



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

DETAIL DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY
DESIGN AND CONSTRUCTION REPORT

Submitted to:

Ontario Ministry of Transportation

Northwest Region
615 James Street South
Thunder Bay, ON P7E 6P6

Submitted by:

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May 12, 2026



Distribution List

One PDF – MTO Northwest Region

One PDF – WSP Canada Inc.

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 fulfil 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 Design and Construction Report (DCR) is also available for public review on the project website (www.Hwy11-17Four-Laning-PearlLake), and during normal business hours at:

Municipality of Shuniah

420 Leslie Avenue
Thunder Bay, ON
P7A 1X9

Ministry of Transportation

615 James Street South
Thunder Bay, ON
P7E 6P6

Township of Dorion

170 Dorion Loop Rd
Dorion, Ontario
P0T 1K0

This DCR is available for a 30-day comment period from **May 19, 2026** to **June 19, 2026**. Persons requiring accommodation to review these materials are encouraged to contact the Project Managers below to discuss accessibility requirements.

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Notice of Completion - Design and Construction Report Filing
Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR Overhead at Ouimet
Detail Design and Class Environmental Assessment Study

THE STUDY

WSP Canada Inc., on behalf of the **Ministry of Transportation (MTO)**, has completed the detail design and environmental assessment (EA) study for the four-lane expansion of Highway 11/17 from Pearl Lake, easterly to 2.8 km west of the Canadian Pacific Railway (CPR) Overhead at Ouimet, for a total of 7.6 km as shown in the map.

The study included:

- Expansion of Highway 11/17 to four lanes with a new eastbound alignment south of the existing highway;
- Rehabilitating and improving the existing highway to become the westbound lanes;
- Improvements/modifications to intersecting side roads.

BACKGROUND

During the initial detail design stage, the project team held a public information centre (PIC) on April 10, 2025 to provide an update on the environmental assessment study, including the anticipated environmental impacts, proposed mitigation measures, preferred detail design plan and next steps.

THE PROCESS

The detail design and environmental assessment study was completed in accordance with the Class Environmental Assessment for Provincial Transportation Facilities, 2000 (Class EA) as a Group 'B' project. As per the Class EA, a design and construction report (DCR) has been prepared to document the process, describe the preferred design, summarize public and agency consultation and outline the environmental mitigation measures and requirements for construction. Construction timing is subject to funding and approvals.

The DCR will be available for a 30-day comment period from **May 19, 2026** to **June 19, 2026** on the project website at www.Hwy11-17Four-Laning-PearlLake.ca and in person at the following locations:

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

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

Township of Dorion
170 Dorion Loop Rd
Dorion, Ontario
P0T 1K0

COMMENTS

Interested persons may provide written comments to our project team by **June 19, 2026**. All comments or concerns should be submitted through the online comment form (www.hwy11-17four-laning-pearllake.ca/contact-us) found on the project website at www.Hwy11-17Four-Laning-PearlLake.ca or sent directly to:

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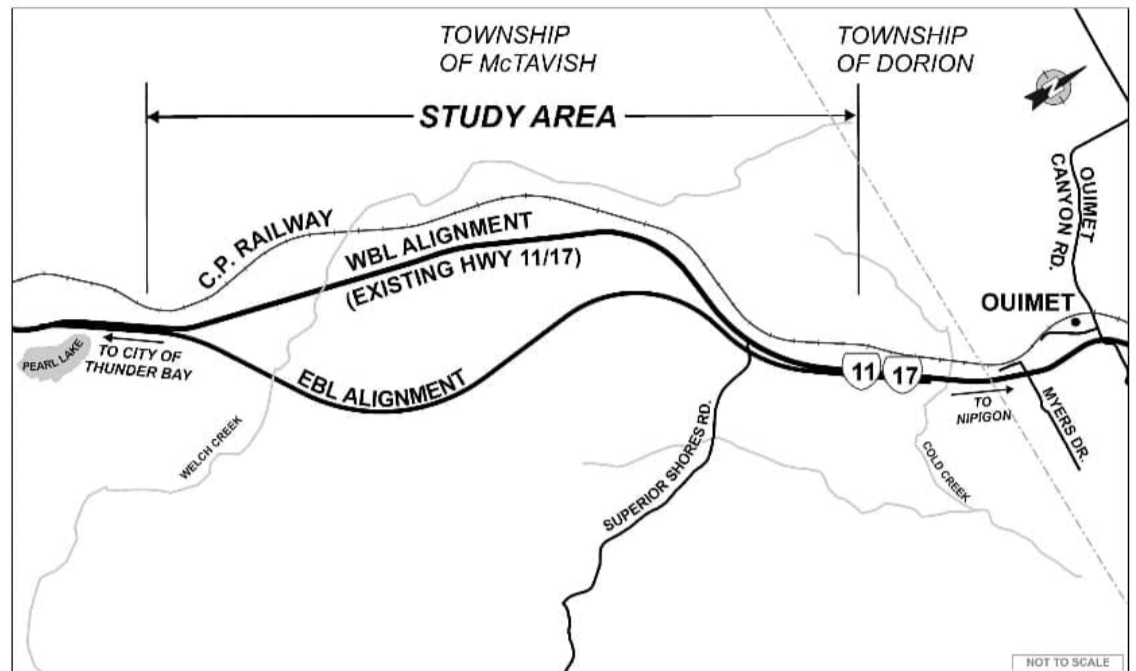
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Requests, in accordance with Section 16 of the *Environmental Assessment Act*, for an order requiring a higher level of study or specific conditions may be submitted to the Ministry of the Environment, Conservation and Parks. The requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests should include the requester's contact information and full name and should be sent in writing or by email to the Ministry of Transportation project manager listed above and to the following:

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

and
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

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



Executive Summary

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. (WSP) to complete the detail design and Class Environmental Assessment (EA) Study for Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet.

The Design and Construction Report (DCR) documents detail design and has been completed in accordance with the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) (Class EA) approved process for Group 'B' projects as classified at the time of project initiation.

The recommended plan includes the following improvements:

- Twinning the existing highway at the east and west limits of the project with a 30 m median;
- Rehabilitating and improving the existing highway to become the westbound lanes (WBL);
- Creating new eastbound lanes (EBL), up to 1.2 km south of the existing highway.

For the Detail Design phase, Ontario Government Notices (OGNs) were issued and distributed through local newspapers and direct notification to federal and provincial agencies, elected officials, municipal staff, Indigenous Communities, district school boards, utilities, emergency service providers, interest groups, and members of the public, as outlined below:

- Notice of Study Commencement OGN issued in November 2024 in the Thunder Bay Chronicle Journal and Nipigon- Red Rock Gazette.
- Notice of Public Information Centre (PIC) issued in April 2025 in the Thunder Bay Chronicle Journal and Nipigon- Red Rock Gazette.

The PIC was held as a drop-in-style, open house format on April 10, 2025. The PIC display boards were uploaded to the project website for a 30-day public comment period. The formal review period for the PIC was between April 10, 2025 and May 10, 2025. Seven (7) comments were received during the comment period, two (2) were received at the PIC (comment sheet) and five (5) comments were received through email and the project comment form.

The project website (www.Hwy11-17Four-Laning-PearlLake.ca) was developed during the preliminary design phase 2018, and was maintained throughout the detail design phase to disseminate information and engage with stakeholders regarding the work proposed. The website provided an overview of the study, project schedule, contact information for the project team, and included an electronic comment form to submit comments directly to the project team via email. The website was updated at key milestones throughout the duration of the project.

Following identification of the preferred alignment for the four-laning works, WSP completed fish and fish habitat field investigations at both the existing and new crossings for Welch Creek on July 6th, 2023. The Tributary of Cold Creek was surveyed for the adjacent project in 2019, where it was determined to not support direct fish use at the highway corridor. Welch Creek has been identified by MNR as a coldwater system with a permissible in-water construction timing window of September 1st to June 16th of any given year. The overall severity of the impacts is not expected to result in the death of fish or a HADD of fish habitat that would impact Welch Creek's capacity to support the various life cycle functions currently provided.

In addition to the footprint of the recommended alignment, five (5) excess material management areas (EMMAs) were identified as being required to support the project. Site investigations to assess the terrestrial conditions at the five potential EMMA locations were completed in September 2025. Direct impacts to SAR bats are expected to be avoided by removing trees outside of the bat roosting period (April 15 to October 15).

Short-term effects to air quality include dust created by construction activities. Standard dust control measures will be implemented during all field and construction activities.

The Ministry of Transportation (MTO) has completed negotiations with individual property owners in accordance with standard MTO procedures. All property required for the highway expansion will be acquired by the Ministry of Transportation before the start of construction.

Utility conflicts with Hydro One and Bell Canada were identified and will be addressed by relocating utilities prior to construction.

Archaeological assessments (AA) were completed within the study area. No archaeological sites or artifacts were identified during the field investigations conducted within the accessible portions of the study area. One property within the study area could not be accessed, as permission to enter was not obtained; however, findings from the adjacent alignment indicate a low potential for archaeological significance. As a result, no further archaeological work is recommended for the areas that were assessed; however, archaeological potential remains within the unassessed property. Full archaeological assessment will be completed for this area prior to construction, in accordance with applicable requirements.

The Stage 1 AA was carried out in October 2025 for lands to be used as excess material management areas (EMMA). The Stage 1 AA identified archaeological potential in portions of EMMA 1 and EMMA 2 study area and the entirety of EMMA 3 and EMMA 4 study area. Based on the findings of the Stage 1 AA, EMMA sites require Stage 2 AA, which will be completed prior to construction. However, results from archaeological investigations completed for the adjacent alignment indicate a low potential for archaeological significance, and it is therefore anticipated that the risk is minimal.

It was determined that temporary construction dewatering is anticipated to be required for the excavations. Surface water sources will be used by the contractor during construction for dust control. Impacts to water resources will be avoided by following standard practices in compliance with provincial legislation.

Erosion and sediment control was considered and will be addressed during construction to prevent impacts on identified environmentally sensitive areas. All erosion and sediment control measures are to be inspected, monitored and maintained by the Contractor to ensure they are functioning as intended throughout the construction period and until such time that construction is complete and disturbed areas have been stabilized. The recommended mitigation measures outlined in **Table 6-1** will be implemented to minimize the effects of erosion and sediments adjacent to and along Welch Creek.

An Earth Management Plan (EMP) has been prepared to support handling of soil during construction and to ensure compliance with applicable provincial requirements. Based on the design, excess soil will not be generated during construction activities for off-site disposal. Excavated materials are expected to be managed within five (5) Excess Material Management Areas (EMMAs) located within the project limits.

Construction is anticipated to begin in Summer 2027. During this time, full road closures are not anticipated. Construction will be done in stages to keep traffic moving safely. The new eastbound lanes (EBL) will be built first, after which traffic will be shifted onto them while work continues on the westbound lanes (WBL). One lane of

traffic in each direction on Highway 11/17 and traffic access to side roads will be maintained throughout the duration of construction. Temporary illumination will be in provided to help drivers travel through the area safely and identify the lane transitions.

All public concerns were addressed during this study. No major impacts are expected during construction. Measures will be put in place to protect the natural environment, socio-economic, cultural environment, and traffic flow. With these measures in place, the project is not expected to cause significant negative effects.

Table 6-1 provides a summary of key environmental concerns, planned mitigation measures, and future work required during detailed design.

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1 PROJECT OVERVIEW

1.1 Summary Description of the Undertaking

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 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.

In April 2017, MTO retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (EA) study for the Highway 11/17 Four-Laning from Pearl Lake, Easterly to 2.8 km west of CPR Overhead at Ouimet. The project location is shown below in **Figure 1-1**.

Since construction had not commenced within five years of the 1996/1997 ESRs, the Addendum to the 1996/1997 ESRs has been prepared and made available for a 30-day comment period in Spring 2023. The Addendum provided 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. The Addendum also provided 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 include:

- Twinning the existing highway at the east and west limits of the project with a 30 m median;
- Expansion of Highway 11/17 to four lanes with a new eastbound alignment south of the existing highway;
- Rehabilitating and improving the existing highway to become the westbound lanes; and
- Improvements/modifications to intersecting side roads.

In August 2024, the project transitioned into the detailed design phase. This DCR documents detail design and has been completed in accordance with the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000) (Class EA).

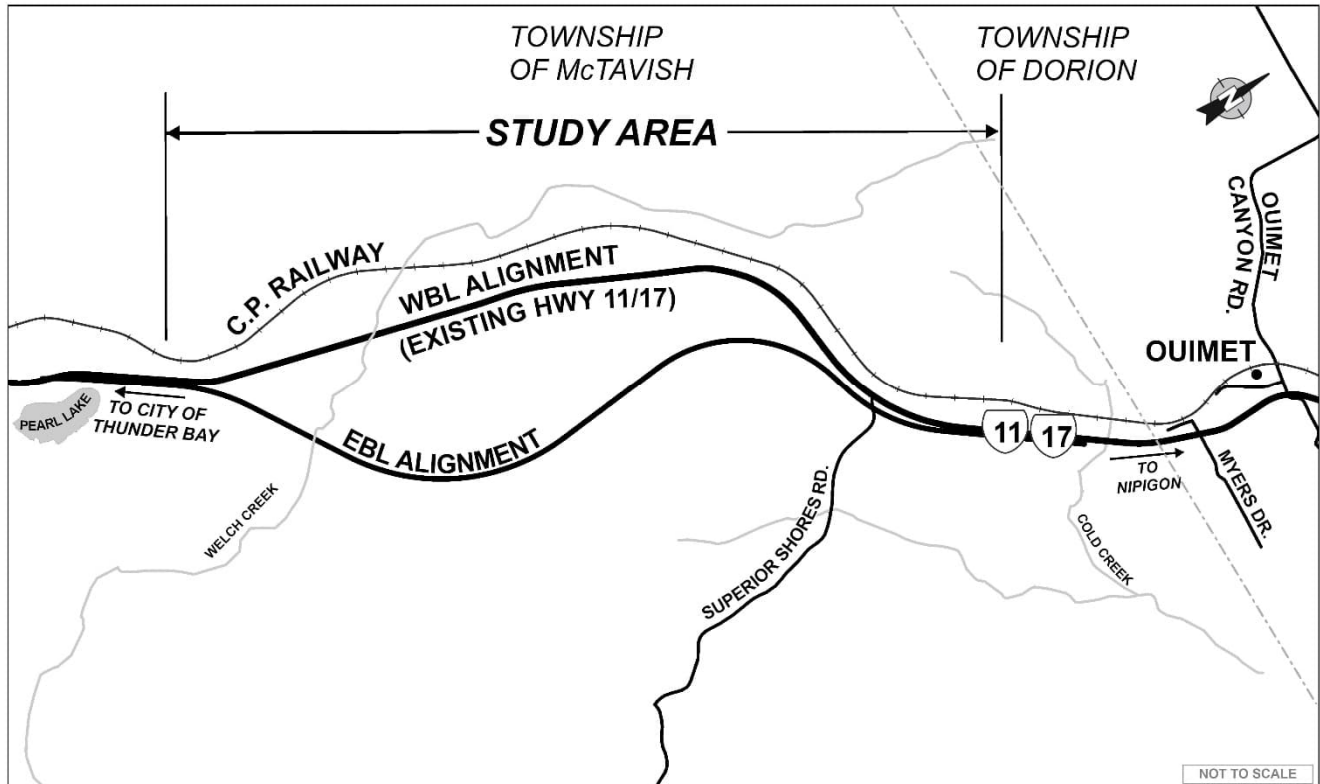


Figure 1-1: Project Location

2 ENVIRONMENTAL ASSESSMENT PROCESS

The MTO *Class Environmental Assessment of Provincial Transportation Facilities* (Class EA) was approved under the *Ontario Environmental Assessment Act* in the Fall of 1999 and amended in 2000. The Class EA defines the group of projects and activities, and the environmental assessment processes that MTO has committed to follow to plan, design, and implement these types of projects. 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. Further details on the Class EA process for Group 'B' projects are contained in the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

This study followed the MTO Class EA process for Group 'B' projects, which generally include realignments and widening of existing interchanges and freeways over land and water, new interchanges or modifications to existing interchanges, and/or new highway service facilities. Group 'B' projects are generally similar in nature, recur frequently, and have generally predictable range of environmental effects for which standard mitigation can be used. The study's overall EA planning process and key study tasks are illustrated in **Figure 2-1** following the Preliminary Design phase, an Addendum to the 1997 ESR was prepared as part of this study and was filed for a 30-day review period. It subsequently received clearance for Right-of-Way (ROW) Designation to proceed.

This Design and Construction Report (DCR) documents how the commitments outlined in the 1997 ESR, as well as the 2023 Addendum to the ESR are being addressed. Design features and refined environmental impact mitigation measurements are also being described in this report.

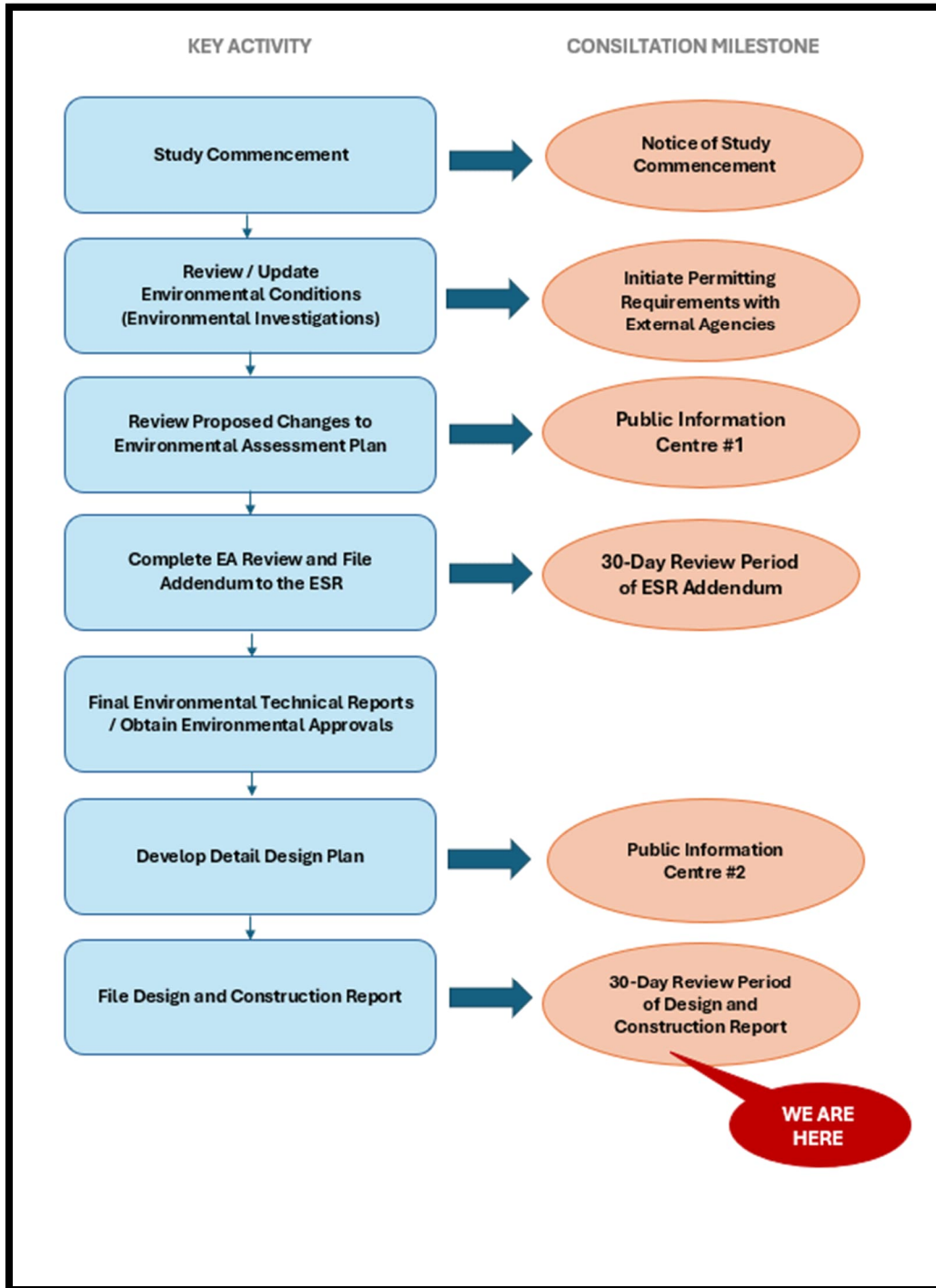


Figure 2-1: Overall Environmental Assessment Planning process and Key Milestones

2.1 Purpose of the Design and Construction Report

The purpose of the design and construction report (DCR) is the following:

- Describe the improvements to be implemented.
- Outline a comprehensive record of potential environmental effects, mitigation measures, and ensuring that all environmental commitments, including any outstanding works are clearly identified and incorporated into the construction documents.
- Provide an opportunity for public to review and comment on the recommended plan.
- Describe and document how potential environmental considerations and commitments identified through the environmental assessment process are carried forward and implemented during the detail design phase of the study.
- Demonstrates compliance with MTO Class EA requirements and facilitates environmentally responsible project implementation prior to construction.
- Summarize the consultation undertaken with external agencies, impacted/adjacent property owners and interested members of the public during the study.

The DCR is available for a 30-day public and external agency comment period. Any concerns raised by members of the public, interested groups, or technical and external agencies during this review period should be discussed with MTO or their consultants as outlined in the Notice of Study Completion. This can be done by contacting the primary project team members listed in the Notice or by submitting comment through the project website's comment form. Further details can be found in the Notice of Study Completion.

3 CONSULTATION

Consultation is an integral part of the study process. At the start of the study, a comprehensive consultation plan was developed to outline the engagement approach and to demonstrate compliance with the notification requirements of the MTO's Class EA process. The consultation plan was designed to facilitate engagement with Members of Parliament, regulatory agencies, municipalities, emergency service providers, stakeholders and interest groups, and Indigenous communities, adjacent property owners, businesses and interested members of the public from the beginning and throughout the study. This approach ensures that issues, concerns and commitments identified through consultation are appropriately considered and incorporated into the final design.

3.1 Project Contact List

The following government ministries, agencies, school boards, utilities, elected officials, emergency services, and interest groups were consulted during the study:

Federal Government Agencies

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

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 (MNR)
- 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)

Municipalities/Townships

- Municipality of Shuniah
- Township of Dorion
- The District of Thunder Bay Social Services Administration Board

Emergency Service Providers

- Shuniah Police Services Board
- Municipality of Shuniah – Fire Department
- Superior North Emergency Medical Service
- Ontario Provincial Police
- OPP Thunder Bay Detachment

District School Boards/Transportation Service Providers

- 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 Limited)
- MHBC (TC Energy Consultant)

- Enbridge

Stakeholders / Interest Groups

- Eagle Canyon Adventures Inc.
- Pye Brothers Fuels Ltd.
- Mikus Fuels-Shell Canada
- 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 Club
- Ontario Federation of Snowmobile Clubs
- Ontario Trucking Association
- The Alpine Club of Canada
- Superior Shores RV Park
- Canada Post Corporation

Letters at key project milestones were mailed / emailed to external agencies, elected officials, municipal staff, Indigenous communities, and stakeholder groups. The mailing list is included in **Appendix A**.

A summary of consultation undertaken during this study is included in **Appendix B**.

3.2 Public Consultation

3.2.1 Study Commencement

Study commencement notification letters were distributed on November 21, 2024 by mail and email to federal and provincial government agencies, local municipalities/townships, potentially impacted and adjacent property owners, emergency service providers, utilities, schoolboards, and interested stakeholder groups/organizations.

The Notice of Study Commencement was distributed to the Indigenous communities by MTO on November 5, 2024. MTO notified the local MPP of the study commencement on November 7, 2024.

The notice was also published in the following newspapers:

- *Thunder Bay Chronicle Journal* – November 30, 2024
- *Nipigon- Red Rock Gazette* – November 26, 2024

The Notice of Study Commencement was placed on the project website (www.Hwy11-17Four-Laning-PearlLake.ca) for public record for a 30-day public comment period commencing on November 21, 2024 and ending on December 20, 2024.

Additionally, the Study Commencement OGN was distributed to all residents and property owners within the vicinity of the study area. Copies of the newspaper notices are included in **Appendix A**. Relevant external agency correspondence is provided in **Appendix B**.

3.2.2 Public Information Centre (PIC)

Two Public Information centres (PICs) were held virtually during the preliminary design phase of this study and the PIC materials made available on the project website (www.Hwy11-17Four-Laning-PearlLake.ca) for the public viewing. The first PIC provided an opportunity to review updated existing environmental conditions and to comment on the proposed changes to the preliminary design that was identified in the 1997 ESR. Notification letters were distributed by direct mail or emailed to contacts on the study mailing list in July 2021. 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

The second PIC for this study was held virtually via the project website 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. Notification letters were distributed by direct mail or e-mailed to contacts on the study mailing list in September 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

As part of the detail design study, the third PIC was held in April 2025. The purpose of PIC #3 was to provide an update on the environmental assessment study, including the anticipated environmental impacts and proposed mitigation measures and present the preferred detail design plan and next steps. Copies of PIC 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 March 26, 2025, including federal and provincial government agencies, local municipalities, potentially impacted and adjacent property owners, emergency service providers, utilities, schoolboards, and interested stakeholders. Indigenous communities were notified of PIC through MTO's circulation process on March 28, 2025. A copy of the Indigenous communities letter can be found in **Appendix A**.

The Notice of the PIC was also distributed to the property owners within the vicinity of the study area on March 26, 2025.

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

- *Nipigon- Red Rock Gazette – Tuesday April 1, 2025*
- *Thunder Bay Chronicle Journal – Saturday April 5, 2025*

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

The PIC was held as a drop-in-style, open house format on April 10, 2025. A preview session took place from 3:00 p.m. to 4:00 p.m. for invited agencies and Indigenous communities, and a public session occurred from 4:00 p.m. to 8:00 p.m. Representatives of the project team from MTO and WSP attended to discuss the project one-on-one with the attendees.

Attendees were asked to sign in at the register. Of the approximately twenty-two (22) people who attended the PIC, eighteen (18) attendees chose to sign in. The only agency represented at the agency session was the Township of Dorion. A representative from TB NewsWatch Media was present at the PIC (Planning continues on latest piece of four-laning Highway 11/17 - SNNNewsWatch.com).

The Notice of PIC as well as the PIC display boards were uploaded to the project website (www.Hwy11-17Four-Laning-PearlLake.ca) for a 30-day public comment period; this included a total of nineteen (19) PDF display boards. See **Appendix C** for a copy of the PIC display boards.

Two (2) attendees submitted comment sheets at the PIC. A copy of all individual comments can be found in **Appendix B**.

Members of the public were invited to submit comments by telephone, mail or email to the Consultant Project Manager or MTO Project Manager, as indicated on the final display panel. Opportunity to complete a web contact form directly on the project website was also available. The formal review period for PIC was between April 10, 2025 and May 10, 2025.

Seven (7) comments were received during the comment period, two (2) of which received at the PIC (comment sheet) and five (5) comments received through email and project comment form. The agency comments were received from Hydro One Network Inc. and Enbridge. All comments were responded to and there are no outstanding concerns.

