

Appendix A – Consultation Materials

NOTICE OF STUDY COMMENCEMENT
Highway 401 Power Dam Bridge and Interchange Study
Preliminary Design and Class Environmental Assessment
(G.W.P. 4092-19-00)

The Project

Morrison Hershfield Limited has been retained by the **Ontario Ministry of Transportation (MTO)** to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The Study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry. The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study.

Highway 401 is a four-lane divided rural freeway at the Power Dam Road interchange. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401. Currently traffic can exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements will be developed and evaluated leading to selection of the Preliminary Preferred Alternative(s) and a Recommended Plan. The proposed bridge replacement will proceed first and interchange improvements will follow at a later date.

The Process

This project has been classified as a Group B undertaking under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. Two Public Information Centres are planned at key milestones during the process and advance notification will be provided. A Transportation Environmental Study Report (TESR) for the Preliminary Design and Class Environmental Assessment for the project will be prepared and made available for a 30-day public comment period. A Notice of Study Completion (TESR Submission) will be published in local newspapers.

Public Consultation

You are invited to visit the Highway 401 Power Dam Bridge and Interchange Study website. The website was developed as a method to provide opportunities for interested stakeholders to access project information, Study updates and available documents. The website currently provides details on the Study background, purpose and Class EA process. You can access the website at the following address:

www.highway401powerdam.com

Comments

You are encouraged to participate in the Class EA Study and to provide your respective comments in writing (e.g., mail or email) to the Project Team or via the project website. To comment on this project, add your name to the project mailing list, or submit a question upon reviewing the materials provided on the website, please contact either of the Project Team members listed below:

Mr. Abdallah Anabtawi, P.Eng.
Project Manager
Ministry of Transportation
1355 John Counter Boulevard, P.O. Box 4000
Kingston, ON K7L 5A3
Phone: 613-484-2593
Email: abdallah.anabtawi@ontario.ca

or
Mr. Brad Hewton, P.Eng.
Consultant Project Manager
Morrison Hershfield Limited
200-2932 Baseline Road
Ottawa, ON K2H 1B1
Phone: 613-739-2910, ext. 1022292
Email: bhewton@morrisonhershfield.com

If you have any accessibility requirements in order to participate in this Class EA Study, please contact one of the Project Team members listed above.

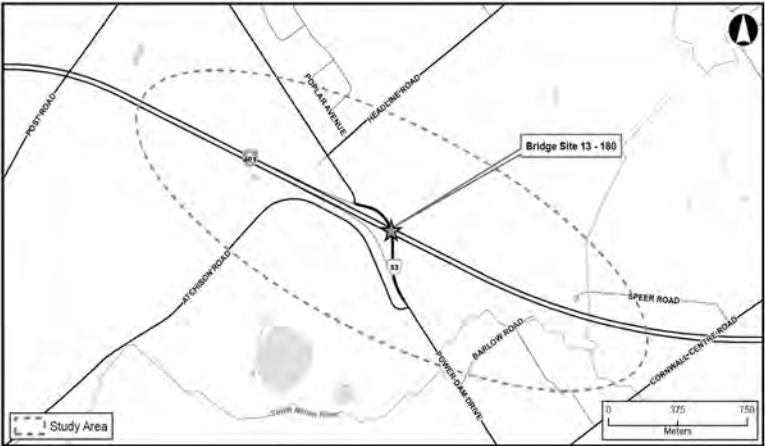
Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. All information collected will be subject to the provisions and disclosure requirements of the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant le 613-739-2910, ext. 1022292, auprès de Brad Hewton.

Issued: January 10, 2022



Key Map



AVIS DE DÉBUT D'ÉTUDE
Étude du pont et de l'échangeur Power Dam de l'autoroute 401
Conception préliminaire et évaluation environnementale de portée générale
(G.W.P. 4092-19-00)

Le projet

Le **Ministère des transports de l'Ontario (MTO)** a confié à **Morrison Hershfield Limited** la préparation de l'avant-projet sommaire et de l'évaluation environnementale de portée générale pour l'étude du pont et de l'échangeur Power Dam de l'autoroute 401. Cette étude comprend le remplacement du pont 13X-180/BO qui permet à la promenade Power Dam de franchir l'autoroute 401. L'étude comprendra également l'élaboration d'un plan à long terme pour l'échangeur et l'établissement de l'empreinte pour l'élargissement futur de l'autoroute 401 à six voies. Le projet est situé dans le canton de South Stormont, dans les comtés unis de Stormont, Dundas et Glengarry. La conception du pont tiendra compte de l'élargissement futur de l'autoroute 401, mais l'évaluation environnementale de l'élargissement futur ne sera pas réalisée dans le cadre de cette étude.

L'autoroute 401 est une autoroute rurale à quatre voies divisées à l'échangeur de la route Power Dam. La configuration actuelle de l'échangeur ne permet pas tous les mouvements de circulation vers et depuis l'autoroute 401. Actuellement, la circulation peut sortir en direction de l'est et entrer en direction de l'ouest à cet échangeur partiel. Des alternatives raisonnables pour apporter les améliorations requises seront élaborées et évaluées, ce qui conduira à la sélection d'une ou de plusieurs solutions préférées préliminaires et d'un plan recommandé. Le remplacement proposé du pont sera effectué en premier et les améliorations de l'échangeur suivront à une date ultérieure.

Le processus

Ce projet a été classé comme une intervention de groupe B en vertu de l'évaluation environnementale de portée générale du MTO pour les installations provinciales de transport (2000), et le public aura la possibilité de participer à l'ensemble du processus. Deux centres d'information publique sont prévus à des étapes clés du déroulement du projet et un avis préalable sera fourni. Un rapport d'étude environnementale sur les transports (REET) pour l'avant-projet sommaire et l'évaluation environnementale de portée générale du projet sera préparé et mis à la disposition du public pour une période de 30 jours de commentaires. Un avis de fin d'étude (soumission du REET) sera publié dans les journaux locaux.

Consultation publique

Vous pouvez visiter le site Web de l'étude sur le pont et l'échangeur Power Dam de l'autoroute 401. Le site Web a été conçu comme un moyen d'offrir aux parties intéressées un accès aux renseignements sur le projet, aux mises à jour de l'étude et aux documents disponibles. Le site Web fournit actuellement des détails sur le contexte de l'étude, son objectif et le processus d'évaluation environnementale de portée générale. Vous pouvez accéder au site Web à partir de l'adresse suivante :

www.highway401powerdam.com

Commentaires

Vous êtes invités à participer à l'étude d'EE de classe et à fournir vos commentaires respectifs par écrit (par courrier ou par courriel) à l'équipe de projet ou via le site Web du projet. Pour faire des commentaires sur ce projet, ajouter votre nom à la liste de diffusion du projet, ou soumettre une question après avoir examiné les documents fournis sur le site Web, veuillez contacter l'un des membres de l'équipe de projet indiqués ci-dessous :

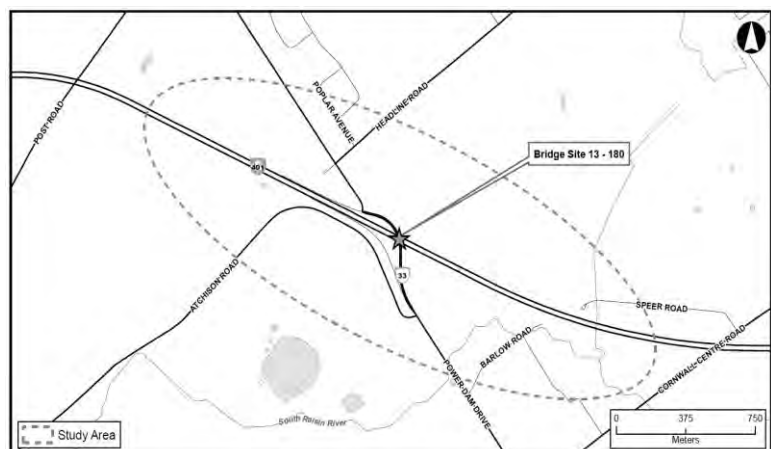
Mr. Abdallah Anabtawi, P.Eng.
Chargé de projet
Ministère des transports
1355, boulevard John Counter, C.P. 4000
Kingston, ON K7L 5A3
Téléphone : 613-484-2593
Courriel : abdallah.anabtawi@ontario.ca

ou **Mr. Brad Hewton, P.Eng.**
Chargé de projet consultant
Morrison Hershfield Limited
200-2932, chemin Baseline
Ottawa, ON K2H 1B1
Téléphone : 613-739-2910, ext. 1022292
Courriel : bhewton@morrisonhershfield.com

Si vous avez des exigences en matière d'accessibilité pour participer à cette étude de classe EE, veuillez contacter l'un des membres de l'équipe de projet indiqués ci-dessus.

Les renseignements sont recueillis pour permettre au MTO à satisfaire aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Tous renseignements recueillis seront assujettis aux dispositions et aux exigences de divulgation de la *Loi sur l'accès à l'information et la protection de la vie privée (Loi sur l')*, L.R.O. 1990, chap. F.31. À l'exception des renseignements personnels, tous les commentaires seront versés au dossier public.

Carte clé



Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
Postal Box 4000
Kingston, Ontario K7L 5A3
Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600



April 4, 2022

Consultation Officer
Metis Nation of Ontario - Head Office
66 Slater Street, Suite 1100
Ottawa, ON, K1P 5H1

**Subject: Notice of Study Commencement – Preliminary Design and Class
Environmental Assessment Study for Highway 401 Power Dam Bridge and
Interchange Study, Township of South Stormont, G.W.P. 4092-19-00**

Dear Consultation Officer,

The Ministry of Transportation of Ontario (MTO) has retained Morrison Hershfield Limited (MH) to undertake the Preliminary Design and Class Environmental Assessment (EA) Study for Highway 401 Power Dam Bridge and Interchange Study. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry. A key map showing the location of the study area is attached.

The purpose of this letter is to provide you with the opportunity to meet with the Project Team virtually to learn further details on the project and provide input into the process. Highway 401 is a four-lane divided rural freeway at the Power Dam Road interchange. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401. Currently traffic can exit eastbound and enter westbound at this partial interchange. The proposed bridge replacement will proceed first and interchange upgrades will follow at a later date. The bridge design will also consider the future widening of Highway 401 by one lane in each direction, but the EA for the future widening will not be completed as part of this Study.

You are invited to visit the Highway 401 Power Dam Bridge and Interchange Study website for this Preliminary Design and Class EA Study. The project website, www.highway401powerdam.com, has been established as a method to provide additional opportunities to provide comments and access project information, Study updates and available documents. The Project information will be updated on the website as the study progresses.

The website currently provides details on the Study background, purpose and Class EA process. This project has been classified as a Group B undertaking under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000) with the opportunity for Indigenous Peoples and public input throughout. A Transportation Environmental Study Report (TESR) for the Preliminary Design and Class Environmental Assessment for the project will be prepared and made available for a 30-day public review period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at that time.

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Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600



Information collected during these Detail Design Studies and Class Environmental Assessments will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. All information and comments, with the exception of personal information and other protected information, will become part of the public record. Please contact me if you have accessibility requirements in order to participate in this project.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to MTO projects.

If you would like to arrange a meeting, require additional information, or have any questions or comments, please contact me by email at Peter.A.Copping@Ontario.ca or by phone at **613-539-3148**. MTO will continue to engage with Metis Nation of Ontario as this project progresses.

Sincerely,

A handwritten signature in black ink that reads "Peter Copping".

Peter Copping

Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148
Email: Peter.A.Copping@Ontario.ca

Encl.

Cc: Steve Baczyk, MTO Environmental Planner
Abdallah Anabtawi, MTO Project Manager
Brad Hewton, P.Eng., MH Project Manager
Andrew Ritchie, M.Pl., MCIP, RPP, MH Senior Environmental Planner

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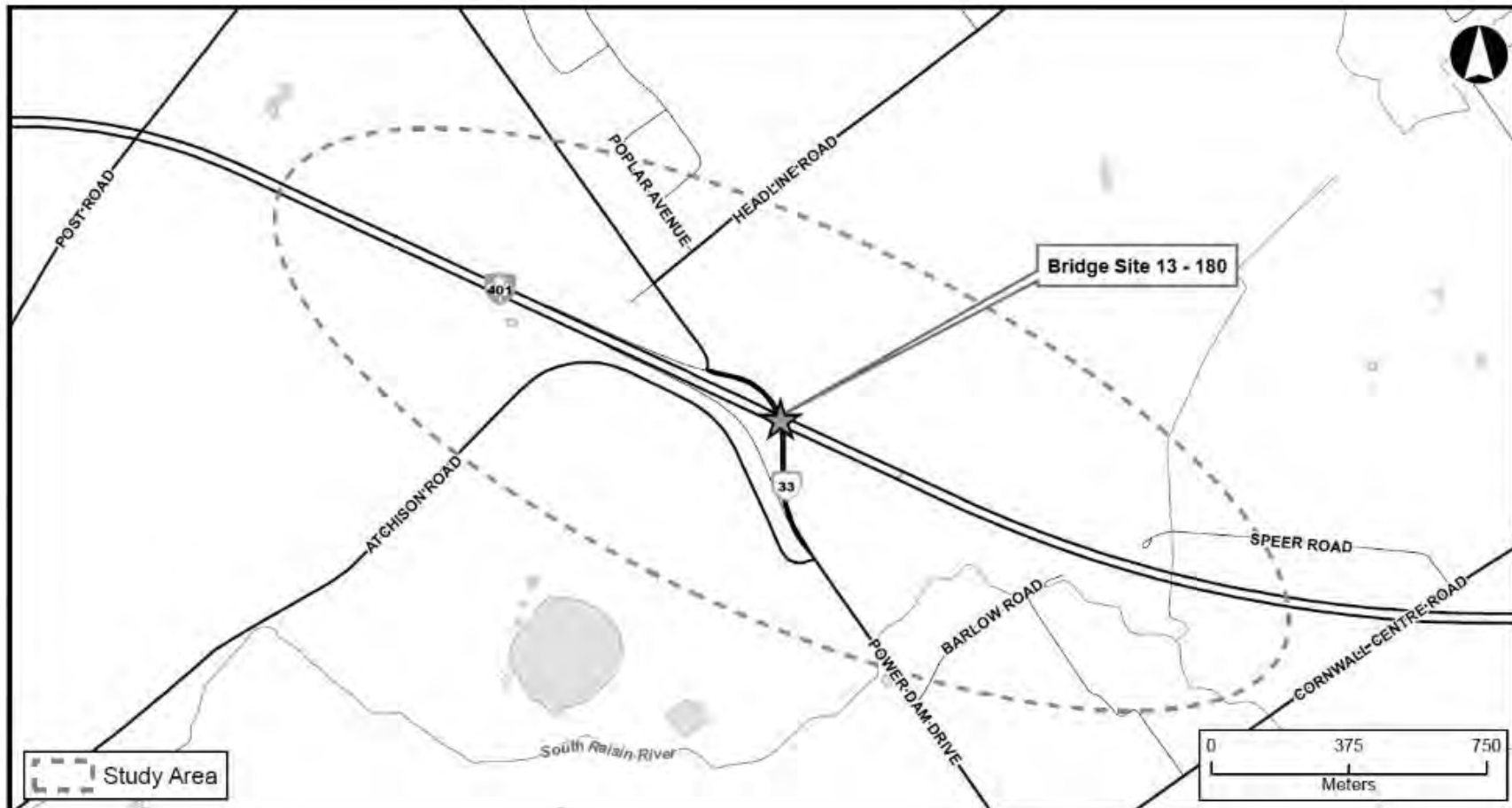
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**Study Area Key Map –
Highway 401 Bridge
Replacement at Power**

Dam Drive

Township of South Stormont. G.W.P. 4092-19-00



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April 4, 2022

Grand Chief Abram Benedict
Mohawks of Akwesasne
CIA III 101 Tewesateni Rd., Kawehno:ke
Akwesasne, Ontario
K6H 5R7

**Subject: Notice of Study Commencement – Preliminary Design and Class
Environmental Assessment Study for Highway 401 Power Dam Bridge and
Interchange Study, Township of South Stormont, G.W.P. 4092-19-00**

Dear Grand Chief Abram Benedict,

The Ministry of Transportation of Ontario (MTO) has retained Morrison Hershfield Limited (MH) to undertake the Preliminary Design and Class Environmental Assessment (EA) Study for Highway 401 Power Dam Bridge and Interchange Study. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry. A key map showing the location of the study area is attached.

