Rd 7 – Unit 10	Elora	ON	N0B 1S0	519-546-7612	519-846-8178	jocelyn.beatty@ontario.ca
Infrastructure Ontario	Environmental Projects	1 Dundas St. W.	20th flr	Toronto	ON	M5G 1Z3	647-264-4573	C: 416-568-4585	katherine.hotrum@infrastructureontario.ca
Infrastructure Ontario	Land Use Planning, Development Planning	1 Dundas St. W.	Suite 2000	Toronto	ON	M5G 1Z3	647-264-3605		ainsley.davidson@infrastructureontario.ca cc: noticereview@infrastructureontario.ca
Infrastructure Ontario		1 Dundas St. W.	Suite 2000	Toronto	ON	M5G 1Z3	647-965-6703		joanna.craig@infrastructureontario.ca cc: noticereview@infrastructureontario.ca
Ministry of the Environment, Conservation and Parks		435 James St S	3rd Fir Suite 331B	Thunder Bay	ON	P7E 6S7	807-468-2734	807-475-1754	trina.rawn@ontario.ca
Ministry of the Environment, Conservation and Parks		435 James St S	3rd Fir Suite 331B	Thunder Bay	ON	P7E 6S7	807-475-1428	807-475-1754	
Ministry of the Environment, Conservation and Parks									eanotification.nregion@ontario.ca
Ministry of the Solicitor General		25 Grosvenor Street	13th Flr	Toronto	ON	M7A 1Y6	416-277-2370		robert.greene@ontario.ca
Lakehead Region Conservation Authority		130 Conservation Road	P.O. Box 10427	Thunder Bay	ON	P7B 6T8	807-344-5857 ext. 230	807-345-9156	
Lakehead Region Conservation Authority		130 Conservation Road	P.O. Box 10427	Thunder Bay	ON	P7B 6T8	807-344-5857 ext. 224	807-345-9156	
Lakehead Region Conservation Authority		130 Conservation Rd.	P.O. Box 10427	Thunder Bay	ON	P7B 6T8	807-344-5857 ext. 223	807-345-9156	
Lakehead Region Conservation Authority		130 Conservation Rd.	P.O. Box 10427	Thunder Bay	ON	P7B 6T8	807-344-5857 ext. 229	807-345-9156	michelle@lakeheadca.com
Ontario Heritage Trust		10 Adelaide Street East	2nd Flr	Toronto	ON	M5C 1J3	437-246-6591		thomas.wicks@heritagetrust.on.ca
<b>Municipalities</b>									
The District of Thunder Bay Social Services Administration Board		231 May Street South		Thunder Bay	ON	P7E 1B5	807-766-2103		William.Bradica@tdssab.ca
Municipality of Shuniah		420 Leslie Avenue		Thunder Bay	ON	P7A 1X8	807-683-4540	807-683-6982	clerk@shuniah.org
Municipality of Shuniah		420 Leslie Avenue		Thunder Bay	ON	P7A 1X8	807-983-2550	807-983-2946	cbaumann@shuniah.org
Municipality of Shuniah		420 Leslie Avenue		Thunder Bay	ON	P7A 1X8	807-683-4543	807-683-6982	pgreenwood@shuniah.org
Municipality of Shuniah		420 Leslie Avenue		Thunder Bay	ON	P7A 1X8	807-620-3709	807-683-6982	cbo@shuniah.org
<b>School Boards</b>									
Lakehead University		955 Oliver Road		Thunder Bay	ON	P7B 5E1	807-343-8200	807-343 – 8023	president@lakeheadu.ca
Lakehead District School Board	Transportation Dept.	2135 Sills Street		Thunder Bay	ON	P7E 5T2	807-625-5131		imacrae@lakeheadschoos.ca
Thunder Bay Catholic District School Board		459 Victoria Ave W		Thunder Bay	ON	P7C 0A4	807- 625-1508	807- 625-1583	schiodo@tbcschools.ca
Academy of Learning Career College		975 Alloy Drive	Suite 103	Thunder Bay	ON	P7B 5Z8	807-624-2380		
Transport Training Centres Of Canada	Thunder Bay Campus	195 Gore Street East		Thunder Bay	ON	P7E 3R2	807-622-1152	800-805-0662	northwestern@tbaytel.net
Confederation College		1450 Nakina Drive	P.O. Box 398	Thunder Bay	ON	P7C 4W1	807-475-6351		klynch@confederationcollege.ca
Confederation College	Red Lake Campus	60B Hwy 105	Box 328	Red Lake	ON	P0V 2M0	807-468-3121 ext: 4904	807-727-2144	Laura.Christie@confederationcollege.ca
Student Transportation Services of Thunder Bay		715 Hewitson St	Suite 2001	Thunder Bay	ON	P7B 6B5	807-625-1660	807-622-5818	
District Catholique des Aurores Boréales		175 High Street North		Thunder Bay	ON	P7A 8C7	1-800-367-0874	807-344-3734	lallaire@csdcab.on.ca
East of Thunder Bay Transportation Consortium		PO Box 1300		Marathon	ON	P0T 2E0	Local: 807-229-1669 Cell: 807- 228-5555	807-229-1471	
Conseil Scolaire de District Du Grand Nord		296 Rue Van Horne		Sudbury	ON	P3B 1H9			gellinaa@cspgno.ca
Conseil Scolaire de District Catholique Des Aurores Boreales		223 River Road		Thunder Bay	ON	P7A 3R1			ybolduc@csdcab.on.ca
Superior Greenstone District School Board		12 Hemlo Drive	P.O. Bag 'A'	Marathon	ON	P0T 2E0	807-229-5205		mparis@sgdsb.on.ca
Superior-Greenstone District School Board		12 Hemlo Drive	P.O. Bag 'A'	Marathon	ON	P0T 2E0	807-229-0436	807-229-1471	nmorden-cormier@sgdsb.on.ca
<b>Elected officials</b>									
		705 Red River Road	Suite 3	Thunder Bay	ON	P7B 1J3	807-766-2090	807-766-2094	Patty.Hajdu@parl.gc.ca
		272 Park Ave.		Thunder Bay	ON	P7B 1C5	807-345-3647	807-345-2922	LVaugeois-QP@ndp.on.ca
<b>Emergency Services</b>									
Superior North Emergency Medical Service		105 Junot Ave. S		Thunder Bay	ON	P7B 4X6	807-628-8859	807-684-2657	wgates@thunderbay.ca
Municipality of Shuniah		1700 Lakeshore Drive		Shuniah	ON	P7A 0T1	807-983-2021	807-983-2943	firechief@shuniahfire.com
Shuniah Police Services Board					ON		807-683-4545		spssecretary@shuniah.org
Ontario Provincial Police	Research and Program Evaluation Unit / Research Planning & Analysis Section	777 Memorial Avenue	1st Floor	Orillia	ON	L3V 7V3	705-309-2621		jennifer.davey@opp.ca
OPP Thunder Bay Detachment		3267 Highway 130		Thunder Bay	ON	P7C 4V2			
<b>Utilities</b>									
Bell Canada		229 South Vickers Street		Thunder Bay	ON	P7E 7J9	C: 807-356-5807 O: 807-933-1950	807-933-1932	derrick.leduchowski@bell.ca
Bell Canada		299 South Vickers Street		Thunder Bay	ON	P7E 7J9	C: 807-355-2297 O: 807-933-1940		sjoerd.attema@bell.ca
Hydro One Networks Inc. (Distribution)		255 Burwood Road		Thunder Bay	ON	P7B 6T8	807-343-3505		neil.gigliotti@hydroone.com
Hydro One Real Estate Management		185 Clegg Road		Markham	ON	L6G 1B7	416-345-5892		Amanda.Villeneuve@HydroOne.com
Hydro One Networks Inc.		483 Bay Street	North Tower, 6th Floor	Toronto	ON	M5G 2P5			Enza.Cancilla@HydroOne.com
Hydro One Networks Inc.	Lines Information Systems and Programs	483 Bay Street	North Tower, 15th Floor	Toronto	ON	M5G 2P5	416-345-6275	416-345-5443	NorthernFCplanning@HydroOne.com
Hydro One Networks Inc.					ON				Elsy.Aceves@HydroOne.com
Hydro One Networks Inc.									SecondaryLandUse@HydroOne.com
Hydro One Networks Inc.									Department.SecondaryLandUse@hydroone.com



TC Energy(TransCanada PipeLines Ltd.)	Canadian Gas Operations	190 Compressor Station Road		Shuniah	ON	P7A 0E6	807-683-6271 (Stn#68) 807-683-4026 (Desk) 807-626-6777 (Mobile)	807-683-6940	andre_macphail@transcanada.com
TC Energy(TransCanada PipeLines Ltd.)	Environment, Land & Indigenous Relations	981 Balmoral Street	Suite 102	Thunder Bay	ON	P7B 0A6	C: 807-624-6483 O: 807-624-3386		don_gresch@tcenergy.com
Hydro One		483 Bay St	North Tower - 13th Floor	Toronto	ON	M5G 2P5	416-345-5676		Jenny_Seo@Hydroone.com
Hydro One	Zone 7 Scheduling	255 Burwood Road	P.O. Box 10309	Thunder Bay	ON	P7B 6T8			zone7scheduling@hydroOne.com
<b>Indigenous Communities</b>									
<b>Interest Groups/Stakeholders</b>									
Eagle Canyon Adventures Inc.		275 Valley Rd.	P.O. Box 46	Dorion	ON	P0T1K0	807-355-3064		
Pye Brothers Fuels Ltd.		1250 Rosslyn Rd.		Thunder Bay	ON	P7E 6V9	807-475 – 7667	807-475-8894	
Mikus Fuels-Shell Canada		1401 Walsh St.		Thunder Bay	ON	P7E 4X6	807-475 - 4241	807-475-4243	
Wolf River Park		251 Wolf River Road	P. R. # 1	Dorion	ON	P0T 1K0	807-857-2521		info@wolfriverpark.ca
The Voyageur Trail Association		P.O. Box 22009	RPO Cambrian	Sault Ste. Marie	ON	P6B 0E9	1-877-393-4003		info@voyageurtrail.ca
Thunder Bay KOA		162 Spruce River Road		Shuniah	ON	P7A 0N6	807-683- 6221	807-582-6222	tbaykoa@tbaytel.net
Dorion Bible Camp & Eagles Nest Conference Center		400 Bible Camp Road		Dorion	ON	P0T 1K0	807-857-2331		
North of Superior Tourism Association		119 South May Street		Thunder Bay	ON	P7E 1A9	807-346-1130	807-346-1135	info@northofsuperior.org
Thunder Bay Cycling Club		831 May Street North		Thunder Bay	ON	P7C 3S2	807-623-3800		president@tbaycc.ca
Kamview Nordic Centre		851 - 20th Side Road		Thunder Bay	ON	P7J 1M6	807-475-7081		tbaycc@tbaytel.net
Trans Canada Trails Ontario		P.O. BOX 82005	Pro Beaver Creek	Richmond Hill	ON	L4B 3K0	647-228-8756		Shai@tctrail.ca
Thunder Bay Hiking Association		P.O. Box 10041		Thunder Bay	ON	P7B 6T6			tbha@tbha.ca
Thunder Bay District Fish & Game Association		P.O. Box 21097		Thunder Bay	ON	P7A 8A7	807-757- 7021		thunderbayfishandgame@gmail.com
North Shore Steelhead Association		P.O. Box 10237		Thunder Bay	ON	P7E 6T7	807-622-9777	807-475-7712	northshoresteelhead@gmail.com
Thunder Bay Adventure Trails	Trails Snowmobile Club	P.O. Box 29190		Thunder Bay	ON	P7B 6P9	807-939-7533		tbat_den@hotmail.com
Thunder Bay Field Naturalists		P.O. Box 10037		Thunder Bay	ON	P7B 6T6	807-939-1620		ccmondoux@gmail.com
Ontario Federation of Snowmobile Clubs		Site 220 Box 10 RR2		Dryden	ON	P8N 2Y5	807-938-7513	807-937-2137	
Ontario Trucking Association		555 Dixon Road		Toronto	ON	M9W 1H8	416-249-7401	866-713-4188	
The Alpine Club of Canada		174 Inglewood Crescent		Thunder Bay	ON	P7C 2E9	807-577-7950		fpianka@hotmail.com
The Alpine Club of Canada		P.O. Box 8040		Canmore	AB	T1W 2T8	403-678-3200	403-678-3224	
Superior Shores RV Park		41 Fraser Road		Roslyn	ON	P7K 0K8	807-939-1572		grannslam@aol.com
<b>Public Groups</b>									



# Freeland defends Canada's position

BY JANICE DICKSON  
THE CANADIAN PRESS



THE CANADIAN PRESS

**Foreign Affairs Minister Chrystia Freeland speaks at a press conference in Vancouver, B.C., on Monday.**

While Foreign Affairs Minister Chrystia Freeland said Ottawa will wait to hear more details from Saudi Arabia before responding to the country's decision to freeze new trade deals and expel Canada's ambassador, she defended Canada's position, insisting Ottawa will always stand up for human rights.

Speaking to reporters in Vancouver on Monday, Freeland said Canada is "very comfortable" with its position that led to the new measures announced by Saudi Arabia.

"We are always going to speak up for human rights, we are always going to speak up for women's rights and that is not going to change," Freeland said.

Freeland said Canadians "expect" its foreign policy to be driven by Canadian values.

Saudi Arabia's move to freeze new trade agreements could threaten Canada's \$15-billion arms deal that

would be without specifics on which deals will be affected.

On one hand, it would be a bad scenario to cancel the arms deals, but on the other, many human rights groups have criticized Canada's decision to sell armoured vehicles to a regime with a "horrible human rights record," Juneau said.

Freeland's comments come a day after Saudi Arabia made the decision in retaliation to a Global Affairs Canada tweet that expressed concerns about the arrests of activists in the kingdom.

"Canada is gravely concerned about additional arrests of civil society and women's rights activists in Saudi Arabia, including Samar Badawi," the tweet said. "We urge the Saudi authorities to immediately release them and all other peaceful human rights activists."