Members of the public were encouraged to visit the project website to view project details and were encouraged to submit comments to the project team at any time throughout the project. All comments received by the project team have been responded to and resolved accordingly. The primary themes discussed by members of the public throughout the project are outlined below:

- Concerned about potential impacts of the planned culvert under the new eastbound lane (EBL) on Welch Creek's brook trout habitat.
 - The project team noted that the new culvert will be installed to align with the existing channel to keep water flow and fish movement intact during construction, with only minor channel adjustments designed to mimic natural conditions.
- Interested in the culvert installation timeline and any post-construction monitoring plans to assess fish population protection measures.

- The project team noted that the work in the creek will follow the coldwater timing window (June 16–August 31) to protect brook trout habitat, and an environmental inspector will oversee erosion and sediment controls. Fish will be relocated from isolated areas as needed, and final inspections will confirm proper installation, safe fish passage, and no erosion issues.
- Indicated that westbound merge lane at Superior Shores Road will enhance safety for entering traffic.
 - The project team noted that at the Superior Shores Road intersection, a westbound merge lane is not required location, and the current design is consistent with other at grade intersections throughout the corridor.

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

3.3 Project Website

The project website (www.Hwy11-17Four-Laning-PearlLake.ca) was launched during the preliminary design in 2018 to disseminate information and engage with stakeholders regarding the work proposed, and it was updated as part of the detail design study to provide an overview of the study, project schedule, contact information for the Project Team, and included an electronic comment form to submit comments directly to the Project Team via email. The project website was updated at key milestones throughout the duration of the project.

3.4 Consultation with Indigenous Communities

Indigenous Communities were contacted by the Project Team at key engagement milestones throughout the study process, including the Study Commencement on November 5, 2024 and, the Notice of PIC on March 28, 2025.

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
- Redsky Métis Independent Nation
- Biinjitiwaabik Zaaging Anishinaabek First Nation
- Bingwi Neyaashi Anishinaabek
- Biigtigong Nishnaabeg
- Michipicoten First Nation

- Long Lake No. 58 First Nation
- Kiashke Zaaging Anishinaabek

One of objectives of Indigenous consultation is to identify any concerns that communities may have about the project and ensure any potential impacts on treaty rights are respectfully considered and mitigated as necessary and appropriate. No specific project related concerns or comments were received or identified during design by the Indigenous Communities.

4 DETAILED DESCRIPTION OF THE RECOMMENDED PLAN

4.1 Major Features of the Proposed Work

This section addresses the main features of the proposed works of the recommended plan.

- Four-laning Highway 11/17 from Pearl Lake, easterly to 2.8 km west of CPR Overhead at Ouimet (7.6 km), by:
 - Rehabilitation of the existing highway, which will become westbound lanes (WBL).
 - New EBL will be built south of the existing highway or WBL, between the current roadway and the and TransCanada Pipeline corridor. The new EBL will be located up to about 1.2 km south of the westbound lanes (existing highway).
 - Realignment of Superior Shores Road and connecting it fully to the new four-lane highway.
 - Replacement of existing WBL culvert and installation of new culvert on EBL at Welch Creek water crossings.
 - Temporary lighting will be provided at key roadway crossings and lane transition areas to help drivers safely navigate changes at both ends of the project during construction.
 - Utility relocations including Hydro One and Bell Canada.

The recommended design plan for the Highway 11/17 four-laning alignment is provided in **Figure 4-1**, and **Figures 4-1a, 4-1b, and 4-1c**.

4.2 Utilities

Impacts to existing utility infrastructure were identified as a result of the recommended plan, including Bell Canada, Hydro One, and TC Energy. Relocations are scheduled to be completed by the end of the summer of 2026. While utility companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake their work, the nature of the relocation work here will not trigger internal environmental approval requirements.

4.3 Illumination

To support safe travel during construction, temporary lighting will be provided at key intersections and lane transition areas along Highway 11/17. This lighting will help drivers clearly see where lanes merge or change and will support safe access when entering or exiting the highway. Permanent partial lighting will be installed near the entrance intersection and Superior Shores Road intersection, as well as at the east and west ends of the project where traffic temporarily transitions between four lanes and two lanes during construction.

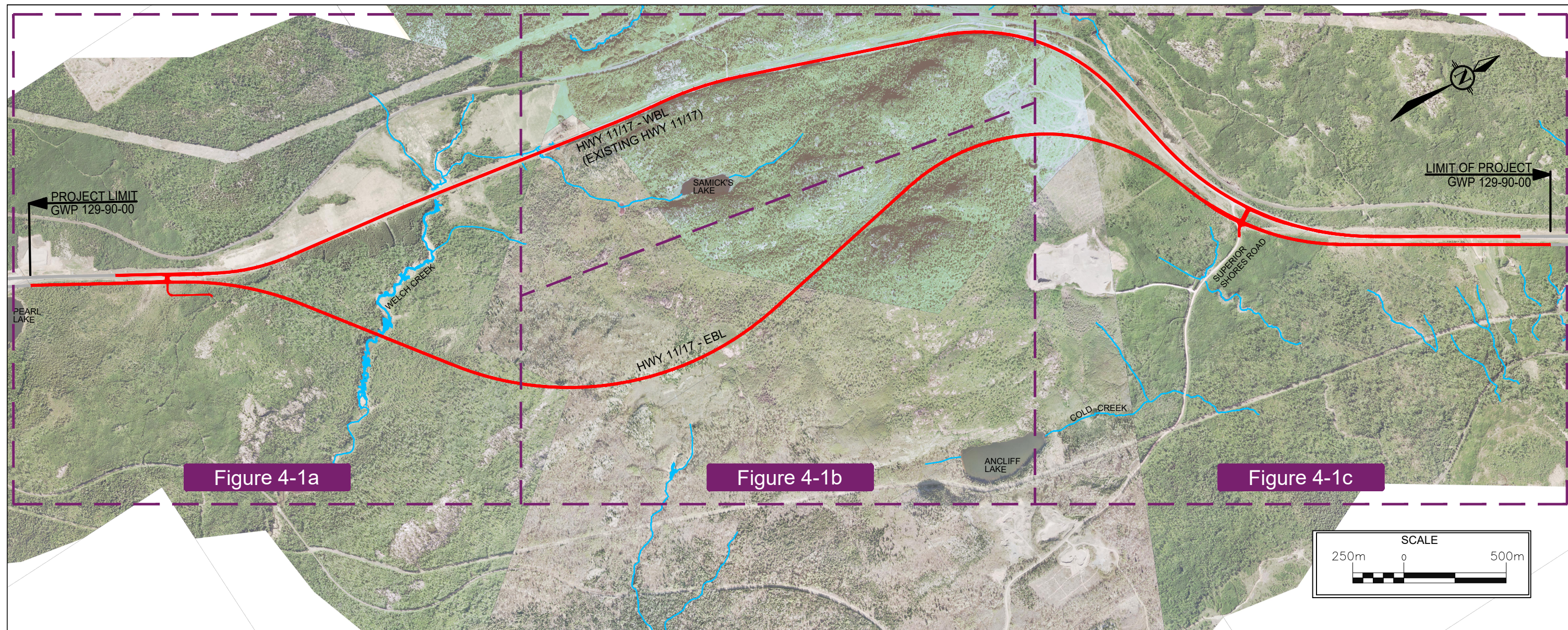
4.4 Construction Staging

Start of construction is anticipated to begin summer 2027. Construction timing is subject to funding and approvals. The duration of construction is anticipated to span over four (4) calendar years. During this time, full road closures are not anticipated (i.e. one lane of traffic in each direction on Highway 11/17 will be maintained at all times during construction.). Construction will be staged by building the eastbound lanes (EBL) first, shifting traffic onto the eastbound lanes, and then constructing the westbound lanes (WBL). Traffic on Highway 11/17, as well as access to side roads, will be maintained throughout construction. Temporary lighting and two new four-to-two lane

transitions will be provided as part of the staging plan. After EBL and WBL construction is complete both lanes will be open to traffic.

4.5 Property Requirements

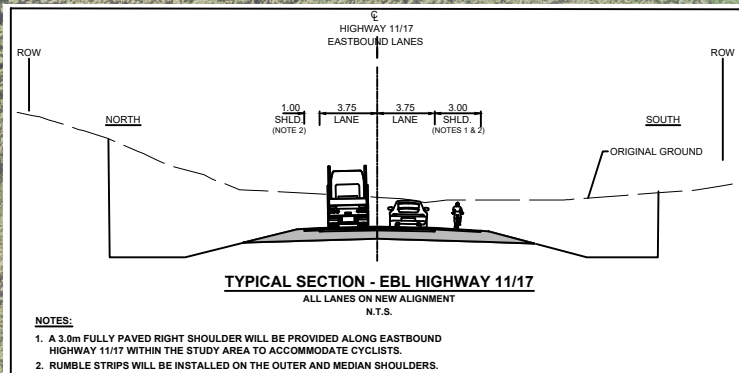
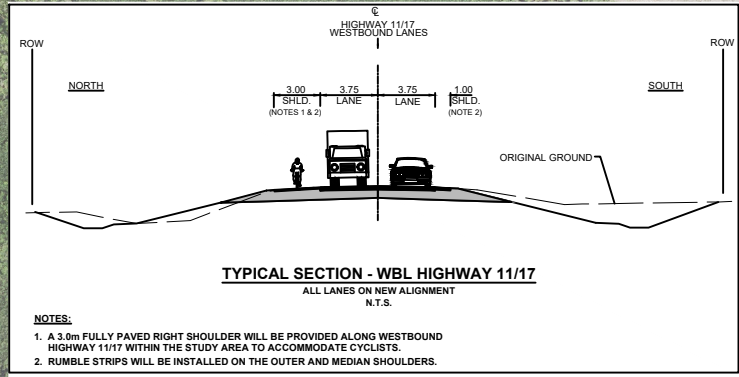
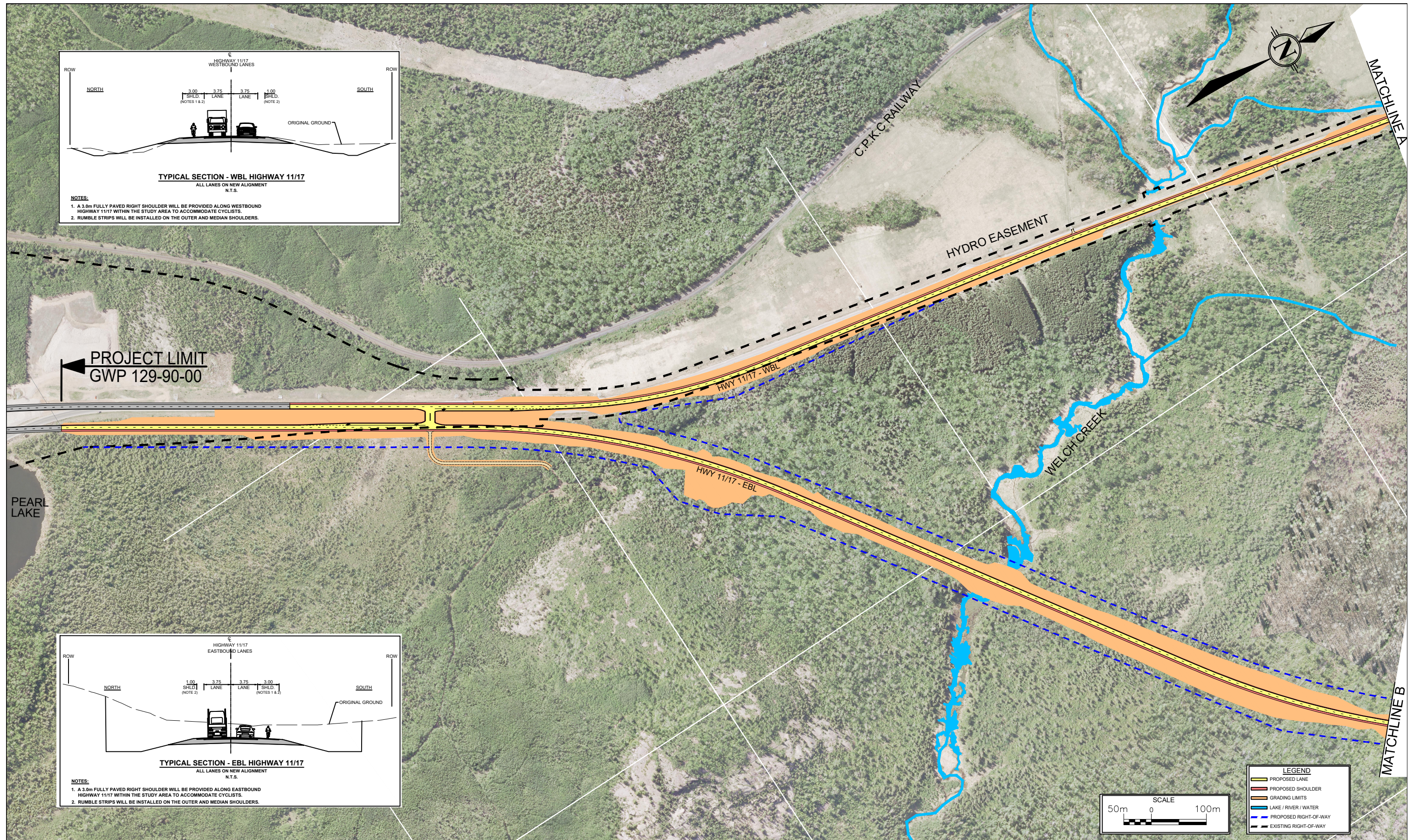
Property acquisition was required to accommodate the proposed design. All property required for the highway expansion will be acquired by the Ministry of Transportation before the start of construction.



G.W.P. 129-90-00
 Highway 11/17 Four-Laning from Pearl Lake, Easterly
 2.8 km West of CPR Overhead at Quimet

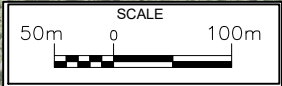
RECOMMENDED DETAILED DESIGN PLAN

Figure
4-1



LEGEND

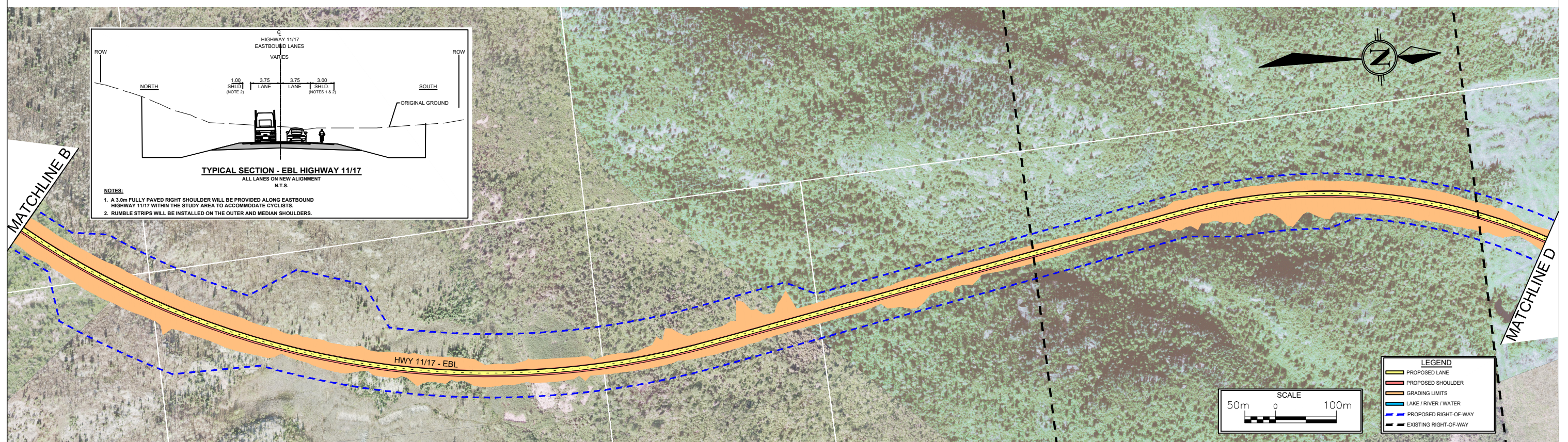
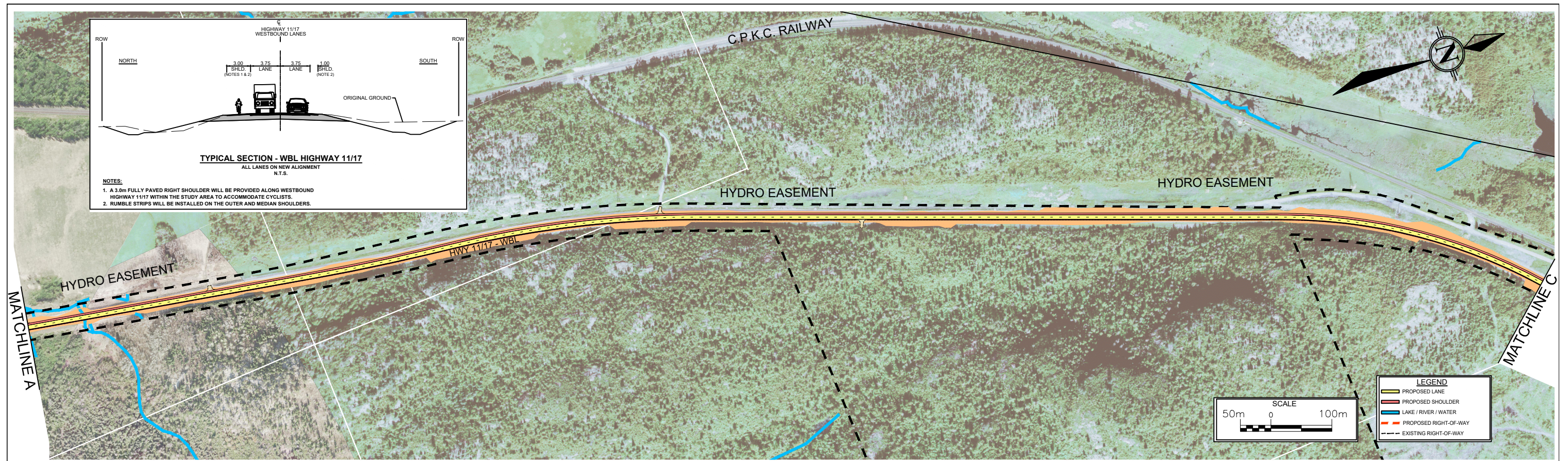
	PROPOSED LANE
	PROPOSED SHOULDER
	GRADING LIMITS
	LAKE / RIVER / WATER
	PROPOSED RIGHT-OF-WAY
	EXISTING RIGHT-OF-WAY



G.W.P. 129-90-00
Highway 11/17 Four-Laning from Pearl Lake, Easterly
2.8 km West of CPR Overhead at Quimet

RECOMMENDED DETAILED DESIGN PLAN - (Part 1 of 3)

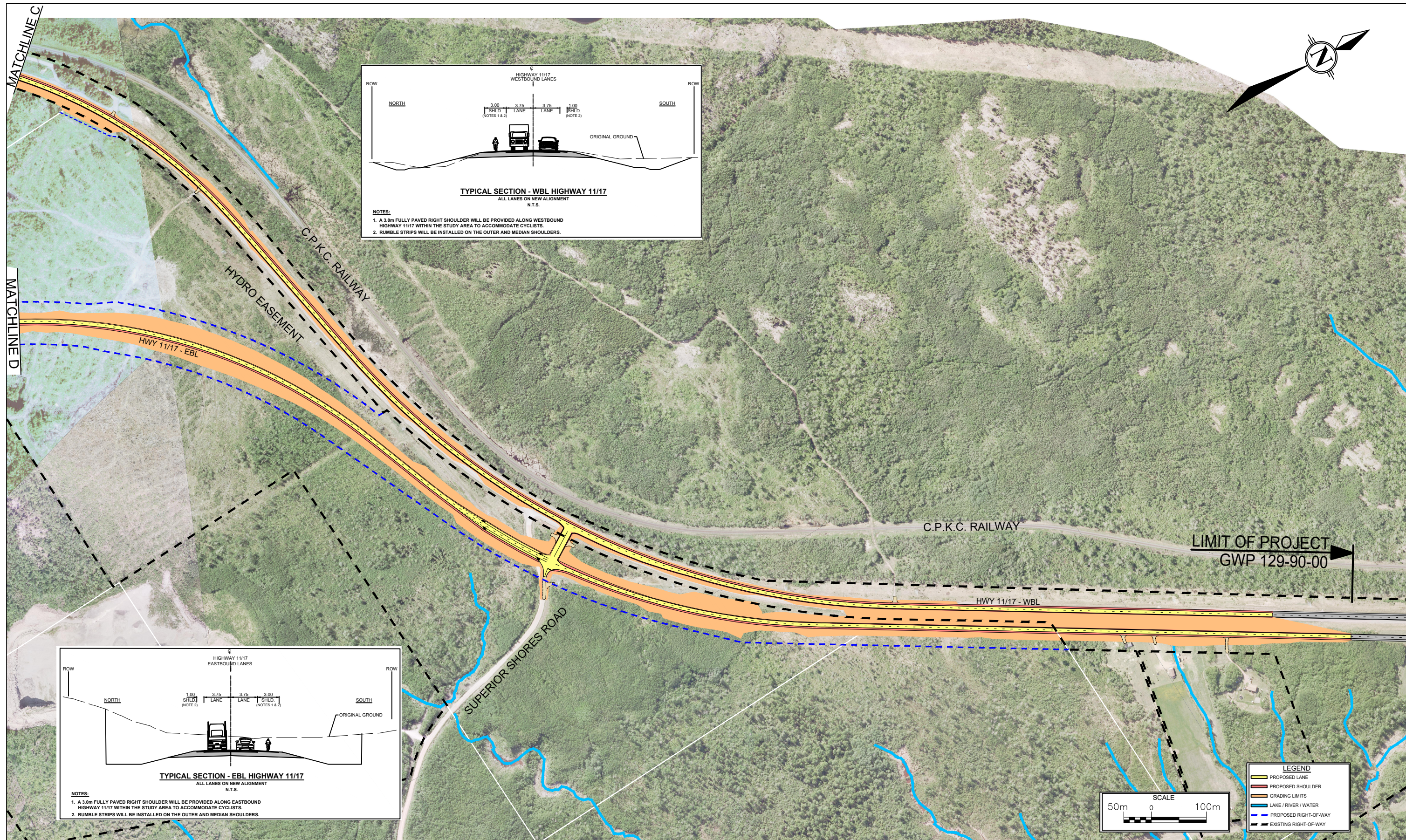
Figure
4-1a



G.W.P. 129-90-00
 Highway 11/17 Four-Laning from Pearl Lake, Easterly
 2.8 km West of CPR Overhead at Quimet

RECOMMENDED DETAILED DESIGN PLAN - (Part 2 of 3)

Figure
4-1b



G.W.P. 129-90-00
 Highway 11/17 Four-Laning from Pearl Lake, Easterly
 2.8 km West of CPR Overhead at Quimet

RECOMMENDED DETAILED DESIGN PLAN - (Part 3 of 3)

Figure
 4-1c

5 POTENTIAL ENVIRONMENTAL EFFECTS, MITIGATION MEASURES AND COMMITMENTS TO FUTURE WORK

This section outlines the direct and indirect potential effects associated with the project, and the mitigation measures and the commitments to future work that will be implemented to minimize effects and ensure compliance with legislated requirements. A summary of mitigation measures and commitments to future work is presented later in **Table 6-1**.

5.1 Natural Environment

This section focuses on the direct and indirect potential environmental effects to the existing natural environmental features and sensitivities in the study area. A summary of mitigation measures and commitments to future work is presented later in **Table 6-1**.

5.1.1 Terrestrial Ecosystems

This section outlines the approach taken to collect background and filed information to characterize the existing terrestrial conditions for the project study limits. It also focuses on terrestrial features and anticipated impacts along the preferred alignment.

The natural features information presented herein is based on updated available background information, consultation with the Ministry of Natural Resources (MNR), aerial photography and mapping, and information that was gathered from the field investigations completed in September 2023.

5.1.1.1 Designated Natural Areas

No significant ecological features are known within the project limits. There are no Provincially Significant Wetlands (PSWs) identified in the project limits.

5.1.1.2 Vegetation

Vegetation communities were assessed by walking the EBL alignment and 120 m study limits and undertaking a 'roadside' review along the existing highway corridor (future WBL) where modifications are planned. In total, 39 plant species were recorded during field investigations.

Plant species encountered were recorded, vegetation communities were classified, and potential for SAR was considered. A summary of the vegetation community assessment is provided below:

- The existing highway corridor (WBL) is located in highly culturally impacted areas. Timber harvesting in the vicinity of the highway corridor has resulted in second growth forest communities and areas of agricultural land use and aggregate resource extraction is prevalent along the existing highway corridor.
- The new corridor (EBL) is located south of the existing alignment, to a maximum of approximately 1200m from the existing highway. While a large portion of the EBL alignment is undisturbed, parts of this new corridor have likely been historically impacted by recreational use, aggregate extractions, and timber harvest. Additionally, some vegetation clearing within the EBL alignment has been conducted to accommodate the required geotechnical investigations.
- A total of seven (7) communities delineated within the study area were found to be either primarily comprised of black ash or had black ash within their canopy layers. These communities span a total of 13.79 ha within the study area.

- No other specialized or unusual vegetation communities were encountered in the EBL alignment or adjacent to the existing Highway 11/17 where modifications will be made to accommodate the highway and access road network.

The impacts to vegetation, wildlife, and wildlife habitat associated with overall Highway 11/17 improvements have been minimized to the extent possible. This was achieved by maximizing the length of widening through twinning of the existing highway corridor and the utilization of the existing highway corridor for the new WBL in sections where twinning is not possible. The EBL section of Highway 11/17 was determined to require realignment off-corridor to address safety concerns related to sightlines and passing lanes that could not be addressed with modifications to the existing highway alone.

Vegetation community types and associated habitats along the project study limits are common and extensive tracts of similar communities that are equal quality and beyond the existing ROW and the EBL alignment.

Direct Impacts

The new corridor alignment (EBL) will require removal of portions of both upland and lowland vegetation communities. The portions of lowland vegetation communities that will be removed are Conifer Swamp, Hardwood Swamp, and Mineral Meadow Marsh. The Mineral Meadow Marsh communities present with the EBL alignment are associated with the banks of Welch Creek. These vegetation communities are common to this geographic area and provide habitat characteristics that are generally well represented across the landscape.

Modifications to the existing Highway 11/17 will require removal of portions of both upland and lowland vegetation communities. The upland communities that will be impacted are Aspen- Birch Hardwood (B055, B104) and Fir Conifer (B101) as a result of grading and refinements to the current highway alignment. The lowland communities that will be impacted include the Mineral Meadow Marsh (B142) adjacent to Welch Creek that may be impacted by works associated with the replacement of the existing Welch Creek culvert.

Vegetation communities adjacent to the existing highway corridor are culturally influenced because of the presence of agricultural land uses, aggregate resource extraction and past timber harvest. Removals along the existing corridor involve existing edges and will not fragment any intact, continuous forests communities.

Indirect Impacts

Indirect or secondary impacts to retained vegetation features are anticipated to be typical of highway widening and vegetation clearing works. Indirect impacts are generally associated with construction activities and include:

- Release of construction-generated sediment to adjacent vegetation areas.
- Vegetation clearing/damage beyond the working area.
- Damage of ROW vegetation from tree felling and/or grubbing.
- Damage from excessive or improper application of herbicides and pesticides for ROW maintenance requirements.
- Salt runoff and salt spray into vegetated areas causing loss of vegetation vigor and in extreme cases, vegetation dieback, spread of salt tolerant flora (halophytes) and mortality.
- Changes in drainage patterns (groundwater and/or surface runoff flow) that can affect dependent vegetation areas located either up gradient or down gradient of the ROW.