The purpose of this letter is to provide you with the opportunity to meet with the Project Team virtually to learn further details on the project and provide input into the process. Highway 401 is a four-lane divided rural freeway at the Power Dam Road interchange. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401. Currently traffic can exit eastbound and enter westbound at this partial interchange. The proposed bridge replacement will proceed first and interchange upgrades will follow at a later date. The bridge design will also consider the future widening of Highway 401 by one lane in each direction, but the EA for the future widening will not be completed as part of this Study.

You are invited to visit the Highway 401 Power Dam Bridge and Interchange Study website for this Preliminary Design and Class EA Study. The project website, www.highway401powerdam.com, has been established as a method to provide additional opportunities to provide comments and access project information, Study updates and available documents. The Project information will be updated on the website as the study progresses.

The website currently provides details on the Study background, purpose and Class EA process. This project has been classified as a Group B undertaking under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000) with the opportunity for Indigenous Peoples and public input throughout. A Transportation Environmental Study Report (TESR) for the Preliminary Design and Class Environmental Assessment for the project will be prepared and made available for a 30-day public review period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at that time.

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The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to MTO projects.

If you would like to arrange a meeting, require additional information, or have any questions or comments, please contact me by email at Peter.A.Copping@Ontario.ca or by phone at **613-539-3148**. MTO will continue to engage with the Mohawks of Akwesasne as this project progresses.

Sincerely,

A handwritten signature in black ink that reads "Peter Copping".

Peter Copping

Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148
Email: Peter.A.Copping@Ontario.ca

Encl.

Cc: Abraham Francis, Consultation Coordinator – Mohawks of Akwesasne
Steve Baczyk, MTO Environmental Planner
Abdallah Anabtawi, MTO Project Manager
Brad Hewton, P.Eng., MH Project Manager
Andrew Ritchie, M.Pl., MCIP, RPP, MH Senior Environmental Planner

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Ministère des Transports

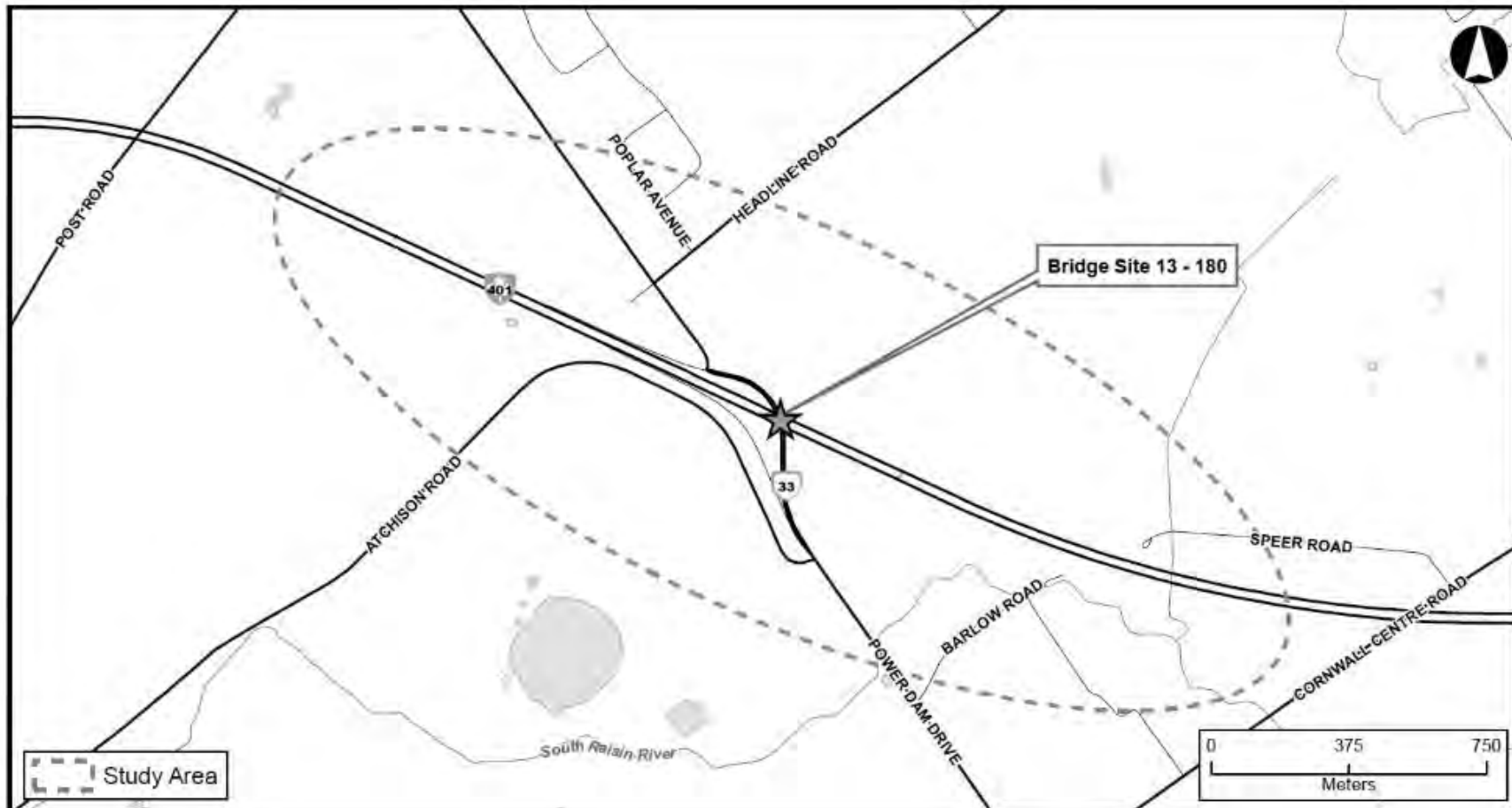
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**Study Area Key Map –
Highway 401 Bridge
Replacement at Power**

Dam Drive

Township of South Stormont. G.W.P. 4092-19-00



Ministry of Transportation
Project Delivery, East
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613-545-4701
1-800-267-0295
Fax: 613-540-5106

Ministère des Transports
Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613-545-4701
1-800-267-0295
Téléc.: 613-540-5106



January 04, 2022

Hon. Jim McDonell
MPP, Stormont-Dundas-South Glengarry
Ontario Progressive Conservative Party
120 Second Street West
Cornwall, ON K6J 1G5

**Re: Notice of Study Commencement – Preliminary Design and Class
Environmental Assessment for Highway 401 Power Dam Bridge and
Interchange Study, Township of South Stormont
G.W.P. 4092-19-00**

Dear Hon. Jim McDonell:

The purpose of this letter is to inform you that the Ministry of Transportation of Ontario (MTO) has retained Morrison Hershfield Limited (MH) to proceed with the Preliminary Design and Class Environmental Assessment (EA) Study for Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The Study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes. The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry (see Key Map on the next page).

Highway 401 is a four-lane divided rural freeway at the Power Dam Road interchange. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401. Currently traffic can exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements will be developed and evaluated leading to selection of the Preliminary Preferred Alternative(s) and a Recommended Plan. The proposed bridge replacement will proceed first and interchange upgrades will follow at a later date.

This project has been classified as a Group B undertaking under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. Public consultation will continue throughout the Study and regular updates provided on the project website which can be accessed via www.highway401powerdam.com.

Upon completion of the Study, a Transportation Environmental Study Report (TESR) for the Preliminary Design and Class Environmental Assessment for the project will be prepared and made available for a 30-day public comment period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at that time.

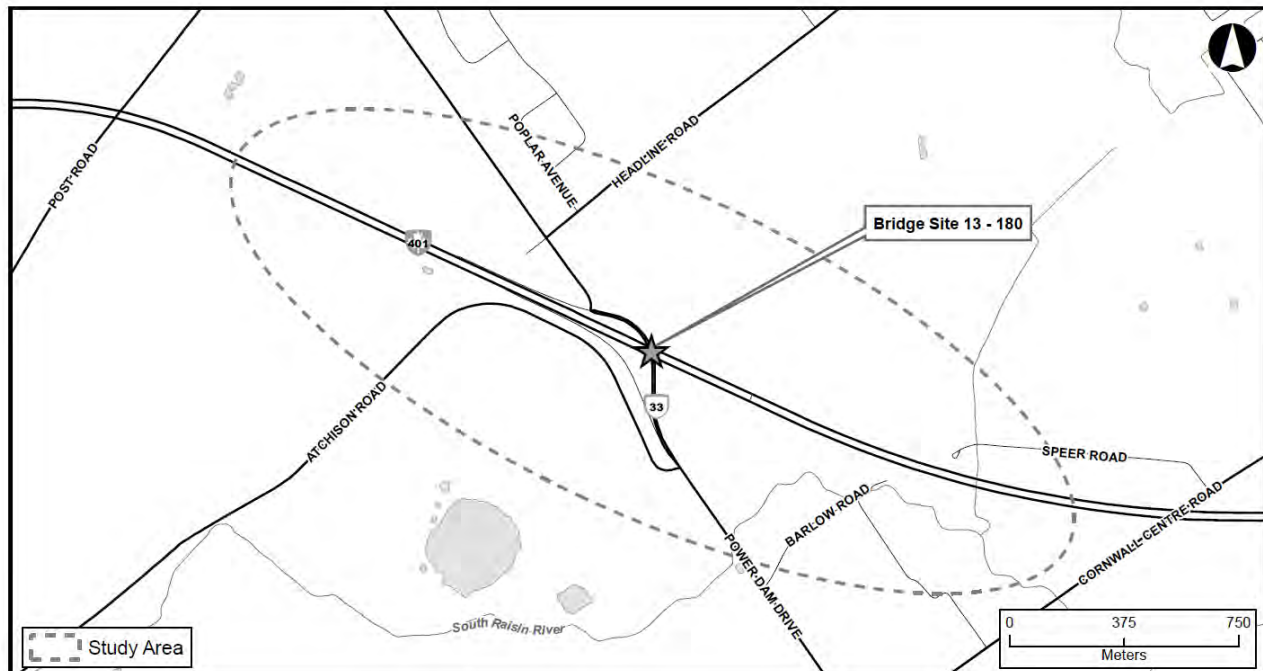
As the project could affect or be of interest to the residents within your riding, we would like to keep you apprised of the work as it occurs. If you require additional information regarding this Study, please feel free to contact the undersigned at (613) 484-2593 or via email at abdallah.anabtawi@ontario.ca.

During the Class EA Study, information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements to participate in this project, please contact the undersigned.

Sincerely,



Abdallah Anabtawi, P.Eng.
Senior Project Engineer
Ministry of Transportation
1355 John Counter Blvd., P.O. 4000
Kingston, ON K7L 5A3
Phone: (613) 484-2593
Email: abdallah.anabtawi@ontario.ca



Key Map – Highway 401 Power Dam Bridge and Interchange Study

cc: Steve Baczyk, MTO Environmental Planner
Brad Hewton, P.Eng., MH Project Manager
Andrew Ritchie, M.Pl., MCIP, RPP, MH Senior Environmental Planner

January 10, 2022

<Contact_Name>
<Title>
<Agency>
<Address>
<City_PR_PC>

Dear <Contact_Name>,

Re: Notice of Study Commencement – Preliminary Design and Class Environmental Assessment Study for Highway 401 Power Dam Bridge and Interchange Study Township of South Stormont G.W.P. 4092-19-00

The Project: The Ministry of Transportation of Ontario (MTO) has retained Morrison Hershfield Limited (MH) to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The Study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes. The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry (see Key Map on the next page). The purpose of this letter is to inform you of the Class EA Study and to invite your input.

Highway 401 is a four-lane divided rural freeway at the Power Dam Road interchange. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401. Currently traffic can exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements will be developed and evaluated leading to selection of the Preliminary Preferred Alternative(s) and a Recommended Plan. The proposed bridge replacement will proceed first and interchange improvements will follow at a later date.

The Process: This project has been classified as a Group B undertaking under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. A Transportation Environmental Study Report (TESR) for the Preliminary Design and Class Environmental Assessment for the project will be prepared and made available for a 30-day public comment period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at that time.

Project Website: You are invited to visit the Highway 401 Interchange Improvements at Power Dam Drive website. The website was developed as a method to provide opportunities for interested stakeholders to provide comments and access project information, Study updates and available documents. The website currently provides details on the Study background, purpose and Class EA process. You can access the website at the following address:

www.highway401powerdam.com

How to Get Involved: You are encouraged to participate in the Class EA Study and to provide your respective comments in writing (e.g., mail or email) to the Project Team or via the project website. We have attached a Contact Information Form to assist you. Please indicate whether

you or your organization has an interest in the project and if you would like to provide any input at this time. A reply by January 28, 2022 is requested.

If you have any project related question or concerns, or wish to be added to the project mailing list, please contact:

Abdallah Anabtawi, P.Eng.
Project Manager
Ministry of Transportation
1355 John Counter Blvd., P.O. 4000
Kingston, ON K7L 5A3
Telephone: 613-484-2593
E-mail: abdallah.anabtawi@ontario.ca

or Brad Hewton, P.Eng.
Consultant Project Manager
Morrison Hershfield Limited
200-2932 Baseline Road
Ottawa, ON K2H 1B1
Telephone: 613-739-2910 ext. 1022292
E-mail: bhewton@morrisonhershfield.com

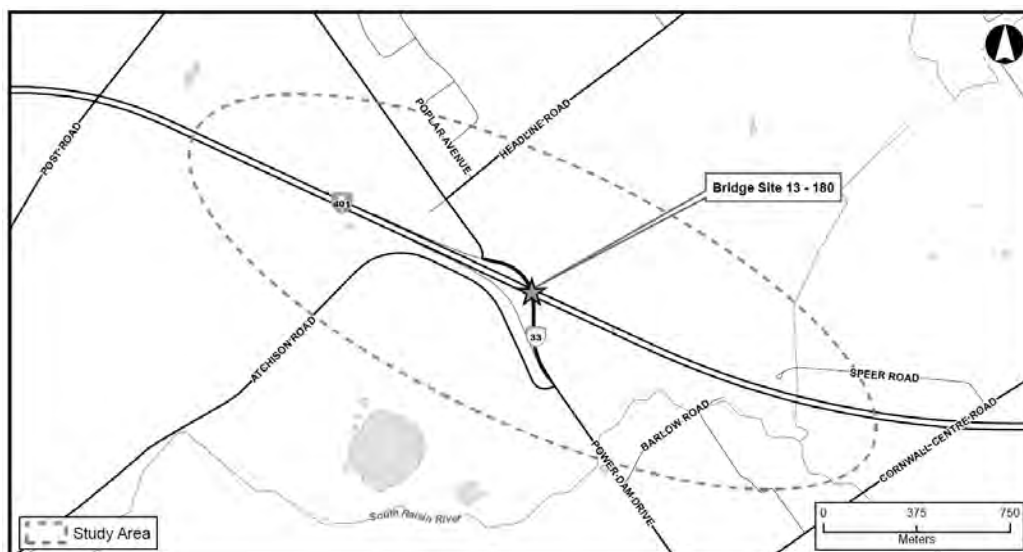
If you have any accessibility requirements in order to participate in this Class EA Study, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record.

Sincerely,
Morrison Hershfield Limited



Brad Hewton, P.Eng.
Consultant Project Manager



Key Map – Highway 401 Power Dam Bridge and Interchange Study

cc: Abdallah Anabtawi, P.Eng., MTO Project Manager
Steve Baczyk, MTO Environmental Planner
Andrew Ritchie, M.PI., MCIP, RPP, Morrison Hershfield Senior Environmental Planner

**Notice of Study Commencement – Preliminary Design and Class Environmental Assessment Study for Highway 401 Power Dam Bridge and Interchange Study
Township of South Stormont, United Counties of Stormont, Dundas and Glengarry
G.W.P. 4092-23-00**

CONTACT INFORMATION FORM

PLEASE RETURN BY FAX/MAIL/EMAIL BY JANUARY 28, 2022 TO:

Zach Hupman, MES
Environmental Planner
Morrison Hershfield
200-2932 Baseline Road
Ottawa, ON K2H 1B1
Phone: 613-739-2910 x1022287
Email: ZHupman@morrisonhershfield.com

1) Please indicate whether your organization has an interest in the project and if you would like to continue to receive project notifications?

Yes ☐ No ☐

If no, you will be removed from the Project Contact List and will receive no further notifications regarding this project.

2) If yes, please provide a contact person and their contact information (if different from original notice):

Name: _____

Mailing Address: _____

Phone: _____

Fax: _____

Email: _____

3). Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or any other relevant information in this regard.