The Saudi foreign ministry ordered Canada's ambassador, Dennis Horak, to leave the country and called the use of "immediately release" in Canada's tweet "unfortunate, reprehensible, and unacceptable in relations between states."

"Any other attempt to interfere with our internal affairs from Canada, means that we are allowed to interfere in Canada's internal affairs," the Saudi ministry's said.

Amnesty International has said Badawi, the sister of jailed blogger Raif Badawi, was recently detained along with Nassima al-Sada, another prominent female activist.

Freeland would only tell reporters Monday that the Canadian ambassador is "fine" and would not disclose his location. Freeland said the embassy in Saudi Arabia is still in place and providing services to Canadians.

Freeland also commented briefly on reports that Saudi Arabia is cancelling scholarships for more than 15,000 Saudi students attending university in Canada, saying it would be a "shame" if those students lost the opportunity to study in Canada.

Bessma Momani, an analyst on Middle East affairs and professor at the University of Waterloo, said the move will resonate domestically.

Momani called it, "getting tough on Canada," which she said other

countries in the region might welcome if they view Canadian foreign policy to be led by human rights concerns.

There could be a sentiment among allies that, "Finally the Trudeau government is getting poked back in the eye by the Saudis."

At the same time, it sends a strong message to European and Middle Eastern countries not to "mess" with Saudi Arabia, Juneau said. "There is a clear, uniquely Saudi dimension to this in the sense that in the last three years Saudi Arabia has been behaving very aggressively and assertively in the Middle East," he said, noting the blockade of Qatar and the war in Yemen.

"For Saudi Arabia to punish Canada, it's fairly easy because we're not an important country for them, either are they for us," he said.

Regardless of how allies and others are perceiving the measure, it has rallied support among Saudis, said Momani, adding that the Crown Prince of Saudi Arabia has a very young nationalistic base, many of whom have taken to Twitter to celebrate the decision and simultaneously criticize Canada.

Meanwhile, Saudi Arabia's Ministry of Media said in a tweet earlier Monday that it is investigating a Twitter account that posted a photo of an Air Canada plane heading toward the CN Tower, eerily reminiscent of the 9/11 attacks.

The ministry said it ordered the owner of the account to shut it down while investigations are completed.

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Summer 2018

The Chronicle-Journal  
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**Mon. August 13 to Fri. August 17**  
@ Current River Arena

**Skating & Puck Control**  
10:00am - 12:00pm • Novice  
12:00pm - 2:00pm • Atom & Pee Wee  
**Defenceman Camp**  
2:00pm - 4:00pm • Atom & Pee Wee

**Mon. August 20 to Fri. August 24**  
@ Current River Arena

**Skate, Deke & Shoot to Score**  
10:00am - 12:00pm • Novice  
12:00pm - 2:00pm • Atom  
2:00pm - 4:00pm • Pee Wee & Bantam

**Mon. August 27 to Fri. August 31**  
@ Current River Arena

**Total Skills Improvement**  
9:00am - 11:00am • Novice  
**Goalie Camp Sold Out**  
11:00am - 1:00pm • Atom & Pee Wee & Bantam  
**AA Tryout Preparation Camp Sold Out**  
1:00pm - 3:00pm • Atom & Pee Wee  
**High Performance Skills, Checking & Conditioning**  
3:00pm - 5:00pm • Bantam & Midget

**Tues. September 4 to Fri. September 7**  
@ TB Tournament Centre

**Power Skating**  
6:00pm - 7:30pm (Rink #1) • Novice  
6:45pm - 8:15pm (Rink #2) • Atom  
7:30pm - 9:00pm (Rink #1) • Atom & Pee Wee

**Instructors are Lakehead Thunderwolves players, coaches & staff**

For more information or to register, log onto  
**thunderwolveshockey.com**

**AGE GROUPS:** Novice: Born '10 to '12 • Atom: Born '08 to '09  
Pee Wee: Born '06 to '07 • Bantam: Born '04 to '05 • Midget: Born '01 to '03

Family TV 8/7/18						
	7 PM	7:30	8 PM	8:30	9 PM	9:30
Discovery	<b>MythBusters</b> "Mythbusters vs. Jaws" The team dip their toes in shark-infested waters. Ⓛ		<b>Deadliest Catch: On Deck</b> "Supermoon Storm" A storm wreaks havoc on the fleet. (N) Ⓛ		<b>Deadliest Catch</b> "Greenhorn Overboard" A greenhorn's life hangs in the balance. (N) Ⓛ	
Family	*** <b>Rookie of the Year</b> '93, Children's) Thomas Ian Nicholas, Gary Busey. A boy lands a job with the Chicago Cubs after an arm injury leaves him with major-league pitching talent. Ⓛ			<b>Gilmore Girls</b> "Tippecanoe and Taylor, Too" Dean and Rory's living arrangement. Ⓛ		
Teletoon	<b>We Bare Bears</b> "Planet Bears"	<b>We Bare Bears</b> "Bunnies"	<b>Total Drama: Pah-kew Island</b>	<b>Total Drama: Pah-kew Island</b>	<b>American Dad</b> "My Affair Lady" Ⓛ	<b>American Dad</b> "A Star Is Reborn" Ⓛ
Treehouse	<b>Shimmer and Shine</b> Ⓛ	<b>Shimmer and Shine</b> Ⓛ	<b>Nella the Princess Knight</b> Ⓛ	<b>Cat in the Hat Knows a Lot</b>	<b>Ready, Steady, Wiggle!</b>	<b>Max &amp; Ruby</b> Ⓛ
YTV	<b>Anne of Green Gables</b> ('16, Drama) Ella Ballentine, Sara Botsford, Martin Sheen. Red-haired orphan Anne grows up in Avonlea on the farm of elderly Matthew and his sister, Marilla. Ⓛ			<b>Anne of Green Gables</b> ('16, Drama) Ella Ballentine, Sara Botsford, Martin Sheen. Ⓛ		

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## NOTICE OF STUDY COMMENCEMENT

### Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet

**THE STUDY**  
WSP Canada Group Limited (WSP), on behalf of the Ministry of Transportation (MTO), has initiated the Preliminary Design, Environmental Assessment (EA) Update, and Detailed Design for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km, as shown in the key plan below.

**BACKGROUND**  
Following the planning and preliminary design phase in 1997, an Environmental Study Report (ESR) was filed for public review and comment, and subsequently the project was cleared to proceed. The Environmental Assessment (EA) approved plan included a new route for eastbound lanes only from Pearl Lake to Superior Shores Road while the existing Highway 11/17 will operate as westbound lanes. The four-lane highway corridor was designated (protected) in 2003.

**THE PROCESS**  
This project includes reviewing the previously EA approved corridor identified in the 1997 ESR and identify potential changes to improve the highway alignment based on current design standards and to avoid any newly identified environmental constraints.

This study will follow the *Class EA for Provincial Transportation Facilities (2000)* process for Group 'B' projects. Consultation will take place throughout the study with external agencies, property owners and members of the public. Two Public Information Centres (PICs) are planned during the study. Notices providing the time and location of the PICs will be posted on the project website ([www.hwy11-17four-laning-PearlLake.ca](http://www.hwy11-17four-laning-PearlLake.ca)), published in this newspaper, and sent to persons on the project contact list.

As part of the study, an Addendum to the ESR will be prepared to document any changes to the existing environmental conditions from 1997, any proposed changes to the previously approved plan, and the proposed mitigation measures. The Addendum to the 1997 ESR will be available for a 30-day public review period at the end of the study. Notices will be posted and published when the Addendum is available for viewing.

**COMMENTS**  
If you wish to obtain additional information or provide comments, or if you would like to be added to the study's mailing list, please contact:

**Rob Kleine, P.Eng.**  
Manager, Transportation | Highways  
WSP Canada Group Limited  
100 Commerce Valley Drive West  
Thornhill, ON L3T 0A1  
tel: 905-882-7225  
toll free: 1-877-562-7947  
fax: 905-882-0055  
e-mail: [Rob.Kleine@wsp.com](mailto:Rob.Kleine@wsp.com)

**Crystal Beaulieu, P.Eng.**  
Senior Project Engineer  
Ministry of Transportation  
615 James Street South  
Thunder Bay, ON P7E 6P6  
tel: 807-474-2925  
toll free: 1-800-465-5034  
fax: 807-473-2168  
e-mail: [crystal.beaulieu@ontario.ca](mailto:crystal.beaulieu@ontario.ca)

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O., 1990, c.F.31*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Visit us at [www.hwy11-17four-laning-PearlLake.ca](http://www.hwy11-17four-laning-PearlLake.ca)



## 50 Years Ago



50 years ago summer activities were in full swing, from the kids at the playground, to those fishing on the river to those on the golf course. Here a group of kids compete in a race to eat the most donuts; Olga Jalkanen displays her 2 speckled trout and out at the golf course this group were winners - from the left, Don Reynett, Pat Dwyer, Mark Banning, Roger Guevremont and Roman Kowalczyzyn



Just weeks away and the Nipigon Fall Fishing Festival will be up and running. This photo from 1968 shows some of the original members of the committee when it was known as the Nipigon Legion Fall Fishing Festival. Front, from left, John Ahl, Ike Mutch, Gene Linard and Richard Legacy; rear, Roy Harper, John Kenna, Joyce Gidding, Norman Gordon, Gord Coates, and Buzz Lein.



It is maple syrup time, but 50 years ago, Ricky Rajala tapped the birch trees in the schoolyard at the Nipigon Public School and showed the students how he got "birch syrup". In these photos Lillian Wolter's class gets to check the tapping and to try tasting the syrup. Since we do not hear of this product today we can assume that it was not a roaring success.  
Glena Clearwater - Photos

## Emergency Workers Have a Right to Safe Space Continued

Continued from Page 4

Subsequent offences (within five years) carry a \$1,000 to \$4,000 fine, possible jail time up to six months and possible suspension of your driver's li-

cence for up to two years.

Drivers are reminded that the law was amended in 2015 to include tow trucks parked on the roadside with their amber lights flashing.

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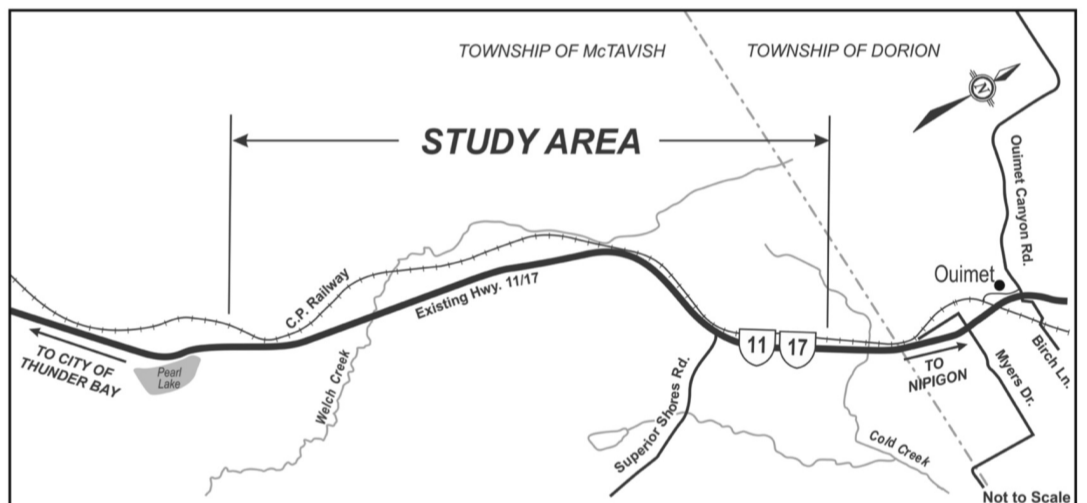
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Manager, Transportation | Highways  
WSP Canada Group Limited  
100 Commerce Valley Drive West  
Thornhill, ON L3T 0A1  
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fax: 905-882-0055  
e-mail: Rob.Kleine@wsp.com

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tel: 807-474-2925  
toll free: 1-800-465-5034  
fax: 807-473-2168  
e-mail: crystal.beaulieu@ontario.ca

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act, R.S.O., 1990, c.F.31. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Visit us at [www.hwy11-17four-laning-PearlLake.ca](http://www.hwy11-17four-laning-PearlLake.ca)





August 3, 2018

Directly mailed to federal and provincial agencies, elected officials, municipalities, emergency services, school boards, utilities and interested groups/stakeholders on the project mailing list. A copy of the key plan and a comment form was enclosed.

Title » «First\_Name» «Last\_Name»  
«Company»  
«Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

**RE: Notice of Study Commencement  
Hwy 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR  
Overhead at Ouimet; Preliminary Design, Environmental Assessment (EA)  
Update, and Detailed Design - G.W.P. 129-90-00**

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This study will follow the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) process for Group 'B' projects. Consultation will take place throughout the study with external agencies, property owners and members of the public. Two Public Information Centres (PICs) are planned during the study. Notices providing the time and location of the PICs will be posted on the project website ([www.hwy11-17four-laning-PearlLake.ca](http://www.hwy11-17four-laning-PearlLake.ca)), published in this newspaper, and sent to persons on the project contact list.

As part of the study, an Addendum to the Environmental Study Report will be prepared to document any changes to the existing environmental conditions from 1997, any proposed changes to the previously approved plan, and the proposed mitigation measures. The Addendum to the 1997 ESR will be available for a 30-day public review period at the end of the study. Notices will be posted and published when the Addendum is available for viewing.

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Canada L3T 0A1

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F: + 905 882-0055  
wsp.com



The purpose of this letter is to inform you about the commencement of this project and provide an opportunity for your input. Please provide any comments you may have about this project by **Friday, August 31, 2018**. An agency comment form is attached to facilitate your response.

Comments and information regarding this project are being collected to provide the Project Team with information and to assist MTO in meeting the requirements of the Environmental Assessment Act. All comments and information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Should you require further information about the project, please contact one of the Project Team members noted below. Thank you for your cooperation and assistance.