Retained vegetation communities adjacent to the new corridor alignment will be subject to indirect impacts during and following construction. Larger, less impacted communities will be more sensitive to construction impacts; however, standard mitigation measures outlined in **Table 6-1** are expected to minimize during and post construction effects.

Along the existing highway 11/17 corridor vegetation is already influenced to some degree by the indirect impacts. Indirect impacts to vegetation communities due to modifications of the existing highway for retention as the new WBL are anticipated to be reduced compared to those expected within the EBL alignment, as these communities have already been subjected to various degrees of disturbance over time.

Vegetation community types and associated habitats along the project study limits are common and extensive tracts of similar communities that are of equal quality and/or more intact extend beyond the existing right-of-way (ROW) and the eastbound alignment. Standard mitigation measures outlined in **Table 6-1** should be sufficient to protect retained portions of these features beyond the EBL alignment.

No significant impacts on vegetation are anticipated. Standard construction-related mitigation measures as well as site specific measures as outlined in **Table 6-1** will be implemented to avoid impacts to vegetation.

5.1.1.3 Wildlife and Wildlife Habitat

All the wildlife species identified are common and typical of the area and habitats in which they were noted.

Background information and field investigations found no uncommon or specialized habitat features were identified along the project study limits and animals using the habitats adjacent to the highway are expected to be tolerant of disturbance generally. More sensitive species will tend to use the more intact, less disturbed habitats that extend beyond the new and existing ROW. All the wildlife species identified during field investigations are common and typical of the area and habitats in which they were noted.

No nests belonging to any protected migratory birds were observed within the study limits, including pileated woodpeckers, during the completed field investigations although suitable habitat for migratory birds is abundant in the area and likely used during the year.

While efforts to minimize impacts to natural features were made during the evaluation of alternatives, direct and indirect impacts to wildlife and wildlife habitat are anticipated for both the new corridor and modifications to the existing Highway 11/17.

Direct Impacts

Wildlife habitat associated with vegetation communities will be removed to accommodate the new corridor alignment. Wildlife habitat adjacent to the existing Highway 11/17 is already largely disturbed due to existing highway maintenance, vehicle traffic, and various anthropogenic uses within adjacent lands. The wildlife currently utilizing this habitat are expected to be tolerant to disturbance and would either relocate to the adjacent, intact habitat or continue to inhabit disturbed areas.

Wetland communities along the EBL alignment, specifically those adjacent to Welch Creek, provide potential habitat for amphibians and turtles. Several wetland areas require removal for construction of the highway and modification to the existing highway, which will remove these habitats and potentially impact animals directly depending on timing of removal. Impacts to available amphibian and turtle habitat and snake hibernacula are anticipated to be minimal, given the vast prevalence of high-quality breeding habitat expected in the adjacent landscape.

A minor increase in potential for collisions due to the increased width of the new highway compared to the existing may occur. The increase in potential collisions with wildlife is expected to be mitigated partially due to improved sightlines which should allow vehicles additional time to react and avoid collisions, and the installation of appropriately placed signage.

Wildlife habitat will be removed / impacted, however impacts to species are generally not anticipated as extensive tracts of much higher quality, intact habitat is available beyond the immediate vicinity of the highway alignment. Direct impacts will be minimized to the extent possible with implementation of the mitigation measures outlined in **Table 6-1**.

Indirect Impacts

Potential construction disturbances and noise will tend to displace wildlife temporarily during the construction period, and increased construction traffic and associated noise may also increase local disturbance of wildlife such as breeding birds and amphibians.

Potential for indirect effects to habitat occurs in relation to potential changes in supporting physical characteristics, such as alteration of drainage patterns, which could alter associated local habitat conditions and functions. Indirect impacts can largely be addressed through the mitigation outlined in **Table 6-1**.

Similarly, although wildlife are likely abundant in the area, no uncommon or specialized habitat features were identified along the project study limits and animals using the habitats adjacent to the highway are expected to be tolerant of disturbance generally. More sensitive species will tend to use the more intact, less disturbed habitats that extend beyond the new and existing ROW. Therefore, even along the EBL alignment, overall impacts to vegetation and associated wildlife habitat and wildlife are expected to be small.

5.1.1.4 Species at Risk

A summary of the potential SAR present or likely to be present within the study area and a summary of potential impacts is provided below.

Black Ash - Species Conservation Act (SCA; Endangered), Species at Risk Act (SARA; no status)

Black ash was observed in six vegetation communities within the EBL alignment. Although black ash is listed as provincially endangered due to significant population declines in southern areas of the province, in northwestern Ontario black ash is still abundant and not declining. As such, black ash removed from within the project limits will not cause significant impacts. Measures to limit the clearing of black ash will be applied during construction.

Bobolink - SCA (No Status), SARA (Threatened)

Suitable nesting habitat for this species is present in the meadow communities observed within the study area, west of the existing highway. Bobolink was not observed during field investigations and the suitable habitat for bobolink identified west of the current highway alignment and the proposed WBL is not expected to be impacted by the proposed works. No Bobolink or candidate habitat for bobolink was observed within the EBL alignment.

Eastern Whip-poor-will - (SCA (No Status), SARA (Threatened))

Exposed rock and existing trails situated along the EBL alignment as along with large areas of immature deciduous forest communities (B104) present at the eastern end of the preferred route alignment may provide suitable nesting habitat for this species. No eastern whip-poor-will were observed in the study area during the targeted surveys or during site investigations completed by WSP. Direct impacts to nesting individuals of this species will be avoided by restricting vegetation removal to outside the nesting period (May 1st to August 31st).

Red-headed Woodpecker - SCA (No Status), SARA (Endangered)

Nesting opportunities may exist within the project areas deciduous forest communities including communities present in the EBL alignment (B016, B055, B104, and B119)). No red-headed woodpecker were observed during field investigations. Direct impacts to nesting individuals of this species will be avoided through implementation of the breeding bird timing window restrictions for vegetation removal (May 1st to August 31st).

Eastern Red Bat and Northern Hoary Bat - SCA (Endangered), SARA (Endangered)

Impacts to candidate maternity and roosting habitat for eastern red bat and northern hoary bat is associated with the removal of treed habitat within the project area. However, the proposed works are not expected to have an impact on habitat availability for these species given the amount of forested habitat present in the general vicinity of the study area. To mitigate the potential for direct impacts to these species, tree clearing should occur outside of the active season for bats (April 15th to October 15th).

Little Brown Myotis, Northern Myotis - SCA (Endangered), SARA (Endangered), and Silver-haired Bat - SCA (Endangered), SARA (no status)

No impacts are anticipated to hibernacula (i.e., caves or abandoned mines) for these species as none were observed within the study limits or reported in sourced databases. Impacts to roost areas (i.e., trees with cavities and/or peeling bark and living snags) potentially present within the study limits are anticipated to occur for construction of the new alignment. Candidate maternity and roosting habitat was observed in the B012, B014, B055, B104, and B129 communities. Removal of potentially suitable maternity roost trees in this area will be negligible as these trees constitute a proportionally small amount of habitat relative to overall habitat availability in the surrounding landscape. To mitigate the potential for direct impacts to these species, tree clearing will occur outside of the active season for bats (April 15th to October 15th).

5.1.1.5 Future Work

A portion of the project area was not accessible during this study. Field investigations will be carried out in these areas prior to construction to confirm existing environmental conditions and identify any mitigation measures needed to avoid or reduce potential impacts. It is expected that the findings will be similar to those in nearby areas, with no significant environmental effects anticipated and comparable mitigation measures applied.

5.2 Fish and Fish Habitat

There are two watercourse/drainage features located within the study limits for this project. One of these watercourses, Welch Creek, supports fish use directly within the Highway 11/17 corridor, while the other provides only indirect contributions to fish habitat in the receiving watercourse downstream (Cold Creek). Welch Creek has been identified by MNR as a coldwater system with a permissible in-water construction timing window of September 1st to June 16th of any given year.

Fish community sampling was completed during the 2023 field investigations at the existing highway crossing. The following fish species were found in Welch Creek. Spawning habitat and young-of-year (YOY) brook trout were noted upstream and downstream of the ROW, indicating that the habitat within the highway corridor is an important migratory corridor for this species, and likely also provides refuge and nursery habitat as well.

- Brook Stickleback
- Creek Chub
- Fathead Minnow

- Northern Redbelly Dace
- Iowa Darter
- Mottled Sculpin
- Threespine Stickleback
- Northern Pearl Dace
- White Sucker
- Finescale Dace
- Brook Trout

5.2.1 Proposed Works and Potential Impacts

Welch Creek – Existing Highway Crossing

The existing highway 11/17 culvert at Welch Creek is a 2400 mm diameter corrugated steel pipe (CSP) culvert measuring 53.3 m in length. This culvert will be replaced with a new, slightly larger CSP culvert measuring 2700 mm in diameter, with the same length and situated on the same alignment as the existing culvert structure. Fish passage and flow will be maintained. The replacement culvert will be transitioned smoothly to ensure no barriers to fish movement are created, the gradient of the new culvert will be relatively low, and the expected velocity in the new culvert will be lower than the existing conditions. The existing outlet scour pool that receives groundwater contributions will not be directly impacted by the highway works and will remain the outlet of the new culvert. Therefore, negative impacts to fish and fish habitat are not anticipated.

Welch Creek – Eastbound Lanes Highway Crossing

The eastbound lanes of the new proposed Highway 11/17 corridor will convey Welch Creek through a new box culvert measuring 2.4 m wide by 3.4 m high, and approximately 82 m in length. The culvert will be constructed immediately to the west of the open channel section to allow for construction “in the dry”, while flow is maintained in the natural channel. Fish passage and flow will be maintained throughout construction.

The new culvert will be transitioned smoothly with the adjacent channel sections to ensure no barriers to movement are created (lips, perches, etc.).

Potential Impacts

No significant impacts to fish or fish habitat are anticipated for the WBL culvert. The new culvert will be installed immediately west of the existing natural channel, so that flow and fish passage can be maintained throughout construction. The new culvert for the eastbound lanes will result in an approximately 82 m length of channel enclosure of Welch Creek. The habitat being impacted is common for Welch Creek and well represented beyond the ROW sections. The habitat supports general life cycle functions for brook trout, as well as other resident and migratory species, including refuge, rearing/nursery, migration, and foraging functions. The more sensitive and critical habitat functions such as spawning, are located in areas of Welch Creek not directly impacted by the highway works. The new culvert will be installed immediately west of the existing natural channel so that flow and fish passage can be maintained throughout construction. It is anticipated that Welch Creek will require only minor alignment to the existing channel to connect the new culvert. The evaluated velocity inside the new culvert will

match existing channel. Therefore, residual effects to fish and fish habitat are nominal and will not diminish the use of Welch Creek by fish.

Standard construction-related mitigation measures as well as site specific measures as outlined in **Table 6-1** will be implemented to avoid impacts to fish and fish habitat.

5.3 Erosion and Sediment Control

There is potential for erosion and sediment during grading and excavation activities, especially within the vicinity of water and waterbodies, however, with the implementation of appropriate mitigation measures for erosion and sediment control, impacts to watercourses within the project area will be avoided. The recommended mitigation measures to protect fish and fish habitat as well as to minimize erosion and sediment impacts on waterbodies are outlined in **Table 6-1**.

All erosion and sediment control measures are to be inspected, monitored and maintained by the Contractor to ensure they are functioning as intended throughout the construction period and until such time that construction is complete and disturbed areas have been stabilized. The mitigation measures are outlined in **Table 6-1**.

5.4 Groundwater and Source Water Protection

A hydrogeological assessment was undertaken. It was determined that temporary construction dewatering is anticipated to be required for the excavations. Surface water sources will be used by the contractor during construction for dust control. Impacts to water resources will be avoided by following standard practices in compliance with provincial legislation.

5.5 Soil Management and Excess Materials

An earth management plan (EMP) was prepared to support handling of soil during construction and to ensure compliance with applicable provincial requirements. Excess soil will not be generated during construction activities for off-site disposal. Excavated materials are expected to be managed within five excess material management areas (EMMAs) located within the project limits.

5.6 Cultural Environment

5.6.1 Archaeology

Archaeological assessment (AA) was completed for the study area and results were entered into the provincial registry by the Ministry of Citizenship and Multiculturalism (MCM) in February 2024.

No archaeological sites or artifacts were identified during the field investigations conducted within the accessible portions of the study area. One property within the study area could not be accessed, as permission to enter was not obtained; however, findings from the adjacent alignment indicate a low potential for archaeological significance. As a result, no further archaeological work is recommended for the areas that were assessed; however, archaeological potential remains within the unassessed property. Full archaeological assessment will be completed for this area prior to construction, in accordance with applicable requirements.

The Stage 1 AA was carried out in October 2025 for lands to be used as excess material management areas (EMMA). The Stage 1 AA identified archaeological potential in portions of EMMA 1 and EMMA 2 study area and the entirety of EMMA 3 and EMMA 4 study area. Based on the findings of the Stage 1 AA, EMMA sites require Stage 2 AA, which will be completed prior to construction. However, results from archaeological investigations completed for the adjacent alignment indicate a low potential for archaeological significance, and it is therefore anticipated that the risk is minimal. The mitigation measures are outlined in **Table 6-1**.

5.6.2 Built Heritage

There is no record of built heritage resources within the vicinity of the study area.

5.7 Social Environment

5.7.1 Land Use

The study area is in the Municipality of Shuniah and is characterized by sparse development and rural land. Lands fronting along existing Highway 11/17 include residential development and farms. General agricultural conditions exist in the study area and adjacent to the existing Highway 11/17 and designated specialty crops, including potatoes and strawberries are present within the Ouimet area.

There are a few properties in the east limit within the project area and there have been no changes since 1996/1997. Municipality of Shuniah's Official Plan (2005) designates lands within the study area as 'Open Space', and 'Aggregate Extraction' in the vicinity of the study area. The proposed alignment is consistent with the Municipality of Shuniah's Official Plan and is estimated to reduce travel by approximately 2,100 km per day, or 766,500 km per year.

5.7.2 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. 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.

5.7.3 Air Quality and Dust

Short-term effects to air quality include dust created by construction activities. Dust control shall be completed during construction to ensure construction work does not affect traffic, enter surface waters, or cause a nuisance to residents, or utilities. The mitigation measures are outlined in **Table 6-1**.

5.7.4 Noise Assessment

A noise assessment was completed for the project. It 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 project may arise from future traffic on the improved corridors and was assessed in accordance with provincial guidelines. Additionally, blasting noise and vibration were 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 noise assessment results indicate that no significant impacts to receptors are anticipated; therefore, permanent noise mitigation measures are not required. However, temporary noise mitigation may be needed during construction, particularly in areas near sensitive receptors (NSAs). MTO's standard mitigation to

control construction noise will be implemented during construction. This includes ensuring construction equipment be maintained, idling be restricted, and hours of work restricted to between 7am and 7pm. Noise complaints during construction will be investigated and addressed according to MTO construction procedures. Complaints will be followed up and issues addressed. Construction activities will comply with municipal noise control bylaws as possible. Measures to limit construction noise are provided in **Table 6-1**.

5.7.5 Property

The Ministry of Transportation (MTO) has completed negotiations with individual property owners in accordance with standard MTO procedures. All property required for the highway expansion will be acquired by the Ministry of Transportation before the start of construction. Commitments to property owners will be included in the contract.

5.8 Engineering / Technical Considerations

5.8.1 Construction Staging

Start of construction is anticipated to begin in summer 2027. The duration of construction is anticipated to span over four (4) calendar years. During this time, full road closures are not anticipated. One lane of traffic in each direction on Highway 11/17 will be maintained at all times during construction 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.

5.8.2 Emergency Access

Local municipalities, medical services, and the Ontario Provincial Police will be notified of the final construction staging plan, start of construction, temporary road closures, etc. to minimize delay in emergency response times during and after construction.

5.8.3 Utilities

Utility conflicts with Hydro One and Bell Canada were identified. Relocation are scheduled to be completed by the end of Summer of 2026. While utility companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake their work, the nature of the relocation work here will not trigger internal environmental approval requirements.

5.9 Future Works and Commitments

A small portion of the project area could not be accessed during this study to complete environmental and archaeological fieldwork. This area represents a limited section of the new eastbound lanes.

The results of studies completed in adjacent areas found that potential effects to terrestrial ecology and archaeological resources were low, which is expected to be the case for the unassessed areas. Additional field investigations will be completed to confirm environmental conditions and applicable measures to avoid impacts within these areas prior to construction.

6 SUMMARY OF ENVIRONMENTAL CONCERNS , MITIGATION, MEASURES AND COMMITMENTS

The proposed mitigation measures and commitments to future work to address specific concerns associated with the detail design are listed in **Table 6-1**.

LEGEND

MTO: Ministry of Transportation

MNR: Ministry of Natural Resources

MECP: Ministry of the Environment, Conservation and Parks

MCM: Ministry of Citizenship and Multiculturalism

DFO: Department of Fisheries and Oceans, Canada

Table 6-1: Summary of Environmental Effects, Proposed Mitigation, and Commitments for Future Work

ID #	Issues/Concerns Potential Effects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
1.0	Terrestrial Ecosystem	MECP MNR	Vegetation and Habitat	
			1.1	<ul style="list-style-type: none"> ▪ Erosion and sediment controls and dust controls will be implemented to prevent impacts to surrounding vegetation.
			1.2	<ul style="list-style-type: none"> ▪ Existing vegetation will be retained or temporarily disturbed areas will be re-vegetated as much as possible within the project area. Some disturbed areas may require other materials for stabilization such as coarse aggregates and rock protection.
			1.3	<ul style="list-style-type: none"> ▪ Removal of riparian vegetation in and around the watercourses will be restricted to only that which is required in the activity zones
			1.4	<ul style="list-style-type: none"> ▪ Riparian zones shall be protected by limiting encroachment and removing debris in these areas.
			1.5	<ul style="list-style-type: none"> ▪ Vegetation removal will be limited to only those areas required for the project.
			1.6	<ul style="list-style-type: none"> ▪ Vegetation, including trees, adjacent to the construction activities will be protected to limit impacts.
			Wildlife and Wildlife Habitat	
			1.7	<ul style="list-style-type: none"> ▪ Avoid vegetation clearing and/or structure works (construction, maintenance) to avoid impacts to birds during the nesting season (May 1 to August 31).
			1.8	<ul style="list-style-type: none"> ▪ The Contractor shall not harm protected migratory birds or destroy their nests that contain eggs or young birds.
			1.9	<ul style="list-style-type: none"> ▪ Harm to wildlife shall be avoided during construction.
			Wildlife Collision Avoidance	
			1.10	<ul style="list-style-type: none"> ▪ Signs to warn motorists of wildlife crossing (e.g., moose) will be installed in high-risk areas.

ID #	Issues/Concerns Potential Effects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
			1.11	<ul style="list-style-type: none"> The highway drainage design will maintain positive drainage and avoid creation of depression and pooling areas that will retain road salts and attract animals to the highway edges (salt licks).
			1.12	<ul style="list-style-type: none"> Frequent mowing of the highway corridor will help prevent the attraction of wildlife into the corridor and maintain site lines for motorists to avoid collisions.
			Species at Risk (SAR)	
			1.13	<ul style="list-style-type: none"> If a SAR is encountered within or adjacent to the construction site, the Contractor will stop work in that area and notify the Contract Administrator.
			1.14	<p><i>Black Ash (END – exempt – outside designated area of protection)</i></p> <ul style="list-style-type: none"> Vegetation removal will be limited to only areas where removals are required to reduce the impact to black ash. <p><i>Eastern Red Bat (END), Little Brown Myotis (END), Northern Hoary Bat (END), Northern Myotis (END), and Silver-haired Bat (END)</i></p> <ul style="list-style-type: none"> Tree removals should occur between October 15th and April 15th of a given year to protect the sensitive period for maternity and day roosting bats. <p><i>Red-headed Woodpecker (END)</i></p> <ul style="list-style-type: none"> Mitigation measures outlined above for Wildlife and Wildlife Habitat (MBCA compliance) will minimize potential for impacts to SAR bird species, including Red-headed Woodpecker, which may nest in or in the vicinity of the work area.
2.0	Fish and Fish Habitat	MECP MNR	2.1	<ul style="list-style-type: none"> No in-water works will be permitted between September 1st and June 15th of any given year in Welch Creek to protect brook trout during spawning period.
			2.2	<ul style="list-style-type: none"> Use of explosives will not be allowed in or near (within 30 m) Welch Creek.
			2.3	<ul style="list-style-type: none"> All construction materials, excess materials and debris will be removed and appropriately disposed of following construction.
			2.4	<ul style="list-style-type: none"> Appropriate contingency and response plans will be in place and implemented if required.
			2.5	<ul style="list-style-type: none"> Fish passage will be maintained at the water crossings.
			Site-Specific Mitigation Measures	
			2.6	<ul style="list-style-type: none"> For dewatering, appropriate energy dissipation and settling/filtration measures will be used for discharge of dewatering water to ensure no erosion or sediment release occurs in the watercourses.

ID #	Issues/Concerns Potential Effects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
			2.7	<ul style="list-style-type: none"> ▪ Banks of new channel sections will be re-vegetated with native seed mixes as soon as possible after installation..
			2.8	<ul style="list-style-type: none"> ▪ Fish will be removed from in-water work areas and relocated out of harms way.
			2.9	<ul style="list-style-type: none"> ▪ In-water work areas will be isolated from the stream and water flow maintained.
3.0	Management of Excess Materials	MECP	3.1	<ul style="list-style-type: none"> ▪ Excess soil will be re-used within the project area.
			3.2	<ul style="list-style-type: none"> ▪ Stockpiles shall be kept as flat as practicable and generally limited to heights of less than 5 m, to minimize potential wind and water erosion, and dust.
4.0	Noise	MECP Municipalities Residents	4.1	<ul style="list-style-type: none"> ▪ Idling of construction equipment will be minimized and equipment will be maintained in good working order to reduce noise during construction.
			4.2	<ul style="list-style-type: none"> ▪ Construction will be restricted between 7am and 7pm near noise sensitive areas such as residential properties, business, and parks.
			4.3	<ul style="list-style-type: none"> ▪ Complaints received regarding construction noise will be investigated, followed up and addressed according to MTO procedures during construction.
5.0	Air Quality and Dust	MECP Municipalities Residents	5.1	<ul style="list-style-type: none"> ▪ Dust control measures will be applied during construction to minimize dust to acceptable levels.
			5.2	<ul style="list-style-type: none"> ▪ Appropriate covers on trucks hauling impacted and fine or dusty material.
6.0	Archaeology	MTO MCM	6.1	<ul style="list-style-type: none"> ▪ Should previously undocumented archaeological resources be discovered, they may be anew archaeological site and therefore subject to Section 48(1) of the <i>Ontario Heritage Act</i>. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the <i>Ontario Heritage Act</i>.
			6.2	<ul style="list-style-type: none"> ▪ The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at

ID #	Issues/Concerns Potential Effects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
				archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the <i>Ontario Heritage Act</i> .
			6.3	<ul style="list-style-type: none"> ▪ Archaeological assessment will be completed in Spring/Summer 2026 for remaining areas not assessed during the study.
7.0	Construction Staging and Traffic Management	Residents	7.1	<ul style="list-style-type: none"> ▪ During this time, full road closures are not anticipated; one lane of traffic in each direction on Highway 11/17 will be maintained at all times during construction.
			7.2	<ul style="list-style-type: none"> ▪ Localized single lane, two-way traffic operation under flagging along Highway 11/17 may be required at the tie-ins at the east and west project limits from time to time.
			7.3	<ul style="list-style-type: none"> ▪ Access to side roads will be maintained for the majority of construction, and short-term closures may be required to tie-in realigned side roads to existing or proposed roads.
			7.4	<ul style="list-style-type: none"> ▪ Any affected property owners will be notified prior to this closure, and alternate access will be provided.
8.0	Erosion and Sediment Control	MECP	8.1	<ul style="list-style-type: none"> ▪ Special attention will be given to erosion and sediment control at high-risk locations near Welch Creek, including the westbound and eastbound culverts.
			8.2	<ul style="list-style-type: none"> ▪ All erosion and sediment control measures are to be inspected and maintained by the contractor to ensure they are functioning as intended throughout the construction period and until such time that construction is complete and disturbed areas have been stabilized
			8.3	<ul style="list-style-type: none"> ▪ All temporary erosion and sediment control measures that are non-biodegradable should be removed from the site when work is complete, and the site is stabilized.
			8.4	<ul style="list-style-type: none"> ▪ Permanent erosion control measures will be installed within 48 hours of earth disturbance near environmentally sensitive areas where specified in contract documents.
			8.5	<ul style="list-style-type: none"> ▪ Stockpiles will be isolated using appropriate measures such as sediment fence when located within 30m of a waterbody.
			8.6	<ul style="list-style-type: none"> ▪ The Contractor will apply erosion and sediment control measures to prevent erosion and sedimentation caused by their operations from entering sensitive areas such as watercourses and others' property..

ID #	Issues/Concerns Potential Effects	Concerned Agencies	ID #	Mitigation/Protection/Monitoring
9.0	Groundwater and Surface Water	MECP	9.1	<ul style="list-style-type: none"> ▪ Use of surface water for construction (for example dust control) and the protection of groundwater resources will be managed according to federal and provincial legislative requirements.
10.0	Emergency Access	Municipalities Residents OPP ES	10.1	<ul style="list-style-type: none"> ▪ Emergency services will be notified of the final construction staging plan, start of construction, temporary road closures, etc. to minimize delay to emergency response times during and after construction.
11.0	Utilities	MTO UTIL	11.1	<ul style="list-style-type: none"> ▪ Relocation of utilities are being discussed with Hydro One and Bell Canada. The utility relocations will be completed in advance of construction. While utility companies are responsible for identifying and obtaining any environmental permits or approvals that may be required to undertake their work, the nature of the relocation work here will not trigger internal environmental approval requirements. Utility companies environmental requirements will be met prior to relocation.

7 MONITORING

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. The Contract Administrator is retained by the MTO to oversee construction and ensure the Contractor adheres to contract specifications, ministry and external policies and legislation, including environmental regulations. During construction, the on-site Contract Administrator ensures that implementation of mitigating measures and key design features are consistent with the contract and external commitments. In addition, the effectiveness of the environmental mitigating measures is assessed to ensure that:

- Individual mitigating measures are providing the expected control and/or protection;
- Composite control and/or protection provided by the mitigating measures is adequate; and
- Additional mitigating measures are provided, as required, for any unanticipated environmental problems that may develop during construction.

General Environmental monitoring and ESC monitoring specialists will be required by the Contractor throughout the duration of construction, particularly in high-risk areas near Welch Creek. A fisheries specialist will also be on site to oversee the work at Welch Creek to confirm culverts are installed according to fisheries requirements. On-site construction administration staff will confirm that the environmental measures outlined in the contract are carried out. Post-construction monitoring will be carried out as required.