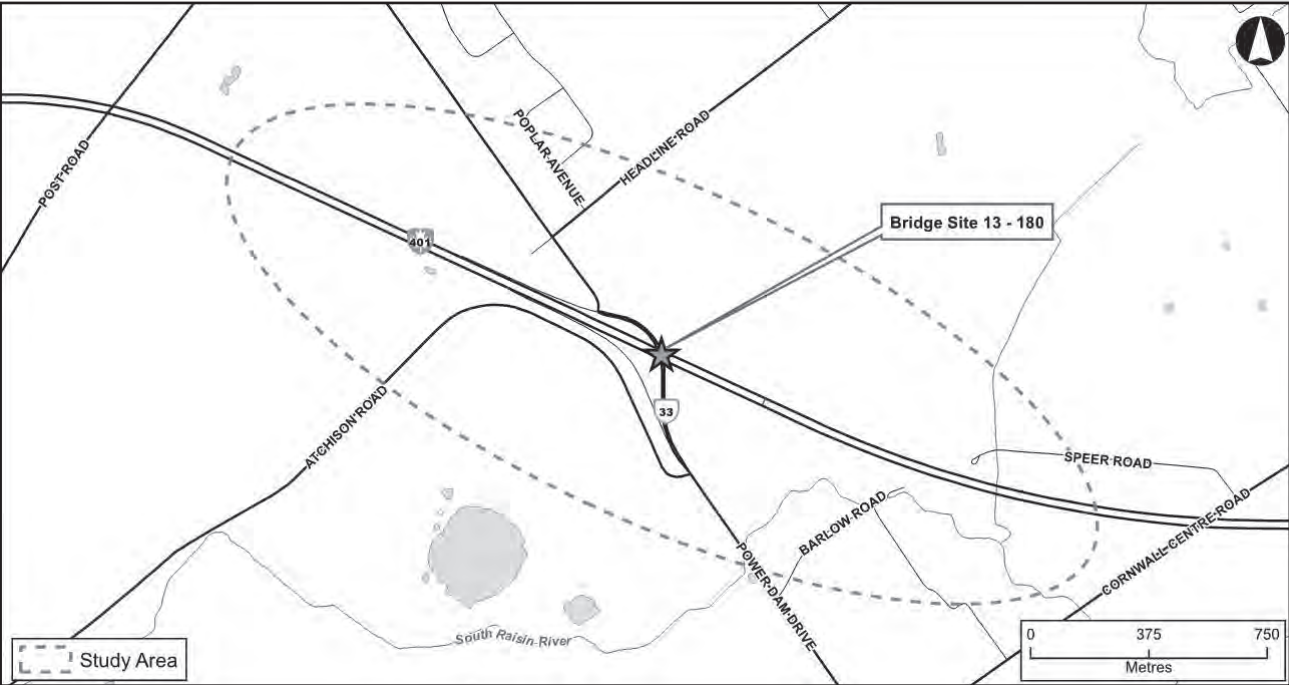
Notice of Online Public Information Centre No. 1

Highway 401 Power Dam Bridge and Interchange Study Preliminary Design and Class Environmental Assessment (G.W.P. 4092-19-00)

THE PROJECT

Morrison Hershfield Limited has been retained by the **Ontario Ministry of Transportation (MTO)** to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The Study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry. The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study.

Highway 401 is a four-lane divided rural freeway at the Power Dam Drive interchange. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401. Currently traffic can exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements will be developed and evaluated leading to selection of the Preliminary Preferred Alternative(s) and a Recommended Plan. The proposed bridge replacement will proceed first and interchange improvements will follow at a later date.



THE PROCESS

This project has been classified as a Group B undertaking per the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public comment period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at a later date.

ONLINE PUBLIC INFORMATION CENTRE NO. 1

Online Public Information Centre (PIC) No. 1 is being held from December 19, 2022 to January 20, 2023 to provide an opportunity to share information and seek input regarding the project and the alternatives being considered. The PIC is being held online through the project website. The purpose of the PIC is to present the Class EA Study process, including the project and the challenge / opportunity (or need and justification) to be addressed, the existing natural, socio-economic, cultural and technical conditions within the project Study Area (including any constraints), the Preliminary Design alternatives including the evaluation criteria used to assess the Long-List alternatives and select the Short-List alternatives, and the next steps.

The PIC No. 1 materials will be posted on the project website starting December 14, 2022. You can access the project website at the following address:

www.highway401powerdam.com

COMMENTS

You are encouraged to visit the project website at www.highway401powerdam.com and participate in the Class EA Study. We are interested in any information, comments, or questions you have regarding the project. Please provide your respective comments in writing (e.g., mail or email) to either of the Project Team members listed below or via the project website by January 20, 2023.

Mr. Abdallah Anabtawi, P.Eng.
Project Manager
Ministry of Transportation
1355 John Counter Boulevard, P.O. Box 4000
Kingston, ON K7L 5A3
tel: 613-484-2593
e-mail: abdallah.anabtawi@ontario.ca

or

Mr. Brad Hewton, P.Eng.
Consultant Project Manager
Morrison Hershfield Limited
200-2932 Baseline Road
Ottawa, ON K2H 1B1
tel: 613-739-2910, ext. 1022292
e-mail: bhewton@morrisonhershfield.com

If you have any accessibility requirements in order to participate in this Class EA Study, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. All information collected will be subject to the provisions and disclosure requirements of the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant le 613-739-2910, ext. 1022293, auprès de Charles Groulx.

Avis de séance d'information publique en ligne n° 1

Étude relative au pont et à l'échangeur Power Dam de l'autoroute 401 Étude de conception préliminaire et évaluation environnementale de portée générale (G.W.P. 4092-19-00)

LE PROJET

Morrison Hershfield Limited a été retenue par le **ministère des Transports de l'Ontario (MTO)** afin de préparer l'étude de conception préliminaire et l'évaluation environnementale (EE) de portée générale relative au pont et à l'échangeur Power Dam de l'autoroute 401. Cela comprend le remplacement du site du pont 13X-180/BO qui fait passer la promenade Power Dam au-dessus de l'autoroute 401. L'étude comprendra également l'élaboration d'un plan à long terme pour l'échangeur et l'établissement du tracé pour le futur élargissement de l'autoroute 401 à six voies. Le projet est situé dans le canton de South Stormont, au sein des comtés unis de Stormont, Dundas et Glengarry. La conception du pont prendra en compte le futur élargissement de l'autoroute 401, mais l'EE pour le futur élargissement ne sera pas réalisé dans le cadre de cette étude.

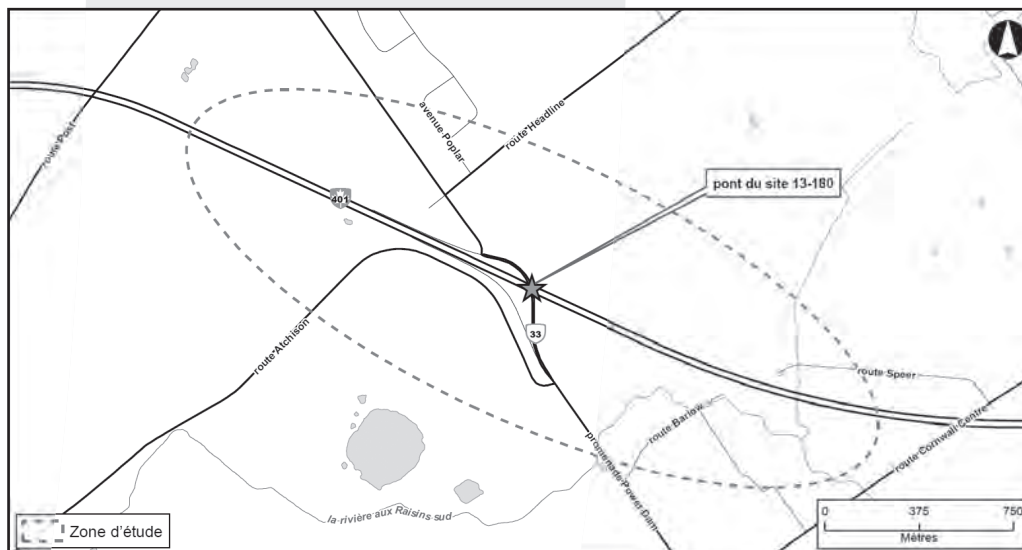
L'autoroute 401 est une autoroute rurale à chaussées séparées de quatre voies à l'échangeur de la promenade Power Dam. La configuration actuelle de l'échangeur ne permet pas tous les mouvements de la circulation pour entrer sur l'autoroute 401 et en sortir. La circulation actuelle peut emprunter la sortie en direction est et l'entrée en direction ouest par cet échangeur partiel. Des solutions raisonnables afin d'aborder les améliorations requises seront développées et évaluées, menant ainsi à la sélection des solutions préliminaires privilégiées et à un plan recommandé. Le remplacement du pont proposé sera fait en premier, et les améliorations de l'échangeur suivront plus tard.

LE PROCESSUS

Ce projet a été classé comme projet de groupe B conformément à l'Évaluation environnementale de portée générale pour les routes provinciales (2000), et le public aura l'occasion de fournir des commentaires tout au long de l'étude. Un rapport d'étude environnementale sur les transports (REET) sera préparé et mis à la disposition du public pour une période de commentaires de 30 jours. Un avis d'achèvement de l'étude (soumission du REET) sera publié dans les journaux locaux à une date ultérieure.

SÉANCE D'INFORMATION PUBLIQUE EN LIGNE N° 1

La séance d'information publique (SIP) en ligne n° 1, qui offre l'occasion d'échanger de l'information et de solliciter des commentaires concernant le projet et les autres solutions envisagées, aura lieu du 19 décembre 2022 au 20 janvier 2023. La SIP aura lieu en ligne sur le site Web du projet. La SIP a pour but de présenter le processus de l'étude d'EE de portée générale, y compris le projet et le défi ou l'occasion (ou le besoin et la justification) à aborder, les conditions naturelles, socioéconomiques, culturelles et techniques existantes à l'intérieur de la zone d'étude du projet (y compris toute contrainte), les solutions possibles envisagées en matière de conception préliminaire, y compris les critères utilisés pour évaluer la liste longue de solutions possibles et sélectionner la liste courte, et les étapes suivantes.



Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
Postal Box 4000
Kingston, Ontario K7L 5A3
Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600



December 14, 2022

Chief Abram Benedict
Mohawks of Akwesasne
CIA III 101 Tewesateni Rd., Kawehno:ke
Akwesasne, ON K6H 5R7

**Re: Notice of Online Public Information Centre No. 1
Preliminary Design and Class Environmental Assessment Study for Highway 401
Power Dam Bridge Replacement and Interchange Study
Township of South Stormont
G.W.P. 4092-19-00**

Dear Chief Benedict:

The purpose of this letter is to inform you that the Ontario Ministry of Transportation (MTO) has retained Morrison Hershfield Limited to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes, however, the EA for the future widening will not be completed as part of this study. A key map of the study area is included with this correspondence for your consideration.

Highway 401 is a four-lane divided rural freeway at the Power Dam Drive interchange. The current configuration of the interchange does not allow for all traffic movements to enter or exit Highway 401. Currently traffic can only exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements will be developed and evaluated leading to selection of the Preliminary Preferred Alternative(s) and a Recommended Plan.

This project has been classified as a Group B undertaking per the *MTO Class Environmental Assessment for Provincial Transportation Facilities* (2000) with the opportunity for public input throughout. A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public comment period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at a later date.

Public Information Centre (PIC) No. 1 is being held online from **December 19, 2022 to January 20, 2023** to provide an opportunity to share information and seek input regarding the project and the alternatives being considered. The PIC and associated materials can be accessed through the project website, www.highway401powerdam.com. A second Public Information Centre is planned and additional details and notifications will be distributed at a later date.

The purpose of the PIC is to present the Class EA Study process, including the project and the challenge / opportunity (or need and justification) to be addressed, the existing natural, socio-economic, cultural and technical conditions within the project Study Area (including any constraints), the Preliminary Design alternatives including the evaluation criteria used to assess the Long-List alternatives and select the Short-List alternatives, and the next steps.

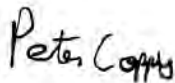
We welcome the opportunity to speak with you about this project and the materials shared as part of PIC #1. If you have any information, comments or questions that you would like to share, or if you would like to arrange a meeting, please contact me. As well, the Ontario Ministry of Transportation is more than willing to share information with our Indigenous Partners, if Mohawks of Akwesasne is interested in receiving additional information about this project please contact me.

During the Class EA Study, information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements to participate in this project, please contact the undersigned.

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to MTO projects.

If you would like to arrange a meeting, require additional information, or have any questions or comments, please contact me by email at Peter.A.Copping@Ontario.ca or by phone at **613-539-3148**. MTO will continue to engage with Mohawks of Akwesasne as this project progresses.

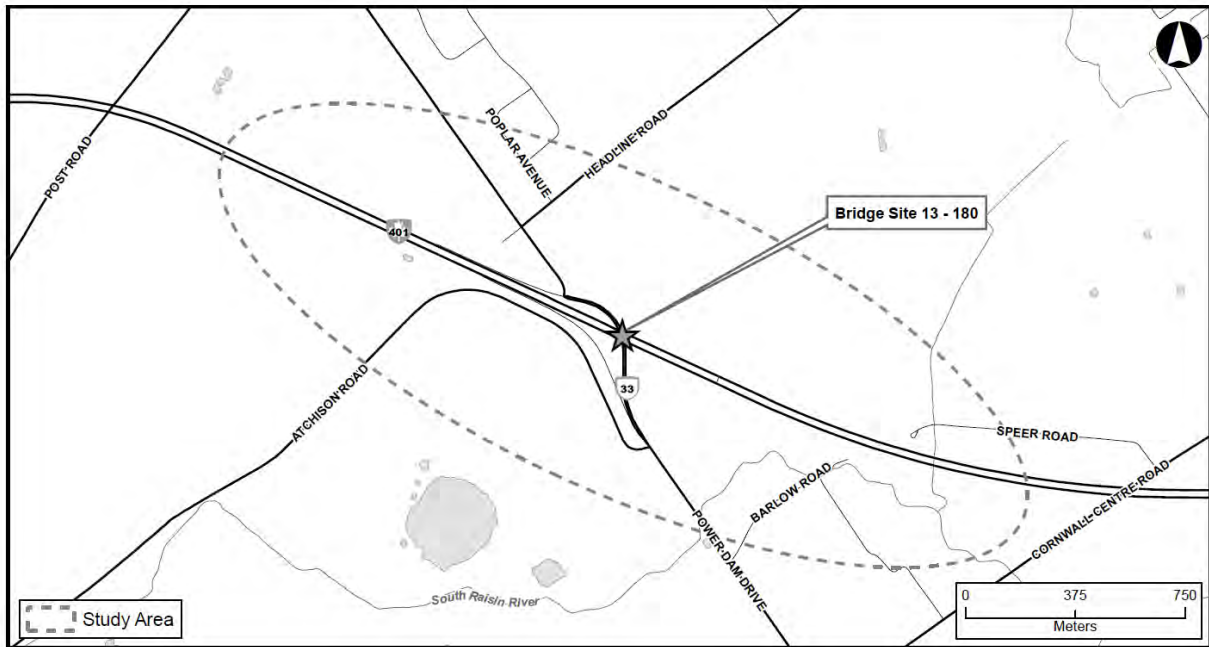
Sincerely,



Peter Copping

Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148
Email: Peter.A.Copping@Ontario.ca

cc: Abraham Francis, Consultation Coordinator, Mohawks of Akwesasne
Abdallah Anabtawi, MTO Project Manager
Steve Baczyk, MTO Environmental Planner
Brad Hewton, P.Eng., MH Project Manager
Deborah Crawford, MH Senior Environmental Planner



Key Map – Highway 401 Power Dam Bridge Replacement & Interchange Study

Ministry of Transportation

East Operations Branch
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Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600



December 14, 2022

Consultation Unit
Metis Nation of Ontario
Suite 1100 - 66 Slater Street
Ottawa, ON K1P 5H1

**Re: Notice of Online Public Information Centre No. 1
Preliminary Design and Class Environmental Assessment Study for Highway 401
Power Dam Bridge Replacement and Interchange Study
Township of South Stormont
G.W.P. 4092-19-00**

Dear Sir/Madam:

The purpose of this letter is to inform you that the Ontario Ministry of Transportation (MTO) has retained Morrison Hershfield Limited to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes, however, the EA for the future widening will not be completed as part of this study. A key map of the study area is included with this correspondence for your consideration.