**Rob Kleine, P. Eng.  
Senior Project Manager**

WSP  
100 Commerce Valley Drive West  
Thornhill, ON, L3T 0A1  
Tel: 1-877-562-7947 or  
(905) 882-7225  
Fax: 905-882-0055  
E-mail: [rob.kleine@wsp.com](mailto:rob.kleine@wsp.com)

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Senior Project Engineer**

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**Greg Moore, B.E.S.  
Environmental Planner**

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(289) 835-2561  
Fax: (905) 823-8503  
Email: [greg.moore2@wsp.com](mailto:greg.moore2@wsp.com)

Yours very truly,

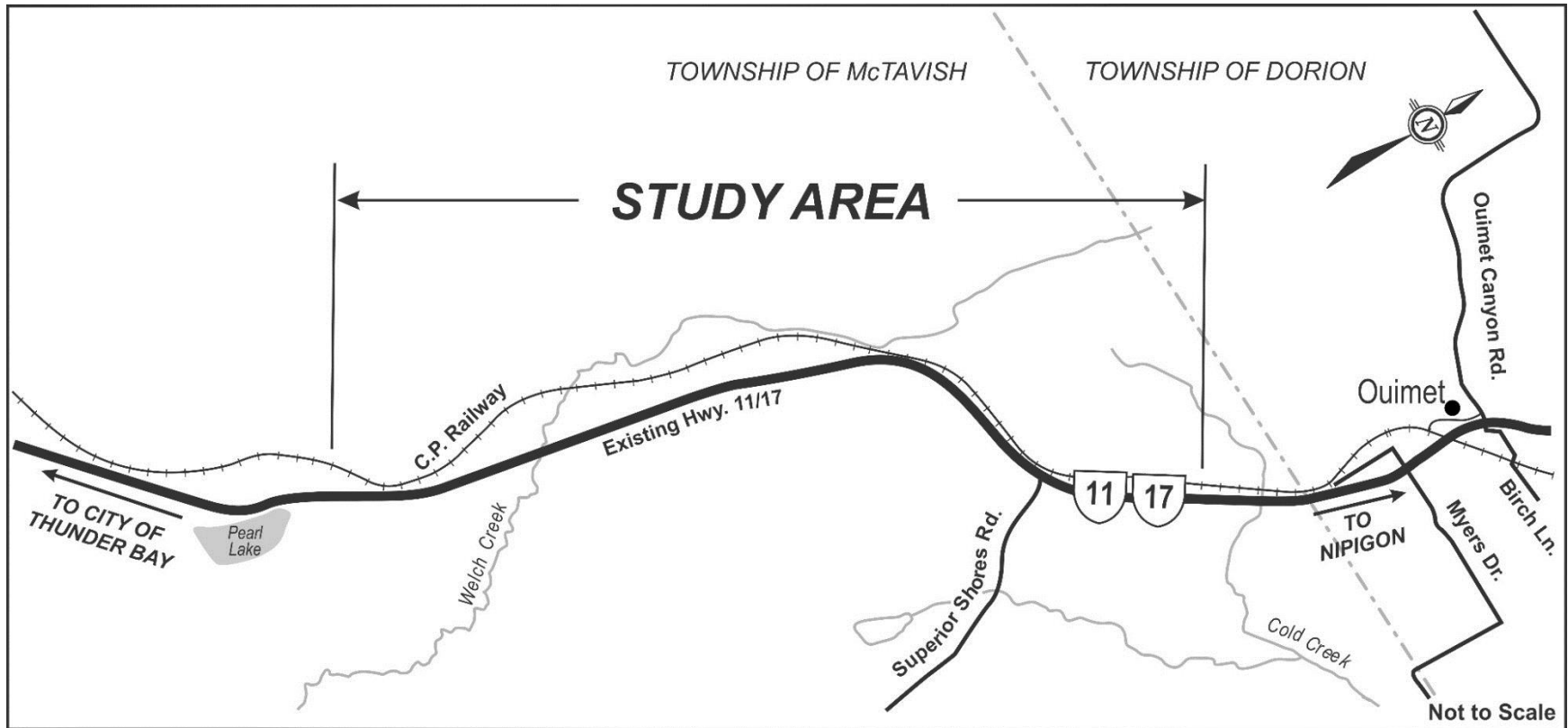
**WSP**

Rob Kleine, P. Eng.  
Consultant Project Manager

cc: Crystal Beaulieu, MTO  
Lara Welch, MTO  
Greg Moore, WSP

Attach: Key Plan  
Comment Form

# Key Plan





**Highway 11/17 Four-Laning From Pearl Lake Easterly to 2.8 km West of CPR Overhead at Ouimet (G.W.P. 129-90-00)**

**AGENCY COMMENT FORM**

**Type of Project:** Preliminary Design, Environmental Assessment (EA) Update, and Detailed Design

**Environmental Assessment Type:** Class EA for Provincial Transportation Facilities (Group "B" project)

**Project Location:** Highway 11/17 from Pearl Lake easterly to 2.8 km west of CPR Overhead at Ouimet (7.6 km) – See enclosed Key Plan

<b>Agency Name &amp; division/branch:</b>	
---	--

**COMMENTS:**

1. Does your organization wish to participate in this project?  YES  NO

2. If yes to the above, please provide the contact name, telephone #, address and e-mail for future correspondence in the space provided below.


3. Please identify any concerns/comments your organization may have at this time.


For further information regarding this project, please contact the Consultant Project Manager, Mr. Rob Kleine, P. Eng., WSP Canada Group Limited at (905) 882-7225 or 1-877-562-7947 or [rob.kleine@wsp.com](mailto:rob.kleine@wsp.com).

**PLEASE FAX, MAIL OR EMAIL THIS FORM BACK BY AUGUST 31, 2018.**

FAX #: (905) 823-8503

ATTN: Mr. Greg Moore  
Consultant Environmental Planner  
WSP  
610 Chartwell Road  
Oakville, ON L6J 4A5  
E-mail: [greg.moore2@wsp.com](mailto:greg.moore2@wsp.com)

For more information, please visit the study website: [www.hwy11-17four-laning-PearlLake.ca](http://www.hwy11-17four-laning-PearlLake.ca)

Indigenous Communities Contact List

Community Name	Mailing Address	Position	First	Last	Primary Contact			Alternate Contact		
					Phone	Fax	Email	#1	#2	#3
Animbigoo Zaag'igan Anishinaabek	204 Main Street, PO Box 120, Beardmore, ON, P0T 1G0	Chief	Theresa	Nelson	807-875-2785 Ext. 224 For Chief Chief's Cell: 807-632-2437	875-2786	tnelson@aza.ca	gnayanookeesic@aza.ca	Joe Donio <jdonio@aza.ca>	
Biigtigong Nishnaabeg	78 Pic River Road, PO Box 193, Heron Bay, ON, P0T 1R0	Chief	Duncan Malcolm	Michano Jr.	807-229-1749 Ext. 216 For Chief	229-1944	chiefpicriver@picriver.com	debi.bouchie@picriver.ca		
Biinjitiwaabik Zaaging Anishinaabek First Nation (Rocky Bay)	501 Spirit Bay Road, General Delivery, Macdiarmid, ON, P0T 2B0	Chief	Gladys	Thompson	807-885-3401 Ext. 230 For Chief	885-1218	chiefandcouncil@rockybayfn.ca	info@rockybayfn.ca	receptionist@rockybayfn.ca	Frank Hardy <fhardy@rockybayfn.ca>
Bingwi Neyaashi Anishinaabek	1 Copper Thunderbird Road, Sand Point FN, ON, P0T 2B0	Chief	Paul	Gladu	807-623-2724 Ext. 209 For Chief	623-2764	pgladu@bnafn.ca	jhatton@bnafn.ca	info@bnafn.ca	
Fort William First Nation	90 Anemki Drive, Suite 200, FWFN, ON, P7J 1L3	Council	Fort William	First Nation	807-623 9543 Ext. 235 For Chief	623-5190	ceo@fwfn.com	cherylstjames@fwfn.com	info@fwfn.com	Robert Pierre <RobertPierre@fwfn.com>
Ginoogaming First Nation	PO Box 89, Longlac, ON, P0T 2A0	Chief	Sheri Susan	Taylor	807-876-2242	876-2495	sheri.taylor@ginoogamingfn.ca	eugene.labelle@ginoogamingfn.ca		
Gull Bay First Nation / Klashke Zaaging Anishinaabek	PO Box 29100, 1186 Memorial Ave, McIntyre Centre, Thunder Bay, ON, P7B 6P9	Chief	Wilfred	King	807-982-0006	982-0009	wnking@shaw.ca	Beth Boon <anokl.beth@gmail.com>	info@gbfn.ca	
Long Lake #58 First Nation	209 Otter Street, PO Box 609, Longlac, ON, P0T 2A0	Chief	Judy	Desmoulin	807-876-2292 Ext. 224 For Chief	876-2757	judy.desmoulin@longlake58fn.ca	denise.bouchard@longlake58fn.ca		valerie.patabon@longlake58fn.ca
Métis Nation of Ontario - Lands and Resources Consultation Branch	Do not mail						consultations@metisnation.org			
Michipicoten First Nation	P.O. Box 1, Site 8, RR#1 Wawa, ON. P0S 1K0	Chief	Patricia	Tangie	705-856-1993		ptangie@michipicoten.com	iarmstrong@michipicoten.com		
Pays Plat First Nation	10 Central Place, P0T 3C0	Chief	David Peter	Mushquash	807-824-2541 Ext.226 For Chief	824-2206	ppchief@tbaytel.net	ppreception@tbaytel.net	ppceo@tbaytel.net	ppenvironmental@tbaytel.net
Nelmizaaggamig Nishnaabeg	PO Box 717, Moberl, ON, P0M 2J0	Chief	Louis	Kwissiwa	807-822-2134 Ext. 210 For Chief	822-2850	Chief Louis Kwisswa' <chieflouiskwissiwa@picmobert.ca>	reception@picmobert.ca	bandofficereception@picmobert.ca	bandgeneralmgr@picmobert.ca
Redsky Métis Independent Nation	406 East Victoria Avenue Thunder Bay, ON, P7C 1A5	Chief	Troy	DeLaRonde	(807) 623-4635		consultation@rsmin.ca			
Red Rock Indian Band	PO Box 1030, Nipigon, ON, P0T 2J0	Chief	Marcus	Hardy	807-887-2510	887-3446	marcus.hardy@rrib.ca	priscilla.atkinson@rrib.ca	reception@rrib.ca	Sean Ruth <projects@rrib.ca>
Whitestand First Nation	PO Box 68, Armstrong, ON, P0T 1A0	DepChief	Allan	Gustafson	807-583-2177	583-2170	chief.gustafson@whitesandfirstnation.com	craig.toset@whitesandfirstnation.com		
Anishinabek Nation	1 Migizil Miikan PO Box 711 NORTH BAY, Ontario P1B 8J8  Email: info@anishinabek.ca	Regional Deputy Grand Chief	Melvin	Hardy	Toll-Free: 1-877-702-5200 Telephone: 705-497-9127	705-497-9135	rdgcc.hardy@anishinabek.ca	nikki.van.oirschot@anishinabek.ca	jason.laronde@anishinabek.ca	rhonda.gagnon@anishinabek.ca
Nokiiwin Tribal Council	384 Fort William Road Thunder Bay, ON P7B 2Z3	Executive Director	Audrey	Gilbeau	(807) 474-4230 ext 6201		director@nokiiwin.com	admin@nokiiwin.com		



**Ministry of  
Transportation**

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Transports**

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Tél: 807-474-2925  
Télé: 807-473-2168



August 3, 2018

«Title» «First\_Name» «Last\_Name»  
«Company»  
«Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

Attention: «Title» «First\_Name» «Last\_Name»

Directly mailed and emailed to Indigenous Communities. A copy of the key plan and a comment form was enclosed.

**RE: Notice of Study Commencement  
Hwy 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR  
Overhead at Ouimet; Preliminary Design, Class Environmental Assessment  
(EA) Update, and Detailed Design - G.W.P. 129-90-00**

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WSP Canada Group Limited (WSP), on behalf of the Ministry of Transportation (MTO), has initiated the Preliminary Design, Class Environmental Assessment (EA) Update, and Detailed Design for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km, as shown in the attached key plan.

Following the planning and preliminary design phase in 1997, an Environmental Study Report (ESR) was filed for public review and comment, and subsequently the project was cleared to proceed. The Environmental Assessment (EA) approved plan included a new route for eastbound lanes only from Pearl Lake to Superior Shores Road while the existing Highway 11/17 will operate as westbound lanes. The four-lane highway corridor was designated (protected) in 2003.

This project includes reviewing the previously EA approved corridor identified in the 1997 ESR and potential changes to improve the highway alignment based on current design standards and avoid any newly identified environmental constraints.

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As part of the study, an Addendum to the ESR will be prepared to document any changes to the existing environmental conditions from 1997, any proposed changes to the previously approved plan, and the proposed mitigation measures. The Addendum to the 1997 ESR will be available for a 30-day public review period at the end of the study. Notices will be posted and published when the Addendum is available for viewing.

For additional project details you may also visit our website ([www.hwy11-17four-laning-PearlLake.ca](http://www.hwy11-17four-laning-PearlLake.ca)).

I am available to meet with you at your convenience to review the details of the project and discuss any concerns or considerations you may have. Please contact me by phone at toll free, 1-800-465-5034 or (807) 474-2925, or by email at [crystal.beaulieu@ontario.ca](mailto:crystal.beaulieu@ontario.ca).

Sincerely,

Crystal Beaulieu, P. Eng.  
Senior Project Engineer

cc: Steve Sutch, MTO  
Rob Kleine, WSP  
Greg Moore, WSP

Attach: Key plan



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## **Notice of Public Information Centre #1**

OGN and Notification Letters

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Canadian cyclist Michael Woods, wearing the best climber's dotted jersey, cools off during the 15th stage of the Tour de France on July 11.