Signature Page

WSP Canada Inc

Prepared By:

Behnaz Bakhit

Behnaz Bakhit, MES (PI.)
Senior Environmental Planner

Christine Vazz

Christine Vazz, MCIP, RPP
Senior Environmental Planner

Reviewed By:

Roland Collier

Roland Collier
Senior Project Manager

BB/CV/RC/al

[https://wsonline.sharepoint.com/sites/ca-18m-00802-00/technical/02_technical/05_reports/detail design/environmental/dcr/final/gwp 129-90-00_highway 11 17 pearl lake_dcr_draft_rev c_final_clean.docx](https://wsonline.sharepoint.com/sites/ca-18m-00802-00/technical/02_technical/05_reports/detail%20design/environmental/dcr/final/gwp%20129-90-00_highway%2011%2017_pearl%20lake_dcr_draft_rev_c_final_clean.docx)

APPENDIX A

Notification Materials



<<PLACEHOLDER - DATE>>

«Title» «First_Name» «Last_Name»
«Job Title»
«Company»
«Branch»
«Address_1», «Address_2»
«City», «Province» «Postal_Code»

**RE: Notice of Study Commencement
Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR
Overhead at Ouimet (GWP 129-90-00)
Detail Design and Class Environmental Assessment Study**

Dear «INSERT NAME»,

The Ontario Ministry of Transportation (the ministry) has retained WSP Canada Inc. to undertake the Detail Design 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.

The project will follow the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*.

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 study by **December 20, 2024**.

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**, which will be updated regularly, or contact one of the Project Team members listed on the attached notice.

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.

Sincerely,

WSP

Rob Kleine, P. Eng.
Consultant Project Manager

150 Commerce Valley Dr. West
Thornhill, Ontario ON, Canada L3T 7Z3
T +1 905-882-1100

wsp.com



cc: Robyn McLure, MTO, Project Engineer
Steven Wall, MTO, Environmental Planner
Christine Vazz, WSP, Consultant Senior Environmental Planner

Encl. Notice of Study Commencement

Ministry of Transportation**Ministère des Transports**

Director's Office
North Operations
447 McKeown Avenue
North Bay ON P1B 9S9
705 497-5500

Bureau du directeur
Opération – Nord
447, avenue McKeown
North Bay ON P1B 9S9
705 497-5500



Date

Position (e.g., Chief [First Name] [Last Name])

Community Name

Address

City, Province

Postal Code

Sent via email: [recipient email address]

RE: Notice of Study Commencement

**Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 km West of CPR
Overhead at Ouimet (GWP 129-90-00)**

Detail Design and Class Environmental Assessment Study

The Ontario Ministry of Transportation (the ministry) has retained the services of WSP Canada Inc. to undertake the Detail Design 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.

The project will follow the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

The purpose of this study is to identify the recommended design for rehabilitating and improving the existing Highway 11/17 lane to become the westbound lanes and creating a new alignment for the eastbound lanes, within the project limits. The study includes undertaking environmental, and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities and the public. The results of the study will be documented in a Design and Construction Report (DCR) at the end of study which will be made available for public review.

The purpose of this letter is to inform <<INSERT INDIGENOUS COMMUNITY NAME>> about the commencement of this project, provide an opportunity to meet with the project team to learn further details on the project and provide input into the process. If you would like to arrange a meeting, have questions and comments, or require additional information, please contact Heather Boyer, Regional Services and Relationships Manager by email at heather.boyer@ontario.ca or by phone at (807) 630-8996. MTO will continue to engage with <<INSERT INDIGENOUS COMMUNITY NAME>> as this project progresses.

Additional information about the project is also available at the study website at www.Hwy11-17Four-Laning-PearlLake.ca, which will be updated regularly.

Information collected during the project will be used 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 and other protected information, including information outlined in section 15.1 (information received in confidence from an Indigenous community), may be included in study documentation and become part of the public record. Information received in confidence from an Indigenous community may be protected and not made public, such as information on sites of cultural significance, harvesting areas and resources, traditional ecological knowledge and land use values. Please contact me if you have accessibility requirements in order to participate in this project.

Sincerely,

Herb Villneff
Director, North Operations

c.c.

Heather Boyer, Regional Services and Relationships Manager, MTO, heather.boyer@ontario.ca

Mike Sanders, Indigenous Liaison Specialist, MTO, mike.sanders@ontario.ca

Andrew Bickmore, Indigenous Liaison Specialist, MTO, andrew.bickmore@ontario.ca

Robyn McLure, Project Engineer, MTO, robyn.mclure@ontario.ca

Steven Wall, Environmental Planner, MTO, steve.wall@ontario.ca

Rob Kleine, Project Manager, WSP, rob.kleine@wsp.com

Christine Vazz, Senior Environmental Planner, WSP, Christine.Vazz@wsp.com

<<INSERT ANY INDIGENOUS COMMUNITY CC'S AND EMAILS HERE>>

Encl. Notice of Study Commencement

NOTICE OF STUDY COMMENCEMENT

Detail Design 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 detail design 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 as shown in the key plan.

The purpose of this notice is to notify you of the commencement for this project and to provide an opportunity for your input.

BACKGROUND

During the preliminary design phase, two public information centres were held virtually via the project website to present updated environmental conditions and provide analysis and evaluation of alternatives, the preferred highway alignment and anticipated environmental effects and proposed mitigation measures.

Following the completion of the preliminary design phase, an environmental study report (ESR) addendum was filed and documented to propose changes to the EA Approved Plan as presented in the 1997 ESR, and made available for public comment in September 2023, and subsequently, the project was approved to proceed.

The project includes:

- Twinning the existing highway at the east and west limits of the project with a 30 m median;
- Rehabilitating and improving the existing Highway 11/17 lane to become the westbound lanes;
- Creating a new alignment for the eastbound lanes, up to 1.2 km south of the existing highway.

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).

Consultation will take place throughout the study with external agencies, Indigenous communities, property owners and the public. One (1) public information centre (PIC) is planned. Notices providing the time and location of the PIC will be proposed on the project website at (www.Hwy11-17Four-Laning-PearlLake.ca), published in local newspapers, and sent to individuals and organizations on the project mailing list.

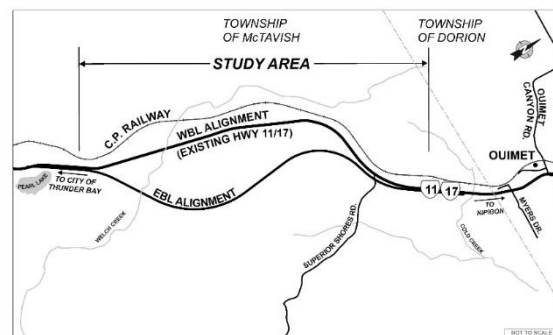
A design and construction report (DCR) will be prepared at the end of study to document the detail design and Class EA process. The DCR will describe the recommended design, document consultation, and outline the environmental measures that will be in place during construction. Construction timing is subject to funding and approvals. The DCR will be available for a 30-day comment period. Notices will be posted on the project website, published in local newspapers, and sent to individuals and organizations on the project mailing list when the DCR is available for review.

COMMENTS

Public consultation is an important part of the Class EA process. The public is encouraged to provide input at any point during the study or visit the project website at www.Hwy11-17Four-Laning-PearlLake.ca. We are interested in any comments or concerns you may have regarding the study. If you wish to be added to our project mailing list or would like to submit comments, please contact one of the project team members listed below.

Rob Kleine, P.Eng.
Project Manager
WSP Canada Inc.
150 Commerce Valley Drive West
Thornhill, ON, L3T 7Z3
Toll-Free: 1-877-562-7947
Tel: 905-882-7225
Email: Rob.Kleine@wsp.com

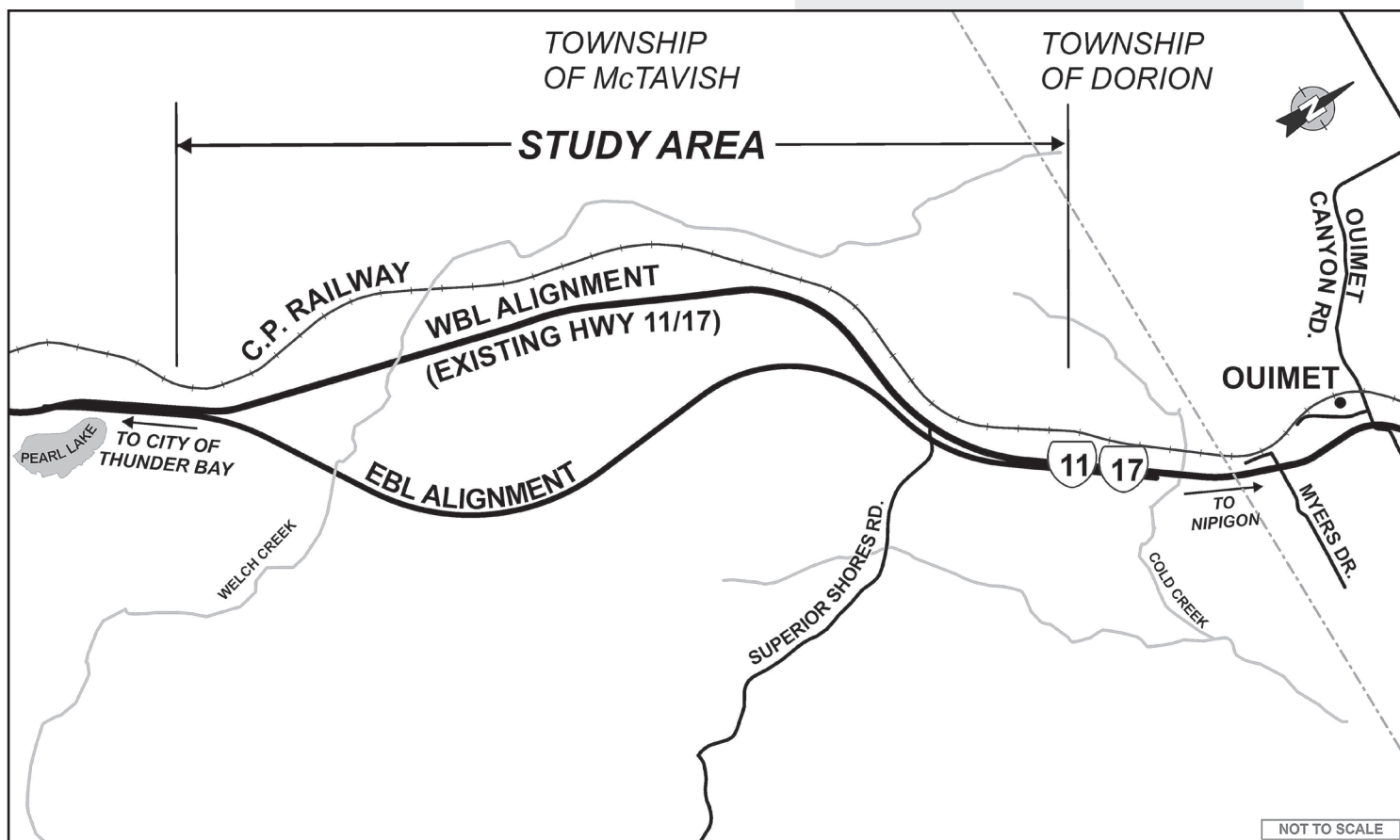
Robyn McLure, P.Eng.
Project Engineer
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
Toll-Free: 1-800-465-5034
Tel: 807-629-9768
Email: Robyn.McLure@ontario.ca



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.

Notice of Study Commencement

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



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website at (www.Hwy11-17Four-Laning-PearlLake.ca), published in local newspapers, and sent to individuals and organizations on the project mailing list.

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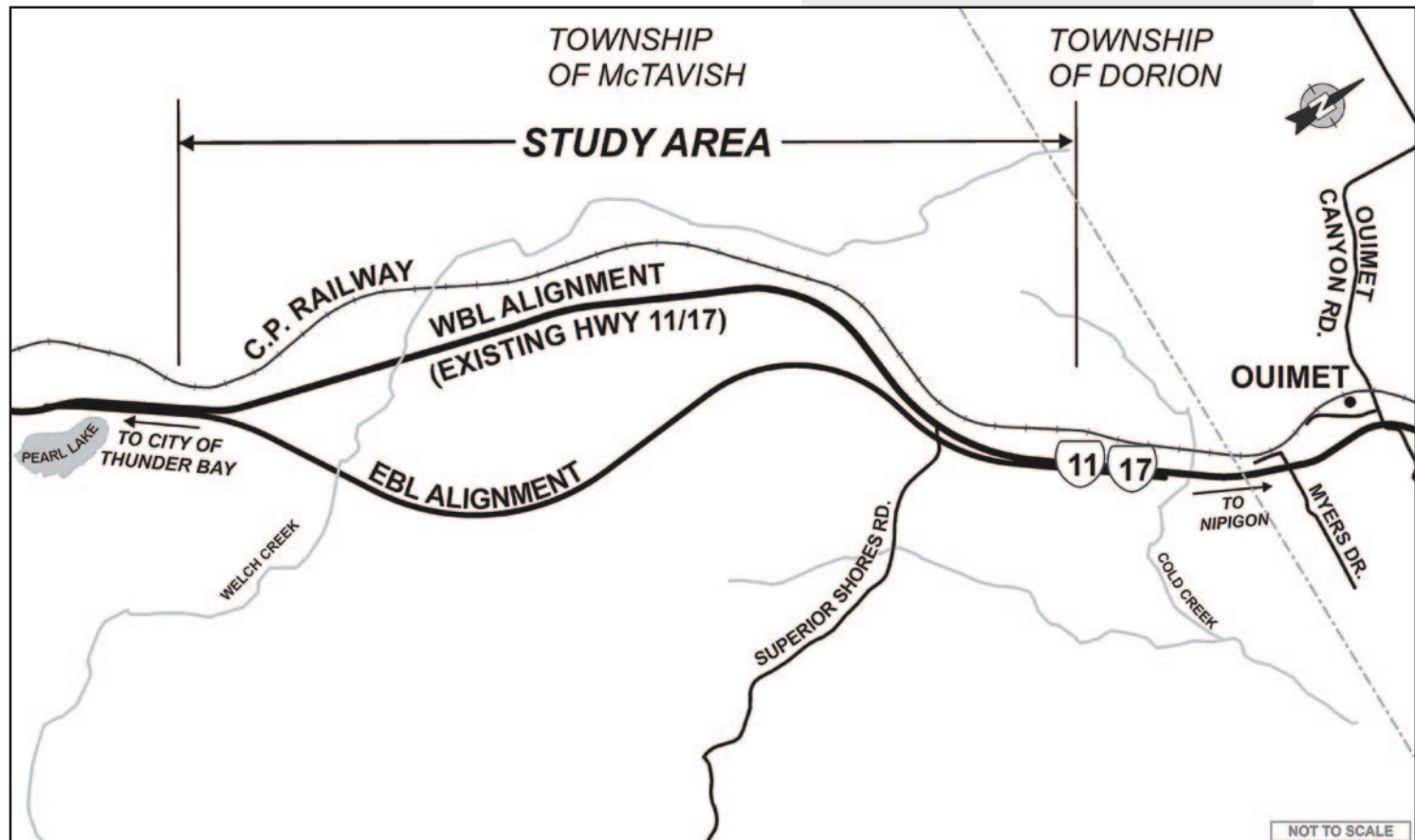
Rob Kleine, P.Eng.
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Notice of Study Commencement

Detail Design 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

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- Creating a new alignment for the eastbound lanes, up to 1.2 km south of the existing highway.

THE PROCESS

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Robyn McLure, P.Eng.
Project Engineer
Ministry of Transportation
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tel: 807-629-9768
e-mail: Robyn.McLure@ontario.ca

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F1 shifts focus to Qatar's cash dash

BY JAMES ELLINGWORTH
THE ASSOCIATED PRESS

LUSAIL, Qatar — Max Verstappen won big in Las Vegas with his fourth world title, but the fight for Formula 1's biggest cash prize is hotting up this week in Qatar.

The lucrative constructors' championship is still wide open with McLaren, Ferrari and Red Bull battling for the title. The contest for teams is worth around \$140 million to the winner, though the precise payout depends on variables.

This weekend in Qatar, a sprint race Saturday means extra points are on offer — a maximum of 59 for a team over the whole weekend.

McLaren leads by 24 points from Ferrari, with Verstappen's Red Bull 29 further back. McLaren could seal its first constructors' crown since 1998 this Sunday, wrapping up the title ahead of the final round in Abu Dhabi next week, but would likely need either a perfect weekend or for Ferrari to encounter problems.

Norris on pole for sprint

McLaren's Lando Norris beat Mercedes' George Russell by just .063 of a second to take pole position Friday for the Saturday sprint race. Norris' teammate Oscar Piastri is third, .159 off the pace, ahead of the two Ferraris of Carlos Sainz Jr. and Charles Leclerc. Verstappen is sixth.

"Great qualifying today, especially to bounce back from where we were last time out in Vegas," said Norris, whose title chances ended with a sixth-place finish behind Verstappen in Las Vegas.

"We're coming here to get pole and we did that, so job done for



THE ASSOCIATED PRESS

McLaren driver Lando Norris of Britain waves after winning the pole position during sprint qualifying at the Lusail International Circuit in Lusail, Qatar on Friday.

(Friday)."

Leclerc led the way in the sole practice session earlier Friday, with Norris 0.425 seconds slower and Piastri .047 further back. Verstappen was 11th fastest.

Playing the team game

McLaren's bid is the new focus for Norris after his challenge for the drivers' title ended last week in Las Vegas.

Norris on Thursday dismissed a reported claim from Verstappen that he could have won the crown earlier in a McLaren and suggested the Dutch driver try

"comedy." He then offered a suggestion of his own. "Red Bull probably would have won the constructors' (championship) if they had two drivers as good as Max, that's for sure," Norris said.

The contributions of Piastri, who won the Qatar sprint race as a rookie last year, have been key to McLaren's hopes. Ferrari's Leclerc and Sainz have been close on the track — and sometimes too close for comfort — all year.

Red Bull's Sergio Perez is the only driver at the top three teams

without a race win this year and he's eighth in the standings with less than half of Verstappen's points total.

Perez was 18th fastest in practice Friday and qualified 16th for the sprint, his latest dismal results.

Perez, who has faced speculation over his future almost all year, says he's struggled to make the title-winning Red Bull car fit his driving style.

"It's very difficult for people to understand if they're not part of the team," he said Thursday. "When you are not able to extract 100 per cent out of your car, it's irrelevant how good your car is, and this is what happened."

Drivers won't feel the heat

Last year's race in Qatar pushed drivers to the limit. Esteban Ocon reported being sick as he battled the heat and humidity, while Lance Stroll said he was on the verge of losing consciousness.

The FIA expressed concern that drivers "should not be expected to compete under conditions that could jeopardise their health or safety," and this month approved new driver cooling kits for hot races.

Those kits aren't available until next year, but don't expect drivers to be clamouring for them in Qatar this week. With the action taking place in November and December instead of early October, much milder weather is forecast than last year, and Stroll said "for sure" that's a relief.

"I have no interest in experiencing last year's heat in Qatar again," the Aston Martin driver said.

Canada, Iceland play to draw

THE CANADIAN PRESS

MURCIA — Canada and Iceland played to a scoreless draw in a women's international soccer friendly Friday.

The sixth-ranked Canadian women now turn their attention to No. 19 South Korea on Tuesday, also at the Pinatar Arena.

Neither side produced much offence Friday in a game short on entertainment value. The few shots that were on target offered little challenge.

Canada outshot Iceland 14-10 (4-4 in shots on target) and had 57 per cent possession.

Interim Canada coach Cindy Tye saw positives in the first half and welcomed the clean sheet, saying Iceland came as advertised — "very physical and in transition."

"I thought we dealt with that well," she said.

Canada had more of the ball and territory in the first half, with Vanessa Gilles and Jayde Riviere providing some accurate passes from the Canadian backline, but that superiority did not lead to scoring chances.

Thirteenth-ranked Iceland looked to defend and counterattack, creating a good chance in the 20th minute only to see Canadian 'keeper Sabrina D'Angelo get to the ball first before colliding with Karolina Lea Vilhjalmsdottir in front of goal. D'Angelo needed treatment on her leg later in the half because of the collision.

Canada had 55 per cent possession and outshot Iceland 5-3 (1-1 in shots on target) in the first half. But Iceland came on as the first half progressed.

Lysianne Proulx took over in goal to start the second half, earning her first senior cap. And the Juventus 'keeper was forced into an acrobatic leg save to deny Vilhjalmsdottir after an errant clearance in the 53rd minute.

Tye said D'Angelo came off because of the knock.

Jessie Fleming and Olivia Smith offered a spark for Canada when they came on in the 67th minute.

"We're going to see more of them in the next game," said Tye.

Deanne Rose followed off the bench, firing a shot over the Iceland crossbar in the 75th minute. Smith, a 20-year-old who plays her club football in England for Liverpool, shot just wide in the 84th minute.

The Canadian women tied No. 3 Spain 1-1 in the October international window, their first outing since exiting the Paris Olympics at the quarterfinal stage in early August. Iceland was coming off a pair of 2-1 defeats to the top-ranked United States, in Austin, Texas, and Nashville.

Iceland posted a 4-1-1 record in qualifying for the 2025 UEFA Women's Championship, finishing runner-up to fourth-ranked Germany in a group that also featured No. 17 Austria and No. 32 Poland. That included a 3-0 win over the visiting Germans which marked the first time Germany has been beaten by three goals in a competitive game since Brazil in the 2008 Olympic semifinals.

Canada's starting 11 went into the match with a combined 772 caps.

Fullback Ashley Lawrence, centre back Shelina Zadorsky and forwards Janine Beckie, Nichelle Prince and Adriana Leon accounted for 572 of the Canadian caps. Lawrence, earning her 140th cap, captained the side for the first time with Fleming starting on the bench.

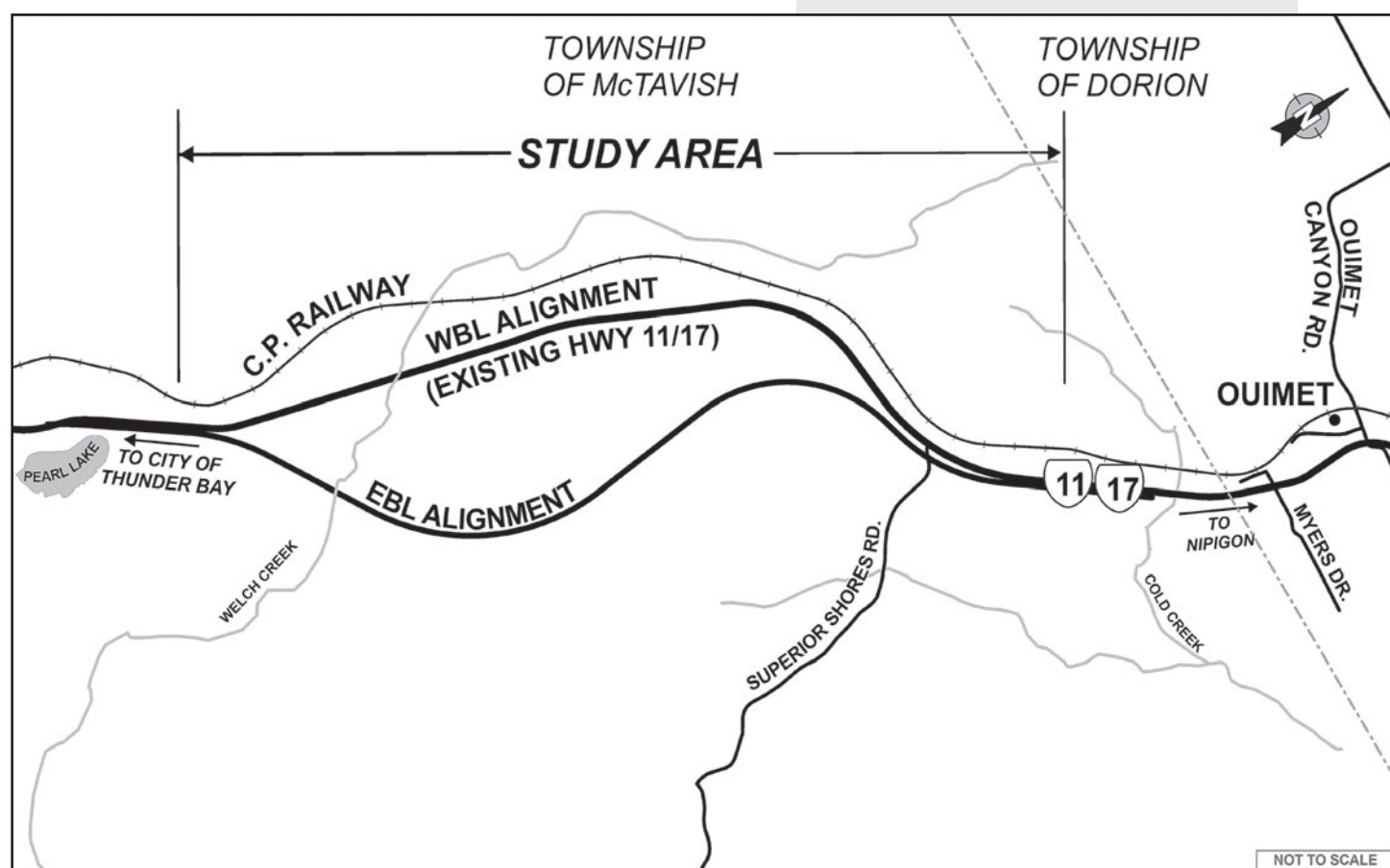
Marie-Yasmine Alidou, who scored her first goal for Canada off the bench in the draw with Spain, started in the midfield and earned her fourth cap. The 29-year-old plays in Portugal for Benfica.

Captain Glodis Perla Viggosdottir, who is also skipper of Bayern Munich, is the first Iceland player to be nominated for the Ballon d'Or.

Canada had played Iceland twice before, both at the Algarve Cup, with the teams playing to a scoreless draw in February 2019 and Canada winning 1-0 in March 2016. The Canadian women are 8-0-7 this year.

Notice of Study Commencement

Detail Design 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 detail design 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 as shown in the key plan.

The purpose of this notice is to notify you of the commencement for this project and to provide an opportunity for your input.

BACKGROUND

During the preliminary design phase, two public information centres were held virtually via the project website to present updated environmental conditions and provide analysis and evaluation of alternatives, the preferred highway alignment and anticipated environmental effects and proposed mitigation measures.

Following the completion of the preliminary design phase, an environmental study report (ESR) addendum was filed and documented to propose changes to the EA Approved Plan as presented in the 1997 ESR, and made available for public comment in September 2023, and subsequently, the project was approved to proceed.

The project includes:

- Twinning the existing highway at the east and west limits of the project with a 30 m median;
- Rehabilitating and improving the existing Highway 11/17 lane to become the westbound lanes;
- Creating a new alignment for the eastbound lanes, up to 1.2 km south of the existing highway.

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).

Consultation will take place throughout the study with external agencies, Indigenous communities, property owners and the public. One (1) public information centre (PIC) is planned. Notices providing the time and location of the PIC will be proposed on the project website at

(www.Hwy11-17Four-Laning-PearlLake.ca), published in local newspapers, and sent to individuals and organizations on the project mailing list.

A design and construction report (DCR) will be prepared at the end of study to document the detail design and Class EA process. The DCR will describe the recommended design, document consultation, and outline the environmental measures that will be in place during construction. Construction timing is subject to funding and approvals. The DCR will be available for a 30-day comment period. Notices will be posted on the project website, published in local newspapers, and sent to individuals and organizations on the project mailing list when the DCR is available for review.