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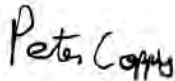
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During the Class EA Study, information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements to participate in this project, please contact the undersigned.

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If you would like to arrange a meeting, require additional information, or have any questions or comments, please contact me by email at Peter.A.Copping@Ontario.ca or by phone at **613-539-3148**. MTO will continue to engage with the Metis Nation of Ontario as this project progresses.

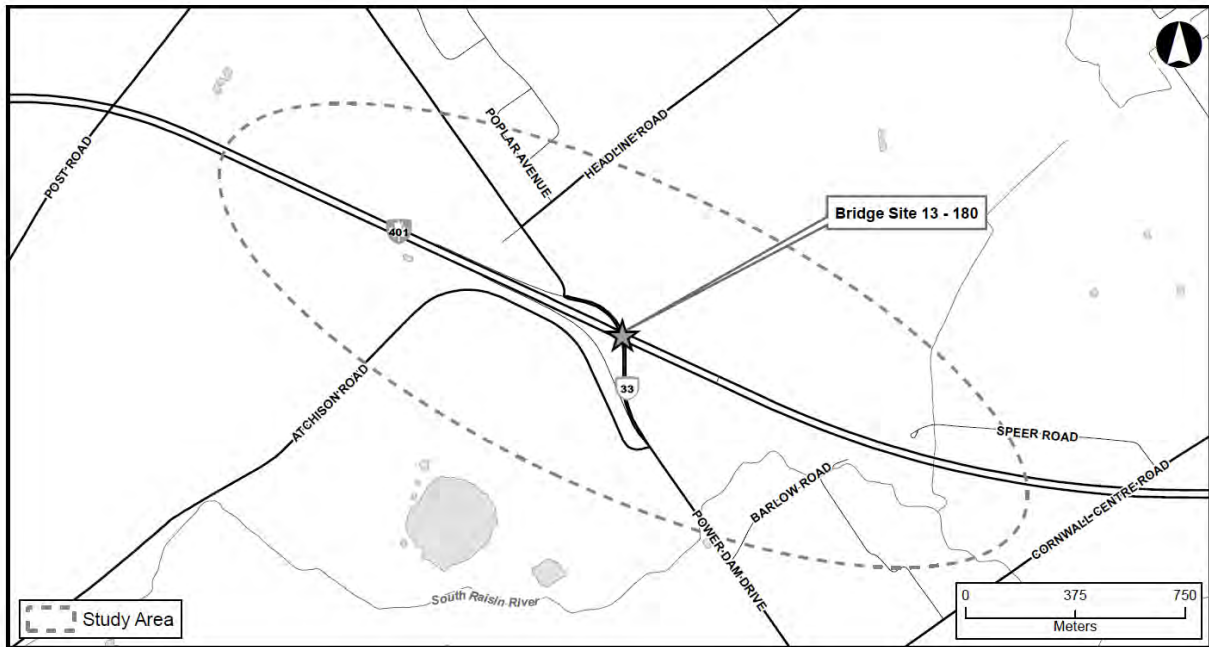
Sincerely,



Peter Copping

Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148
Email: Peter.A.Copping@Ontario.ca

cc: Abdallah Anabtawi, MTO Project Manager
Steve Baczyk, MTO Environmental Planner
Brad Hewton, P.Eng., MH Project Manager
Deborah Crawford, MH Senior Environmental Planner



Key Map – Highway 401 Power Dam Bridge Replacement & Interchange Study

Ministry of Transportation

Project Delivery East
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
Tel.: (613) 540-5120
1-800-267-0295
Fax: (613) 540-5106

Ministère des Transports

Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston, ON K7L 5A3
Tél.: (613) 540-5120
1-800-267-0295
Télééc.: (613) 540-5106



December 14, 2022

Mr. Nolan Quinn
MPP, Stormont-Dundas-South Glengarry
Ontario Progressive Conservative Party
120 Second Street West
Cornwall, ON K6J 1G5

**Re: Notice of Online Public Information Centre No. 1
Preliminary Design and Class Environmental Assessment Study for Highway 401
Power Dam Bridge Replacement and Interchange Study
Township of South Stormont
G.W.P. 4092-19-00**

Dear Mr. Quinn:

The purpose of this letter is to inform you that the Ontario Ministry of Transportation (MTO) has retained Morrison Hershfield Limited to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The Study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry (see Key Map included with this correspondence). The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study.

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The PIC No. 1 materials will be posted on the project website starting **December 14, 2022**. You can access the project website at the following address:

www.highway401powerdam.com

Please be advised that the attached Ontario Government Notice (OGN) advertising the Online Public Information Centre No. 1 will be published in the Cornwall Standard Freeholder (English) and Cornwall Express (French) newspapers on December 14, 2022.

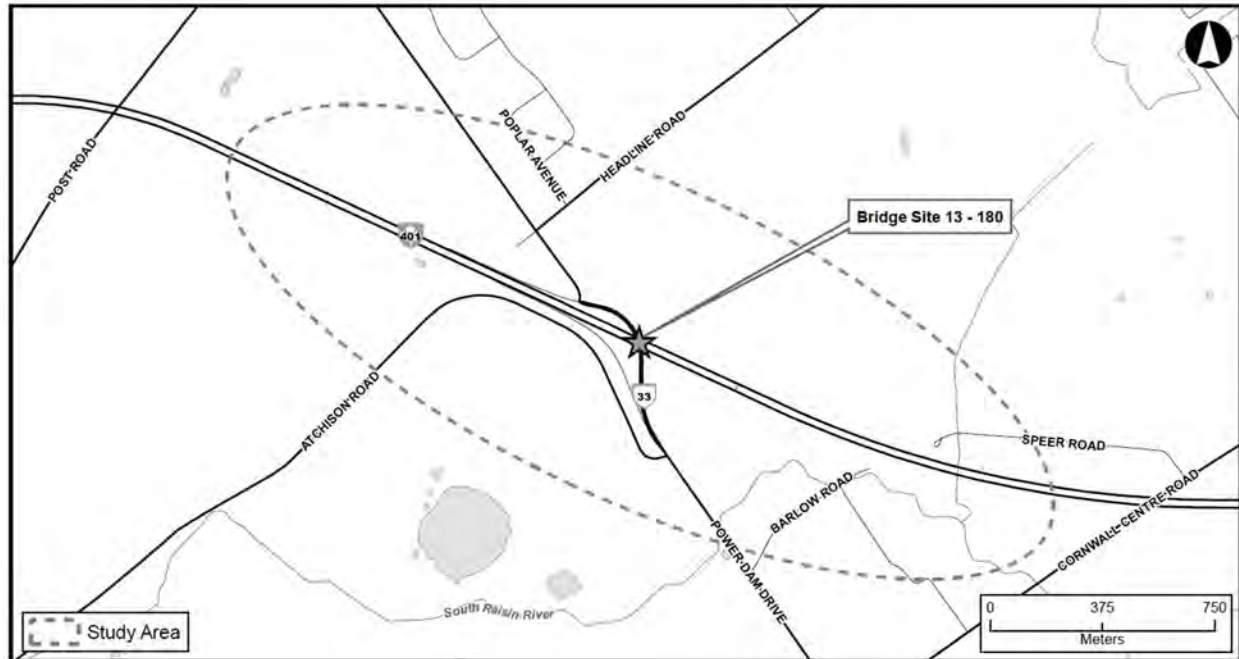
As the project could affect or be of interest to the residents within your riding, we would like to keep you apprised of the work as it occurs. If you require additional information regarding this Study, please feel free to contact the undersigned at (613) 484-2593 or via email at abdallah.anabtawi@ontario.ca.

During the Class EA Study, information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements to participate in this project, please contact the undersigned.

Yours truly,

Abdallah Anabtawi, P.Eng.
Senior Project Engineer
Ministry of Transportation
1355 John Counter Blvd., P.O. 4000
Kingston, ON K7L 5A3
Phone: (613) 484-2593
Email: abdallah.anabtawi@ontario.ca

cc: Steve Baczyk, MTO Environmental Planner
Brad Hewton, P.Eng., MH Project Manager
Deborah Crawford, MH Senior Environmental Planner



Key Map – Highway 401 Power Dam Bridge Replacement & Interchange Study



December 14, 2022

«Contact_Name»
«Title»
«Agency»
«Address»
«City_PR_PC»

**Re: Notice of Online Public Information Centre No. 1
Preliminary Design and Class Environmental Assessment Study for Highway 401
Power Dam Bridge Replacement and Interchange Study
Township of South Stormont
G.W.P. 4092-19-00**

Dear «Contact_Name»,

The Project: The Ontario Ministry of Transportation (MTO) has retained Morrison Hershfield Limited to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The Study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry (see Key Map included with this correspondence). The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study.

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criteria used to assess the Long-List alternatives and select the Short-List alternatives, and the next steps.

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www.highway401powerdam.com

Comments: You are encouraged to visit the project website and participate in the Class EA Study. We are interested in any information, comments, or questions you have regarding the project. Please provide your respective comments in writing (e.g., mail or email) to either of the Project Team members listed below or via the project website by **January 20, 2023**. We have attached a Comment Form to assist you.

Abdallah Anabtawi, P.Eng.

Project Manager

Ministry of Transportation
1355 John Counter Blvd., P.O. Box 4000
Kingston, ON K7L 5A3
Telephone: 613-484-2593
E-mail: abdallah.anabtawi@ontario.ca

or

Brad Hewton, P.Eng.

Consultant Project Manager

Morrison Hershfield Limited
200-2932 Baseline Road
Ottawa, ON K2H 1B1
Telephone: 613-739-2910 ext. 1022292
E-mail: bhewton@morrisonhershfield.com

If you have any accessibility requirements in order to participate in this Class EA Study, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. All information collected will be subject to the provisions and disclosure requirements of the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record.

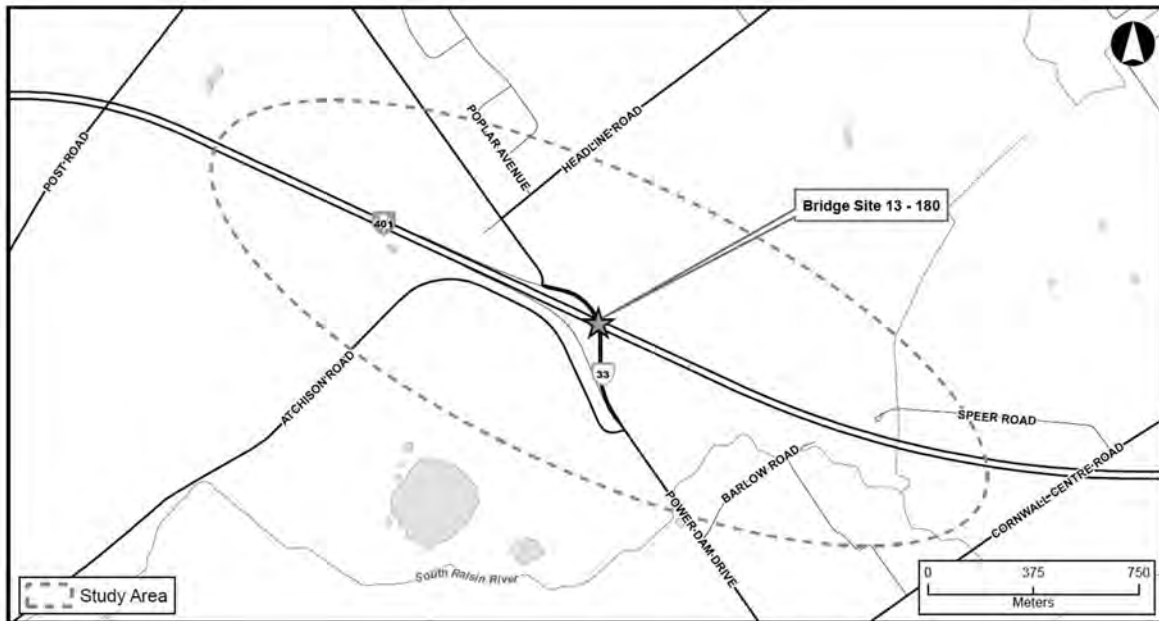
Des renseignements sont disponibles en français en composant le 613-739-2910, ext. 1022293, auprès de Charles Groulx.

Sincerely,
Morrison Hershfield Limited



Brad Hewton, P.Eng.
Consultant Project Manager

cc: Abdallah Anabtawi, P.Eng, MTO Project Manager
Steve Baczyk, MTO Environmental Planner
Deborah Crawford, Morrison Hershfield Senior Environmental Planner



Key Map – Highway 401 Power Dam Bridge Replacement and Interchange Study

Ministry of Transportation

Regional Services & Relationships
East Operations Branch
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613-545-4600
Fax: 613-547-1777

Ministère des Transports

Services Régionales & Relations
Opérations de l'Est
1355 Boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613-545-4600
Téléc. 613-547-1777



May 22, 2024

Grand Chief Abram Benedict
Mohawks of Akwesasne
CIA III 101 Tewesateni Road, Kawehno:ke
Akwesasne, ON K6H 5R7

Attn: Grand Chief Abram Benedict

**Re: Notice of Online Public Information Centre No. 2
Preliminary Design and Class Environmental Assessment Study for
Highway 401 Power Dam Bridge Replacement and Interchange Study
Township of South Stormont
G.W.P. 4092-19-00**

Dear Grand Chief Benedict:

The Ontario Ministry of Transportation (MTO) has retained Morrison Hershfield Limited, to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. A key map of the study area is included with this correspondence for your consideration.

Highway 401 is a four-lane divided rural freeway at the Power Dam Drive interchange. The current configuration of the interchange does not allow for all traffic movements to enter or exit Highway 401. Currently traffic can only exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements have been developed and evaluated leading to selection of the Preliminary Preferred Alternative and a Recommended Plan.

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Public Information Centre (PIC) No. 2 is being held online from May 30, 2024 to June 30, 2024, to provide an opportunity to share information and seek input regarding the project and the alternatives being considered. The PIC and associated materials can be accessed through the project website, www.highway401powerdam.com.

The purpose of PIC #2 is to share the results of the evaluation of the short-listed alternatives, the recommended Technically Preferred Alternative, provide a summary of PIC #1, and share the project's next steps. During the Class EA Study, information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements in order to participate in this project, please feel free to contact me.

If you have any questions or concerns or would like additional information regarding this Project, please do not hesitate to contact me.

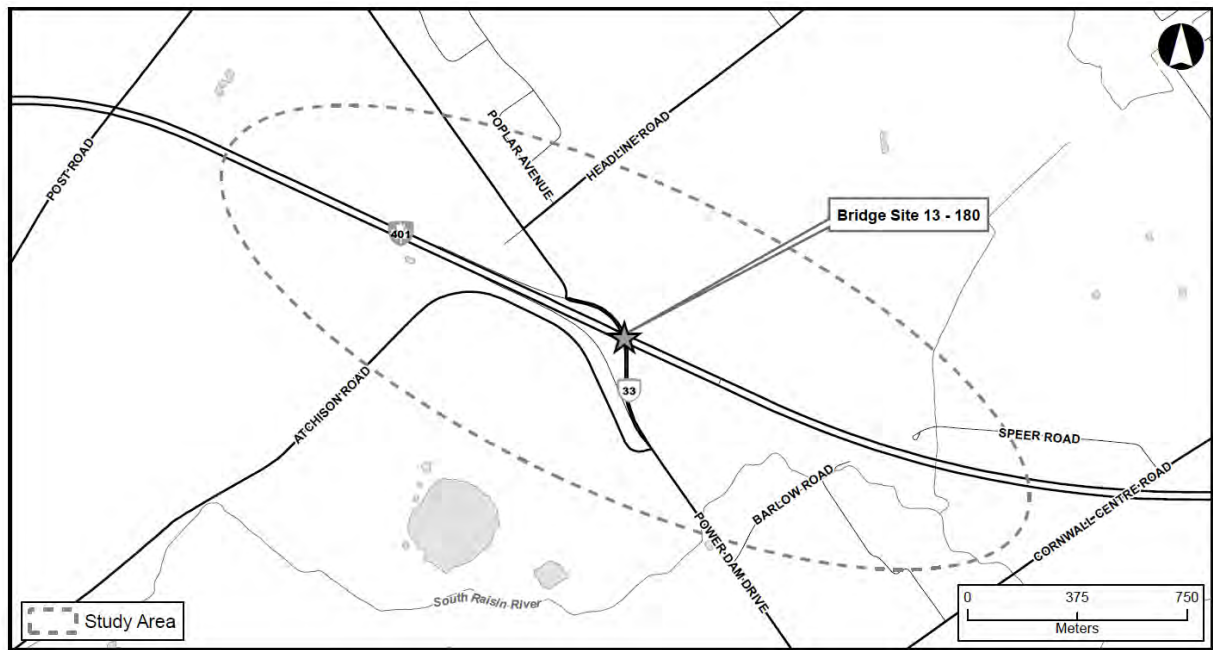
Sincerely,

A handwritten signature in black ink, reading "Franca Sacchetti". The signature is fluid and cursive, with the first name "Franca" and the last name "Sacchetti" clearly distinguishable.