## Canadian drops out of Tour de France

THE ASSOCIATED PRESS

LIBOURNE, France — Two days after police searched his hotel room at the Tour de France, Matej Mohoric posted a second stage win by surging solo from a breakaway group with a darting attack on Friday.

Mohoric, who rides for the Bahrain Victorious team, made his move with 26 kilometres left in Stage 19 and produced a tremendous individual effort after spending the day at the front.

Meanwhile, Israel Start-Up Nation confirmed Friday morning that Canadian rider Michael Woods will sit out the final three days of the Tour as he turns his attention to the Olympic road race.

The 34-year-old from Ottawa was 27th overall and fourth in the mountain classification entering Friday's stage.

Mohoric's victory brought relief to his team, which was raided as part of a doping investigation. The Marseille prosecutor in charge of the case said a preliminary investigation targeting the team was opened on July 3 "for acquisition, transport, possession, import of a substance or method prohibited for use by an athlete without medical justification."

None of the Bahrain Victorious riders competing at the Tour has been publicly accused of wrongdoing, but Mohoric put a finger to his mouth then made a zipping-the-

lips gesture before he crossed the finish line, as if to silence the team's critics.

"I was thinking mostly about what happened two days ago," he said, when asked about his thoughts in the final kilometer. "When I felt like a criminal with all the police coming to our hotel."

"From one point of view, it's a good thing, because it means there are still controls in the peloton and they are checking all the teams. But from another point of view ... it's not a nice thing when the police walk into your room and search all your belongings."

About 25 officers from a special public health unit (OCLAESP) in charge of the case were involved in the search, and Mohoric's team said it was asked for all of its training files.

"Even if you have nothing to hide it feels a little bit weird ... when they go through your personal photos, the photos of your family, your phone and your messages," Mohoric said. "At the end of the day I've got nothing to hide ... and I don't care too much about other people checking my stuff, so it's okay in the end I hope."

Hugo Houle of Sainte-Perpetue, Que., who rides for Astana-Premer Tech, finished 48th in Friday's stage and sits 66th overall. Montreal's Guillaume Bovin, Woods' teammate at Israel Start-Up Nation, was 129th Friday and 106th overall.

## Historic weekend in F1 ahead

THE ASSOCIATED PRESS

SILVERSTONE, England — Lewis Hamilton boosted his bid to reignite his Formula One title defence at the British Grand Prix by getting his Mercedes at the top of the grid for Saturday's sprint qualifying.

Hamilton was .075 seconds quicker than championship leader Max Verstappen much to the delight of a packed Silverstone crowd on a sunny Friday evening.

The home fans had much to cheer as all three British drivers made it into the top 10 with George Russell getting into Q3 for the second successive race.

"We've been missing this for a whole year. I'm so grateful to see everyone here," a clearly emotional Hamilton said as the fans chanted his name. "To come to the Silverstone grand prix and have a full crowd like this, to see the energy ..."

"When I was coming into it, I was hopeful that with the great work we've done together in the team plus the energy of the fans would get us there. So this is down to the fans."

A new qualifying format is being debuted at Silverstone and will also take place at two more races.

Sprint qualifying will be over 100 kilometers — or 17 laps at Silverstone — and the top three finishers will also receive points toward the championship as well as top the grid for Sunday's main race. First place will receive three points, second place two points, and third place one point.

A qualifying session on Friday determined the grid for Saturday's sprint with Hamilton edging out Verstappen in a tight session.

"We were still quite close, so it's alright," the Red Bull driver said. "It's a bit of a weird feeling to be honest. You do qualify, you go flat out and actually it doesn't really mean anything in terms of pole position."



THE ASSOCIATED PRESS

Mercedes driver Lewis Hamilton gestures to the stands on Friday after he clocked the fastest time during the qualifying session ahead of Sunday's British Formula One Grand Prix.

"We'll see tomorrow, I think we have a strong race car we just need to fix a few issues we had in qualifying. I'm quite confident still."

Hamilton's Mercedes teammate, Valtteri Bottas, will start the sprint race in third, just ahead of Charles Leclerc and Sergio Perez.

It was the first time in a long while that Mercedes has been quicker than Red Bull, which has won the past five races.

Verstappen had won four of those to take a 32-point advantage over Hamilton in the championship.

Hamilton has not won a race since May 8 at the Spanish GP but Silverstone has long been a Mercedes stronghold with the team winning seven of the past eight races there. Hamilton has won six of those.

"It feels like such a long time since we've been able to get anywhere near so this is incredibly special and obviously to do it on your home turf there's no greater feeling," Hamilton said.

"But that's only one step forward. We've got obviously that

race tomorrow which is going to be incredibly tough. But I think I've got the car in a good place. That's when the work gets done, in the next two days."

There were around 90,000 fans on Friday, building up to 140,000 fans on Sunday. The crowd had to provide proof of full vaccination or a negative lateral flow test taken within 48 hours of arrival.

They provided loud support from the start as Hamilton drove out for the practice session.

But the gap between Mercedes and Red Bull was to surprise even Hamilton at the start of the day. Verstappen was .779 seconds ahead of Lando Norris and .780 quicker than Hamilton.

Mercedes brought some upgrades to Silverstone, traditionally its favorite track, and Hamilton did what he clearly felt was a good lap when the defending champion asked for the gap between him and Verstappen.

"Seven tenths? Where did that come from?" Hamilton responded.

## Cindric to drive Penske's No. 2 next season

THE ASSOCIATED PRESS

CHARLOTTE, N.C. — The long breakup between Roger Penske and Brad Keselowski was finalized Thursday when Austin Cindric was named driver of the flagship No. 2, replacing the driver who won Team Penske its first Cup championship.

Keselowski had a prolonged contract negotiation a year ago that netted him only a one-year extension and salary cut, and Team Penske said around the same time it would move Cindric up to the Cup Series to drive for partner Wood Brothers Racing.

Keselowski has since tested the market and told Penske he was

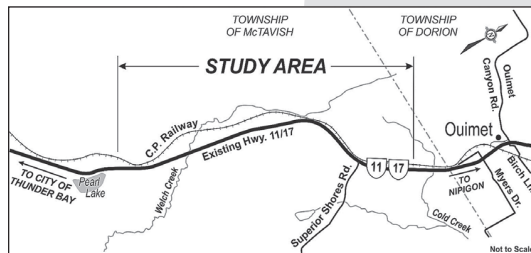
looking for an ownership stake in a Cup team.

"The way we're structured, that just wasn't available," Penske said.

"We're sorry to see him go. This was not a disagreement or anything else. This was a business decision that was made on both sides fairly and squarely."

## Notice of Online Public Information Centre #1

Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet



### THE STUDY

WSP, on behalf of the Ministry of Transportation (MTO), is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km.

### THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (2000).

The original Commencement Notice for this project was published in August 2018. The project team is now continuing to review the previously approved corridor identified in the 1997 Environmental Study Report (ESR) and potential changes to improve the highway alignment while minimizing environmental impacts. Public Information Centre (PIC) #1 will present the potential changes to the previously approved EA corridor, including the review of a new alignment for the future eastbound lanes.

Due to the on-going pandemic, PIC #1 is being held virtually on the project website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca). Persons requiring accommodation to review these materials are encouraged to contact the Project Managers below to discuss accessibility requirements.

The purpose of PIC #1 is to provide interested parties, Indigenous Communities and the public an opportunity to review and provide input on the existing environmental conditions and to comment on any potential changes to the previously EA highway alignment including modifications to access roads. PIC #1 materials will be posted on the project website beginning on July 20, 2021. Comments are requested by August 6, 2021 through the online comment form that is available on the website, or by contacting the individuals below. Please note comments are welcome at any time during the study.

PIC #2 will be held later in the study to present the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures.

As part of this study, an Addendum to the ESR will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted and published when the Addendum is available for viewing.

### COMMENTS

If you wish to obtain additional information or provide comments or if you would like to be added to the study's mailing list, please contact the individuals listed below, or visit our website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca).

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**Michael Jakovcic, P.Eng.**  
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Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

## Messi close to re-signing

THE ASSOCIATED PRESS

BARCELONA, Spain — Lionel Messi and Barcelona are closer to signing a new deal that would keep the Argentina star at the Spanish club through the end of his playing career.

A person with knowledge of the negotiations between club and player told The Associated Press on Friday that Messi was prepared to accept Barcelona's offer of a five-year contract at 50% of his previous salary. The person spoke on condition of anonymity because they were not authorized to speak publicly about the negotiations.

In his previous contract, signed in 2017, Messi earned a massive 138 million euros (\$163 million) per season.

The person with knowledge of the negotiations did not indicate the other aspects of the contract still being worked out between the club and Messi's father, Jorge Messi, who acts as his agent.

Barcelona as a club has officially said nothing publicly about the details of the negotiations with the soccer great.

The 34-year-old Messi joined Barcelona two decades ago at age 13. Last August he stunned Barcelona by announcing that he wanted out after the 2019-2020 season ended without a title and his relationship with then club president Josep Bartomeu deteriorated.

The return of Joan Laporta to the club's presidency in March has been key in bringing Messi back into the fold. Laporta ran Barcelona when Messi had his breakout as a teenager.

A significantly lower salary for Messi is critical to keeping him at the financially troubled club following the losses sustained by the pandemic and some questionable management. Laporta admitted that a lower salary cap for Barcelona due to reduced revenues complicated his task to make all the pieces fit.

Messi's previous contract with Barcelona expired on June 30, making many Barcelona fans nervous that he could be lured away to big spenders like Paris Saint-Germain or Manchester City.

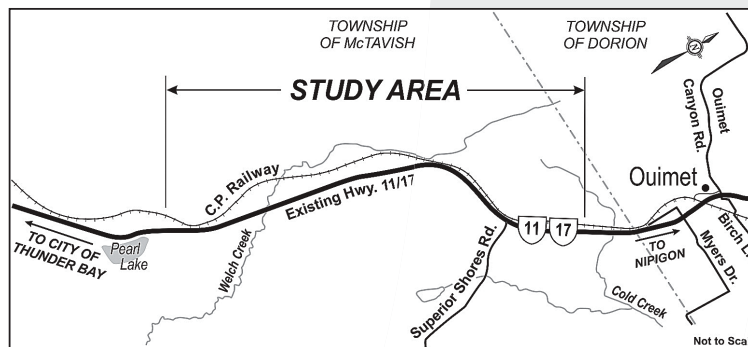
Even Barcelona coach Ronald Koeman acknowledged last week that he was concerned.





## Notice of Online Public Information Centre #1

Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet



### THE STUDY

WSP, on behalf of the **Ministry of Transportation (MTO)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km.

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### COMMENTS

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Project Manager  
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e-mail: [Rob.Kleine@wsp.com](mailto:Rob.Kleine@wsp.com)

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toll-free: 1-800-465-5034  
tel: 807-632-0943  
e-mail: [Michael.Jakovcic@ontario.ca](mailto:Michael.Jakovcic@ontario.ca)

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July 14, 2021

«Title» «First\_Name» «Last\_Name»  
«Company»  
«Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

Directly mailed to federal and provincial agencies, elected officials, municipalities, emergency services, school boards, utilities and interested groups/stakeholders on the project mailing list. A copy of the OGN was enclosed.

**RE: Notice of Online Public Information Centre # 1  
Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 km West of  
CPR Overhead at Ouimet  
Design-Build Ready and Class Environmental Assessment Study  
(G.W.P. 129-90-00)**

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Dear «Title» «Last\_Name»,

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km. A key plan showing the study area is available on the enclosed notice.

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PIC #2 will be held later in the study to present the recommended highway alignment and access options, anticipated environmental impacts and proposed mitigation measures.

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Yours truly,

**WSP**

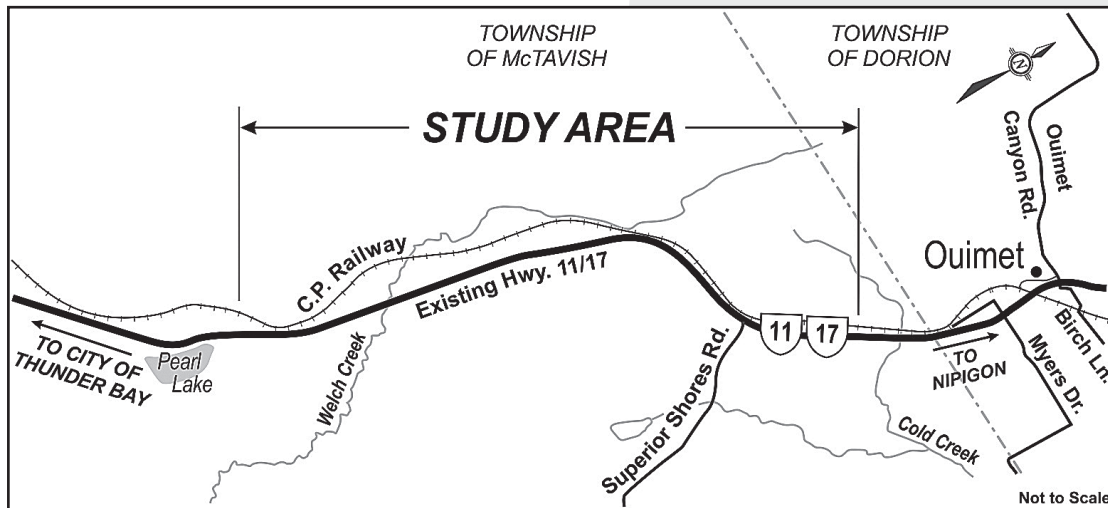
Rob Kleine, P. Eng.  
Project Manager

Cc: Michael Jakovcic, Project Manager, MTO  
Steven Wall, Environmental Planner, MTO  
Greg Moore, Senior Environmental Planner, WSP

Encl. Notice of Online Public Information Centre #1

# Notice of Online Public Information Centre #1

## Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet



### THE STUDY

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Project Manager  
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#### **Michael Jakovcic, P.Eng.**

Senior Project Engineer  
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Ministry of Transportation

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July 15, 2021

«Title» «First\_Name» «Last\_Name»  
«Company»  
«Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

Attention: «Title» «First\_Name» «Last\_Name»

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Overhead at Ouimet  
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(G.W.P. 129-90-00)**

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Directly mailed and emailed to  
Indigenous Communities. A copy  
of the OGN was enclosed.