COMMENTS

Public consultation is an important part of the Class EA process. The public is encouraged to provide input at any point during the study or visit the project website at www.Hwy11-17Four-Laning-PearlLake.ca. We are interested in any comments or concerns you may have regarding the study. If you wish to be added to our project mailing list or would like to submit comments, please contact one of the project team members listed below.

Rob Kleine, P.Eng.
Project Manager
WSP Canada Inc.
150 Commerce Valley
Drive West
Thornhill, ON L3T 7Z3
Toll-Free: 1-877-562-7947
tel: 905-882-7225
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March 26, 2025

«Title» «First_Name» «Last_Name»
«Job Title»
«Company»
«Branch»
«Address_1», «Address_2»
«City», «Province» «Postal_Code»

**RE: Notice of Public Information Centre
Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR
Overhead at Ouimet (GWP 129-90-00)
Detail Design and Class Environmental Assessment Study**

Dear «INSERT NAME»,

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the detail design and class environmental assessment 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 map showing the study area is included in the attached notice.

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

The purpose of this letter is to inform you that the public information centre (PIC) will be held in person on **April 10, 2025** at the McGregor Recreation Centre. We invite you to attend the preview session for external agencies, Indigenous communities, and municipalities scheduled from 3:00 p.m. to 4:00 p.m., or the public session between 4:00 p.m. to 8:00 p.m.

The PIC presentation will also be available on the project website at www.Hwy11-17Four-Laning-PearlLake.ca. Please provide any comments you may have about this study by **May 10, 2025**.

Following the PIC, WSP will prepare a design and construction report (DCR) that will document the environmental assessment and detail design. The DCR will be available for a 30-day comment period.

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 or contact one of the project team members listed on the attached notice.

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.

150 Commerce Valley Dr. West
Thornhill, Ontario ON, Canada L3T 7Z3
T +1 905-882-1100

wsp.com



Sincerely,

WSP

Rob Kleine, P. Eng.
Consultant Project Manager

cc: Robyn McLure, MTO, Project Engineer
Steven Wall, MTO, Environmental Planner
Christine Vazz, WSP, Consultant Senior Environmental Planner

Encl. Notice of Public Information Centre

**Ministry of
Transportation**

Regional Director's
Office
North Operations
447 McKeown Avenue
North Bay ON P1B 9S9

Tel: 705 497-5500

**Ministère des
Transports**

Bureau du directeur
régional
Opération – Nord
447, avenue McKeown
North Bay ON P1B 9S9

Tél : 705 497-5500



Date

Name

Position (if applicable)

Company (if applicable)

Address

City, ON (Province) Postal Code

Dear Mr./Ms.:

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Overhead at Ouimet (GWP 129-90-00)
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The purpose of this letter is to inform <<INSERT INDIGENOUS COMMUNITY NAME>> that a public information centre (PIC) will be held in person on **April 10, 2025** at the McGregor Recreation Centre. We invite you to attend the preview session for external agencies, Indigenous communities, and municipalities scheduled from 3:00 p.m. to 4:00 p.m., or the public session between 4:00 p.m. to 8:00 p.m.

The PIC presentation will also be available on the project website at www.Hwy11-17Four-Laning-PearlLake.ca. Please note comments are welcome at any time during the study.

Following the PIC, WSP will prepare a design and construction report (DCR) that will document the environmental assessment and detail design. The DCR will be available for a 30-day comment period.

If you would like to arrange a meeting, have questions and comments, or require additional information, please contact Heather Boyer, Regional Services and Relationships Manager by email at heather.boyer@ontario.ca or by phone at (807) 630-8996. MTO will continue to engage with <<INSERT INDIGENOUS COMMUNITY NAME>> as this project progresses.

Information collected during the project will be used 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 and other protected information, including information outlined in section 15.1 (information received in confidence from an Indigenous community), may be included in study documentation and become part of the public record. Information received in confidence from an Indigenous community may be protected and not made public, such as information on sites of cultural significance, harvesting areas and resources, traditional ecological knowledge and land use values. Please contact me if you have accessibility requirements in order to participate in this project.

Sincerely,

Herb Villneff
Regional Director, North Operations

Cc: Heather Boyer, Regional Services and Relationships Manager, MTO, heather.boyer@ontario.ca
Mike Sanders, Indigenous Liaison Specialist, MTO, mike.sanders@ontario.ca
Andrew Bickmore, Indigenous Liaison Specialist, MTO, andrew.bickmore@ontario.ca
Robyn McLure, Project Engineer, MTO, robyn.mclure@ontario.ca
Steven Wall, Environmental Planner, MTO, steve.wall@ontario.ca
Rob Kleine, Project Manager, WSP, rob.kleine@wsp.com
Christine Vazz, Senior Environmental Planner, WSP, Christine.Vazz@wsp.com
<<INSERT ANY INDIGENOUS COMMUNITY CC'S AND EMAILS HERE>>

Attachment Notice of Public Information Centre
(s)

NOTICE OF PUBLIC INFORMATION CENTRE
Detail Design 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

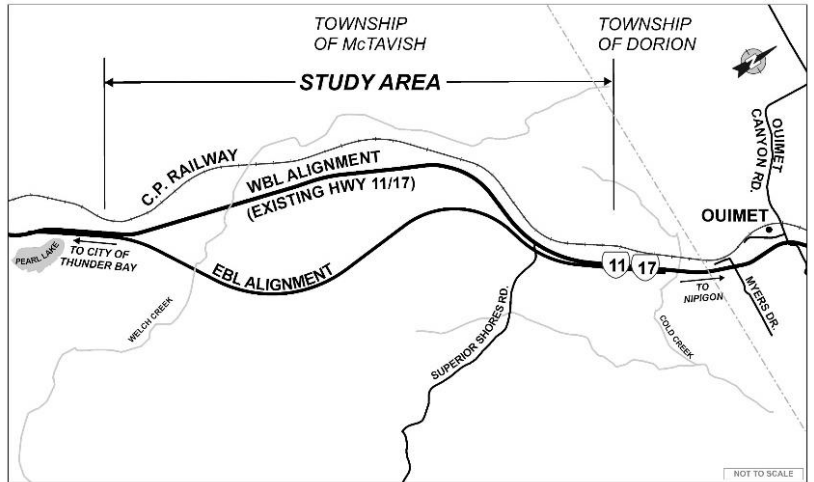
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THE PROCESS

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PUBLIC INFORMATION CENTRE

The PIC will be held as an **in-person open house**. Representatives of the project team from MTO and WSP will be in attendance to discuss the project. We encourage interested persons to attend to learn more and to provide input to ensure that concerns can be addressed by the project team as the study progresses. The PIC presentation will also be available on the project website at www.Hwy11-17Four-Laning-PearlLake.ca. Comments are kindly requested by **May 10, 2025** and can be submitted through the online comment form available on the website or by contacting one of the project team members listed below.

The PIC will be held as follows:

Date: April 10, 2025
Time: 4:00 p.m. to 8:00 p.m.
Location: MacGregor Recreation Centre
800 Lakeshore Drive, Shuniah ON P7A 0S1

The PIC venue is fully accessible and will be compliant with the requirements under the *Accessibility for Ontarians with Disabilities Act*. If you have any accessibility requirements to participate in this project, please contact one of the project team members listed below.

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

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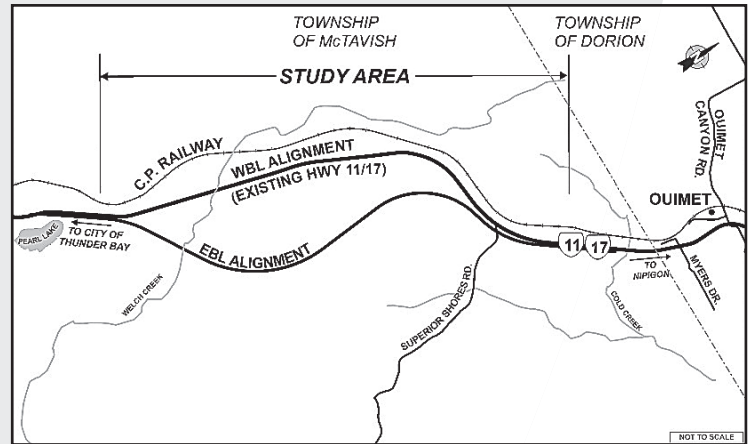
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Check out some School Photo Albums

Glena Clearwater

Those of you who had children go to Greenmantle and Geroge O’Neill in the 1980s and early 1990s will recall that I was always taking photos. Most of the activities my classes did were photographed. Those photos were put into albums and now as I purge, I have taken several to the Nipigon Library. The albums are there for former students, parents and grandparents to check out – lots of memories for all of us. Drop in anytime the library is open – Sumiye has a comfy couch to sit on and browse an album.



These years can be seen there – SK/Gr.1 1990; 1983- Greenmantle; 1985-86; 1990-91 Greenmantle SK; SK – 1980-81; 1981-82 and October 1988-June 1989.

Photo
Sumiye accepted several photo albums from Glena, full of photos from the years she taught at Greenmantle and George O’Neill Public Schools. Drop in and revive some memories.



Anishinaabemowin Boodawe Committee

Anishinaabemowin Phrase of the Week

**- Aniish wiin nasweta gibiizikaman?
- Aansh naa mino-ayaamagad.**

- Why are you wearing a sweater?
- Because it's nice out.



Notice of Public Information Centre

**Detail Design and Class Environmental Assessment Study
Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 km
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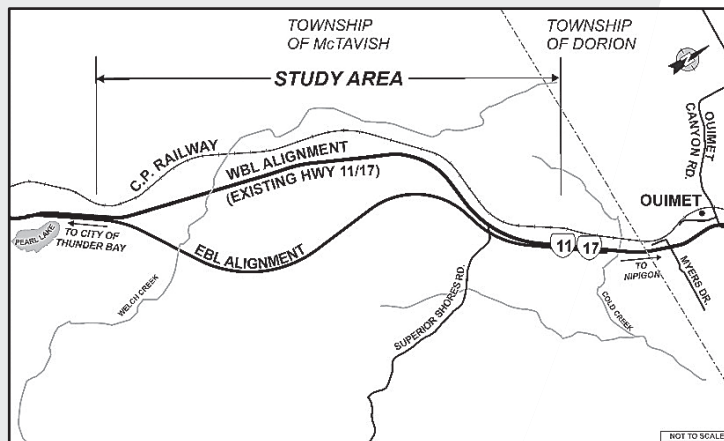
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THE CANADIAN PRESS

Workers stack and sort softwood lumber as it is cut at Groupe Crete, a sawmill in Mont-Blanc, Que., earlier this year.

Biggest job losses since 2022

BY CRAIG WONG
THE CANADIAN PRESS

March saw the Canadian economy post its biggest job loss since January 2022 as the uncertainty caused by U.S. tariffs started to take a toll.

Statistics Canada said Friday the economy shed 33,000 jobs in March, while the unemployment rate ticked up to 6.7 per cent compared with 6.6 per cent in February.

RSM Canada economist Tu Nguyen said the result was a glimpse of what may be in store as the trade dispute with the U.S. ramps up and the country faces the possibility of a recession.

"We saw a lot of layoffs happening in trade in March and we expect April to see even more layoffs and a rise in the unemployment rate," she said in an interview.

"Some manufacturing plants, especially in auto production, have already laid off their workers."

Thunder Bay bucked the trend as the unemployment rate in the Lakehead was 4.1 per cent in March compared to 4.9 per cent in February, although the figures may fluctuate widely because they are based on small statistical samples.

The job losses reversed some of the gains made at the end of last year and into January.

Last month, the U.S. imposed tariffs on non-USMCA compliant imports from Canada as well as

steel and aluminum imports as tariff threats by U.S. President Donald Trump went through a number of revisions and delays, heaping uncertainty onto businesses.

The U.S. also announced last month sector-specific tariffs on automobile imports that came into effect this week along with wide-ranging tariffs on other countries around the world, prompting concerns about the possibility of a global recession.

Nguyen said Canadian job losses will continue to rack up if the tariffs remain in place, pointing to the decision by Stellantis to pause work for two weeks at its assembly plant in Windsor, Ont., as it assesses the situation as an example of what may be to come.

"The auto sector is so integrated in North America that once you hit one country, you're going to hit everybody," she said.

RBC senior economist Claire Fan said the March jobs report was slightly softer than the bank expected, but the concern is that there is still further weakness to come.

"Moreover, broader U.S. growth risks from much larger tariffs threatened to be imposed on imports from most of the rest of the world would spill over to negatively impact Canada as well," she wrote.

Fan noted Canada lost around 7,000 manufacturing jobs in March.

"Employment in the sector will be watched closely in future jobs reports, for signs of tariffs impacting labour conditions in Canada," she said.

Nguyen said the Bank of Canada is in a difficult position because there is still some underlying inflation.

"But given how weak the March jobs report is and given we are foreseeing a recession given the current tariff rate, I think the Bank of Canada might consider lowering the interest rate to 2.5 per cent," Nguyen said.

The current benchmark rate is 2.75 per cent after seven consecutive cuts.

The Bank of Canada's next interest rate decision is set for April 16 when it will also release its latest monetary policy report which will include its updated forecasts for the economy.

Statistics Canada reported 62,000 full-time jobs were lost in the month, partly offset by a gain in part-time employment.

The wholesale and retail trade sector lost 29,000 jobs in March, following an increase of 51,000 in February.

The information, culture and recreation sector lost 20,000 jobs, while the agriculture sector lost 9,300 jobs.

Meanwhile, the "other services" sector, which includes personal and repair services, added 12,000 jobs.

Utilities added 4,200 jobs.

Ottawa man guilty of terror, hate charges

BY KYLE DUGGAN
THE CANADIAN PRESS

OTTAWA — A Superior Court judge has found Ottawa-area graphic designer Patrick Macdonald guilty on three counts of terror and hate-related charges related to the production of antisemitic propaganda for the neo-Nazi group Atomwaffen Division.

Superior Court Justice Robert Smith found Macdonald guilty this week on all the charges he faced: participating in the activities of a known terror group, facilitating terrorist activity through the production of propaganda films, and promoting hate speech.

Smith wrote in his decision that Macdonald had "participated in producing" the videos and had "published images which wilfully promoted hatred against an identifiable group, namely Jewish people."

Crown prosecutors alleged Macdonald, 27, used his skills in the production of several hateful videos and Nazi-inspired imagery, and linked him to the content and filming times and locations through metadata extracted from confiscated multimedia equipment, his telephone and bank records, and other items seized from his home.

Macdonald pleaded not guilty to all three charges.

His defence attorneys argued the evidence was circumstantial and did not connect him to the political recruitment videos for what is now a defunct hate group.

The RCMP has called it the first case in Canada involving both terrorism and hate propaganda charges laid against someone accused of promoting a violent, far-right ideology.

Crown prosecutors had alleged Macdonald took part in the activities of the terror group from April 2018 to December 2019, in Quebec and Ontario, during the filming of the videos.

That was before the federal government officially declared the group a terrorist entity, but the judge independently determined that it was a terror group at that time based on expert testimony — which the defence sought to have thrown out.

The videos, which were posted on the social media app Telegram on a public channel called

Terrorwave Refined, contained violent and antisemitic messages and Nazi swastikas.

They showed a small paramilitary force donning army fatigues and skull masks, shooting what appear to be automatic rifles, and burning flags and books.

An RCMP video analyst testified that there could have been eight to 25 individuals in the videos.

Set to ominous music and narrated by a digitally altered voice, the videos issued intimidating messages such as "purge the weak" and "burn, purge and start the revolution," and threatened violence against Jewish people and bureaucrats.

The case followed a 2021 Vice Media article that identified Macdonald through confidential sources as the online social media poster going by the Dark Foreigner username.

Atomwaffen is known as an "accelerationist" group. Such groups seek to push society toward social collapse and then replace the government with fascism.

Over the course of the months-long trial, which was largely technical in nature, the prosecution said police found a draft letter signed by Macdonald on his desk written to the federal government protesting his travel being restricted.

In the document, submitted as court evidence, he confirmed his identity as the prolific social media poster known as Dark Foreigner and states that he became aware of the government travel restriction when he was blocked from travelling to Kyiv, Ukraine.

He argues in the document that his designs — which included masked individuals, blood spatter and neo-Nazi symbols — did not line up with his political views and that it should count as a form of artistic discretion under his Charter right of freedom of expression.

The court also heard police had found various objects inside his office ceiling, including an Atomwaffen pamphlet in Russian and a document that contained logins for various social media platforms that used the Dark Foreigner alias.

Justice Smith pointed to this in his decision, saying that hiding these items indicated he knew that the group's activities were unlawful.

Quebec shuts down random traffic stops

THE CANADIAN PRESS

MONTREAL — Quebec's Public Security Department announced late Friday afternoon that most random traffic stops by police are suspended, days after the Court of Appeal affirmed that arbitrary road checks lead to racial profiling.

The new policy has been in place since April 1, the department said, the day Quebec's Court of Appeal refused the government's request to allow arbitrary police traffic stops to continue until the province's legal challenge is heard before the Supreme Court.

In a decision rendered Monday, the Court of Appeal said the negative impacts of random stops on the Black community outweigh the benefits to the public of letting them continue. Instead, Court of Appeal Justice Stéphane Sansfaçon allowed only certain types of traffic stops to go ahead while the case makes its way through the Supreme Court legal process.

Permitting random police traffic stops, Sansfaçon wrote, "are likely to have negative impacts on Black people that are much more significant than the benefits to the general public that come from applying the measure during this period."

Ahead of a potential hearing before the Supreme Court, only certain random stops may continue, the judge said. They include impaired driving checks during which police officers want a breathalyzer sample — an action under the Criminal Code that can only be taken by an officer in possession of a detection device.

Notice of Public Information Centre

Detail Design 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 (MTO), is undertaking the detail design and class environmental assessment 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 as shown in the map.

The study includes:

- Twinning the existing highway at the east and west limits of the project with a 30 m median;
- Rehabilitating and improving the existing highway to become the westbound lanes;
- Creating new eastbound lanes, up to 1.2 km south of the existing highway.

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).

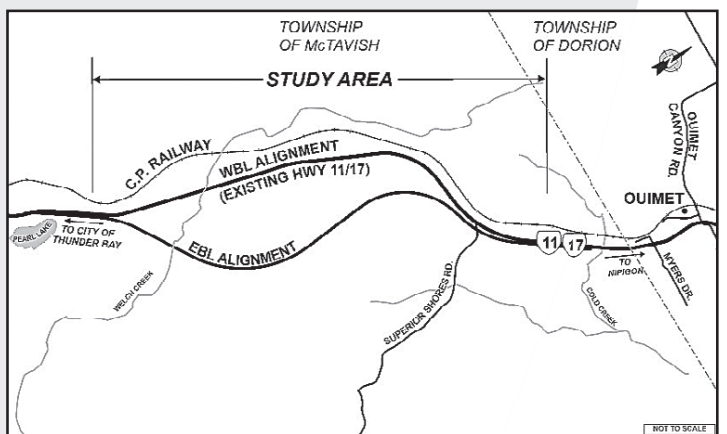
The purpose of the public information centre (PIC) is to provide an update on the environmental assessment study, including the anticipated environmental impacts and proposed mitigation measures and present the preferred detail design plan and next steps.

Following the PIC, WSP will prepare a design and construction report (DCR) that will document the environmental assessment and detail design. The DCR will describe the preferred design, document public and agency consultation and outline the environmental mitigation measures and provisions that will be in place during construction. Construction timing is subject to funding and approvals.

The DCR will be available for a 30-day comment period. Notices will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list when the DCR is available for viewing.

PUBLIC INFORMATION CENTRE

The PIC will be held as an **in-person open house**. Representatives of the project team from MTO and WSP will be in attendance to discuss the project. We encourage interested persons to attend to learn more and to provide input to ensure that concerns can be addressed by the project team as the study progresses. The PIC presentation will also be available on the project website at www.Hwy11-17Four-Laning-PearlLake.ca. Comments are kindly requested by **May 10, 2025** and can be submitted through the online



comment form available on the website or by contacting one of the project team members listed below.

The PIC will be held as follows:

Date: April 10, 2025
Time: 4:00 p.m. to 8:00 p.m.
Location: MacGregor Recreation Centre
800 Lakeshore Drive, Shuniah, ON P7A 0S1

The PIC venue is fully accessible and will be compliant with the requirements under the *Accessibility for Ontarians with Disabilities Act*. If you have any accessibility requirements to participate in this project, please contact one of the project team members listed below.

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 www.Hwy11-17Four-Laning-PearlLake.ca.

Rob Kleine, P.Eng.
Project Manager
WSP Canada Inc.
150 Commerce Valley Drive West
Thornhill, ON L3T 7Z3
toll-free: 1-877-562-7947
tel: 905-882-7225
e-mail: Rob.Kleine@wsp.com

Robyn McLure, P.Eng.
Project Engineer
Ministry of Transportation
615 James Street South
Thunder Bay, ON P7E 6P6
toll-free: 1-800-465-5034
tel: 807-629-9768
e-mail: Robyn.McLure@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.

APPENDIX B

**Relevant Agency/Public
Correspondence**

Study Commencement Comments

Bakhit, Behnaz

Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

From: CRISTO Brandi <Brandi.Cristo@hydroone.com> **On Behalf Of** NORTHERN JOINT USE and Relocates
Sent: Monday, November 25, 2024 9:57 AM
To: Kleine, Rob <Rob.Kleine@wsp.com>; NORTHERN JOINT USE and Relocates <andRelocates.NorthernJointUse@hydroone.com>
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Steven.Wall@ontario.ca; Vazz, Christine <Christine.Vazz@wsp.com>; Collier, Roland <Roland.Collier@wsp.com>; Murray, Evan (MTO) <Evan.Murray@ontario.ca>
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Excellent, thank you so much for the prompt reply!

Brandi Cristo (she/her)
Lines Customer Support Clerk - Projects
Hydro One Networks Inc.
Northern FBC
888.835.9444
HydroOne.com

From: Kleine, Rob <Rob.Kleine@wsp.com>
Sent: Monday, November 25, 2024 8:36 AM
To: NORTHERN JOINT USE and Relocates <andRelocates.NorthernJointUse@hydroone.com>
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Steven.Wall@ontario.ca; Vazz, Christine <Christine.Vazz@wsp.com>; Collier, Roland <Roland.Collier@wsp.com>; Murray, Evan (MTO) <Evan.Murray@ontario.ca>
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

You don't often get email from rob.kleine@wsp.com. [Learn why this is important](#)

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Brandi

Nothing noted in your e-mail below has changed.



Rob Kleine, P. Eng.
Manager – Transportation & Infrastructure | Highways

T+ 1 905-882-7225
M+ 1 647-223-5618

From: CRISTO Brandi <Brandi.Cristo@hydroone.com> **On Behalf Of** NORTHERN JOINT USE and Relocates
Sent: November 25, 2024 8:34 AM
To: Vazz, Christine <Christine.Vazz@wsp.com>; NORTHERN JOINT USE and Relocates
<andRelocates.NorthernJointUse@hydroone.com>
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Kleine, Rob <Rob.Kleine@wsp.com>; Steven.Wall@ontario.ca
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement
Importance: High

Good morning,

Please note that we provided a Class C estimate for this project on April 30, 2024, which was requested by WSP on April 4, 2024.

We received an update from MTO on August 12, 2024 indicating that the property acquisition process had just began (regarding the private property within the request), and that this project would be on hold until at least fall 2025, with a potential ISD of Spring/Summer 2026 (email attached). Please advise if any of the above has changed, so we can update our files accordingly – as remaining hours for this project are not forecasted until 2025 and 2026.

Thank you kindly,

Brandi Cristo (she/her)
Lines Customer Support Clerk - Projects
Hydro One Networks Inc.
Northern FBC
888.835.9444
HydroOne.com

From: Vazz, Christine <Christine.Vazz@wsp.com>
Sent: Thursday, November 21, 2024 1:59 PM
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Kleine, Rob <Rob.Kleine@wsp.com>; Steven.Wall@ontario.ca
Subject: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Some people who received this message don't often get email from christine.vazz@wsp.com. [Learn why this is important](#)

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Good Afternoon

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Detail Design and Class Environmental Assessment Study for the Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR Overhead at Ouimet in the Municipality of Shuniah.

Please find attached the Notice of Study Commencement letter for more details.

Sent on behalf of the Project Team



Christine Vazz

Senior Environmental Planner

MCIP RPP

she / her / hers

T+ 1 289-823-8500

D+ 1 289-835-2628

WSP Canada Inc.

6925 Century Avenue, Suite 600

Mississauga, Ontario

L5N 7K2 Canada

wsp.com

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**Ministry of Citizenship
and Multiculturalism**

Heritage Planning Unit
Heritage Operations Branch
Citizenship, Inclusion and
Heritage Division
5th Flr, 400 University Ave
Toronto, ON M5G 1S7
Tel.: 613.242.3743

**Ministère des Affaires civiques
et du Multiculturalisme**

Planification relative au patrimoine
Opérations relatives au patrimoine
Division des affaires civiques, de
l'inclusion et du patrimoine
5e étage, 400, av. University
Toronto, ON M5G 1S7
Tél.: 613.242.3743



December 19, 2024

VIA EMAIL ONLY

Rob Kleine, P.Eng.
Project Manager
WSP Canada Inc.
150 Commerce Valley Drive West
Thornhill, ON, L3T 7Z3
Rob.Kleine@wsp.com

MCM File : 0009450
Proponent : Ministry of Transportation
**Subject : Detail Design and Class Environmental Assessment Study
Commencement – Group B**
**Project : Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km
West of CPR Overhead at Ouimet (GWP GWP 129-90-00)**
Location : Township of McTavish – Thunder Bay District

Dear Rob Kleine:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Notice of Commencement for the above-referenced project.

MCM's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.

Under the Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024), proponents are required to:

- identify existing environmental conditions and sensitivities,
- identify potential environmental impacts; and
- describe proposed measures to mitigate potential negative impacts.

Project Summary

WSP, on behalf of the Ministry of Transportation (the ministry), is undertaking the detail design 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.

Following the completion of the preliminary design phase, an environmental study report (ESR) addendum was filed and documented to propose changes to the EA Approved Plan as presented in the 1997 ESR, and made available for public comment in September 2023, and subsequently, the project was approved to proceed. The project includes:

- Twinning the existing highway at the east and west limits of the project with a 30 m median;
- Rehabilitating and improving the existing Highway 11/17 lane to become the westbound lanes;

- Creating a new alignment for the eastbound lanes, up to 1.2 km south of the existing highway.

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

Identifying Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through assessment.

Provincial Heritage Properties

Please note that the [Standards and Guidelines for Conservation of Provincial Heritage Properties](#) (S&G), prepared pursuant to Section 25.2 of the *Ontario Heritage Act* (OHA), came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

Archaeological Resources

Our records indicate that the following archaeological assessments (AA) have been undertaken and been entered into the Ontario Public Register of Archaeological Reports:

- Stage 1 AA (under Project Information Form (PIF) number P1105-0041-2021) recommending Stage 2 archaeological assessment for parts of the study area.
- Stage 2 AA (under PIF number P1006-0083-2022) recommending no further assessment.

If any portions of the study area, including any temporary roads, detours or work areas associated with the project, has not been previously screened or assessed, the [Ministry's Criteria for Evaluating Archaeological Potential](#) can assist you to determine if an archaeological assessment is needed.