Franca Sacchetti
Director, East Operations

Encl. Study Area Key Map

cc: Abdallah Anabtawi, MTO Project Manager
Steve Baczyk, MTO Environmental Planner
Peter Copping, Indigenous Liaison Specialist
Brad Hewton, P.Eng., MH Project Manager
Christine Darson, MH Senior Environmental Planner



Key Map – Highway 401 Power Dam Bridge Replacement & Interchange Study

Ministry of Transportation

Regional Services & Relationships
East Operations Branch
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613-545-4600
Fax: 613-547-1777

Ministère des Transports

Services Régionales & Relations
Opérations de l'Est
1355 Boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613-545-4600
Télééc. 613-547-1777



May 22, 2024

Sir/Madam
Consultation Unit
Métis Nation of Ontario
66 Slate Street, Suite 1100
Ottawa, ON K1P 5H1

Attn: Consultation Unit

**Re: Notice of Online Public Information Centre No. 2
Preliminary Design and Class Environmental Assessment Study for
Highway 401 Power Dam Bridge Replacement and Interchange Study
Township of South Stormont
G.W.P. 4092-19-00**

Dear Sir/Madam:

The Ontario Ministry of Transportation (MTO) has retained Morrison Hershfield Limited, to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. A key map of the study area is included with this correspondence for your consideration.

Highway 401 is a four-lane divided rural freeway at the Power Dam Drive interchange. The current configuration of the interchange does not allow for all traffic movements to enter or exit Highway 401. Currently traffic can only exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements have been developed and evaluated leading to selection of the Preliminary Preferred Alternative and a Recommended Plan.

This project has been classified as a Group B undertaking per the *MTO Class Environmental Assessment for Provincial Transportation Facilities* (2000) with the opportunity for public input throughout. A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public comment period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at a later date.

Public Information Centre No. 2 (PIC #2) is being held online from May 30, 2024 to June 30, 2024, to provide an opportunity to share information and seek input regarding the project and the alternatives being considered. The PIC and associated materials can be accessed through the project website, www.highway401powerdam.com.

The purpose of PIC #2 is to share the results of the evaluation of the short-listed alternatives, the recommended Technically Preferred Alternative, provide a summary of PIC #1, and share the project's next steps. During the Class EA Study, information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements in order to participate in this project, please feel free to contact me.

If you have any questions or concerns or would like additional information regarding this Project, please do not hesitate to contact me.

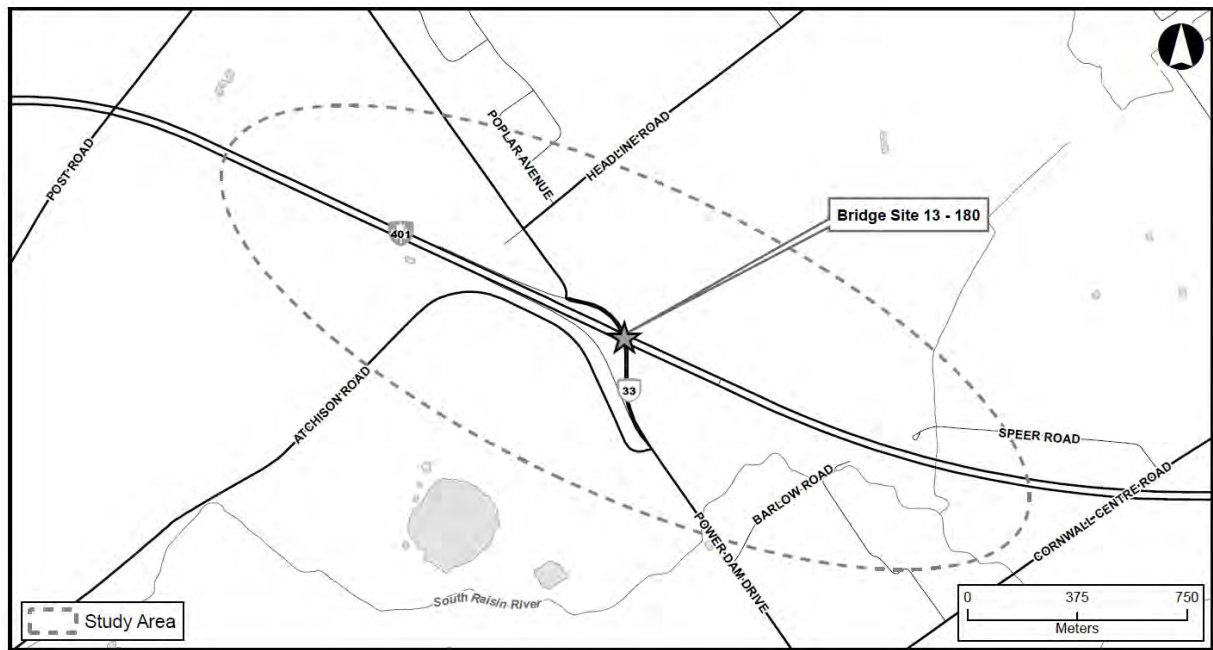
Sincerely,

A handwritten signature in black ink that reads "Franca Sacchetti". The signature is fluid and cursive, with the first name "Franca" and last name "Sacchetti" clearly distinguishable.

Franca Sacchetti
Director, East Operations

Encl. Study Area Key Map

cc: Abdallah Anabtawi, MTO Project Manager
Steve Baczyk, MTO Environmental Planner
Peter Copping, Indigenous Liaison Specialist
Brad Hewton, P.Eng., MH Project Manager
Christine Darson, MH Senior Environmental Planner



Key Map – Highway 401 Power Dam Bridge Replacement & Interchange Study

Ministry of Transportation

Project Delivery East
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
Tel.: (613) 540-5120
1-800-267-0295
Fax: (613) 540-5106

Ministère des Transports

Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston, ON K7L 5A3
Tél.: (613) 540-5120
1-800-267-0295
Télééc.: (613) 540-5106



May 22, 2024

Mr. Nolan Quinn
MPP, Stormont-Dundas-South Glengarry
Ontario Progressive Conservative Party
120 Second Street West
Cornwall, ON K6J 1G5

**Re: Notice of Online Public Information Centre No. 2
Preliminary Design and Class Environmental Assessment Study for
Highway 401 Power Dam Bridge Replacement and Interchange Study
Township of South Stormont
G.W.P. 4092-19-00**

Dear Mr. Quinn:

The purpose of this letter is to inform you that the Ontario Ministry of Transportation (MTO) has retained Morrison Hershfield Limited now Stantec, to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 31X-180/BO that carries Power Dam Drive over Highway 401. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry (see Key Map included with this correspondence).

Highway 401 is a four-lane divided rural freeway at the Power Dam Drive interchange. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401. Currently traffic can exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements have been developed and evaluated leading to selection of the Preliminary Preferred Alternative and a Recommended Plan.

This project has been classified as a Group B undertaking per the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public comment period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at a later date.

Online Public Information Centre (PIC) No. 2 is being held from May 30 to June 30, 2024, to provide an opportunity to share information and seek input regarding the project and the alternatives being considered. The PIC is being held online through the project website. The purpose of PIC #2 is to share the results of the evaluation of the short-listed alternatives, the recommended Technically Preferred Alternative, provide a summary of PIC #1, and share the project's next steps.

The PIC No. 2 materials will be posted on the project website starting May 30, 2024. You can access the project website at the following address:

www.highway401powerdam.com

Please be advised that the attached Ontario Government Notice (OGN) advertising the Online Public Information Centre No. 2 will be published in the Cornwall Express (French) newspaper on May 29, 2024 and the Cornwall Standard Freeholder (English) newspaper on May 30, 2024.

As the project could affect or be of interest to the residents within your riding, we would like to keep you apprised of the work as it occurs. If you require additional information regarding this Study, please feel free to contact the undersigned at (613) 484-2593 or via email at abdallah.anabtawi@ontario.ca.

During the Class EA Study, information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record. If you have accessibility requirements to participate in this project, please contact the undersigned.

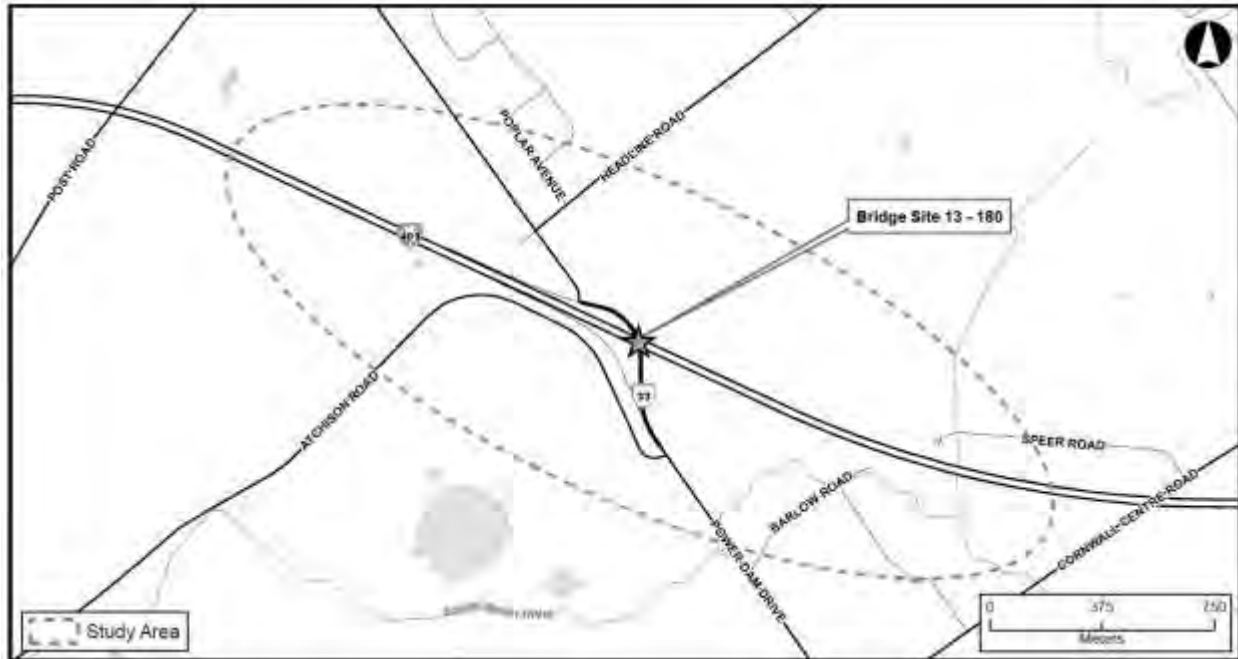
Yours truly,



Abdallah Anabtawi, P.Eng.
Senior Project Engineer
Ministry of Transportation
1355 John Counter Blvd., P.O. 4000
Kingston, ON K7L 5A3
Phone: (613) 484-2593
Email: abdallah.anabtawi@ontario.ca

Encl. Ontario Government Notice of Public Information Centre #2, Study Area Key Map

cc: Steve Baczyk, MTO Environmental Planner
Brad Hewton, P.Eng., MH Project Manager
Christine Darson, MH Senior Environmental Planner



Key Map – Highway 401 Power Dam Bridge Replacement & Interchange Study

Notice of Online Public Information Centre No. 2

Highway 401 Power Dam Bridge and Interchange Study Preliminary Design and Class Environmental Assessment (G.W.P. 4092-19-00)

THE PROJECT

Morrison Hershfield Limited (now Stantec) has been retained by the **Ontario Ministry of Transportation (MTO)** to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 31X-180/BO that carries Power Dam Drive over Highway 401. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry. The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study.

Highway 401 is a four-lane divided rural freeway at the Power Dam Drive interchange. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401. Currently traffic can exit eastbound and enter westbound at this partial interchange. Reasonable alternatives to address the required improvements were developed and evaluated leading to the selection of the Technically Preferred Alternative and a Recommended Plan. The proposed bridge replacement will proceed first and interchange improvements will follow at a later date.

THE PROCESS

This project has been classified as a Group B undertaking per the MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000) with the opportunity for public input throughout. A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public comment period. A Notice of Study Completion (TESR Submission) will be published in local newspapers at a later date.

ONLINE PUBLIC INFORMATION CENTRE NO. 2

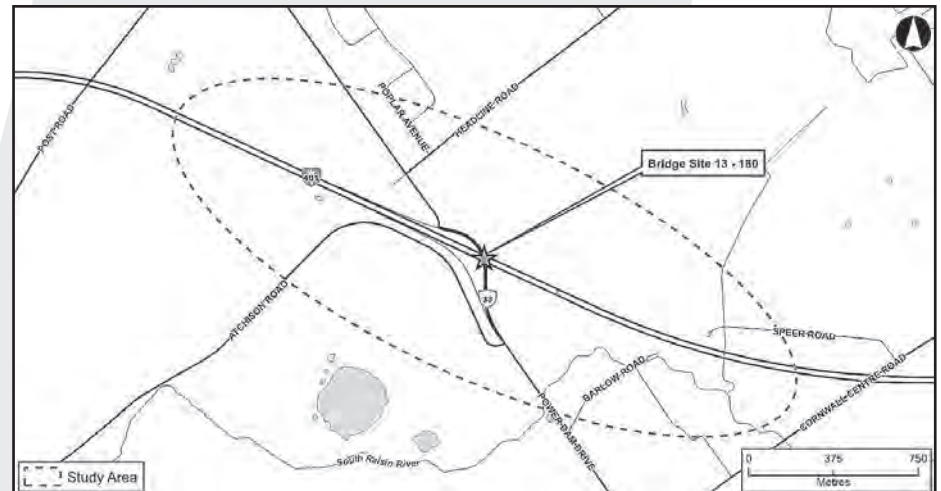
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www.highway401powerdam.com

COMMENTS

You are encouraged to visit the project website at www.highway401powerdam.com and participate in the Class EA Study. We are interested in any information, comments, or questions you have regarding the project. Please provide your respective comments in writing (e.g., mail or email) to either of the Project Team members listed below or via the project website by June 30, 2024.



Mr. Abdallah Anabtawi, P.Eng.

Project Manager

Ministry of Transportation
1355 John Counter Boulevard, P.O. Box 4000
Kingston, ON K7L 5A3
tel: 613-484-2593
e-mail: abdallah.anabtawi@ontario.ca

or

Mr. Brad Hewton, P.Eng.

Consultant Project Manager

Morrison Hershfield Limited
200-2932 Baseline Road
Ottawa, ON K2H 1B1
tel: 613-739-2910, ext. 1022292
e-mail: bhewton@morrisonhershfield.com

If you have any accessibility requirements in order to participate in this Class EA Study, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. All information collected will be subject to the provisions and disclosure requirements of the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant le 613 739-2910, ext. 1022293, auprès de Charles Groulx.



MORRISON
HERSHFIELD

now



Stantec

May 27, 2024

Stakeholder Letter

<<Title>> <<First_Name>> <Last_Name>>
<<Job Title>>, <<Company>>
<<Address 1>>
<<Address 2>>
<<City>>, <Prov>>, <<Postal Code>>
«Email»

**Re: Notice of Online Public Information Centre No. 2
Preliminary Design and Class Environmental Assessment Study for Highway 401
Power Dam Bridge Replacement and Interchange Study
Township of South Stormont
G.W.P. 4092-19-00**

Dear <<Title>><<Last_Name>>,

The Ontario Ministry of Transportation (MTO) has retained Morrison Hershfield Limited now Stantec to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry (see Key Map included with this correspondence).

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You are encouraged to visit the project website and participate in the Class EA Study. We are interested in any information, comments, or questions you have regarding the project. Please provide your respective comments in writing (e.g., mail or email) to either of the Project Team members listed below or via the project website by June 30, 2024.