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Sincerely,

Michael Jakovcic  
Project Engineer  
Ministry of Transportation, Northwestern Region

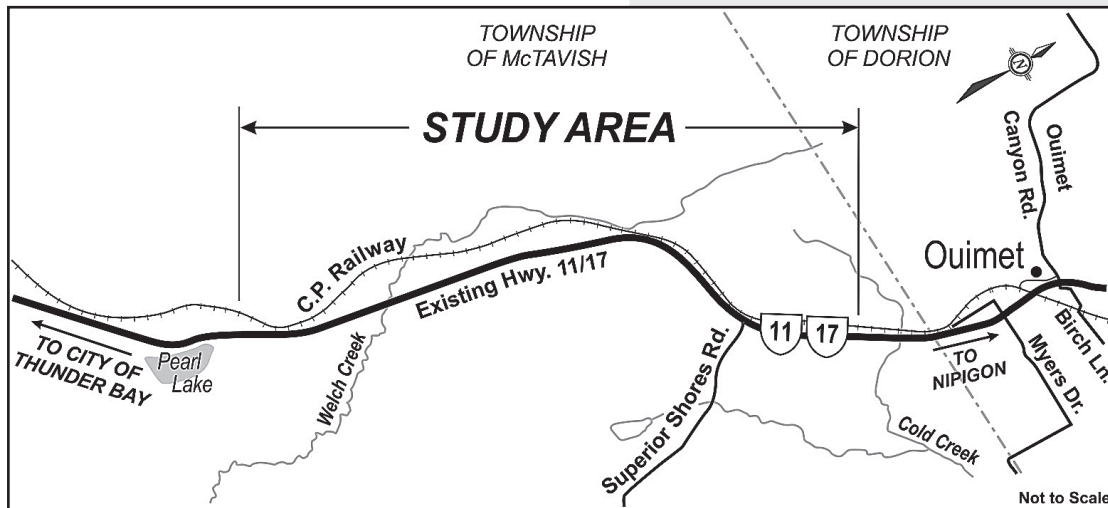
Cc: Patricia DeCal, Head of Environmental Section, MTO  
Bill Taylor, Indigenous Liaison Specialist, MTO  
Steven Wall, Environmental Planner, MTO  
Rob Kleine, Project Manager, WSP  
Greg Moore, Senior Environmental Planner, WSP

Encl. Notice of Online Public Information Centre #1 OGN



# Notice of Online Public Information Centre #1

## Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet



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#### Rob Kleine, P.Eng.

Project Manager  
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tel: 905-882-7225  
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## **Notice of Public Information Centre # 2**

OGN and Notification Letters

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# Canada losing internationally trained doctors

## Calls grow to streamline licensing

BY SARAH SMELLIE  
THE CANADIAN PRESS

ST. JOHN'S, N.L. — As Canadian health-care systems buckle under the weight of doctor shortages, the past president of the Canadian Medical Association is calling for a national licensing pathway for doctors — and some provinces are on board.

The current system, in which each province has its own licensing system, is confusing and bureaucratically cumbersome, particularly for doctors trained outside of Canada, said Dr. Katharine Smart said in a recent interview.

A national physician licence could provide a single, streamlined process for verifying the credentials of internationally trained doctors, she said.

“To have (all the) provinces credentialing every university, or every country, independently doesn't really make a lot of sense,” Smart said. “It would make sense

that would be done once, for the country.”

Doctors trained abroad arrive in the country hoping to practise, but are often stymied by the confusing and costly licensing process, she said. Some ultimately leave for countries where it is easier to start working, she said, adding: “Many people are never able to enter the system and actually practise medicine.”

The issue of cumbersome licensing for doctors trained outside the country has recently come to a head in several provinces. Last month, Ontario Health Minister Sylvia Jones directed the province's regulatory colleges to develop plans to more quickly register internationally educated doctors and nurses.

“The College of Physicians and Surgeons of Ontario has already taken steps to facilitate inter-provincial coverage with as little as a day's notice to meet urgent needs,” said college spokesman



CANADIAN MEDICAL ASSOCIATION

**Dr. Katharine Smart said, the current system, in which each province has its own licensing system, is confusing and bureaucratically cumbersome, particularly for doctors trained outside of Canada.**

Shae Greenfield in an email Wednesday. He said the college has also proposed creating a new temporary registration class, “specifically designed to support mobility between provinces and territories.”

Other provinces, including Nova Scotia and Newfoundland and Labrador, are working to streamline their procedures as they welcome Ukrainian doctors fleeing the war in their country.

The College of Physicians and Surgeons of Newfoundland and Labrador supports “exploring the concept of physician mobility throughout Canada, while main-

taining our mandate of public protection,” according to a statement emailed Thursday.

And Dr. Gus Grant, registrar of Nova Scotia's college of physicians and surgeons, said the idea of a national licensing system has merit, though he noted it would be an enormous administrative undertaking.

In the meantime, Grant said the four Atlantic provinces are discussing ways to co-ordinate licensing across the region.

“I think that's more easily attainable and readily attainable,” he said. “I'm excited by the momentum towards that right now.”

# Ample supply of bivalent vax

THE CANADIAN PRESS

TORONTO — Ontario's chief medical officer of health says there is ample supply of the Omicron-targeted COVID-19 vaccine, even for people who won't be eligible for that shot until later this month.

Dr. Kieran Moore says over the next two weeks only 20,000 out of a potential 80,000 appointments have been booked.

“(We have) plenty of appointments available, we have the vaccine, we have the partnerships, we just need people to realize we all need to be protected for this winter, and maximize our level of protection at a community level,” he said in an interview Thursday.

“I know it's great weather and everyone's outdoors, but we soon will be going indoors and the risk of transmission will be going up.”

The province had hit a low of 5,000 people a day getting shots, and now with renewed interest in the vaccines with the introduction of the bivalent shot, that's up to 15,000, Moore said.

About 22,000 bivalent vaccines have been administered since they became available Monday, ministry officials said.

Ontarians aged 70 and older, long-term care residents, health-care workers, Indigenous people and their adult household members, immunocompromised people 12 and older and pregnant people are eligible for the Omicron-targeted booster now.

All others 18 and older can book now for appointments starting as of Sept. 26. The province had said at the time of the announcement Monday that availability of the bivalent shots for those appointments would be contingent on supply from the federal government, but Moore said there should be enough for those who want it.

The Ministry of Health said the recommended wait between shots is six months from the last booster dose, but the minimum interval is 84 days.

Moore said the fall booster campaign in general is progressing well, with 113,723 receiving any booster shot — bivalent or the original vaccine formula — since Sept. 1.

# Premature to declare global pandemic over: experts

BY NICOLE THOMPSON  
THE CANADIAN PRESS

TORONTO — While the head of the World Health Organization says the end of the COVID-19 pandemic is “in sight,” some Canadian experts warn it would be premature to declare the global health crisis over.

Their comments come after the WHO said the number of deaths worldwide attributed to COVID-19 in the last week reached the lowest point since the pandemic's onset, and urged governments to remain vigilant to prevent backsliding at a pivotal moment.

“Psychologically, many people in the public and in government have felt like they want to move on,” said Dr. Fahad Razak, who headed up

the recently disbanded group of scientists advising Ontario's government on COVID-19.

“The question is: are we there yet? And there's many parts of the system that suggest it's premature to make that call.”

Coronavirus variants have traditionally cropped up during the fall and winter, leading to a surge in cases and deaths, Razak said, and it stands to reason that could happen again this year.

If we don't see a new wave during the peak COVID season, he said experts may be more willing to declare the end of the pandemic in the spring.

“I'd like to see us get through the fall and winter with stability in our system,” he said. “And part of that means controlling the virus . . .

to give our health system a chance of functioning to its full extent over the fall and winter.”

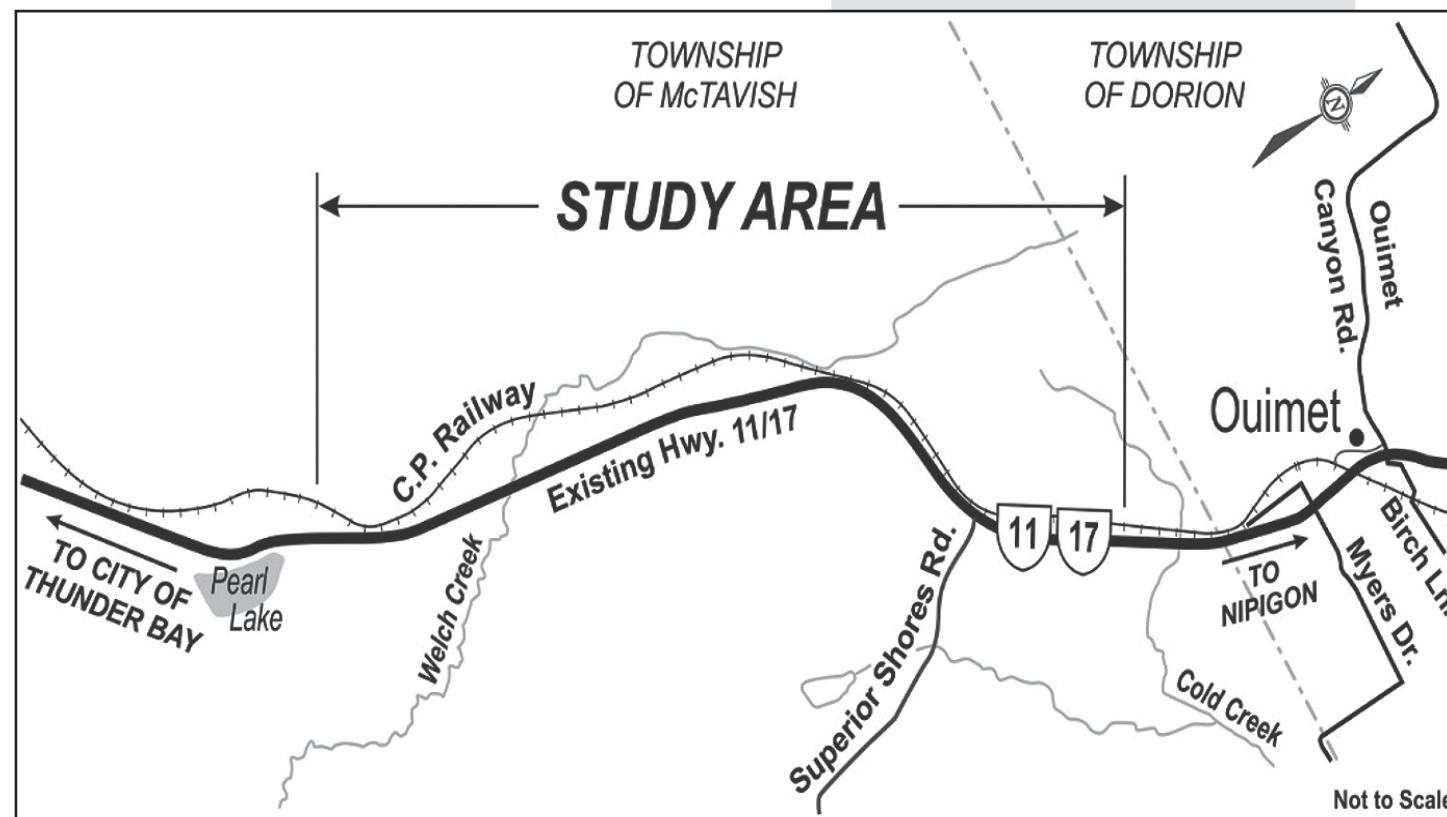
WHO Director-General Tedros Adhanom Ghebreyesus announced Wednesday that deaths fell by 22 per cent in the past week, at just over 11,000 reported worldwide. There were 3.1 million new cases, a drop of 28 per cent, continuing a weeks-long decline in the disease in every part of the world.

“We are not there yet, but the end is in sight,” he said, comparing the effort to that made by a marathon runner nearing the finish line.

“Now is the worst time to stop running. Now is the time to run harder and make sure we cross the line and reap all the rewards of our hard work.”

## Notice of Public Information Centre #2 (Online)

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# Monkeypox peaked in July

BY ALLISON JONES  
THE CANADIAN PRESS

TORONTO — Ontario's chief medical officer of health says monkeypox activity in the province has peaked.

Dr. Kieran Moore says the province peaked in total number of active cases the week of July 15, when roughly 16 to 18 cases a day were being identified through PCR testing, while now that is down to only about one a day.

Moore says most of those new cases are travel-related, particularly from American hot spots, rather than people acquiring an infection within Ontario.

He says Ontario has immunized 32,175 people against monkeypox and is waiting for the National Advisory Committee on Immunization to provide guidance on if and how to start a second-dose strategy.

As of this week, there have been 656 confirmed cases of monkeypox in Ontario.

Monkeypox spreads when people have close, physical contact with an infected person's lesions, their clothing or bedsheets, and symptoms can include rash, swollen lymph nodes and fever.

Ontario's progress is remarkable, Moore said, and the province has seen an absolute plateau.

“To me, risk has diminished dramatically in Ontario,” he said in an interview.

In its latest report released Wednesday, Public Health Ontario said there were 656 confirmed cases of monkeypox in the province as of the previous day, an increase of 25 from the week before.

The agency said 484 of the confirmed cases, or about 74 per cent, were in Toronto, and all but five cases were reported among males. The average age of all confirmed cases in the province is about 36, and confirmed cases range in age from under 20 to 74.

Public health says 19 people have been hospitalized with the illness in the province and two people have been in intensive care.