Any further recommended archaeological assessment should be completed as early as possible prior to any ground disturbing activities.

Built Heritage Resources and Cultural Heritage Landscapes

A Cultural Heritage Assessment Report (CHAR) (dated April 2021, by AECOM) was complete as part of the Transportation Environmental Study Report (TESR) Addendum (dated March 2023, prepared by WSP). MCM's letter dated April 12, 2022, indicates that the CHAR is consistent with the requirements, guidance and standards of the MTO Class EA and with best practice guidance prepared by MCM.

If a portion of the study area, including any temporary roads, detours or work areas associated with the project, has not been previously screened or assessed, MTO's [Environmental Guide for Built Heritage and Cultural Heritage Landscape \(2007\)](#) and [Ontario Heritage Bridge Guidelines for Provincially Owned Bridges](#) as well as this Ministry's [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) can assist you to determine if further technical cultural heritage studies are required.

Environmental Assessment Reporting

The findings of technical cultural heritage studies should be summarized as part of the DCR's discussion of existing conditions, impact assessment, mitigation and future commitments. Commitments for further studies should clearly state what is to be done, who is responsible for implementation, and when. Recommendations from the technical cultural heritage studies described above should be reflected as commitments in the EA report.

Thank you for consulting MCM on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me.

Sincerely,

Joseph Harvey
Heritage Planner
Heritage Planning Unit
Joseph.harvey@ontario.ca

Copied to: Steven Wall, Environmental Planner, MTO
Robyn McLure, Project Engineer, MTO
Christine Vazz, Senior Environmental Planner, WSP

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

Bakhit, Behnaz

To: Vazz, Christine
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement [MCM 0009450]

From: Harvey, Joseph (MCM) <Joseph.Harvey@ontario.ca>
Sent: Thursday, December 19, 2024 4:05 PM
To: Kleine, Rob <Rob.Kleine@wsp.com>
Cc: McLure, Robyn (MTO) <Robyn.McLure@ontario.ca>; Wall, Steven (MTO) <Steven.Wall@ontario.ca>; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: FW: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement [MCM 0009450]

Rob Klein,

Please find attached our initial advice on the above referenced undertaking.

Please do not hesitate to contact me with any questions or concerns.

Regards,

Joseph Harvey

Heritage Planner | Heritage Branch | Citizenship Inclusion and Heritage Division
Ministry of Citizenship and Multiculturalism | Ontario Public Service
613.242.3743 | Joseph.Harvey@ontario.ca



From: Vazz, Christine <Christine.Vazz@wsp.com>
Sent: Thursday, November 21, 2024 1:59 PM
Cc: McLure, Robyn (MTO) <Robyn.McLure@ontario.ca>; Kleine, Rob <rob.kleine@wsp.com>; Wall, Steven (MTO) <Steven.Wall@ontario.ca>
Subject: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

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Good Afternoon

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Detail Design and Class Environmental Assessment Study for the Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR Overhead at Ouimet in the Municipality of Shuniah.

Please find attached the Notice of Study Commencement letter for more details.

Sent on behalf of the Project Team

Christine Vazz
Senior Environmental Planner



MCIP RPP
she / her / hers

T+ 1 289-823-8500
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WSP Canada Inc.
6925 Century Avenue, Suite 600
Mississauga, Ontario
L5N 7K2 Canada

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Bakhit, Behnaz

Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

From: Curran, Cameron (MNR) <Cameron.Curran@ontario.ca>
Sent: Friday, December 20, 2024 5:19 PM
To: Vazz, Christine <Christine.Vazz@wsp.com>; McLure, Robyn (MTO) <Robyn.McLure@ontario.ca>; Kleine, Rob <Rob.Kleine@wsp.com>; Wall, Steven (MTO) <Steven.Wall@ontario.ca>
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Good afternoon, Christine,

Thank you for contacting the Ministry of Natural Resources (MNR) regarding the subject works in the Township of McTavish.

Currently the MNR has no comments regarding your email dated Nov. 21, 2024.

Please note that it is the responsibility of the proponent to ensure projects/activities are in conformity with existing approvals under MNR legislation, regulations, and policies. Please verify public sources of information for values that are in proximity to or may be impacted by proposed project/activities.

If the proposed works (maintenance activities, etc.), differ from your existing approvals on or adjacent to Crown land, please contact our office regarding the changes and a formal review will be conducted.

The [Crown Land Use Policy Atlas](#) is also available for reference to determine permitted activities in the project area.

Additionally, [Ontario GeoHub](#) and [MNR Data Access Requests](#) provides geodata, which can be used to inform potential impacts to or location of values.

If you have any additional questions, please contact me and I will be happy to discuss.

Kind regards,

Cameron Curran (He/Him)
Regional Planner | Northwest Region
Ministry of Natural Resources | Ontario Public Service
226-962-6628 | cameron.curran@ontario.ca



Taking pride in strengthening Ontario, its places and its people

As part of providing [accessible customer service](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Vazz, Christine <Christine.Vazz@wsp.com>

Sent: Thursday, November 21, 2024 1:59 PM

Cc: McLure, Robyn (MTO) <Robyn.McLure@ontario.ca>; Kleine, Rob <rob.kleine@wsp.com>; Wall, Steven (MTO) <Steven.Wall@ontario.ca>

Subject: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

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Good Afternoon

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Detail Design and Class Environmental Assessment Study for the Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR Overhead at Ouimet in the Municipality of Shuniah.

Please find attached the Notice of Study Commencement letter for more details.

Sent on behalf of the Project Team



Christine Vazz

Senior Environmental Planner

MCIP RPP

she / her / hers

T+ 1 289-823-8500

D+ 1 289-835-2628

WSP Canada Inc.

6925 Century Avenue, Suite 600

Mississauga, Ontario

L5N 7K2 Canada

wsp.com

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Bakhit, Behnaz

Subject: RE: Re GWP 129-90-00 Highway 11-17 Four Laning from Pearl Lake, MTO Class EA Detail Design, Notice of Commencement

From: [REDACTED]
Sent: November 27, 2024 8:45 PM
To: Kleine, Rob <Rob.Kleine@wsp.com>; Robyn.McLure@ontario.ca; Steven.Wall@ontario.ca; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: Re GWP 129-90-00 Highway 11-17 Four Laning from Pearl Lake, MTO Class EA Detail Design, Notice of Commencement

Good evening,

I received the attached notice from [REDACTED], the owner from whom Thunder Bay Field Naturalists Club purchased a 900+ acre block of land straddling the present Highway 11-17 corridor to the east of Pearl Lake. We acquired this property in September 2023 from the Escotts. It is now a Nature Reserve and a registered Ecogift. Portions of the property lie on both sides of what will soon become the westbound land of the twinned highway.

The Naturalists also own about 1,600 acres in the McTavish Provincially Significant Wetland immediately south of the planned future eastbound lane in this area including land along Welsh Creek that passes under the highway in this area.

For all of these reasons we wish to be kept informed of the planning process and particularly of the Class EA Study commencing in this area presently. Could you please therefore put us on your mailing list as it appears this notice went to the former land owner involved, but not to Thunder Bay Field Naturalists Club as the current land owner here.

Please add me to your list for future communications concerning the proposed highway work and environmental impact assessment in the Pearl Lake area:

[REDACTED]

Please confirm receipt of this email and that you have added us to your list.

Thanks.

[REDACTED]

Bakhit, Behnaz

To: Vazz, Christine
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

From: ONT Environment / Environnement ONT <EnviroOnt@tc.gc.ca>
Sent: Thursday, November 21, 2024 2:32 PM
To: Vazz, Christine <Christine.Vazz@wsp.com>
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Kleine, Rob <Rob.Kleine@wsp.com>; Steven.Wall@ontario.ca
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

UNCLASSIFIED / NON CLASSIFIÉ

Hello Christine,

Thank you for your correspondence.

Please note Transport Canada does not require receipt of all Individual or Class EA related notifications. We request that project proponents self-assess whether their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfrp-rbif/; **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Proposed projects that will occur on federal property (including reserve lands or lands owned by federal departments other than Transport Canada) will be subject to an Impact Assessment per Section 82 of the *Impact Assessment Act, 2019* prior to exercising a federal power (including full or partial funding), and/or performing a function or duty (e.g. regulatory approval or issuance of a lease) in relation to that project.

If the criteria above do not apply, Transport Canada's Environmental Assessment program should not be included in any further correspondence, and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

*Below is a summary of the most common Acts that apply to projects in an Environmental Assessment context:

- **Canadian Navigable Waters Act (CNWA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Inquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.

- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Inquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Inquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.
- **Aeronautics Act** – this Act and the associated Canadian Aviation Regulations (CARs) govern civil aviation in Canada. Transport Canada should be notified of projects involving aerodromes and associated structures, or activities that could affect aviation safety. Elevated structures, such as wind turbines and communication towers, are examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. Additional guidance can be found in the *Land Use In The Vicinity of Aerodromes* publication, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Information about Transport Canada’s Civil Aviation program can be found at: <https://tc.canada.ca/en/aviation>. Inquires can be directed to aviation.ont@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

EnviroOnt@tc.gc.ca

Programme d'évaluation environnementale, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

EnviroOnt@tc.gc.ca

From: Vazz, Christine <Christine.Vazz@wsp.com>

Sent: Thursday, November 21, 2024 1:59 PM

Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Kleine, Rob <Rob.Kleine@wsp.com>; Steven.Wall@ontario.ca

Subject: [External/Externe]: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Good Afternoon

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Detail Design and Class Environmental Assessment Study for the Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR Overhead at Ouimet in the Municipality of Shuniah.

Please find attached the Notice of Study Commencement letter for more details.

Sent on behalf of the Project Team



Christine Vazz

Senior Environmental Planner

MCIP RPP

she / her / hers

T+ 1 289-823-8500

D+ 1 289-835-2628

WSP Canada Inc.

6925 Century Avenue, Suite 600

Mississauga, Ontario

L5N 7K2 Canada

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130 Conservation Road, PO Box 10427
Thunder Bay, ON P7B 6T8
Phone: (807) 344-5857 | Fax: (807) 345-9156

December 13, 2024

VIA EMAIL: Rob.Kleine@wsp.com

Rob Kleine
Project Manager
WSP
150 Commerce Valley Drive West
Thornhill, ON
L3T 7Z3

Dear Mr. Kleine:

**Re: Notice of Addendum Environmental Study Report
Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 km West of CPR
Overhead at Quimet (GWP 129-90-00)
Detail Design and Class Environmental Assessment Study
Municipality of Shuniah**

In response to your letter dated November 21, 2024 regarding the Highway 11/17 four-laning from Pearl Lake, easterly to 2.8 km West of CPR Overhead at Quimet, we provide the following comments.

The proposed highway improvements are within the Municipality of Shuniah, which is a member municipality of the Authority. As watershed advisors to our member municipalities, the ability of structures to pass flood flows and potential erosion/sedimentation are components of our input.

There are various water crossings (i.e. Welch Creek, Tributary to Cold Creek) which are subject to the Authority's Prohibited Activities, Exemptions and Permits O. Reg. 41/24. In general, any development within or adjacent to the shore-zone and/or river or creek bank may require a permit under the Authority's Regulations.

As indicated in your correspondence, the proposed project would be undertaken by the Ontario Ministry of Transportation (MTO), and would be considered a "Group B" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000). As stated in the *Conservation Authority Act* Section 28 (10) (c) no regulation made under subsection (1), "shall interfere with any rights or powers of any board or commission that is performing its function for or on behalf of the Government of Ontario". As such, any work conducted by the MTO within the regulated area would not be subject to the Authority's Prohibited Activities, Exemptions and Permits O. Reg. 41/24, and would therefore not require an Authority permit. Other permits/authorizations may be required by other agencies (i.e. Department of Fisheries and Oceans, etc.).

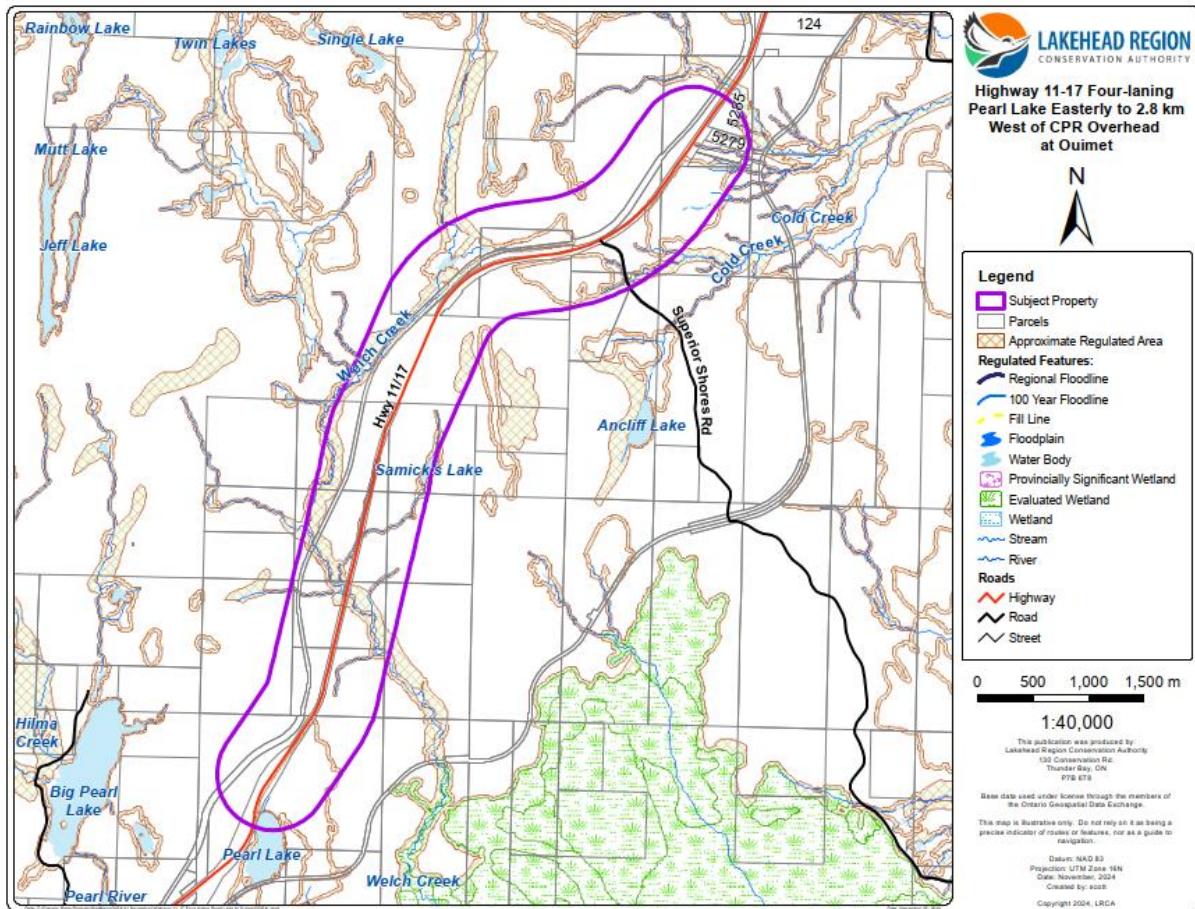
This information is current at the time of writing and may be amended as more accurate information becomes available. If you should have any questions, please contact Michelle Sixsmith, Development Regulations Officer, at the Authority Office.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michelle Sixsmith', is positioned above the typed name.

Michelle Sixsmith
Development Regulations Officer

Encl: Map



Bakhit, Behnaz

From: _Terri Lee Lanigan <_terri.lanigan@rrib.ca>
Sent: November 21, 2024 2:15 PM
To: Vazz, Christine
Subject: Automatic reply: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO
Class EA and Detail Design - Notice of Commencement

Follow Up Flag: Follow up
Flag Status: Flagged

Please contact Tara Hardy with any questions related to Family Support, as I am no longer employed with Red Rock Indian Band. I enjoyed my time working with all of the clients, families and organizations and wish everyone all the best in the future!
Thank you,
Terri-Lee Lanigan

Bakhit, Behnaz

From: [REDACTED] <project-team@hwy11-17four-laning-pearllake.ca>
Sent: December 13, 2024 7:39 AM
To: project-team@hwy11-17four-laning-pearllake.ca
Subject: Highway 11/17 Four-Laning from Pearl Lake to Ouimet

From: [REDACTED]

Message Body:
Please add my name to the project mailing list.

Thanks,
Scott

Notice Preference:
Email

Mailing Address:

--
This e-mail was sent from a contact form on Highway 11/17 Four-Laning
(<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fhwy11-17four-laning-pearllake.ca%2F&data=05%7C02%7CBehnaz.Bakhit%40wsp.com%7Ce62aa065f3e142bb6cc608dd1b7313b5%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638696903241098185%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=NogbWU%2BMzTTI2aVZQ13SsX%2FPZDm3QZdbYe29SFx4EWQ%3D&reserved=0>)

Bakhit, Behnaz

From: [REDACTED] project-team@hwy11-17four-laning-pearllake.ca>
Sent: December 30, 2024 10:57 AM
To: project-team@hwy11-17four-laning-pearllake.ca
Subject: Highway 11/17 Four-Laning from Pearl Lake to Ouimet

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]

Message Body:

Notice Preference:
Email

Mailing Address:

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(<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fhwy11-17four-laning-pearllake.ca%2F&data=05%7C02%7CBehnaz.Bakhit%40wsp.com%7Cf1c42b50516c4e00d1c608dd28ea77a%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638711711507958673%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIslIAiOiJXaW4zMilSlkFOljoiTWFpbCIsIlldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sd ata=NkfXwkuBA6jWdIWj8fCX5dSh83bPWA2UoGEoQsJKtO0%3D&reserved=0>)

Bakhit, Behnaz

From: [REDACTED] <project-team@hwy11-17four-laning-pearllake.ca>
Sent: November 20, 2024 9:53 AM
To: project-team@hwy11-17four-laning-pearllake.ca
Subject: Highway 11/17 Four-Laning from Pearl Lake to Ouimet

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]

Message Body:

Notice Preference:
Email

Mailing Address:
[REDACTED] Shuniah, ON

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(<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fhwy11-17four-laning-pearllake.ca%2F&data=05%7C02%7CBehnaz.Bakhit%40wsp.com%7Ca68a14a47dab426b2ec208dd0973139d%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638677113084418221%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiilwLjAuMDAwMCIslIAiOiJXaW4zMilSkFOljoiTWFpbCIsIlldUljoyfQ%3D%3D%7C60000%7C%7C%7C&sd ata=QuwUNKOEPP0nXIKISsOI7GPS6d4XPTJUIWDt2jWzv%2Fk%3D&reserved=0>)

Public Information Centre Comments

Bakhit, Behnaz

Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Public Information Centre

From: Michael Osezua <Michael.Osezua@enbridge.com>

Sent: Tuesday, April 15, 2025 10:38 AM

To: Vazz, Christine <Christine.Vazz@wsp.com>

Cc: Shane Korbely <Shane.Korbely@enbridge.com>

Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Public Information Centre

Hi Christine,

Based on the information provided, there is no record of Enbridge gas pipeline in the project location.

Regards

Michael Osezua, M.Eng. (Mech), MBA, PMP, P.Eng

Advisor Construction and Project Management

828 Falconbridge

Sudbury ON P3A 4S3, Canada

TEL: +1 705-566-4301|Ext 5302022

C: +1 249-885-4086



[Enbridgegas.com](http://enbridgegas.com)

Safety. Integrity. Respect. Inclusion. High Performance.

From: Vazz, Christine <Christine.Vazz@wsp.com>

Sent: Wednesday, March 26, 2025 3:14 PM

Cc: McLure, Robyn (MTO) <Robyn.McLure@ontario.ca>; Steven.Wall@ontario.ca; Kleine, Rob <Rob.Kleine@wsp.com>

Subject: [External] GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Public Information Centre

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Good Afternoon

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Detail Design and Class Environmental Assessment Study for the Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR Overhead at Ouimet in the Municipality of Shuniah.

Please find attached a letter advising of the upcoming Public Information Centre for this study on April 10th at the MacGregor Recreation Centre (800 Lakeshore Drive). Further details are provided in the attached letter.

Sent on behalf of the Project Team

Christine Vazz

Senior Environmental Planner
MCIP, RPP
She / her / hers

T +1 289-823-8500
D +1 289-835-2628

WSP

6925 Century Avenue, Suite 600
Mississauga, Ontario
L5N 7K2 Canada

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Bakhit, Behnaz

Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

From: Kleine, Rob <Rob.Kleine@wsp.com>
Sent: Monday, March 31, 2025 11:03 AM
To: NORTHERN FBC PLANNING <NorthernFBCplanning@HydroOne.com>; NORTHERN JOINT USE and Relocates <andRelocates.NorthernJointUse@hydroone.com>
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Steven.Wall@ontario.ca; Vazz, Christine <Christine.Vazz@wsp.com>; Collier, Roland <Roland.Collier@wsp.com>; Murray, Evan (MTO) <Evan.Murray@ontario.ca>
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Brandi

Yes, generally we are still on track, we are still sorting out some details with the transmission towers that may require a change to the proposal you had previously provided, we will reach out when we have the details sorted out.

Rob Kleine, P. Eng.

Senior Project Manager – Transportation & Infrastructure| Highways

T +1 905-882-7225
M +1 647-223-5618



From: CRISTO Brandi <Brandi.Cristo@hydroone.com> On Behalf Of NORTHERN FBC PLANNING
Sent: March 28, 2025 1:49 PM
To: NORTHERN JOINT USE and Relocates <andRelocates.NorthernJointUse@hydroone.com>; Kleine, Rob <Rob.Kleine@wsp.com>
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Steven.Wall@ontario.ca; Vazz, Christine <Christine.Vazz@wsp.com>; Collier, Roland <Roland.Collier@wsp.com>; Murray, Evan (MTO) <Evan.Murray@ontario.ca>
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Good afternoon,

We received a Notice of Information Centre for this above noted GWP and wanted to ensure that the below plans were still correct.
I also wanted to advise that the Class C that we provided you with on April 30, 2024, expired on October 14, 2024, meaning that all costing within it is now null and void.

Please keep in mind that a new Class C will need to be requested (via a new, updated Letter 5) by MTO when you are ready. Please keep in mind that we are quickly approaching our “busy season”, and have limited resources in this location. Please ensure you are giving us ample notice when requesting the above-mentioned Class C, so we can do our absolute best to accommodate the EDD/ISD.

Please do not hesitate to reach out, if you have any questions.

Thank you,

Brandi Cristo (she/her)
Lines Customer Support Clerk - Projects
Hydro One Networks Inc.
Northern FBC
888.835.9444
HydroOne.com

From: CRISTO Brandi <Brandi.Cristo@hydroone.com> **On Behalf Of** NORTHERN JOINT USE and Relocates
Sent: Monday, November 25, 2024 9:57 AM
To: Kleine, Rob <Rob.Kleine@wsp.com>; NORTHERN JOINT USE and Relocates <andRelocates.NorthernJointUse@hydroone.com>
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Steven.Wall@ontario.ca; Vazz, Christine <Christine.Vazz@wsp.com>; Collier, Roland <Roland.Collier@wsp.com>; Murray, Evan (MTO) <Evan.Murray@ontario.ca>
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Excellent, thank you so much for the prompt reply!

Brandi Cristo (she/her)
Lines Customer Support Clerk - Projects
Hydro One Networks Inc.
Northern FBC
888.835.9444
HydroOne.com

From: Kleine, Rob <Rob.Kleine@wsp.com>
Sent: Monday, November 25, 2024 8:36 AM
To: NORTHERN JOINT USE and Relocates <andRelocates.NorthernJointUse@hydroone.com>
Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Steven.Wall@ontario.ca; Vazz, Christine <Christine.Vazz@wsp.com>; Collier, Roland <Roland.Collier@wsp.com>; Murray, Evan (MTO) <Evan.Murray@ontario.ca>
Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

You don't often get email from rob.kleine@wsp.com. [Learn why this is important](#)

***** Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. *****

Brandi
Nothing noted in your e-mail below has changed.

| **Rob Kleine, P. Eng.**



Manager – Transportation & Infrastructure| Highways

T+ 1 905-882-7225

M+ 1 647-223-5618

From: CRISTO Brandi <Brandi.Cristo@hydroone.com> **On Behalf Of** NORTHERN JOINT USE and Relocates

Sent: November 25, 2024 8:34 AM

To: Vazz, Christine <Christine.Vazz@wsp.com>; NORTHERN JOINT USE and Relocates <andRelocates.NorthernJointUse@hydroone.com>

Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Kleine, Rob <Rob.Kleine@wsp.com>; Steven.Wall@ontario.ca

Subject: RE: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Importance: High

Good morning,

Please note that we provided a Class C estimate for this project on April 30, 2024, which was requested by WSP on April 4, 2024.

We received an update from MTO on August 12, 2024 indicating that the property acquisition process had just began (regarding the private property within the request), and that this project would be on hold until at least fall 2025, with a potential ISD of Spring/Summer 2026 (email attached). Please advise if any of the above has changed, so we can update our files accordingly – as remaining hours for this project are not forecasted until 2025 and 2026.

Thank you kindly,

Brandi Cristo (she/her)

Lines Customer Support Clerk - Projects

Hydro One Networks Inc.

Northern FBC

888.835.9444

HydroOne.com

From: Vazz, Christine <Christine.Vazz@wsp.com>

Sent: Thursday, November 21, 2024 1:59 PM

Cc: McLure, Robyn (MTO) <robyn.mclure@ontario.ca>; Kleine, Rob <Rob.Kleine@wsp.com>; Steven.Wall@ontario.ca

Subject: GWP 129-90-00 - Highway 11/17 Four-Laning from Pearl Lake, MTO Class EA and Detail Design - Notice of Commencement

Some people who received this message don't often get email from christine.vazz@wsp.com. [Learn why this is important](#)

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Good Afternoon

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Detail Design and Class Environmental Assessment Study for the Highway 11/17 Four-Laning from Pearl Lake, easterly to 2.8 Km West of CPR Overhead at Ouimet in the Municipality of Shuniah.

Please find attached the Notice of Study Commencement letter for more details.

Sent on behalf of the Project Team



Christine Vazz

Senior Environmental Planner

MCIP RPP

she / her / hers

T+ 1 289-823-8500

D+ 1 289-835-2628

WSP Canada Inc.

6925 Century Avenue, Suite 600

Mississauga, Ontario

L5N 7K2 Canada

wsp.com

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Bakhit, Behnaz

To: Vazz, Christine
Subject: RE: Mailing List Add - HWY 11/17 Pearl Lake Project

From: Catherine Wisniowski <Catherine.Wisniowski@heritagetrust.on.ca>
Sent: Wednesday, April 9, 2025 1:07 PM
To: Kleine, Rob <Rob.Kleine@wsp.com>; robyn.mclure@ontario.ca
Cc: Vazz, Christine <Christine.Vazz@wsp.com>
Subject: Mailing List Add - HWY 11/17 Pearl Lake Project

Hello there – I would like to be added to the mailing list for the HWY 11/17 Pearl Lake Project.

I received a notice mailed to the Trust addressed to my manager Jamie Joudrey. I would like to receive email updates myself.