**Abdallah Anabtawi, P.Eng.
Project Manager**

Ministry of Transportation
1355 John Counter Blvd., P.O. Box 4000
Kingston, ON K7L 5A3
Telephone: 613-484-2593
Email: abdallah.anabtawi@ontario.ca

or

**Brad Hewton, P.Eng.
Consultant Project Manager**

Morrison Hershfield Limited
200-2932 Baseline Road
Ottawa, ON K2H 1B1
Telephone: 613-739-2910 ext. 1022292
Email: bhewton@morrisonhershfield.com

If you have any accessibility requirements to participate in this Class EA Study, please contact one of the Project Team members listed above.

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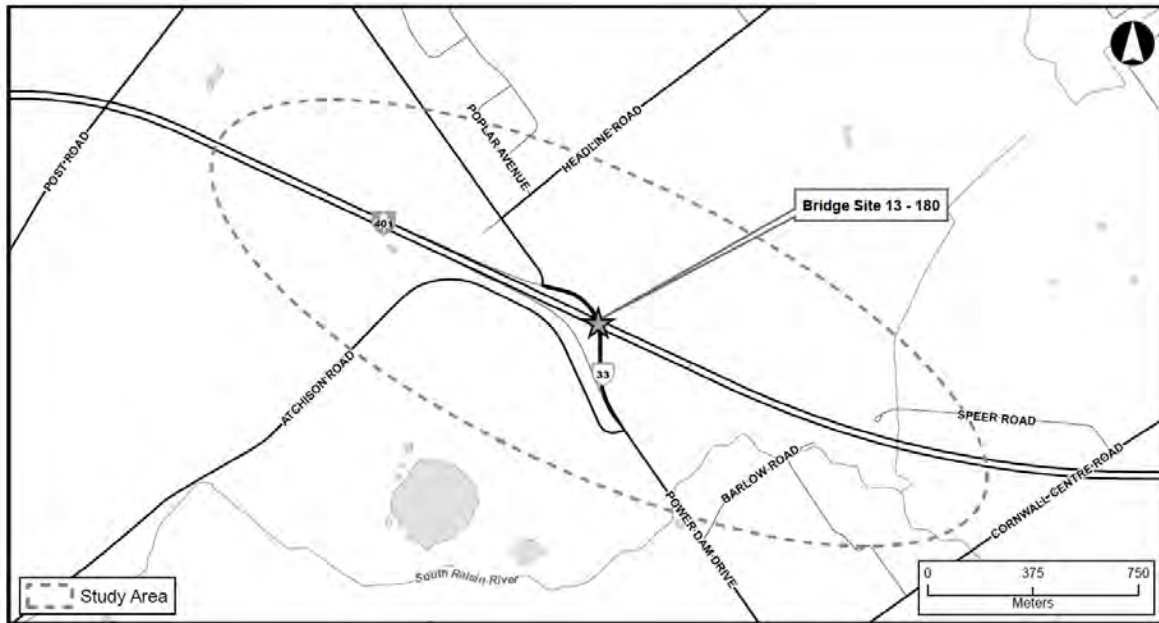
Sincerely,
Morrison Hershfield Limited



Brad Hewton, P.Eng.
Consultant Project Manager

Encl. Study Area Key Map

cc: Abdallah Anabtawi, P.Eng, MTO Project Manager
Steve Baczyk, MTO Environmental Planner
Christine Darson, Morrison Hershfield Senior Environmental Planner



Key Map – Highway 401 Power Dam Bridge Replacement and Interchange Study

Notice of Online Public Information Centre No. 2

Highway 401 Power Dam Bridge and Interchange Study

Preliminary Design and Class Environmental Assessment (G.W.P. 4092-19-00)

THE PROJECT

Morrison Hershfield Limited (now Stantec) has been retained by the **Ontario Ministry of Transportation (MTO)** to prepare the Preliminary Design and Class Environmental Assessment (EA) Study for the Highway 401 Power Dam Bridge and Interchange Study. This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry. The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study.

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THE PROCESS

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ONLINE PUBLIC INFORMATION CENTRE NO. 2

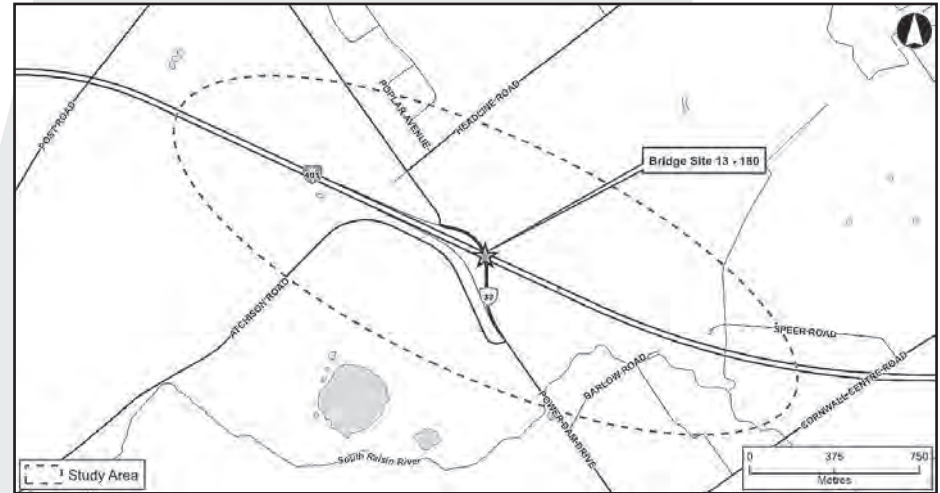
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COMMENTS

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Mr. Abdallah Anabtawi, P.Eng.

Project Manager

Ministry of Transportation

1355 John Counter Boulevard, P.O. Box 4000
Kingston, ON K7L 5A3

tel: 613-484-2593

e-mail: abdallah.anabtawi@ontario.ca

or

Mr. Brad Hewton, P.Eng.

Consultant Project Manager

Morrison Hershfield Limited

200-2932 Baseline Road

Ottawa, ON K2H 1B1

tel: 613-739-2910, ext. 1022292

e-mail: bhewton@morrisonhershfield.com

If you have any accessibility requirements in order to participate in this Class EA Study, please contact one of the Project Team members listed above.

Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. All information collected will be subject to the provisions and disclosure requirements of the *Freedom of Information and Protection of Privacy Act R.S.O., 1990, c.F.31*. With the exception of personal information, all comments will become part of the public record.

Des renseignements sont disponibles en français en composant le 613 739-2910, ext. 1022293, auprès de Charles Groulx.

Avis de séance d'information publique en ligne n° 2

Étude relative au pont et à l'échangeur Power Dam de l'autoroute 401

Étude de conception préliminaire et d'Évaluation environnementale de portée générale
(G.W.P. 4092-19-00)

LE PROJECT

Morrison Hershfield Limited, aujourd'hui Stantec été retenue par le **ministère des Transports de l'Ontario** (MTO) pour préparer l'étude de conception préliminaire et d'Évaluation environnementale (ÉE) de portée générale pour l'étude du pont et de l'échangeur Power Dam de l'autoroute 401. Cela comprend le remplacement du pont 13X-180/BO qui fait passer Power Dam Drive au-dessus de l'autoroute 401. Le projet est situé dans le canton de South Stormont, dans les comtés unis de Stormont, Dundas et Glengarry. La conception du pont tiendra compte de l'élargissement futur de l'autoroute 401, mais l'ÉE pour l'élargissement futur ne sera pas réalisée dans le cadre de cette étude.

L'autoroute 401 est une autoroute rurale à quatre voies divisées à l'échangeur Power Dam Drive. La configuration actuelle de l'échangeur ne permet pas tous les mouvements de circulation vers l'autoroute 401 et à partir de celle-ci. Actuellement, la circulation peut sortir en direction est et entrer en direction ouest à cet échangeur partiel. Des solutions de rechange raisonnables pour apporter les améliorations requises ont été élaborées et évaluées, ce qui a conduit à la sélection de la solution préliminaire privilégiée et d'un plan recommandé. Le remplacement proposé du pont se fera en premier et les améliorations de l'échangeur suivront à une date ultérieure.

LE PROCESSUS

Ce projet a été classé comme projet de groupe B conformément à l'*Évaluation environnementale de portée générale pour les routes provinciales* du MTO (2000), et le public aura l'occasion de fournir des commentaires tout au long de l'étude. Un rapport d'étude environnementale sur les transports (RÉET) sera préparé et mis à la disposition du public pour une période de commentaires de 30 jours. Un avis d'achèvement de l'étude (soumission du RÉET) sera publié dans les journaux locaux à une date ultérieure.

SÉANCE D'INFORMATION PUBLIQUE EN LIGNE N° 2

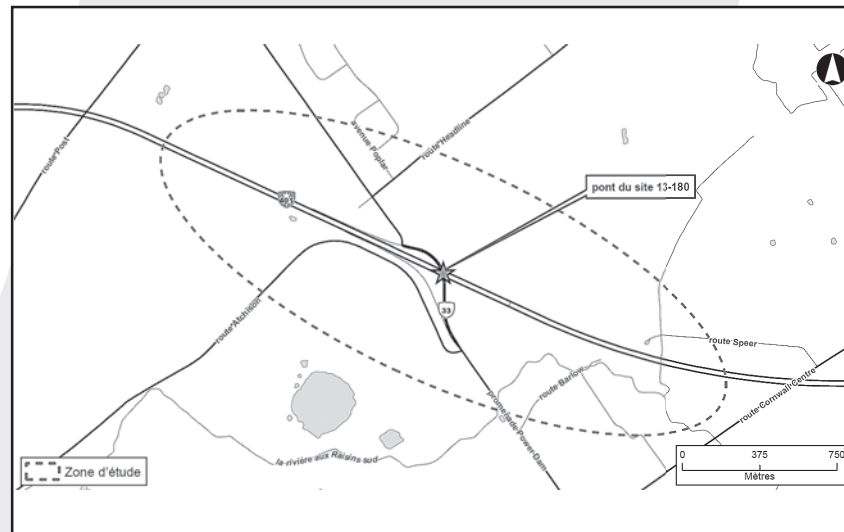
La séance d'information publique en ligne (SIP) n° 2 se tiendra du 30 mai 2024 au 30 juin 2024 pour offrir l'occasion de partager des informations et de solliciter des commentaires sur le projet et les alternatives envisagées. La SIP aura lieu en ligne sur le site Web du projet. Le but de la SIP est de fournir les résultats des études techniques entreprises, l'évaluation des solutions présélectionnées, la solution techniquement préférée recommandée, de fournir un résumé de la SIP n° 1 et de partager les prochaines étapes du projet.

Les documents de la SIP n° 2 seront publiés sur le site Web du projet à compter du 30 mai 2024. Vous pouvez accéder au site Web du projet à l'adresse suivante :

<http://www.highway401powerdam.com/FR/index.html>

COMMENTAIRES

Nous vous encourageons à consulter le site Web du projet à www.highway401powerdam.com/FR/index.html et à participer à l'étude d'ÉE de portée générale. Nous sommes intéressés par tous les renseignements, commentaires ou questions concernant le projet. Veuillez fournir vos commentaires par écrit (par la poste ou par courriel) à l'un des membres de l'équipe du projet nommés ci-dessous ou par l'entremise du site Web du projet au plus tard le 30 juin 2024.



M. Abdallah Anabtawi, ing.

Chargé de projet Ministère des Transports
1355, boulevard John Counter, CP 4000
Kingston (Ontario) K7L 5A3
tél : 613 484-2593
courriel: abdallah.anabtawi@ontario.ca

ou

M. Brad Hewton, ing.

Chargé de projet de la société d'experts-conseils
Morrison Hershfield Limited
200-2932, rue Baseline
Ottawa (Ontario) K2H 1B1
tél : 613 739-2910, poste 1022292
courriel: bhewton@morrisonhershfield.com

Si vous avez des exigences en matière d'accessibilité pour participer à cette évaluation environnementale, veuillez prendre contact avec l'un des membres de l'équipe du projet nommés ci-dessus.

Nous recueillons les commentaires relatifs à ce projet pour aider le ministère des Transports à respecter les exigences de la *Loi sur les évaluations environnementales* de l'Ontario. Tous les renseignements reçus seront traités en vertu des dispositions et des exigences en matière de divulgation de la *Loi sur l'accès à l'information et la protection de la vie privée, L.R.O. 1990, chap. F.31*. À l'exception des renseignements personnels, tous les commentaires relèveront du domaine public.

Des renseignements sont disponibles en français en composant le 613-739-2910, poste 1022293, auprès de Charles Groulx.

Welcome to Online Public Information Centre No. 1

Highway 401 at Power
Dam Drive

Preliminary Design and
Environmental
Assessment Study

G.W.P. 4092-19-00



December 2022

Purpose of Public Information No. 1

The purpose of this online PIC is to present and receive input on the Highway 401 at Power Dam Drive Preliminary Design and Environmental Assessment Study. As part of this Online PIC, you will have a chance to review and comment on the:

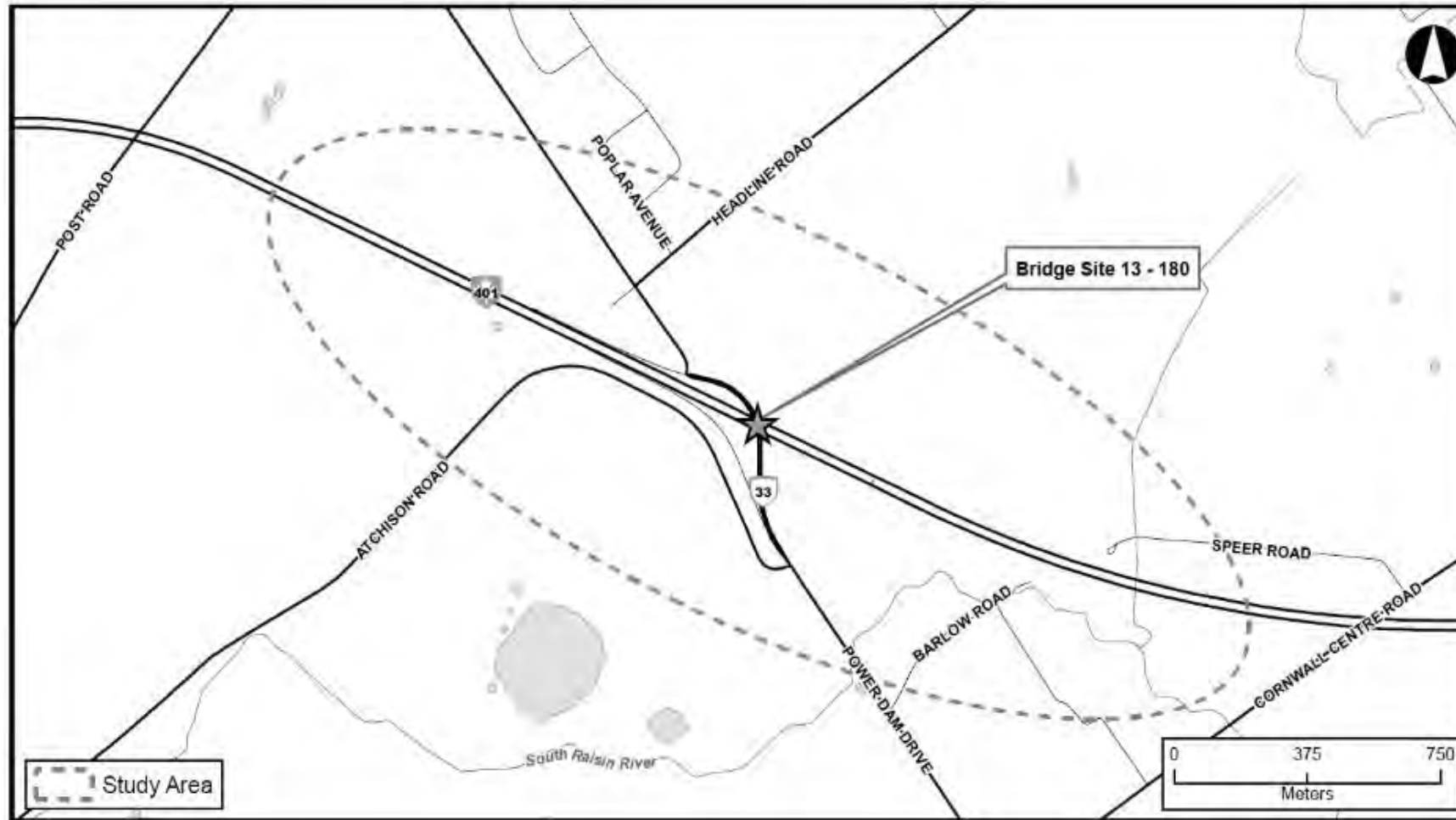
- Project and the challenge / opportunity (or need and justification) to be addressed.
- Class Environmental Assessment (EA) process.
- Existing natural, socio-economic, cultural and technical conditions within the project study area.
- Preliminary Design alternatives including the evaluation criteria used to assess the Long-List alternatives and select the Short-List alternatives.
- Next steps.