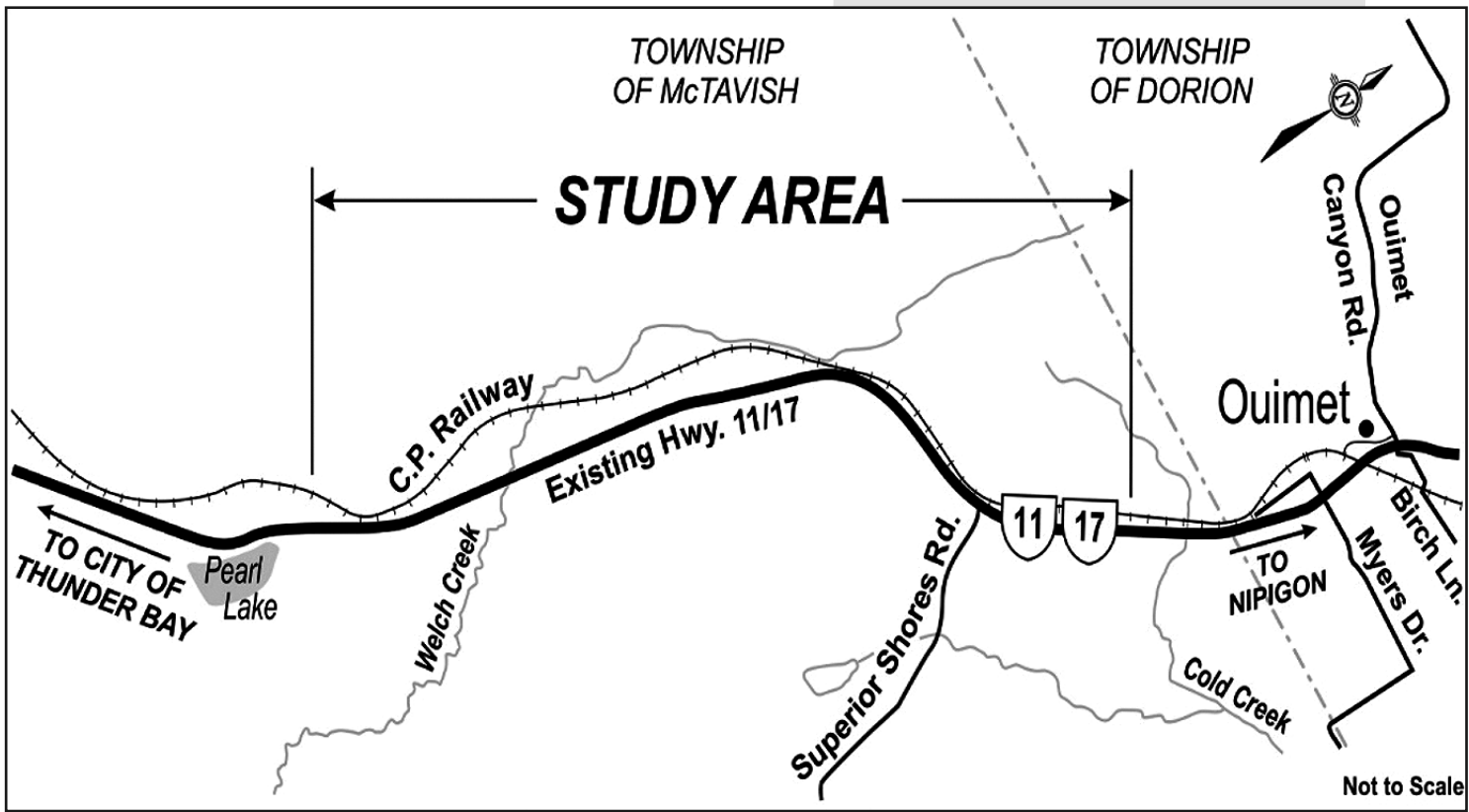
There are also 10 probable cases in Ontario.

Local public health units and alliances across Ontario have been holding vaccination clinics over the past few months for those the province has deemed at high risk of contracting monkeypox.



## Notice of Public Information Centre #2 (Online)

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615 James Street South  
Thunder Bay, ON P7E 6P6  
toll-free: 1-800-465-5034  
tel: 807-627-9699  
e-mail: [Crystal.Beaulieu@ontario.ca](mailto:Crystal.Beaulieu@ontario.ca)

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ontario 



Top floor at Pentecostal church - Jim





September 14, 2022

«Title» «First\_Name» «Last\_Name»  
«Company»  
«Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

Directly mailed to federal and provincial agencies, elected officials, municipalities, emergency services, school boards, utilities and interested groups/stakeholders on the project mailing list. A copy of the OGN was enclosed.

**RE: Notice of Public Information Centre # 2 (Online)  
Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 km West of  
CPR Overhead at Ouimet  
Design-Build Ready and Class Environmental Assessment Study  
(G.W.P. 129-90-00)**

---

Dear «Title» «Last\_Name»,

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km. A key plan showing the study area is available on the enclosed notice.

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Public Information Centre (PIC) #1 was held virtually in July 2021 and the potential changes to the previously approved EA corridor, including the review of a new alignment for the future eastbound lanes were reviewed.

PIC #2 is being held virtually on the project website at **[www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca)**. The purpose of the second PIC is to provide interested stakeholders, Indigenous Communities and the public an opportunity to review and comment on the analysis and evaluation of alternatives, preferred highway alignment, and anticipated environmental impacts and proposed mitigation strategies.

PIC #2 materials will be posted to the project website on **September 20, 2022**, and comments are kindly requested by **October 20, 2022** through the online comment form that is available on the website or by contacting one of the Project Team members listed on the attached notice. Please note comments are welcome at any time during the study.



Following PIC #2, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.

Comments and information will be collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

If you wish to obtain additional information about the project or provide input at any point during the study, please visit the study website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca) which will be updated regularly, or contact one of the Project Team members listed on the attached notice.

Yours truly,

**WSP**

Rob Kleine, P. Eng.  
Project Manager

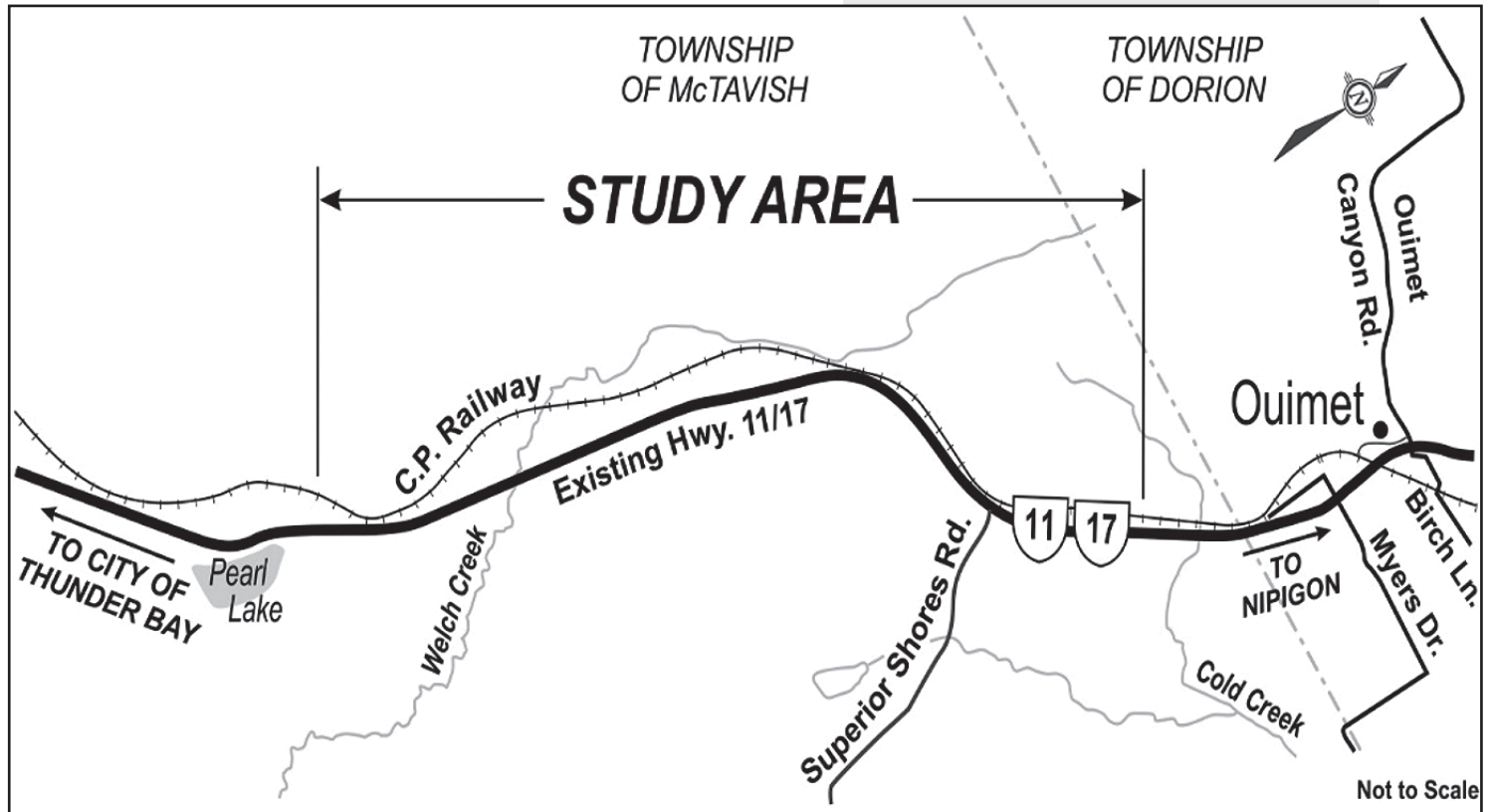
Cc: Crystal Beaulieu, Senior Project Engineer, MTO  
Steven Wall, Environmental Planner, MTO  
Christine Vazz, Senior Environmental Planner, WSP

Encl. Notice of Public Information Centre #2 (Online)



# Notice of Public Information Centre #2 (Online)

Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet



## THE STUDY

WSP, on behalf of the **Ministry of Transportation (MTO)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km.

## THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*.

Public Information Centre (PIC) #1 was held virtually in July 2021 and the potential changes to the previously approved EA corridor, including the review of a new alignment for the future eastbound lanes were reviewed.

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As part of this study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be

available for a 30-day public review period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.

## COMMENTS

If you wish to obtain additional information, provide comments, require any accommodation, or would like to be added to the study's mailing list, please contact the individuals listed below, or visit our website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca).

### Rob Kleine, P.Eng.

Project Manager  
WSP Canada Inc.  
100 Commerce Valley Drive West  
Thornhill, ON L3T 0A1  
toll-free: 1-877-562-7947  
tel: 905-882-7225  
e-mail: [Rob.Kleine@wsp.com](mailto:Rob.Kleine@wsp.com)

### Crystal Beaulieu, P.Eng.

Senior Project Engineer  
Ministry of Transportation (MTO)  
615 James Street South  
Thunder Bay, ON P7E 6P6  
toll-free: 1-800-465-5034  
tel: 807-627-9699  
e-mail: [Crystal.Beaulieu@ontario.ca](mailto:Crystal.Beaulieu@ontario.ca)

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ministry of Transportation

Engineering Office  
Planning and Design Section  
Northwestern Region

615 James St S  
Thunder Bay, Ontario P7E 6P6  
Telephone: (807) 632-0943  
Facsimile: (807) 473-2168  
Email: crystal.beaulieu@ontario.ca

Ministère des Transports

Bureau du génie  
Section de la planification et de la conception  
Région du Nord-Ouest

615, rue James Sud  
Thunder Bay (Ontario) P7E 6P6  
Téléphone: (807) 632-0943  
Télécopieur: (807) 473-2168  
Courriel: crystal.beaulieu@ontario.ca



September 14, 2022

«Title» «First\_Name» «Last\_Name»  
«Company»  
«Branch»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

Attention: «Title» «First\_Name» «Last\_Name»

**RE: Notice of Public Information Centre #2 (Online)  
Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 km West of CPR  
Overhead at Ouimet  
Design-Build Ready and Class Environmental Assessment Study  
(G.W.P. 129-90-00)**

Directly mailed and emailed to Indigenous Communities. A copy of the OGN was enclosed.

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km. A key plan showing the study area is available on the enclosed notice.

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Public Information Centre (PIC) #1 was held virtually in July 2021 and the potential changes to the previously approved EA corridor, including the review of a new alignment for the future eastbound lanes were reviewed.

PIC #2 is being held virtually on the project website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca). Persons requiring accommodation to review these materials are encouraged to contact the Project Managers below to discuss accessibility requirements.

The purpose of this letter is to inform <<INSERT INDIGENOUS COMMUNITY NAME>> that a second PIC is being held to provide an opportunity to review the analysis and evaluation of alternatives, preferred highway alignment, anticipated environmental impacts and proposed mitigation strategies. The PIC #2 materials will be posted to the project website on **September 20, 2022**, and comments are kindly requested by **October 20, 2022** through the online



comment form that is available on the website or by contacting one of the Project Team members listed on the attached notice. Please note comments are welcome at any time during the study.

MTO and the Project Team would be pleased to schedule a virtual meeting prior to the PIC materials being posted to the website on September 20th, or at any time throughout the process. If interested, please contact the project team noted in the enclosed notice to arrange a meeting.

Following PIC #2, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be available for a 30-day public review period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.

Comments and information will be collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

If you wish to obtain additional information about the project or provide input at any point during the study, please visit the study website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca), which will be updated regularly, or contact Mike Sanders, Indigenous Liaison Specialist at (807) 629-6254 or [mike.sanders@ontario.ca](mailto:mike.sanders@ontario.ca) or one of the Project Managers listed on the enclosed notice.