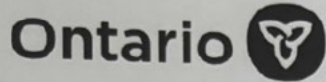
Thank-you,

Catherine Wisniowski (she/her) | Natural Heritage Coordinator

437-246-4326 | catherine.wisniowski@heritagetrust.on.ca

[Stay in touch with our newsletter](#)





MINISTRY OF TRANSPORTATION

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

Detail Design & Class Environmental Assessment Study GWP 129-90-00

PUBLIC INFORMATION CENTRE – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it, fax it or send an email by May 10, 2025 to:

Rob Kleine, P.Eng. Project Manager WSP Canada Inc. 150 Commerce Valley Drive West Thornhill, ON, L3T 7Z3 Toll-Free: 1-877-562-7947 Tel: 905-882-7225 Email: Rob.Kleine@wsp.com

Robyn McLure, P.Eng. Project Engineer Ministry of Transportation 615 James Street South Thunder Bay, ON P7E 6P6 Toll-Free: 1-800-465-5034 Tel: 807-629-9768 Email: Robyn.McLure@ontario.ca

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

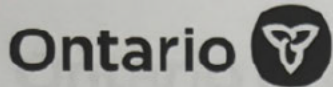
COMMENTS: AT SUPERIOR SHORES ROAD A WESTBOUND MERGE LANE WILL REDUCE THE RISK TO ENTERING TRAFFIC FROM EXISTING WESTBOUND VEHICLES.

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

NAME: ADDRESS: POSTAL CODE: EMAIL:

PREFERRED METHOD OF CONTACT: MAIL [] EMAIL [x]

For more information, please visit the study website: www.Hwy11-17Four-Laning-PearlLake.ca



MINISTRY OF TRANSPORTATION

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

Detail Design & Class Environmental Assessment Study GWP 129-90-00

PUBLIC INFORMATION CENTRE – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it, fax it or send an email by May 10, 2025 to:

Rob Kleine, P.Eng. Project Manager WSP Canada Inc. 150 Commerce Valley Drive West Thornhill, ON, L3T 7Z3 Toll-Free: 1-877-562-7947 Tel: 905-882-7225 Email: Rob.Kleine@wsp.com

Robyn McLure, P.Eng. Project Engineer Ministry of Transportation 615 James Street South Thunder Bay, ON P7E 6P6 Toll-Free: 1-800-465-5034 Tel: 807-629-9768 Email: Robyn.McLure@ontario.ca

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

COMMENTS:

We have a concern with fishery values in Welsh Creek. Particularly impacts of the culvert planned under the new EBI and its possible impact on brook trout habitat in Welsh Creek. Interested to know when this culvert will be installed and any plans to recheck Welsh Creek fish populations following the end of construction to see if measures have successfully protected the Brook Trout (or not).

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the class environmental assessment. With the exception of personal information, all comments will become part of the public record.

Form with fields for NAME, ADDRESS, POSTAL CODE, and EMAIL, all of which are redacted with black boxes.

PREFERRED METHOD OF CONTACT: MAIL [] EMAIL [X]

For more information, please visit the study website: www.Hwy11-17Four-Laning-PearlLake.ca

Bakhit, Behnaz

From: [REDACTED] <project-team@hwy11-17four-laning-pearllake.ca>
Sent: April 6, 2025 11:19 AM
To: project-team@hwy11-17four-laning-pearllake.ca
Subject: Highway 11/17 Four-Laning from Pearl Lake to Ouimet

From: [REDACTED]

Message Body:
PLEASE KEEP ME INFORMED

Notice Preference:
Email

Mailing Address:
[REDACTED]

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This e-mail was sent from a contact form on Highway 11/17 Four-Laning
(<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fhwy11-17four-laning-pearllake.ca%2F&data=05%7C02%7CBehnaz.Bakhit%40wsp.com%7Cd9776cfbc75f41c857ac08dd751e5889%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638795495398033449%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIiIAiOiJXaW4zMilSkFOljoiTWFpbCIsIlIdUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=vlgIkDosHL%2FwAVvavHqFhrWbTBarVaOGDGH6Sdd%2F09g%3D&reserved=0>)

Bakhit, Behnaz

From: [REDACTED] <project-team@hwy11-17four-laning-pearllake.ca>
Sent: April 8, 2025 7:39 AM
To: project-team@hwy11-17four-laning-pearllake.ca
Subject: Highway 11/17 Four-Laning from Pearl Lake to Ouimet

From: [REDACTED]

Message Body:

It would be a fantastic addition to the Four-Laning and eventual completion of of the highway from Thunder Bay to Nipigon.

Notice Preference:
Email

Mailing Address:
[REDACTED]

--

This e-mail was sent from a contact form on Highway 11/17 Four-Laning
(<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fhwy11-17four-laning-pearllake.ca%2F&data=05%7C02%7CBehnaz.Bakhit%40wsp.com%7Cbdf0ff3020849f7b36208dd7691fd26%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638797091584889326%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOilwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbCIsIldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=RSsB5FUfoHW0KvzBnkCSlxs0V0YwCcp7j31CUxFeTo%3D&reserved=0>)

Bakhit, Behnaz

From: [REDACTED] <project-team@hwy11-17four-laning-pearllake.ca>
Sent: April 11, 2025 10:59 AM
To: project-team@hwy11-17four-laning-pearllake.ca
Subject: Highway 11/17 Four-Laning from Pearl Lake to Ouimet

From: [REDACTED]

Message Body:
Keep me informed, please.

Notice Preference:
Email

Mailing Address:

[REDACTED]

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This e-mail was sent from a contact form on Highway 11/17 Four-Laning
(<https://eur02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fhwy11-17four-laning-pearllake.ca%2F&data=05%7C02%7CBehnaz.Bakhit%40wsp.com%7Cff20041daf6641debb8408dd79095b76%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638799803272977930%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIIYiOilwLjAuMDAwMClslIAiOjXaW4zMlslkFOljoITWFpbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=cCUdHE1309yESd0A00RsSXnyoaSLbzPT2%2BH%2BiuuUF3E%3D&reserved=0>)

Participant	Comment Received	WSP/ MTO Response / Action
Agency Comments		
Transport Canada	<p><u>Comment received via email on November 21, 2024 noted the following:</u></p> <ul style="list-style-type: none"> ▪ Transport Canada does not require receipt of all Individual or Class EA related notifications. ▪ Proposed projects that will occur on federal property (including reserve lands or lands owned by federal departments other than Transport Canada) will be subject to an Impact Assessment. ▪ Provided a summary of the most common Acts that apply to projects in an Environmental Assessment context: <ul style="list-style-type: none"> ▪ Canadian Navigable Waters Act (CNWA) ▪ Railway Safety Act (RSA) ▪ Transportation of Dangerous Goods Act (TDGA) ▪ Aeronautics Act 	<ul style="list-style-type: none"> ▪ Comment noted and acknowledged by the Project Team.
Hydro One Networks Inc. Northern FBC	<p><u>Comment received via email on November 25, 2024 noted the following:</u></p> <ul style="list-style-type: none"> ▪ Hydro One provided a Class C estimate for this project on April 30, 2024, which was requested by WSP on April 4, 2024. ▪ Hydro One received an update from MTO on August 12, 2024 indicating that the property acquisition process had just began (regarding the private property within the request), and that this project would be on hold until at least fall 2025, with a potential ISD of Spring/Summer 2026 (email attached). Please advise if any of the above has changed, so we can update our files accordingly – as remaining hours for this project are not forecasted until 2025 and 2026. 	<p><u>Response sent via email on November 25, 2024:</u></p> <ul style="list-style-type: none"> ▪ It has been confirmed that all information provided by Hydro One remains accurate and unchanged.
Lakehead Region Conservation Authority (LRCA)	<p><u>Comment received via email on December 13, 2024 noted the following:</u></p> <ul style="list-style-type: none"> ▪ The proposed highway improvements are within the Municipality of Shuniah. ▪ There are various water courses which are subject to the Authority's Prohibited Activities, Exemptions and Permits O. Reg. 41/42. In general, any development within or adjacent to the shore-zone/or river or creek bank may require a permit under the Authority's Regulations. ▪ Noted any work conducted by the MTO within the regulated area would not be subject to the Authority's Prohibited Activities, Exemptions and Permits O. Reg. 41/42 and would therefore not require an Authority permit. 	<ul style="list-style-type: none"> ▪ Comment noted and acknowledged by the Project Team.

Participant	Comment Received	WSP/ MTO Response / Action
MHBC	<p><u>Comment received via email on December 17, 2024 noted the following:</u></p> <ul style="list-style-type: none"> ▪ Noted MHBC are the land use planning consultants for TransCanada PipeLines Limited (TCPL). ▪ Confirmed the receipt of a notice regarding an addendum to the Environmental Study Report in 2023, and had some correspondence with the MTO and WSP regarding the presence of 3 TCPL rectifiers. ▪ Inquired about the location of 3 TCPL rectifiers within the study area. <p><u>Comment received via email on January 28, 2025 and noted the following:</u></p> <ul style="list-style-type: none"> ▪ MHBC confirmed that the TCPL signs can be removed by a contractor or the MTO. However, as the ground is frozen, they may be difficult to move now. ▪ A TC field technician need to be advised where the signs are being placed to be reinstalled later. 	<p><u>Response sent via email on December 17, 2024:</u></p> <ul style="list-style-type: none"> ▪ The project team confirmed that the TC Energy Rectifier located at approximately 1.2 km east of Superior Shores Road falls within the study area – this Rectifier has already been relocated. There are no other conflicts with TC Energy with the study area. ▪ The Project Team asked whether the signs located within the study area belong to TC Energy's pipeline identification and whether TC Energy takes care of relocating these signs during / after construction.
Ministry of Citizenship and Multiculturalism (MCM)	<p><u>Comment received via project website on December 19, 2024 and noted the following:</u></p> <ul style="list-style-type: none"> ▪ Any further recommended archaeological assessment should be completed as early as possible prior to any ground disturbing activities. ▪ The findings of technical cultural heritage studies should be summarized as part of the DCR's discussion of existing conditions, impact assessment, mitigation and future commitments. 	<ul style="list-style-type: none"> ▪ Comment noted and acknowledged by the Project Team.
Ministry of Natural Resources (MNR)	<p><u>Comment received via email on December 20, 2024 and noted the following:</u></p> <ul style="list-style-type: none"> ▪ MNR has indicated that they have no comments regarding email dated Nov. 21, 2024. ▪ Noted that it is the responsibility of the proponent to ensure projects/activities are in conformity with existing approvals under MNR legislation, regulations, and policies. ▪ Asked to verify public sources of information for values that are in proximity to or may be impacted by proposed project/activities. If the proposed works (maintenance activities, etc.), differ from your existing approvals on or adjacent to Crown land, contact MNR's office regarding the changes and a formal review will be conducted. The Crown Land Use Policy Atlas is also available for reference to determine permitted activities in the project area. ▪ Ontario GeoHub and MNR Data Access Requests provides geodata, which can be used to inform potential impacts to or location of values. 	<ul style="list-style-type: none"> ▪ Comment noted and acknowledged by the Project Team.

Participant	Comment Received	WSP/ MTO Response / Action
Hydro One Networks Inc. Northern FBC	<p><u>Comment received via email on March 28, 2025 and noted the following:</u></p> <ul style="list-style-type: none"> ▪ Advised that the Class C that Hydro One provided on April 30, 2024, expired on October 14, 2024, meaning that all costing within it is now null and void. ▪ Noted that a new Class C will need to be requested (via a new, updated Letter 5) by MTO. ▪ Requested to give ample notice to Hydro One when requesting the Class C, so Hydro One can do absolute best to accommodate the EDD/ISD. 	<p><u>Response sent via email on March 31, 2025:</u></p> <ul style="list-style-type: none"> ▪ The Project Team noted that we are still on track, we are still sorting out some details with the transmission towers that may require a change to the proposal had previously provided, we will reach out when we have the details sorted out.
Enbridge	<p><u>Comment received via email on April 15, 2025 and noted the following:</u></p> <ul style="list-style-type: none"> ▪ Confirmed that based on the information provided, there is no record of Enbridge gas pipeline in the project location. 	<ul style="list-style-type: none"> ▪ Comment noted and acknowledged by the Project Team.

APPENDIX C

PIC Displays



**Welcome to
Public Information Centre #3**

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

**Class Environmental Assessment
and Detail Design**

www.Hwy11-17Four-Laning-PearlLake.ca

April 10, 2025



Welcome

The Ontario Ministry of Transportation (MTO) retained WSP Canada Inc. to complete the Class Environmental Assessment (Class EA) Study and Detail Design of the Highway 11/17 four-laning from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet, for 7.6 km.

The purpose of this Public Information Centre is to provide a project update, including the following:

Provide an update on the Class EA

Present the Detail Design Plan

Summarize the anticipated environmental impacts and proposed mitigation measures

Advise of next steps

Please sign in at the front desk. We encourage you to ask questions or fill out a comment sheet before you leave. Comments can be left in the comment box provided or forwarded to the project team by **May 10, 2025**. You can also use the comment form on the project website (Under “Contact Us”).



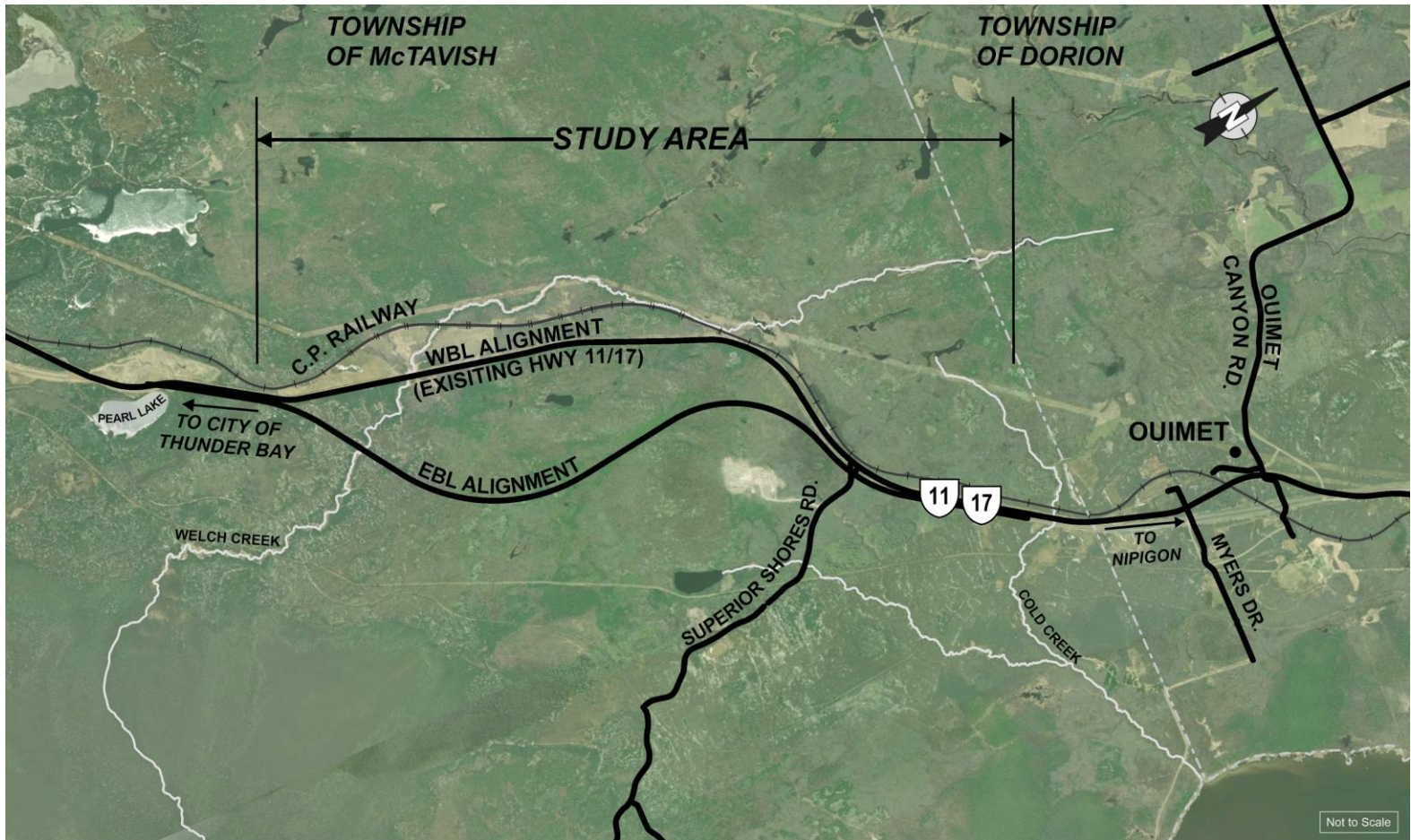
Information presented today is also available online at:

www.Hwy11-17Four-Laning-PearlLake.ca



Study Area

The Study Area extends from Pearl Lake, Easterly to 2.8 km West of CPR Overhead at Ouimet, for 7.6 km in the Municipality of Shuniah.





Benefits of Four-Laning Highway 11/17



Improve traffic flow by reducing 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 decrease severity of some types of collisions.



Address future travel demand along the highway.



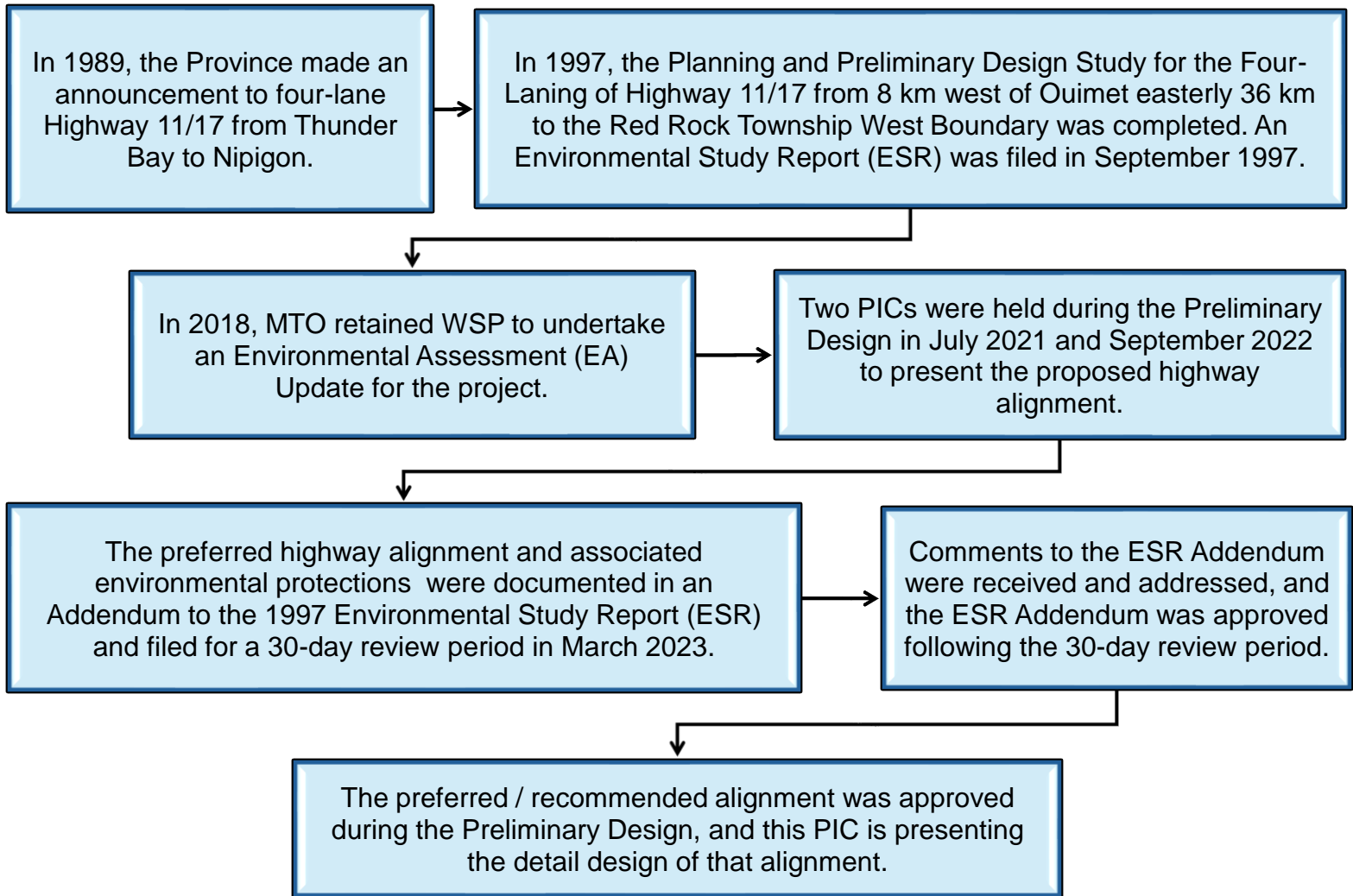
Provide allowance for a parallel, continuous, and alternative route system.



Example of a Four-Laned Section of Highway 11/17



Study Background



Existing Highway 11/17

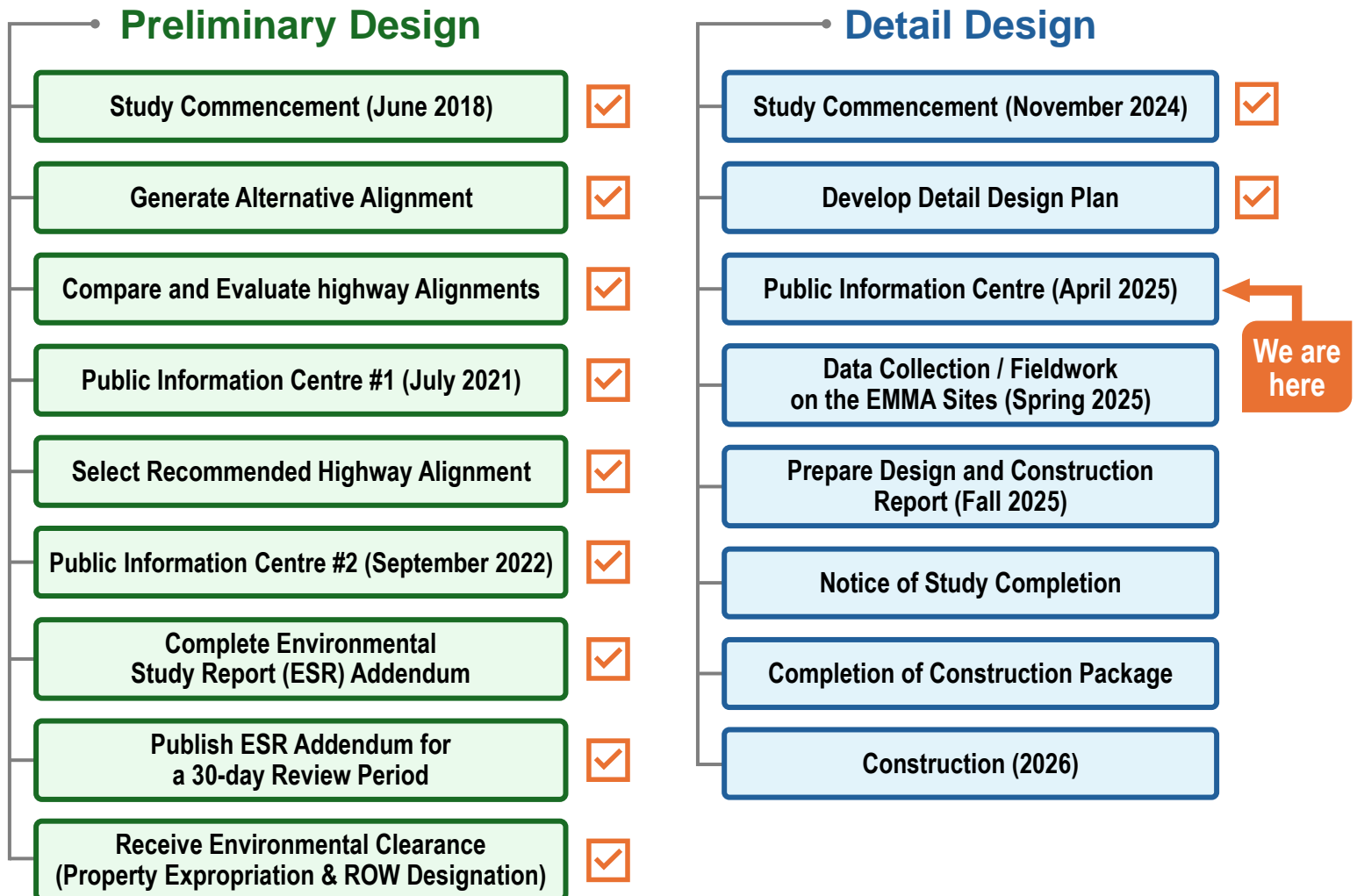


MTO's Class Environmental Assessment Process

This Detail Design and Class EA Study is following the approved environmental planning process for Group 'B' projects under the MTO **Class Environmental Assessment (Class EA) for Provincial Transportation Facilities** (2000).

Public consultation has been ongoing and comments addressed during the Detail Design phase will be documented in the Design and Construction Report (DCR) being completed as part of the study.

DCR will be available for a 30-day comment period.





Summary of Comments from Public Information Centre #1 & 2

Summary of Key Comments Received

MTO's Response / Action Taken

Inquiries received about the construction timeline.



Anticipated construction start date is Fall 2026.

Comments received regarding the status of Cultural Heritage and Archaeological Resources and Built Heritage Resources and Cultural Heritage.



- Archaeological studies found no cultural values in the project area
- A Stage 1-2 AA and Stage 2 were completed for the Preferred Alignment. Based on the results, no further archaeological work is recommended for the accessible study area. 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

Concern about impacts on the Crown lands, natural heritage, fisheries and wildland fire.



Detailed natural environmental investigations are ongoing. This study will identify commitments for further environmental investigations and potential need for any required permits and approvals from the applicable agencies.

Engagement with Indigenous Communities.



The Project Team met with members of the Indigenous communities to discuss the project impacts on their traditional territory.

Concerns about noise, air quality and species at risk.



Standard mitigation measures will be applied to control noise and dust. No SAR will be impacted by the project.

Inquires about access to Superior Shores Road.



Access will be maintained at Superior Shores Road; the intersection will be moved around 75 meters to the east and there will be a crossover at that location.