Members of the Project Team are available to discuss any questions that you may have regarding this Project, please email bhewton@morrisonhershfield.com (Consultant Project Manager).

If you require any assistance regarding the accessibility of these materials, please let us know by emailing the address above. We would be happy to assist you. Pour de l'aide en français, veuillez communiquer avec Brad Hewton.

Digital copies of the PIC display materials are posted to the project website at www.highway401powerdam.com.

Highway 401 at Power Dam Drive Study Area



The Project Study Area is in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry.

Project Background

The Ministry of Transportation (MTO) conducts detailed inspections of its bridges every two years and conducts general maintenance inspections on all bridges at least twice a year. The Ministry ensures that its bridges and structures are well maintained, and repairs occur at the best time in the structure's life cycle.

Based on various studies and routine inspections, MTO recently rehabilitated the Power Dam Drive bridge allowing for an anticipated replacement of the bridge in the near future.

The Ministry has retained Morrison Hershfield to undertake the Preliminary Design and Environmental Assessment Study for the replacement of the Power Dam Drive (or County Road 33) bridge over Highway 401 in the Township of South Stormont.



Project Overview

Challenge: Highway 401 is a four-lane divided rural freeway at the Power Dam Drive interchange. The existing Power Dam Drive bridge is approaching the end of its intended service life and requires replacement.

Opportunity: Replace the existing bridge to improve roadway geometrics and consider future interchange and Highway 401 footprint which could be required during the service life of the new structure.

Develop a Recommended Plan for the bridge replacement at Power Dam Drive as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.



Project Description and Scope

The scope of work includes replacement of the bridge that carries Power Dam Drive over Highway 401. This Study also includes developing the (ultimate) long-term plan for the Power Dam Drive interchange should future development require a full interchange.

Reasonable alternatives to address the required improvements will be developed and evaluated leading to selection of the Technically Preferred Alternative(s) and a Recommended Plan. The bridge replacement and reconstruction of existing ramps will proceed as the first project, with the potential interchange upgrades to follow in the future.



Historical Context

- The project study area is located within the traditional territory of the Mohawks of Akwesasne and is within the boundaries of the Upper Canada Treaties.
- The project study area is situated approximately 3 km northeast of the St. Lawrence River and contains tributaries of the South Raisin River along with marshy areas and has discrete areas of elevated topography.
- This region of what is now known as Ontario has a lengthy history of human occupation and use, which can be traced back at least 10,000 years. With this general area likely being used by Indigenous Peoples to practice their traditional activities historically, and currently.
- There are two known Indigenous sites dated to the pre-contact period within 4 km of the Study Area.

The Class Environmental Assessment Process

The Ministry initiated this Preliminary Design and Class EA Study in October 2021. The Notice of Study Commencement was published in January 2022, at which time MTO established the Project website (<http://www.highway401powerdam.com>) to inform and receive feedback.

This Preliminary Design and Class EA Study is following the Group B Project requirements under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000). As part of the Study:

- Stakeholder (including Indigenous Community) consultation is ongoing and includes two rounds of PICs.
- A Transportation Environmental Study Report (TESR) will be prepared and made available for public and agency review for a period of 30-days at the Study completion.

You are encouraged to complete an online comment form and submit via the Project website: <http://www.highway401powerdam.com/contact.html>

Please submit your comments by **January 20, 2022**.



Purpose of the Class Environmental Assessment Study

The purpose of the Class EA Study is to identify a Recommended Plan for the Bridge replacement at Power Dam Drive as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. This Class EA Study will determine the bridge replacement needs, with consideration for the ultimate interchange configuration and future highway footprint.

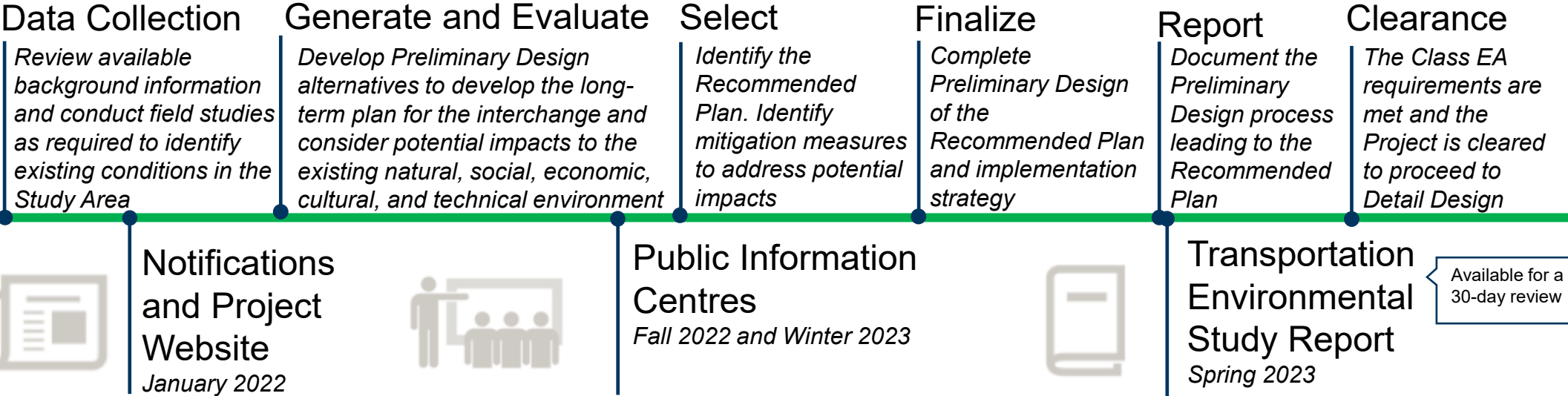
The key objectives of the Study are to:

- Present information to inform and receive stakeholder feedback throughout the process.
- Develop and evaluate a reasonable number of design alternatives for the bridge and operational improvements to select a Technically Preferred Alternative(s).
- Develop a long-range plan for the Highway 401 and Power Dam Drive interchange so that an ultimate interchange design can be established, and land protected for future improvements.
- Develop a preferred staging and contract sequencing strategy.
- Obtain EA approval.

Class Environmental Assessment Process Graphic



PRELIMINARY DESIGN WITHIN THE ENVIRONMENTAL ASSESSMENT PROCESS



Existing Roadway Configuration

Highway 401

- Near the structure, Highway 401 has 2 lanes in each direction and includes a grassed median.
- Speed limit of 100 km/hr.
- Highway 401 serves an important corridor within eastern Ontario and Quebec.
- There is currently one eastbound off-ramp and one westbound on-ramp.

Power Dam Drive (County Rd. 33)

- Power Dam Drive (or County Road 33) is a two-lane municipal road which crosses Highway 401 in a north-south direction.
- Speed limit of 80 km/hr.
- Nearby intersections include Atchison Road to the south and Headline Road to the north.
- The current alignment does not meet the design speed.

Existing Traffic Conditions

Highway 401

- Average Annual Daily Traffic (AADT) is 24,500 vehicles
- Peak hourly volume is 1,205 vehicles in the westbound direction during the afternoon peak hour (4 to 5 PM)
- High proportion of trucks (~36%) during peak periods
- Operates at free-flow speeds during peak periods

Power Dam Road

- Peak hourly volume is 135 vehicles in the northbound direction during the afternoon peak hour (4 to 5 PM)
- Interchange movements:
 - From north and south to Highway 401 westbound
 - From Highway 401 eastbound to south only
- Nearby stop-controlled T-intersections at Headline Road (to the north) and Atchison Road (to the south) operate with good level-of-service

Population Growth

- Only minor traffic volume increases are expected for surface streets due to low annual population growth rates:
 - Township of South Stormont: 0.1%
 - City of Cornwall: 0.3%



Existing Traffic Conditions Within the Project Study Area

Highway 401 AADT	
2016	22,500
2017	22,900
2018	23,300
2019	23,700
2020	24,100
2021	24,500

Existing Bridge (Site No. 13X-180/B0)

- Power Dam Drive bridge is a post-tensioned concrete curved structure that was built circa 1967.
- Bridge is comprised of four (4) spans, with an overall length of 92.4 m.
- Bridge carries two (2) traffic lanes, and wide curbs with concrete barrier walls on each side over Highway 401.

Though the Power Dam Drive bridge is in fair condition overall, it is approaching the end of its intended service life.

The last rehabilitation was completed in 2016.



Environmental Protection and Management

Environmental factors have been assessed during the Preliminary Design Study to determine existing conditions and identify potential impacts associated with the proposed works at the Highway 401 and Power Dam Drive intersection. Various field investigations (or studies) were completed to collect primary environmental and engineering information to describe the existing (baseline) conditions within the Study Area (**see next slide**).

Based on the anticipated environmental impacts, applicable environmental protection and mitigation measures will be developed for implementation during future construction activities. To summarize, environmental protection and mitigation measures including construction Best Management Practices (BMPs) will be prescribed to protect the surrounding environment and mitigate any predicted construction-related impacts to:

- Private property
- Noise and air quality
- Ground and surface water resources
- Vegetation and wildlife habitat, and species at risk (SAR)
- Erosion and sediment control
- Archaeological and cultural heritage resources
- Management of excess material.



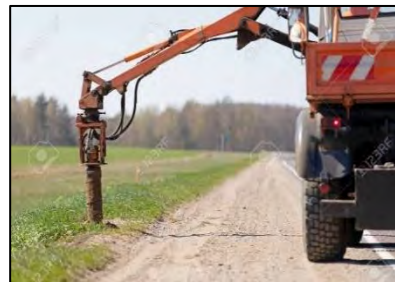
Overview of Environmental Investigations

During this Preliminary Design and Class EA Study, various field investigations (or studies) are being conducted to collect primary environmental and engineering information to:

- Confirm and document existing (baseline) natural, social, economic, cultural and technical conditions within the project study area.
- Confirm the anticipated (or predicted) project impacts.
- Develop applicable environmental protection and mitigation measures to alleviate / minimize the predicted project impacts.

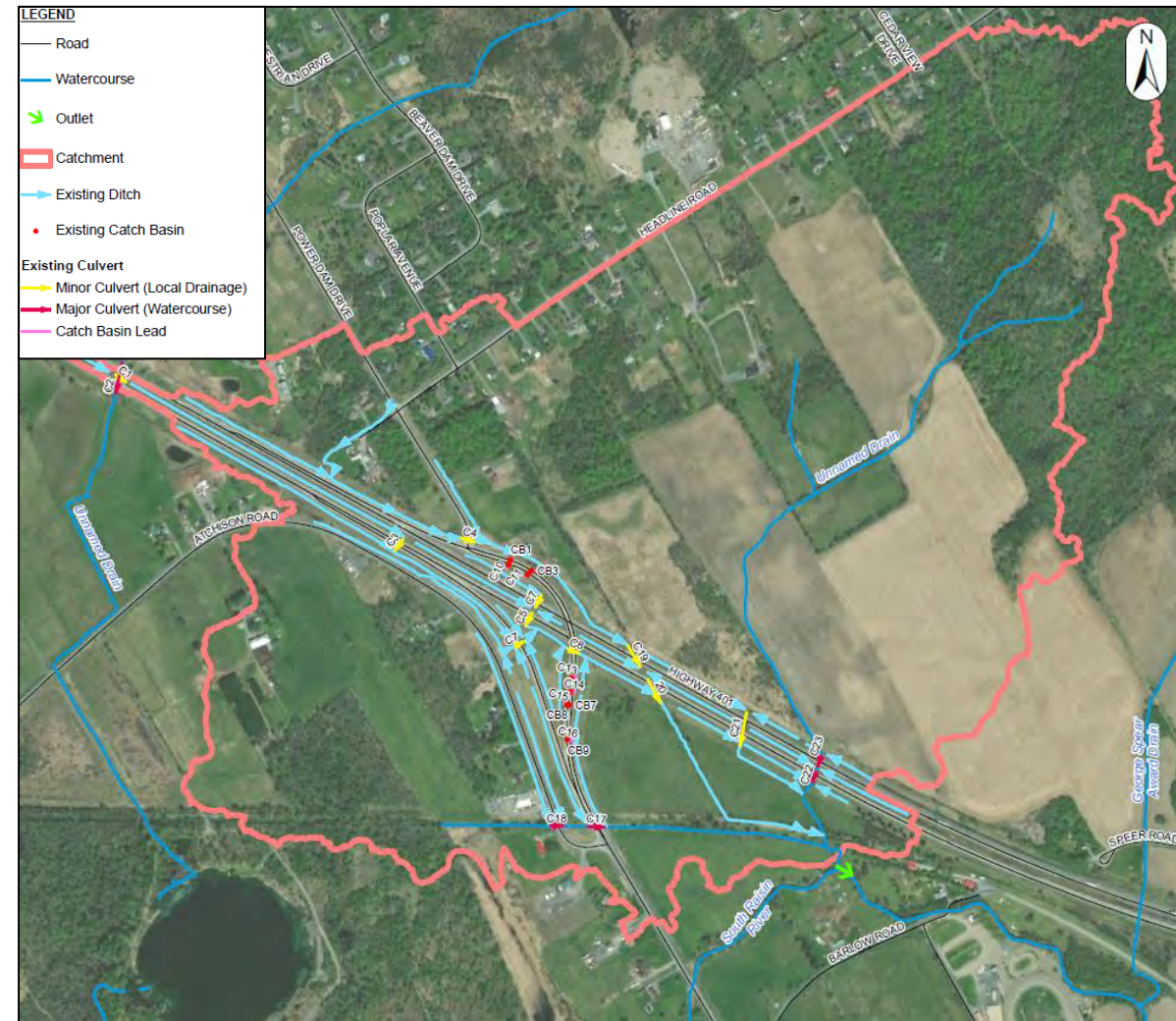
Field investigations / studies that will take place throughout the study include:

- Fisheries Existing Conditions
- Terrestrial Ecosystems Existing Conditions
- Impact Assessment Studies
- Land Use Assessment
- Stage 1 Archaeology Assessment
- Cultural Heritage Resource Assessment
- Contamination Overview Study



Existing Drainage Conditions

- The Project Study Area is within the Raisin River watershed.
- The Raisin River is approximately 3.3 km from the interchange. The existing drainage system for the interchange includes 26 culverts, nine catch basins, and roadside ditches.
- Two municipal drains cross Highway 401 via culverts, one approximately 930 m west of the interchange and one approximately 450 m east of the interchange. Both drains flow north to south.
- A third culvert watercourse crossing runs west to east under Power Dam Drive, approximately 400 m south of the interchange. All crossings are tributaries of the South Raisin River.
- Drainage along Highway 401 is conveyed east and west via roadside ditches and culverts to the watercourses. Drainage along the Power Dam Drive overpass is captured by catch basins and conveyed through culverts to roadside ditches along Highway 401.
- Some of the culverts and ditches within the Study Area are not currently functioning as designed, resulting in standing water on both sides of some culverts.



Existing Drainage Conditions Within the Project Study Area

Existing Fisheries Conditions

- The two (2) tributaries of the South Raisin River within the Project Study Area may support direct or indirect fish habitat. However, habitat quality/sensitivity is expected to be low due to surrounding agricultural/residential land uses.
- The South Raisin River crossing of Power Dam Drive approximately 400 m south of Highway 401 is known to support a warm/coolwater fish community comprised of a variety of baitfish, coarse fish and sportfish species, including Burbot, Largemouth Bass and Northern Pike.
- Based on review of background information and spring fisheries investigations, the presence of aquatic Species at Risk (SAR) are not likely within the Project Study Area.



Existing Terrestrial Environment Conditions

Vegetation

The Project Study Area can be characterized as primarily rural-agricultural, with nearby rural residential dwellings, and woodlands present. Much of the lands are used for active farming operations.

The Study Area includes some isolated unevaluated wetlands to the west of Atchison Road, and to the east of the interchange, as well as woodlands east, west and north of the interchange.