Sincerely,

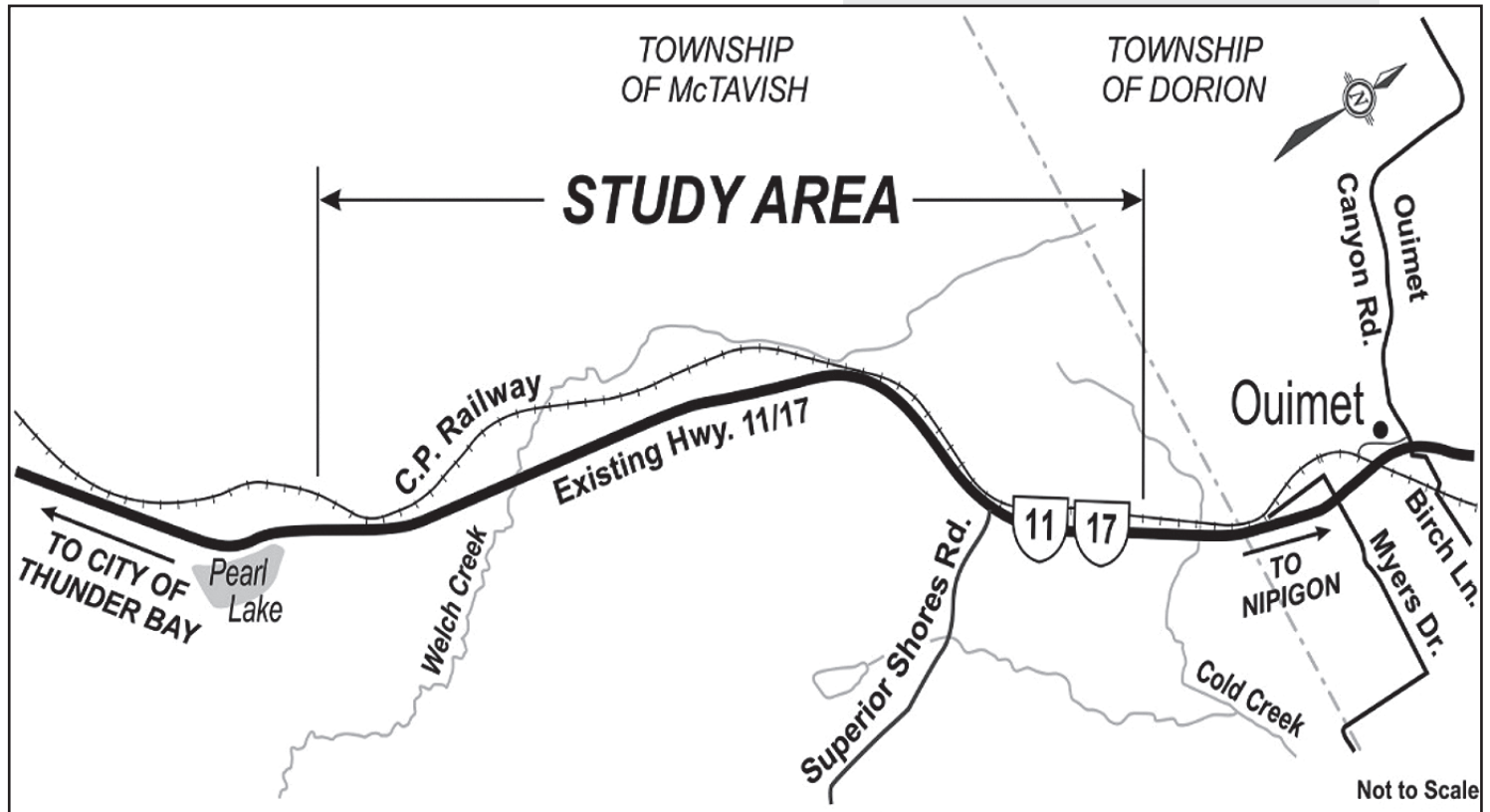
Crystal Beaulieu, P. Eng.  
Senior Project Engineer  
Ministry of Transportation, Northwest Region

Cc: Mike Sanders, Indigenous Liaison Specialist, MTO  
Steven Wall, Environmental Planner, MTO  
Rob Kleine, Project Manager, WSP  
Christine Vazz, Senior Environmental Planner, WSP

Encl. Notice of Public Information Centre #2 (Online)

# Notice of Public Information Centre #2 (Online)

Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet



## THE STUDY

WSP, on behalf of the **Ministry of Transportation (MTO)**, is undertaking the Design-Build Ready and Class Environmental Assessment (Class EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km.

## THE PROCESS

This study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*.

Public Information Centre (PIC) #1 was held virtually in July 2021 and the potential changes to the previously approved EA corridor, including the review of a new alignment for the future eastbound lanes were reviewed.

PIC #2 is being held virtually on the project website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca). The purpose of the second PIC is to provide interested stakeholders, Indigenous Communities and the public an opportunity to review and comment on the analysis and evaluation of alternatives, preferred highway alignment, and anticipated environmental impacts and proposed mitigation strategies.

PIC #2 materials will be posted to the project website on **September 20, 2022**, and comments are kindly requested by **October 20, 2022** through the online comment form that is available on the website or by contacting one of the Project Team members listed on the attached notice. Please note comments are welcome at any time during the study.

As part of this study, an Addendum to the 1997 Environmental Study Report (ESR) will be prepared to document any changes to the existing environmental conditions from 1997 and any proposed changes to the previously approved plan, along with the proposed mitigation measures. The Addendum will be

available for a 30-day public review period at the end of the study process. Notices will be posted online to the project website and published in local newspapers when the Addendum is available for viewing.

## COMMENTS

If you wish to obtain additional information, provide comments, require any accommodation, or would like to be added to the study's mailing list, please contact the individuals listed below, or visit our website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca).

### Rob Kleine, P.Eng.

Project Manager  
WSP Canada Inc.  
100 Commerce Valley Drive West  
Thornhill, ON L3T 0A1  
toll-free: 1-877-562-7947  
tel: 905-882-7225  
e-mail: [Rob.Kleine@wsp.com](mailto:Rob.Kleine@wsp.com)

### Crystal Beaulieu, P.Eng.

Senior Project Engineer  
Ministry of Transportation (MTO)  
615 James Street South  
Thunder Bay, ON P7E 6P6  
toll-free: 1-800-465-5034  
tel: 807-627-9699  
e-mail: [Crystal.Beaulieu@ontario.ca](mailto:Crystal.Beaulieu@ontario.ca)

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.





September 14, 2022

«Title» «First\_Name» «Last\_Name»  
«Address\_1»  
«Address\_2»  
«City», «Province» «Postal\_Code»

**RE: Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 km West of  
CPR Overhead at Ouimet  
Design-Build Ready and Class Environmental Assessment Study  
Impacted Property Owners (G.W.P. 129-90-00)**

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Dear «Title» «Last\_Name»:

The Ontario Ministry of Transportation (MTO) has retained WSP to undertake the Design-Build Ready and Class Environmental Assessment (EA) Study Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet, for 7.6 km. A key plan showing the study area is available on the enclosed notice.

This study is following the approved planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The first Public Information Centre (PIC #1) presentation materials were posted on the project website at [www.Hwy11-17Four-Laning-PearlLake.ca](http://www.Hwy11-17Four-Laning-PearlLake.ca) in July 2021 to introduce the existing environmental conditions and a review of potential changes to the previously EA Approved plan and an Alternative Alignment.

PIC #2 materials will be posted to the project website on September 20, 2022 to present the analysis and evaluation of alternatives, preferred highway alignment, anticipated environmental impacts and proposed mitigation strategies.

The purpose of this letter is to advise you that your property at «LEGAL\_DESCRIPTION» is impacted by the preferred alignment that is being presented at PIC #2 for public input.

We encourage you to review the potential impact to your property and to contact the following Project Team members if you have any comments or would like to further discuss the project.

**Rob Kleine, P.Eng.**  
Project Manager  
WSP Canada Inc.  
100 Commerce Valley Drive West  
Thornhill, ON, L3T 0A1  
Toll-Free: 1-877-562-7947  
Tel: 905-882-7225  
E-mail: Rob.Kleine@wsp.com

**Crystal Beaulieu, P.Eng.**  
Senior Project Engineer  
Ministry of Transportation (MTO)  
615 James Street South  
Thunder Bay, ON P7E 6P6  
Toll-Free: 1-800-465-5034  
Tel: 807-627-9699  
E-mail: Crystal.Beaulieu@ontario.ca



Comments are requested by October 20, 2022 but please note that comments are welcome at any point in the study.

Comments and information will be collected to assist the MTO in meeting the requirements of the Environmental Assessment Act. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have accessibility requirements in order to participate in this project, please contact one of the Project Team members listed in the enclosed notice.

Sincerely,

**WSP**

Rob Kleine, P. Eng.  
Consultant Project Manager

cc: Crystal Beaulieu, MTO, Senior Project Engineer  
Steven Wall, MTO, Environmental Planner  
Christine Vazz, WSP, Consultant Senior Environmental Planner

Attachment: *Alignment Alternative (Preferred Alignment)*  
*Notice of PIC #2*



# APPENDIX

## B

### CORRESPONDENCE



## GWP 129-90-00 Highway 11/17 Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet

### Summary of Agency/Public Comments and Responses

#### Study Commencement

<p><b>Transport Canada</b></p>	<p><b><u>Comment received on August 17, 2018:</u></b></p> <ul style="list-style-type: none"> <li>• Noted all the correspondence should be forwarded electronically to <a href="mailto:EnviroOnt@tc.gc.ca">EnviroOnt@tc.gc.ca</a> with a brief description of Transport Canada's expected role.</li> <li>• Further comment received and noted Property owned by the Ministry of Infrastructure Ontario may be within the study area. If this property is needed for this project, need to contact Alex Lye for information on the public work Class EA and steps to acquire the property. If it is not needed, continue to consult Infrastructure Ontario as a directly affected party. If it is not within your study area, please remove us from your contact list.</li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted.</li> </ul>
<p><b>Ministry of Energy, Northern Development and Mines (MNDM)</b></p>	<p><b><u>Comment received on August 7, 2018:</u></b></p> <ul style="list-style-type: none"> <li>• Noted the ministry is interested in reviewing the proposal</li> <li>• Requested for shapefiles for reference</li> </ul>	<ul style="list-style-type: none"> <li>• The requested shapefiles were provided to the ministry for review.</li> </ul>
<p><b>Ministry of Natural Resources and Forestry (MNR)</b></p>	<p><b><u>Comment received on August 14, 2018:</u></b></p> <ul style="list-style-type: none"> <li>• Noted that the Thunder Bay District MNR is the proper office to correspond with for this project, not the Nipigon Office and they cover the of the Geo. Townships of MacTavish and Dorion.</li> </ul>	<ul style="list-style-type: none"> <li>• Comment noted. The project mailing list is updated.</li> </ul>
<p><b>Hydro One Network Inc. (HONI)</b></p>	<p><b><u>Comment received on August 17, 2018</u></b></p> <ul style="list-style-type: none"> <li>• Confirmed that HONI has high voltage transmission &amp; distribution facilities with the study area</li> <li>• Noted HONI does not have enough information about the project</li> <li>• Further added, in addition to the infrastructure mentioned above, the affected transmission corridor may have provisions for future lines or already contain secondary land uses (pipelines, water mains, parking, etc) and therefore, development should not reduce line clearances or limit access to their facilities at any time in the study area.</li> <li>• Any construction activities must maintain the electrical clearance from the transmission line conductors.</li> <li>• The integrity of the structure foundations must be maintained at all times with no disturbance of the earth around the poles, guy wires and tower footings. There must not be any grading, excavating, filling or other civil work close to the structures.</li> <li>• Requested continue to send all communications to Hydro One's Secondary Land Use Mailbox at <a href="mailto:Department.SecondaryLandUse@hydroone.com">Department.SecondaryLandUse@hydroone.com</a></li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team reached out to HONI and noted the project has been dormant since 2018.</li> <li>• Requested to have a meeting with Hydro One to discuss the project, mainly focusing on the high voltage transmission towers.</li> </ul>
<p><b>Ministry of Citizenship and Multiculturalism (MCM, formerly MHSTCI/MTCS)</b></p>	<p><b><u>Comment received on August 30, 2018:</u></b></p>	<ul style="list-style-type: none"> <li>• The project team provided additional information regarding the Stage 1 Archaeological Assessment to the ministry.</li> </ul>

	<ul style="list-style-type: none"> <li>Noted that under the EA process, the proponent is required to determine a project's potential's impact on cultural heritage resources.</li> <li>Requested for additional information on the Stage 1 Archaeological Assessment, identifying cultural heritage resources, built heritage and cultural heritage landscape and environmental assessment reporting.</li> </ul>	
<b>Infrastructure Ontario</b>	<p><b><u>Comment received on August 23, 2018:</u></b></p> <ul style="list-style-type: none"> <li>Noted that the property owned by the Ministry of Infrastructure Ontario may be within our study area.</li> <li>The image of property was sent by IO.</li> <li>Noted, if this property is needed for this project, the project team needs to contact Alex Lye for information on the public work Class EA and steps to acquire the property. If it is not needed, continue to consult Infrastructure Ontario as a directly affected party. If it is not within the study area, requested to be removed from our contact list.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team noted that they are aware of the limits of Minister of Government and Consumer Services owned land and will ensure all required permits and agreements are obtained as part of the property acquisition process.</li> </ul>
<b>Township of Dorion</b>	<p><b><u>Comment received on August 30, 2018:</u></b></p> <ul style="list-style-type: none"> <li>Noted ensure the least impact on the residents of Dorion and the Township of Dorion (i.e. concerns with new alignment going through the township; concerns with property buyouts; displaced residents; loss of assessment and taxation)</li> <li>Noted ensure convenient and safe intersections (medians)</li> <li>Concerns with leftover infrastructure and MTO property for Dorion to maintain (i.e. culverts; roads)</li> <li>Noted Environmental concerns -bridges to avoid spawning areas</li> <li>Further advised that Council looks forward to good communications with WSP &amp; MTO and the Dorion Four-Lane Community Consultation Committee (DFLCCC)</li> </ul>	<ul style="list-style-type: none"> <li>Comments noted.</li> </ul>
<b>PIC #1</b>		
<b>Ministry of Citizenship of Multiculturalism (MCM, formerly MHSTCI/MTCS)</b>	<p><b><u>Comment received on August 5, 2021:</u></b></p> <ul style="list-style-type: none"> <li>Concerns with identifying Cultural heritage and Archaeological Resources;</li> <li>Concerns with Built Heritage Resources and Cultural Heritage Landscapes;</li> <li>Concerns with Bridges and culverts and if the proposed work involves a culvert; and</li> <li>MHSTCI noted findings of technical cultural heritage studies should be summarized as part of EA reports discussion of existing conditions, impact assessment, mitigation and future commitments.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team noted as part of this Class EA study, a Stage 1 Archaeological Assessment (AA) is being completed to determine the potential for further Stage 2 archaeological assessment.</li> <li>The Stage 1 Archaeological Assessment Report will be submitted to the MCM (Formerly MTCS) for concurrence.</li> <li>Further noted that MTO will be following their heritage screening protocols to review the potential for cultural heritage resources within the study area.</li> </ul>
<b>Lakehead Region Conservation Authority (LRCA)</b>	<p><b><u>Comment received on August 6, 2021:</u></b></p> <ul style="list-style-type: none"> <li>Noted there are various water crossings which may be subject to the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations.</li> <li>LRCA requested for final water crossing drawings when completed for their records.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team recognized that any work conducted by the MTO within the regulated area would not be subject to the Authority's development, Interference with wetlands and Alterations to Shorelines and Watercourses Regulations, and would therefore not require an Authority permit.</li> </ul>