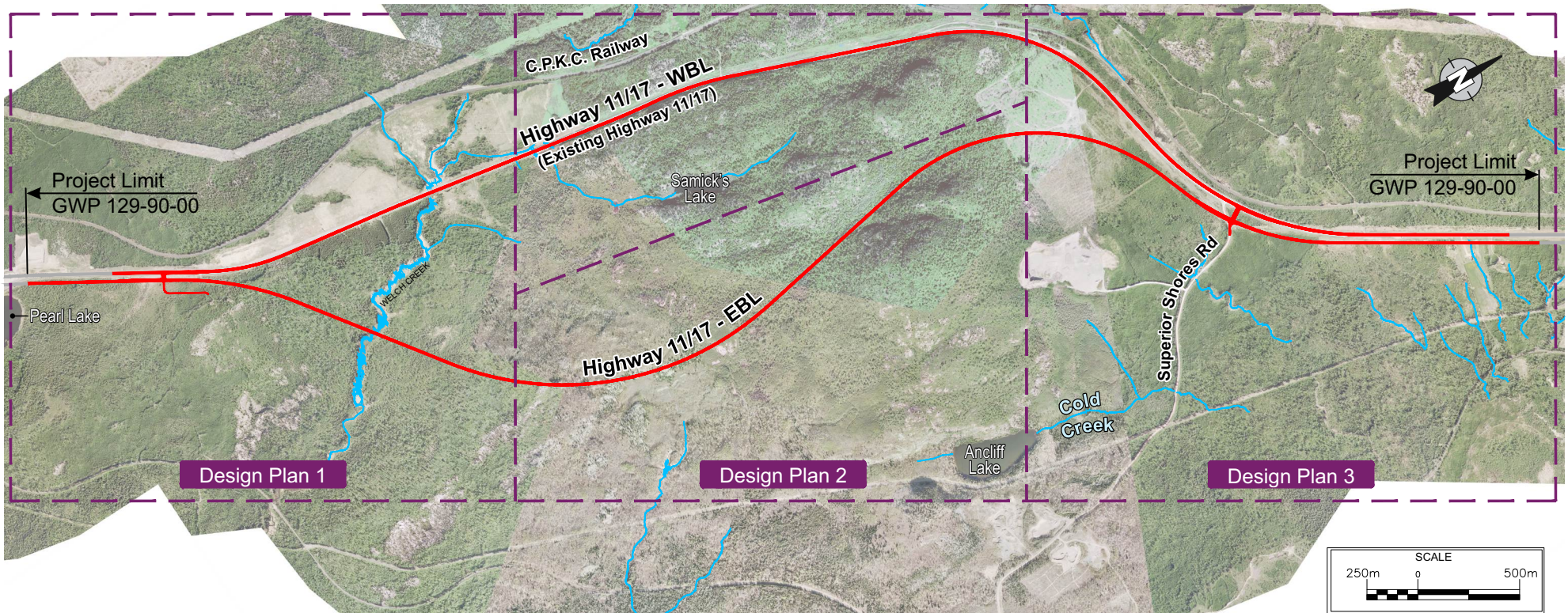
Concerns about wetlands and various water crossings (i.e. Welch Creek, Pearl Lake, Samick's Lake, etc.) and impacts to permitting.



These water features and wetlands will be protected by avoiding and/or mitigating any potential environmental impacts.



Recommended Design Plan

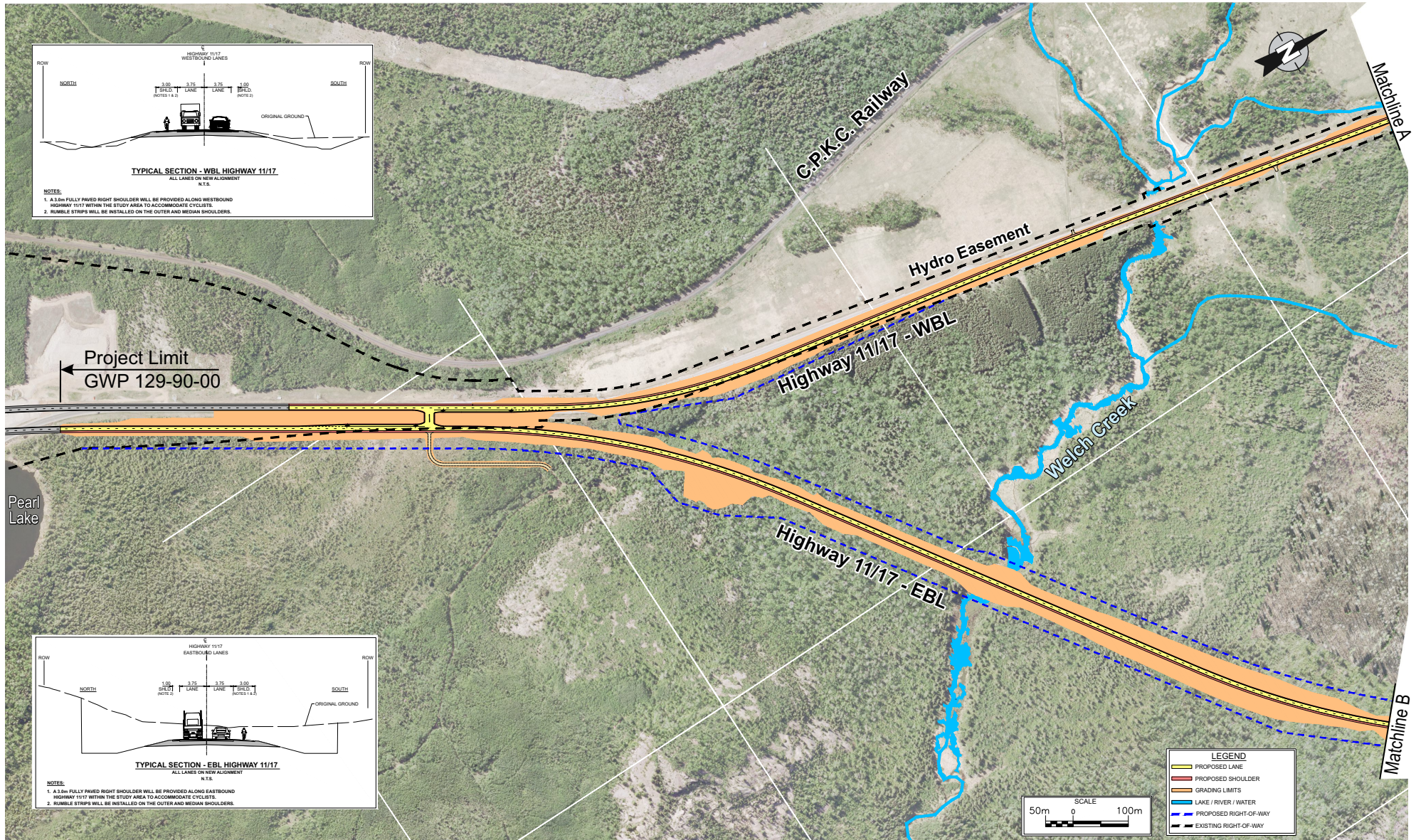


Overview of the Design Plan

- Convert the existing Highway 11/17 lanes to Westbound, and build a new alignment for Eastbound, and providing two lanes of traffic in each direction
- Partial illumination at the two median cross-overs locations, one of which is Superior Shores Road
- Realigning Superior Shores Road and connecting it fully to the new four-lane highway
- Minor drainage improvements at Welch Creek to support fish migration

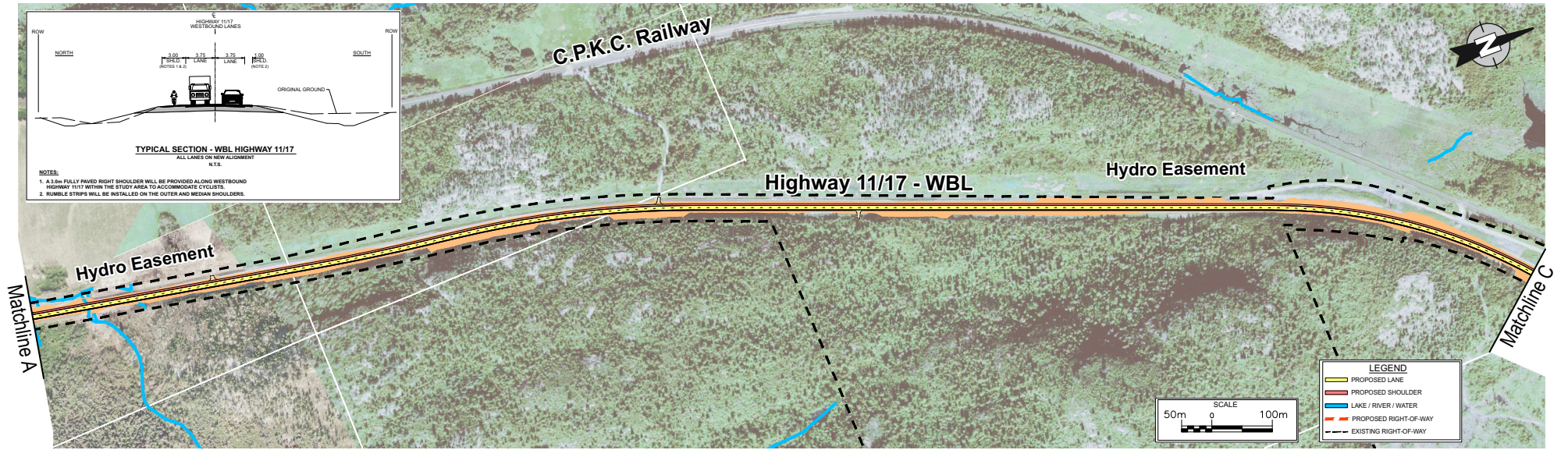


Recommended Design Plan 1



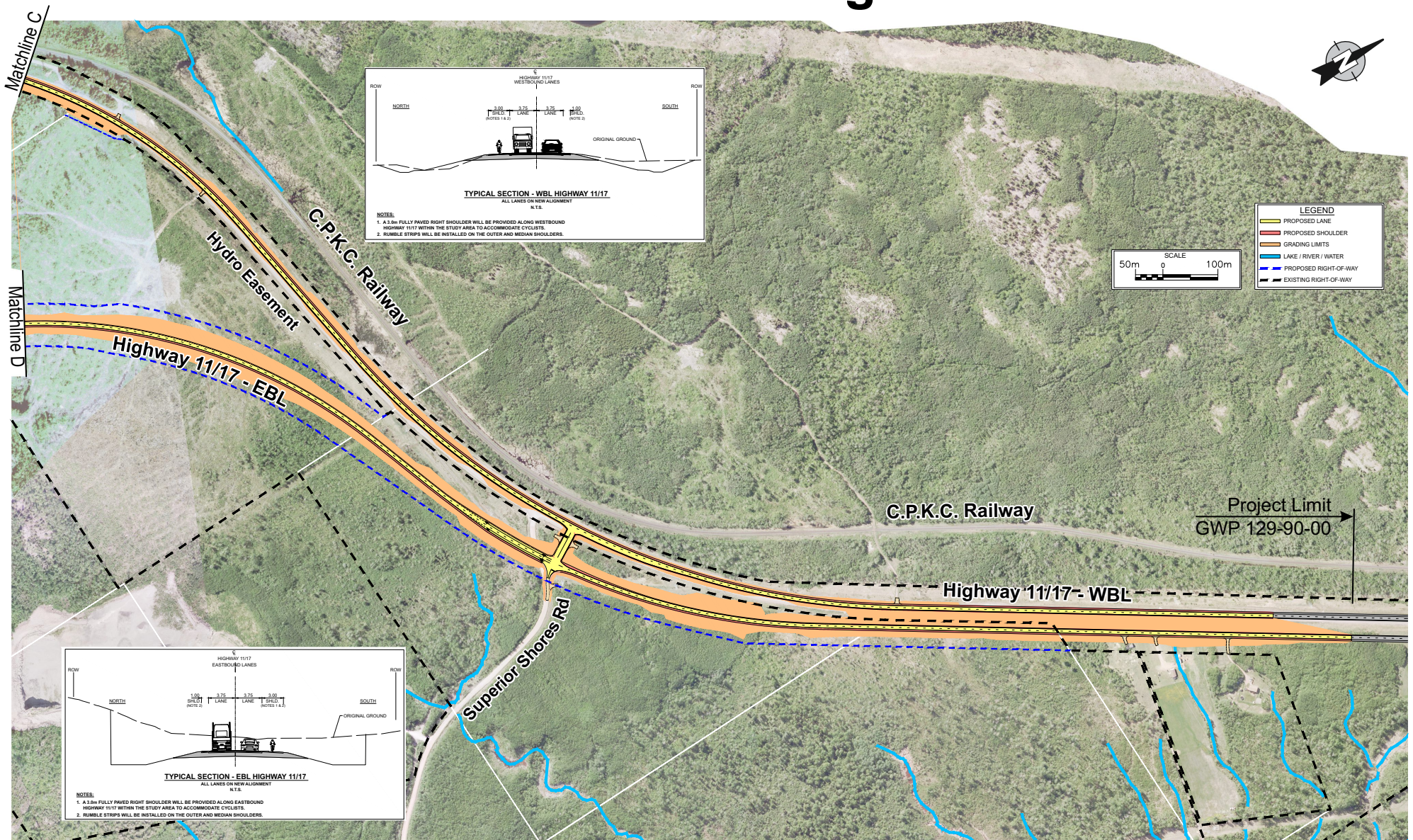


Recommended Design Plan 2



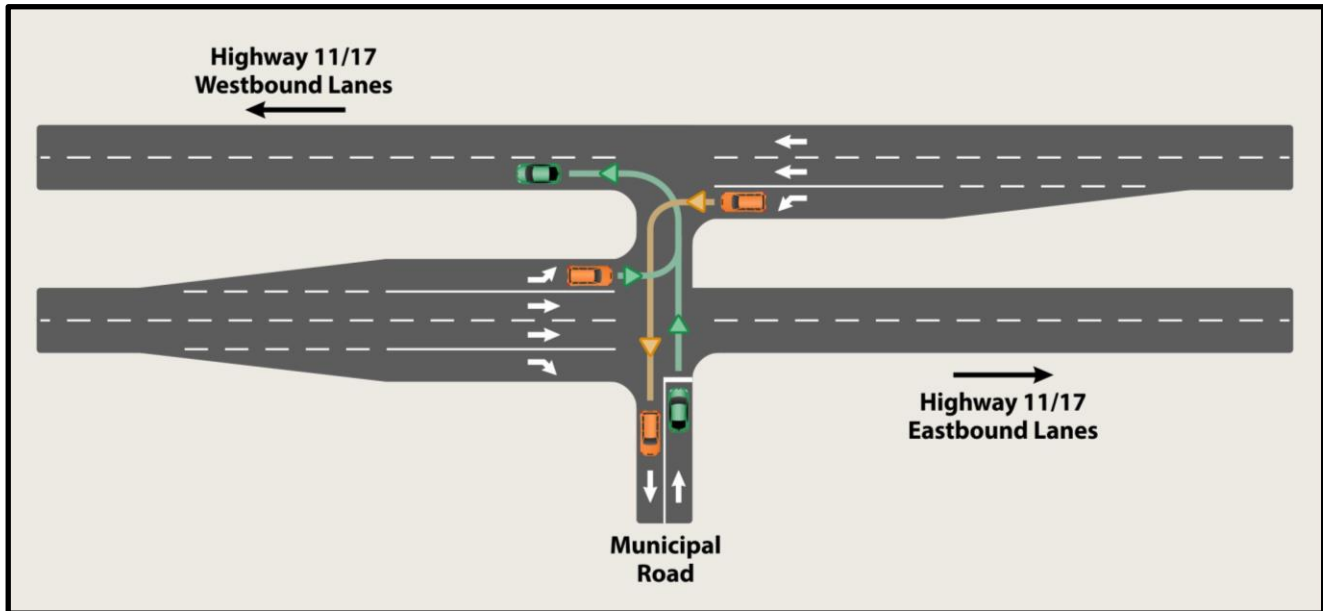


Recommended Design Plan 3





Side Road Modifications



All access to Highway 11/17 at intersections will be controlled with stop signs and include partial illumination.



Appropriate signs will be in place to identify one-way traffic.



Once in the median, the Side Road traffic will yield to Highway 11/17 traffic.

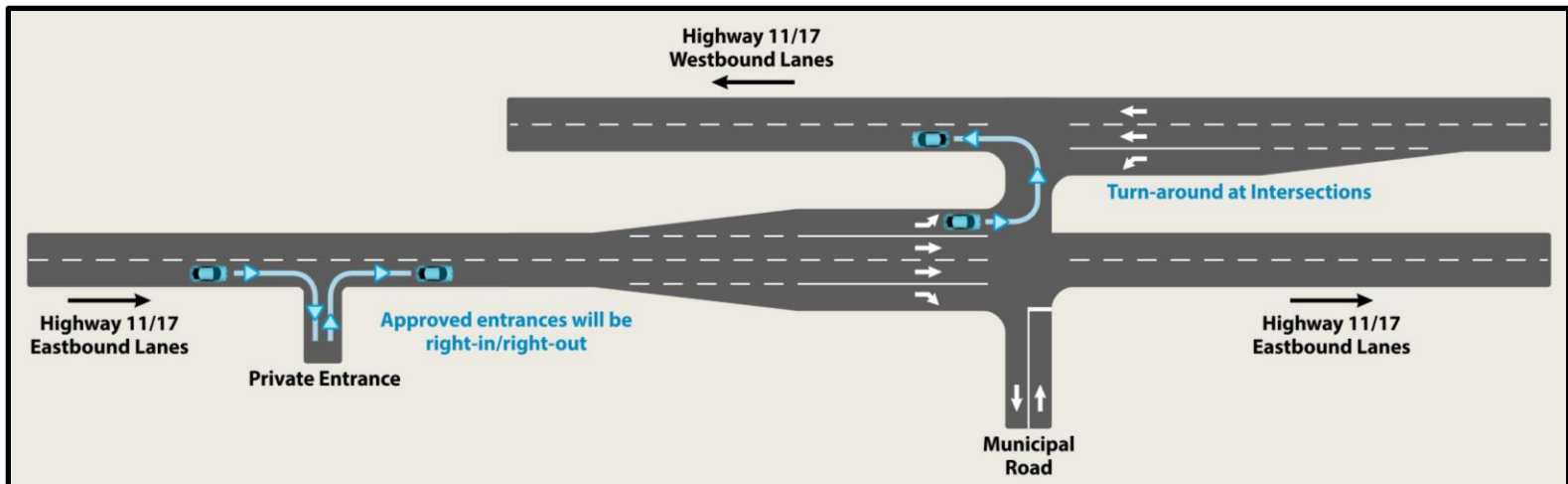


Superior Shores Road has been shifted slightly to the east and will provide full access to both eastbound and westbound lanes.



Entrance Modifications

- 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
- Minor entrance modification details will be discussed with affected property owners prior to construction
- Appropriate signs will be in place to identify one-way traffic only
- Access to the opposite direction is at the nearest downstream intersection





Construction Staging and Traffic Management

- Duration of construction is anticipated to be over four (4) calendar years
- No detours are required during construction one lane in each direction will be maintained at all times
- Access to sideroads, intersections and entrances will be maintained throughout the duration of construction
- Residents/property owners and Emergency Service Providers will be advised two (2) weeks in advance of any changes to traffic flow and/or construction schedule





Anticipated Impacts and Proposed Mitigation Measures

Anticipated Impacts

Proposed Mitigation Measures

Terrestrial Environment

Tree removals should occur outside sensitive periods (September 1st - April 30th) to protect nesting birds and maternity roosting bats.

Fish and Fish Habitat Environment

- In-water construction will be completed within the timing window of June 16th to August 31st of any given year.
- Use of explosives will not be completed in or near (within 30 m) Welch Creek.
- Temporary Erosion and Sediment Control Areas will be established around all watercourses prior to construction.

Cultural Heritage and Archaeological Assessment

- A Stage 1-2 AA and Stage 2 AA were completed for the Preferred Alignment and no further archaeological work is recommended.
- During construction there is always a risk of encountering archaeological artifacts. If this occurs, all work in the area will stop and appropriate government authorities and Indigenous Communities will be contacted.

Noise

MTO's standard mitigation to control construction noise will be implemented during construction.

Traffic Impacts

- Full road closures are not anticipated; one lane of traffic in each direction on Highway 11/17 will be maintained at all times during construction.
- Localized single lane, two-way traffic operation under flagging along Highway 11/17 may be required at the tie-ins at the east and west project limits from time to time.

Access to Side Roads

- Access to side roads will be maintained for the majority of construction, and short-term closures may be required to tie-in realigned side roads to existing or proposed roads.
- Any affected property owners will be notified prior to this closure, and alternate access will be provided.

Property

MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures.

Water Resources

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.

Rock Blasting

Rock blasting completed for MTO highway construction contracts follow strict limits for noise and vibrations produced from blasting which are set and regulated by the Ministry of Labour and the Ministry of the Environment, Conservation and Parks.

Utilities

Utility relocation will be completed in advance of construction.



Environmental Considerations

Mineral Aggregates



Mineral aggregates, such as good quality sand and gravel, are a vital construction material required for MTO undertakings. The Aggregate Resources Act requires that the MTO address environmental concerns associated with aggregate extraction operations.

Waste Management

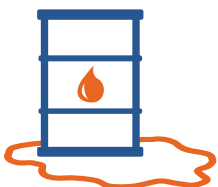
MTO and Ministry of the Environment, Conservation and Parks (MECP) protocol identifies material-by-material management options both inside and outside the construction area, which includes the right-of-way and property with a boundary contiguous to the right-of-way. All excess materials may be reused or recycled.

Inside the right-of-way, materials such as asphalt, concrete, swamp material, wood, earth, and rock may be reused as a construction material or managed as fill. Materials also may be temporarily stockpiled in preparation for these uses.

The constraint on the management of these materials also involves discussions and written agreements with property owners and may involve consultation with MECP and other authorities.

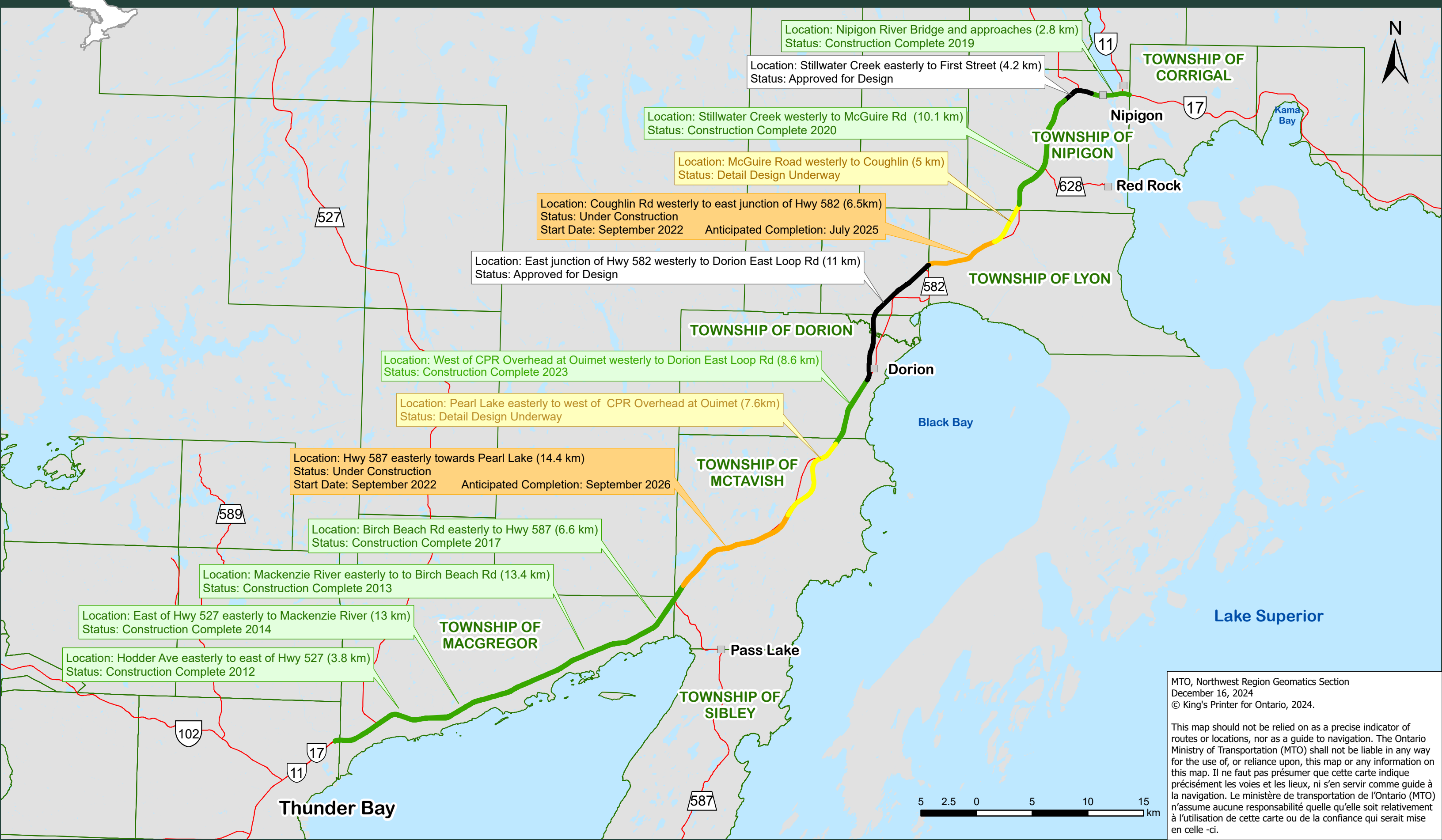


Emergency Spill Response



Direct responsibility for containment and clean-up of spills and abandoned materials on MTO highway facilities rests with the owner of the material and person in control of the material at the time of the spill or abandonment.

In the event of a spill of MTO material by MTO staff, MTO undertakes all notification, containment and cleanup responsibilities required by provincial and federal legislation.



Location: Nipigon River Bridge and approaches (2.8 km)
Status: Construction Complete 2019

Location: Stillwater Creek easterly to First Street (4.2 km)
Status: Approved for Design

Location: Stillwater Creek westerly to McGuire Rd (10.1 km)
Status: Construction Complete 2020

Location: McGuire Road westerly to Coughlin (5 km)
Status: Detail Design Underway

Location: Coughlin Rd westerly to east junction of Hwy 582 (6.5km)
Status: Under Construction
Start Date: September 2022 Anticipated Completion: July 2025

Location: East junction of Hwy 582 westerly to Dorion East Loop Rd (11 km)
Status: Approved for Design

Location: West of CPR Overhead at Ouimet westerly to Dorion East Loop Rd (8.6 km)
Status: Construction Complete 2023

Location: Pearl Lake easterly to west of CPR Overhead at Ouimet (7.6km)
Status: Detail Design Underway

Location: Hwy 587 easterly towards Pearl Lake (14.4 km)
Status: Under Construction
Start Date: September 2022 Anticipated Completion: September 2026

Location: Birch Beach Rd easterly to Hwy 587 (6.6 km)
Status: Construction Complete 2017

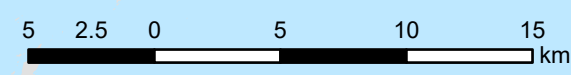
Location: Mackenzie River easterly to Birch Beach Rd (13.4 km)
Status: Construction Complete 2013

Location: East of Hwy 527 easterly to Mackenzie River (13 km)
Status: Construction Complete 2014

Location: Hodder Ave easterly to east of Hwy 527 (3.8 km)
Status: Construction Complete 2012

MTO, Northwest Region Geomatics Section
December 16, 2024
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Next Steps

Review the comments received following PIC and respond to comments



Incorporate any refinements into the Design Plan based on public and agency input



Finalize mitigation measures for the Detail Design to minimize impacts



Prepare and file the Design and Construction Report (DCR) for a 30-day comment period (anticipated Winter 2026)



Start of Construction is dependent upon securing environmental approvals and availability of funding



Freedom of Information and Protection of Privacy

Information collected during this study will be used to assist the Ministry of Transportation (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.

Contact Information

You are encouraged to contact the Project Team members noted below if you have questions or concerns on the study.

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Toll-Free: 1-877-562-7947
Tel: 905-882-7225
E-mail: Rob.Kleine@wsp.com

Please feel free to ask questions and fill out a comment sheet before you leave. Comments can be left in the comment box provided or forwarded to the project team by May 10, 2025.

www.Hwy11-17Four-Laning-PearlLake.ca