	<ul style="list-style-type: none"> <li>LRCA further noted, any work conducted by the MTO within the regulated area would not be subject to the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations, and would therefore not require an Authority permit.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team also noted that they will provide LRCA with final water crossing drawings when completed for their records as requested.</li> </ul>
<b>Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNR)</b>	<p><b><u>Comment received on August 6, 2021:</u></b></p> <ul style="list-style-type: none"> <li>Noted within 1.5 km radius of the North-end of Superior Shores Road, NDMNR data does indicate the potential presence of wildlife species.</li> <li>Advised standard permitting does apply when it comes to water crossing replacements, fish or amphibian salvage etc.</li> <li>The study area requires evaluation due to the presence of Pine species to determine the potential fire hazard classification.</li> <li>Noted most of the land impacted by the study area is Crown lands and permitting needs to be obtained and Noted concerns regarding natural heritage, fisheries and wildland fire within the study area.</li> </ul>	<ul style="list-style-type: none"> <li>The Project team noted as part of this project, detailed natural environmental investigations are ongoing to determine up-to-date existing conditions, provide input into the evaluation of alternatives, and undertake preliminary impact assessments. This study will also identify commitments for further environmental investigations and the potential need for any required permits and agreements in the subsequent Design-Build phase.</li> </ul>
<b>Hydro One Network Inc.</b>	<p><b><u>Comment received on August 9, 2021:</u></b></p> <ul style="list-style-type: none"> <li>Noted that Hydro One would like to be involved in this EA as there is transmission assets in very close proximity to the existing highway.</li> <li>Furthermore they added that they are currently in the process of working with the MTO to relocate assets both to the east and west of this study area.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team noted that will continue to keep Hydro One Networks Inc. (<a href="mailto:Department.SecondaryLandUse@hydroone.com">Department.SecondaryLandUse@hydroone.com</a>) on our study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>
<b>Infrastructure Ontario (IO)</b>	<p><b><u>Comment received on August 17, 2021:</u></b></p> <ul style="list-style-type: none"> <li>Noted that their initial scan indicates that property owned by the Minister of Government and consumer services is within and adjacent to the study area so MOI land may be required for this project.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team noted that they are aware of the limits of Minister of Government and Consumer Services owned land and will ensure all required permits and agreements are obtained as part of the property acquisition process.</li> </ul>
<b>PIC #2</b>		
<b>Lakehead Region Conservation Authority (LRCA)</b>	<p><b><u>Comment received on October 18, 2022:</u></b></p> <ul style="list-style-type: none"> <li>LRCA noted there are unevaluated wetlands and various water crossings (i.e. Welch Creek, Pearl Lake, Samick's Lake, etc.) which are be subject to the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations.</li> <li>Any work conducted by the MTO within the regulated area would not be subject to the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulations, and would therefore not require an Authority permit.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team recognized that any work conducted by the MTO within the regulated area would not be subject to the Authority's development, Interference with wetlands and Alterations to Shorelines and Watercourses Regulations, and would therefore not require an Authority permit.</li> <li>Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>
<b>Thunder Bay Field Naturalists</b>	<p><b><u>Comment received on October 20, 2022:</u></b></p> <ul style="list-style-type: none"> <li>Noted Thunder Bay Field Naturalists own a property downstream along Welch Creek in the McTavish wetlands, a large wetland complex that they anticipate will receive Provincially Significant Wetland (PSW) designation in the near future.</li> <li>Extra care with all mandated Erosion and Sediment mitigations, especially around the Welch Creek crossing was recommended.</li> <li>Suggested that serious consideration be given to selection of a natural river bed style of 'culvert' such as a box culvert and that round pipe culvert(s) not be installed, even with a "natural stream bed" mitigation.</li> </ul>	<ul style="list-style-type: none"> <li>The Project Team noted that acknowledged and understand their concerns for the potential impacts to Northern Brook Lamprey as one of the Species At Risk in the Welch Creek, and appropriate measures will be undertaken to mitigate potential negative impacts. As well mandated Erosion and Sediment mitigation measures, especially around the Welch Creek crossing will be applied during construction.</li> <li>Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>

	<ul style="list-style-type: none"> <li>• Further noted MTO may already have made contact with a property owner of 905 acres north of the Westbound lanes (the existing Hwy. 11-17 corridor) who is a TBFN member. They manage the property as a 'nature reserve' to protect several SAR species: Whip-poor-will past breeders, nesting Common Nighthawk, breeding Olive-sided Flycatcher and Canada Warbler.</li> <li>• While construction activity on this corridor will presumably be potential resurfacing and entry modifications note that this property has some sections close to the Superior Shores Road entry which will have significant realignment construction and of course the property has its own entry just west of that major intersection.</li> </ul>	
<b>Hydro One Networks Inc.</b>	<p><b><u>Comment received on October 24, 2022:</u></b></p> <ul style="list-style-type: none"> <li>• Confirmed that Hydro One has existing high voltage Transmission facilities within your study area and at this time, they do not have sufficient information to comment on the potential resulting impacts that our project may have on their infrastructure.</li> <li>• Requested to stay informed as more information becomes available so that they can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent.</li> <li>• Noted that that this message does not constitute any form of approval for our project and Hydro One must be consulted during all stages of the project.</li> <li>• All future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com</li> </ul>	<ul style="list-style-type: none"> <li>• Thanked for confirming that Hydro One has existing high voltage transmission facilities within our study area.</li> <li>• As requested, we will continue to keep Hydro One Networks Inc. (secondarylanduse@hydroone.com) on our study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>
<b>Hydro One Networks Inc.</b>	<p><b><u>Comment received on September 21, 2022:</u></b></p> <ul style="list-style-type: none"> <li>• Advised that there are no major issues with regard to the proposed work.</li> </ul>	<ul style="list-style-type: none"> <li>• WSP acknowledged that North FBC does not have major issues regarding the proposed work.</li> <li>• Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>
<b>Public/Impacted Property Owners Comment</b>		
<b>Public Comment</b>	<ul style="list-style-type: none"> <li>• Requested to be placed on the mailing list</li> <li>• Asked what access Superior Shores Rd will have to 11/17.</li> <li>• He advocated for direct access to/from Hwy 11/17 from/to Superior Shores Road and also noted there are a number of fulltime residents at Superior Shores. Additionally, school buses travel that road during the school year for students drop-off and pick-up. There are property owners that have significant health concerns that shouldn't have their health jeopardized by having emergency vehicles travel to another access point that is km's away.</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team acknowledged his concern regarding Superior Shores Road access in the Township of Shuniah.</li> <li>• Sent the map of the realigned Superior Shores Road.</li> <li>• Further noted the plan is to maintain access at Superior Shores Road, the entrance will be moved around 75 meters to the east and there will be a crossover at that location.</li> <li>• Confirmed that he is on our study mailing list and will ensure he is kept informed of study activities and future consultation events.</li> </ul>
<b>Public Comment</b>	<ul style="list-style-type: none"> <li>• Requested to see the maps of the proposed route whereby the eastbound lanes would proceed from Pearl Lake to Superior Shores Road</li> <li>• Also noted will the rocky ridge be cut through in that area? By what route will it be cut?</li> <li>• Further they have noted that the 1997 version of the plan would have cut off the northeast corner of their property.</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team noted that we have adjusted the web-site to have a link to the PIC on the main page. If they click on the link (link provided) it will take them to the "Public Involvement" page.</li> <li>• Provided a link to the Public Involvement page. Highway 11/17 Four-Laning » Public Involvement (hwy11-17four-laning-pearllake.ca)</li> </ul>

	<ul style="list-style-type: none"> <li>• Noted the file was received from WSP very helpful</li> <li>• That is in addition to the removal of the northwest section incurred by the previous owner when it was removed for expansion of the gravel pit/quarry.</li> <li>• The current plan is much more acceptable.</li> <li>• Thanked for the clarification</li> </ul>	<ul style="list-style-type: none"> <li>• Encouraged them to go through all of the displays.</li> <li>• The Project Team provided the Preferred Plan and noted the plan shows his property limits on the plan.</li> <li>• Further noted that the Preferred Alignment for the Eastbound Lanes will go north (assuming the Highway 11/17 runs east/west) of your property.</li> <li>• Requested to reach out if have further questions after reviewing the PIC boards.</li> </ul>
<b>Public Comment</b>	<ul style="list-style-type: none"> <li>• Noted own the land north of the highway at Superior Shores Road, immediately west of the new 4-lane section into Dorion.</li> <li>• Noted there is no information online about the alternatives, so he can't comment on it until the details are on the website.</li> </ul>	<ul style="list-style-type: none"> <li>• MTO Project Manager noted that the PIC #2 materials are posted to the project website: Highway 11/17 Four-Laning » Public Involvement (hwy11-17four-laning-pearllake.ca).</li> <li>• Requested to reach out if have further questions after reviewing the PIC boards.</li> </ul>
<b>Public Comment</b>	<ul style="list-style-type: none"> <li>• Pleased that the highway will finally be developed into a four-lane highway.</li> <li>• Concerned with the access to Superior Shored Rd</li> <li>• Noted they are interested in the current Superior Shores Road access to remain for the following reasons: continue to enjoy the township excellent management of our road, do not want to spend any further time travelling on Highway 11\17 and Gravel Road to access Superior Shores Road, and finally, if MTO moves the access road, it remain unclear the extent to which the road would be maintained as it would be a secondary road.</li> <li>• MTO received a call from Maureen McCart regarding a rumor that Superior Shores Road was going to be realigned and come out at Meyers Road.</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team acknowledged his concern regarding Superior Shores Road access in the Township of Shuniah.</li> <li>• Sent the map of the realigned Superior Shores Road.</li> <li>• Further noted the plan is to maintain access at Superior Shores Road, the entrance will be moved around 75 meters to the east and there will be a crossover at that location.</li> <li>• Confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>
<b>Public Comment</b>	<ul style="list-style-type: none"> <li>• Thanked for sharing information about this project and delighted at the progress achieved to date on the twinning of highway 11-17.</li> <li>• He noted that there is a rumour circulating that access to the highway will not possible directly from Superior Shores Road during construction. This seems a far-fetched rumour as it would create significant challenges for commuters, including students who already spend a considerable amount of time on the bus. Furthermore, the website information suggests access will be available during construction.</li> <li>• Requested to receive information regarding highway access to property owners directly to avoid any misunderstanding</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team acknowledged his concern regarding Superior Shores Road access in the Township of Shuniah.</li> <li>• Sent the map of the realigned Superior Shores Road.</li> <li>• Further noted the plan is to maintain access at Superior Shores Road, the entrance will be moved around 75 meters to the east and there will be a crossover at that location.</li> <li>• Confirmed that he is on our study mailing list and will ensure he is kept informed of study activities and future consultation events.</li> </ul>
<b>Indigenous Communities</b>		
<b>Métis Nation of Ontario (MNO)</b>	<p><b><u>Comment received via project Comment form on September 28, 2022:</u></b></p> <ul style="list-style-type: none"> <li>• Noted it's a time to finish this project from Thunder Bay to Nipigon.</li> <li>• He also noted the EA and protection of endangered and threatened species must be addressed in a timely manner. The quality of the work needs to match what has already taken place.</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team noted that the project is following the approved environmental planning process for Group 'B' projects under the Class Environmental Assessment for Provincial Transportation Facilities (2000) as was done for the other four-laned sections of Highway 11/17 between Thunder Bay and Nipigon.</li> <li>• The Project Team acknowledged his concern regarding the protection of endangered and threatened species and you can be assured that appropriate measures will be undertaken to mitigate potential negative impacts.</li> </ul>



		<ul style="list-style-type: none"> <li>• We have confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>
<p><b>Red Sky Métis Independent Nation</b></p>	<p><b><u>Comment received via email on November 3, 2022:</u></b></p> <ul style="list-style-type: none"> <li>• Thanked for providing Red Sky Métis Independent Nation (RSMIN) with the opportunity to comment on the project.</li> <li>• Noted after reviewing historical documentation and the details of the project, currently, the RSMIN community does not have concerns regarding their Indigenous or Treaty Rights for the proposed project.</li> <li>• Red Sky Métis Independent Nation has a rich traditional and cultural history in that area, and in fact have had archaeological discoveries within the project area. Therefore, in the event of any further archaeological discoveries on the site, RSMIN would need to be notified as soon as possible.</li> <li>• Requested that the site be properly cleaned of any waste and garbage.</li> </ul>	<ul style="list-style-type: none"> <li>• The Project Team acknowledged their concern regarding the rich traditional and cultural history in that area and will ensure the Red Sky Métis Independent Nation is kept informed in the event of any archaeological discoveries on the site.</li> <li>• We have confirmed that they are on our study mailing list and will ensure they are kept informed of study activities and future consultation events.</li> </ul>