Species at Risk (SAR) and Significant Wildlife Habitat (SWH)

Based on initial field investigations the following SAR and SWH are present within the Study Area:

- Potential SAR bat roosting habitat situated within private woodlots immediately adjacent to the Study Area (16 potential bat cavity trees identified from fence line surveys)
- A single butternut tree 2 cm in diameter at breast height (DBH)
- Confirmed sighting of Eastern Meadowlark within a meadow community immediately adjacent to Highway 401 and Power Dam Drive.

Further detailed surveys will be conducted once the Technically Preferred Alternative(s) has been chosen.

Migratory Birds

Several bird species were audibly heard, or visually observed within the Study Area either incidentally or during the breeding bird surveys, including Savannah Sparrow, Cedar Waxwing and American Woodcock. A nest with young European Starlings was also identified in a cavity hole of a tree snag within the Study Area.



Existing Geo-Environmental Conditions

Groundwater Resources and Water Well Records

Existing Highway 401 and Power Dam Drive interchange area slopes southward towards the South Raisin River. A total of 19 water supply well records were identified within the Project Study Area with well installation dates ranging from 1970 to 2017. These include:

- 17 domestic wells
- 1 commercial well
- 1 livestock well

There are no Well Head Protection Areas (WHPA) located within a 1 km of the existing Highway 401 Power Dam Bridge.

Potentially Contaminated Activities

There are three Potentially Contaminating Activities identified within the Project Study Area:

- On-Site - Fill Material of Unknown Quality imported for construction / maintenance of Power Dam Bridge approaches/abutments
- Off-Site - Commercial Autobody Shop - Fix Auto Collision Cornwall located at 16892 Atchison Road
- Off-Site - Closed Waste Disposal Site located approximately 800 m to the southwest of the Highway 401 Power Dam Bridge.



Existing Social / Economic Conditions

The Project Study Area can be characterized as primarily rural-agricultural, with nearby rural residential dwellings, woodlands, two closed waste facilities and local businesses present.

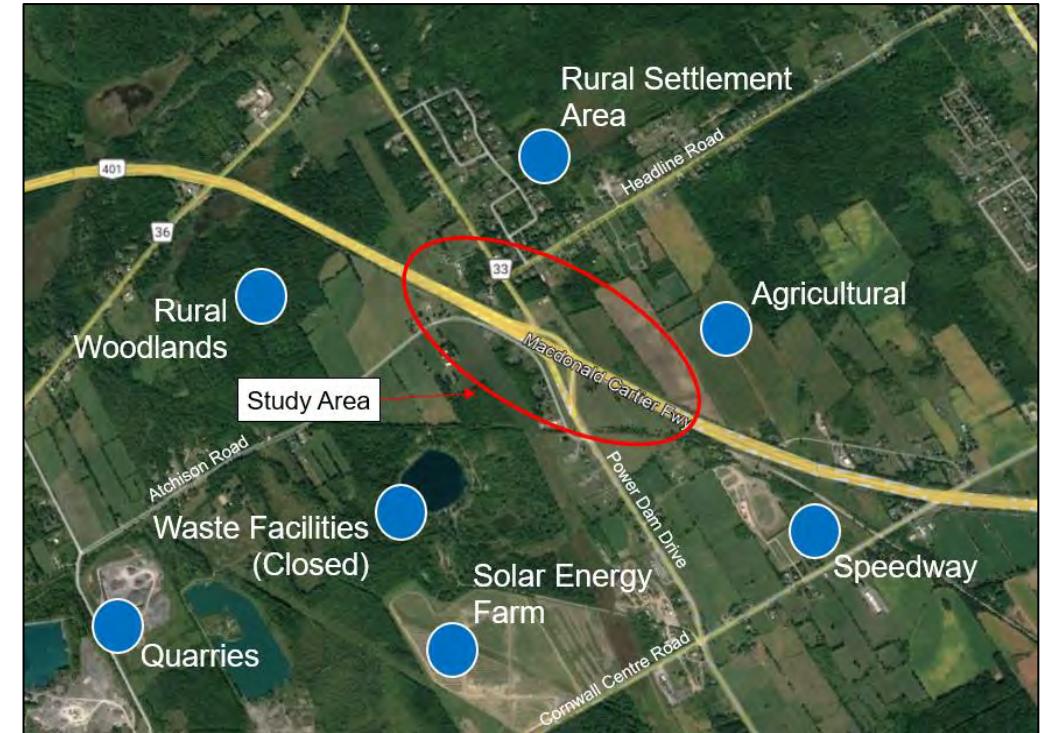
Much of the lands within and immediately adjacent are used for active farming operations.

Two overhead Hydro One 230 kV electrical transmission lines pass through the Study Area on the west side of Power Dam Drive.

The 10 MW Barlow Solar Energy Centre is located approximately 1.2 km to the southwest of Highway 401.

Emergency services within the Project Study Area are provided by the OPP, South Stormont Fire and Rescue, and Cornwall SDG Paramedic Services. All providers are likely to use Highway 401 and Power Dam Drive, along with nearby roads at any time, dependent upon the situation.

Noted that Power Dam Drive is used throughout the 2021/2022 school year to safely transport primary and secondary school students across Highway 401. In addition, other neighbouring roads within the Project Study Area are used to pick up / drop off for students.



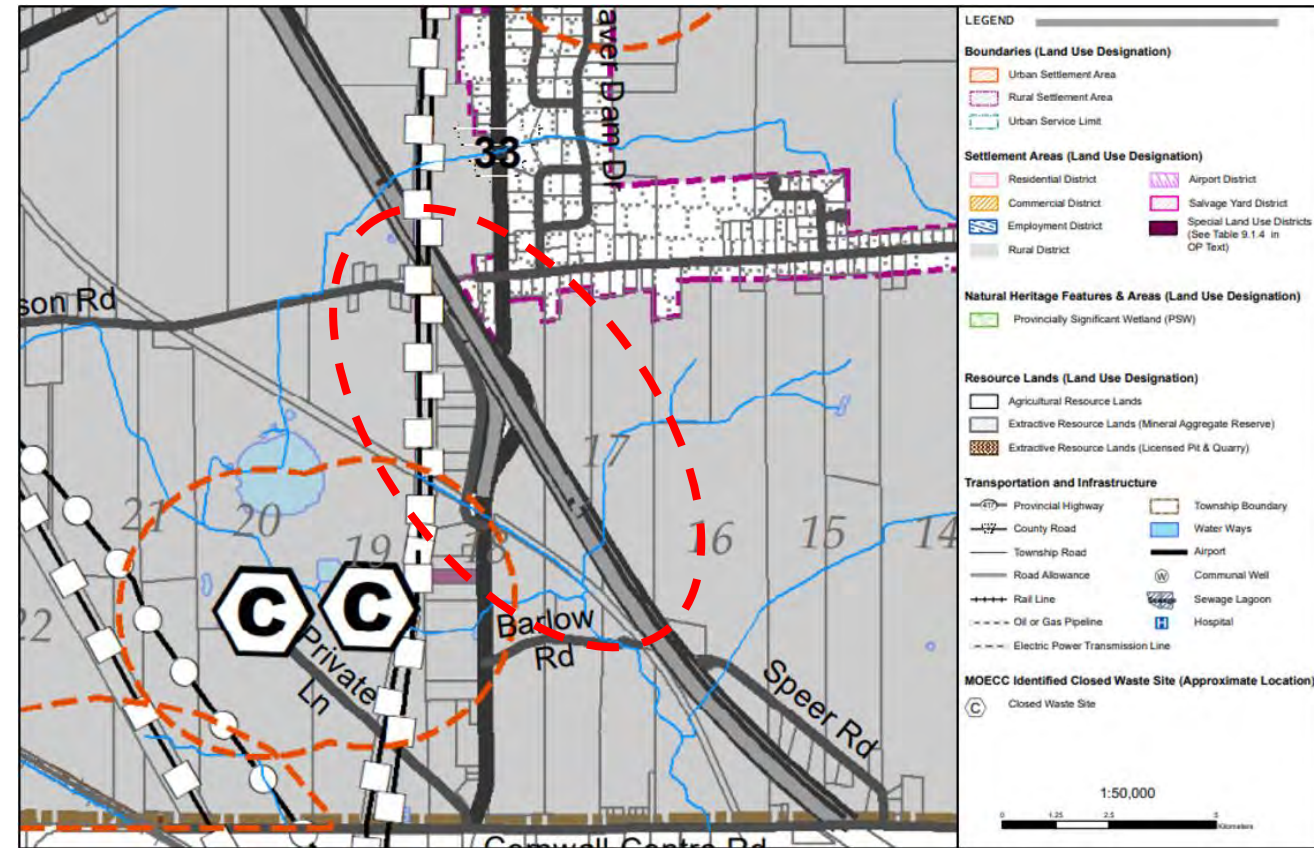
Existing Land Uses Within the Project Study Area

Planned Land Use Conditions

Per Schedule A4 of the 2018 County Official Plan , the proposed Bridge and Interchange Study Area is situated within the Rural District Area and includes portions of a Rural Settlement Area within the northeast quadrant, paralleling Headline Road.

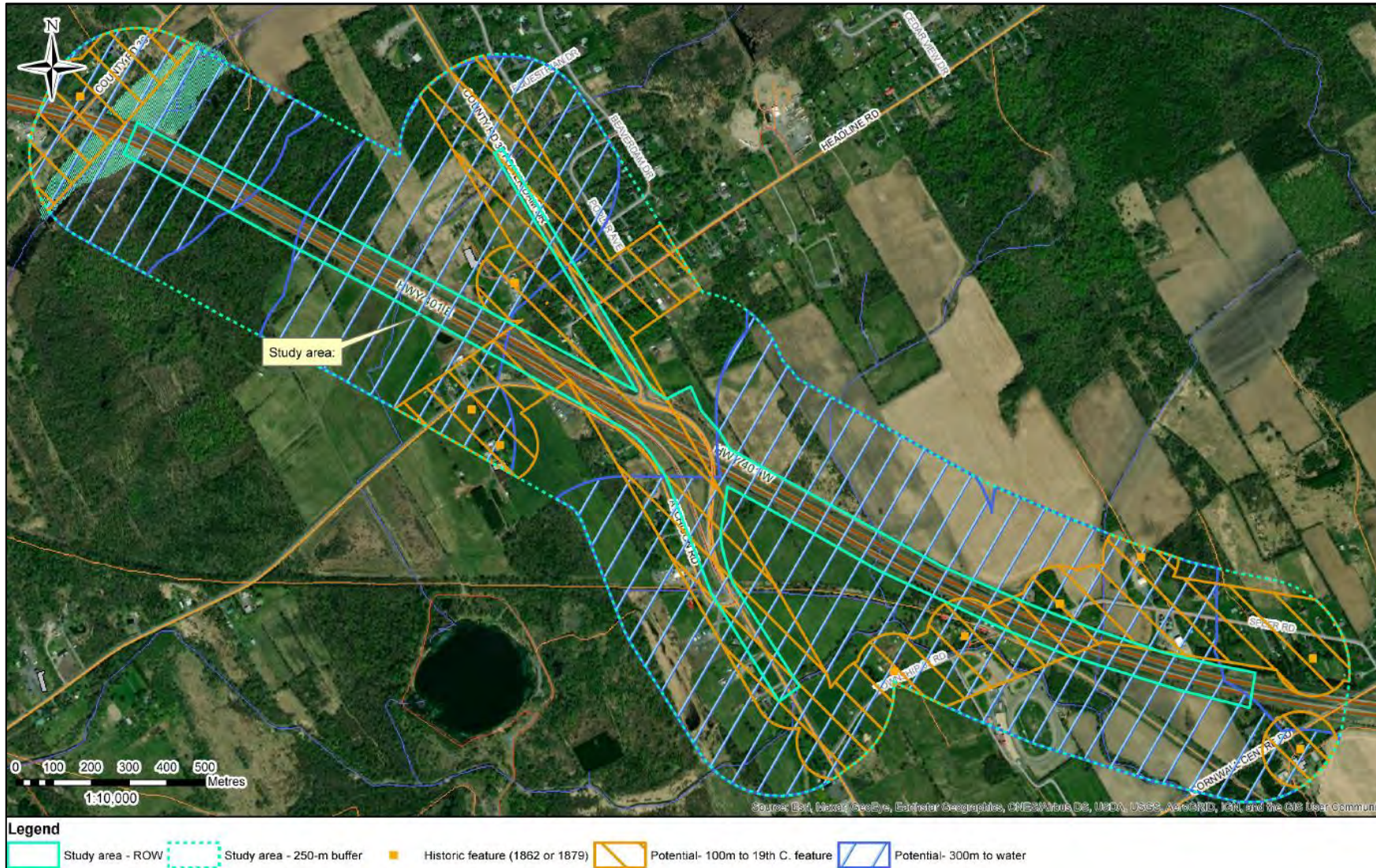
Provincial highways are classified by the Ministry of Transportation (MTO), and Highway 401 is under the jurisdiction of the Province and the requirements of the MTO, including the protection of the Highway 401 corridor.

Per the 2018 County Official Plan, the function of provincial highways and/or interchange areas shall be maintained through land use decisions which support MTO controls on access, adjacent land uses, and structures.



Planned Land Uses Within the Project Study Area

Existing Cultural Environment Conditions



Archaeological Resources

Based on a Stage 1 Archaeological Assessment (AA) there are no registered archaeological sites within one (1) km of the Study Area.

Much of the Study Area has been disturbed by previous highway/roadway construction and land development. As such, the Stage 1 assessment recommends Stage 2 assessments be done within areas where archaeological potential will be affected by the proposed works. Stage 2 assessments will be completed during subsequent stages of the project.

Existing Cultural Environment Conditions

Built and Cultural Heritage Resources

The Project Study Area has a rural land use history dating back to the late-eighteenth century. Seven features were identified during the Cultural Heritage fieldwork, consisting of four potential-built heritage resources and three potential cultural heritage landscapes.



Evaluation of Alternatives

The MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) requires that alternatives be developed and evaluated to address the Project need. The evaluation of alternatives is conducted using a two-step approach as follows:

Step 1 - A long-list of alternatives was identified and subject to a coarse comparative evaluation to narrow the alternatives down to a short-list for further, more detailed evaluation. The reasoned argument (trade-off) method of evaluation was used to identify advantages and disadvantages from a multi-disciplinary perspective, and select the best alternatives based on the evaluation categories and criteria listed on the next slides.

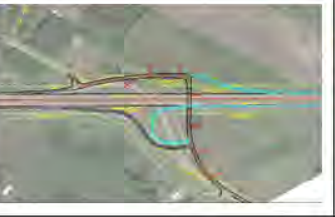
Those carried forward (short-list), represent the alternatives that have the best ability to address future capacity and operational issues, improve safety conditions, and minimize overall impacts to the natural, social, economic, and cultural environment.

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Step 2 - The Short-List carried forward will again be subject to a multi-disciplinary evaluation. A set of evaluation criteria will be developed and applied to comparatively evaluate the Short-List alternatives in terms of key environmental, engineering and costing considerations. The intent of this more robust analysis is to identify a Technically Preferred Alternative(s) that best addresses the Project need and will serve as the Recommended Plan for the Highway 401 Bridge replacement and long-term plan for the Power Dam Drive interchange.



Evaluation of Long-List Alternatives

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Alternative Schematic					
Alternative Description	No changes made to the existing configuration. Included to provide a baseline to compare potential impacts associated with other Alternatives.	Maintain existing layout with a skewed tangent structure that requires modified horizontal alignment for Power Dam Drive north of the Highway. Two direct ramps to/from the east connects to Power Dam Drive with T-intersections (Single Diamond).	New skewed straight bridge, west of existing structure. Parclo AB interchange with Two direct ramps to/from the east and two loop ramps to and from the west connects to Power Dam Drive with a T-intersections north and south of the bridge	New Power Dam Drive intersection north of a new straight bridge, east of existing structure. One direct ramp from the east connects with Power Dam Drive north of the bridge (Single Diamond) and a new eastbound loop ramp south of the bridge along with realigned W-S ramp to form part of a Parclo A2 configuration.	New skewed tangent bridge at existing location. Button Hook/ Parclo B connection to Highway 401 WBL in the NW quadrant with controlled intersection on Power Dam Drive and a Single Diamond with controlled intersection located south of the bridge.
Social / Natural Environment					
Social and Community 1. Potential to increase out of way travel 2. Impacts to agriculture / community facilities 3. Conformity to Provincial Planning Policies	1.Moderate to High 2.Low 3.Low to Moderate	1.Low 2.Low to Moderate 3.High	1.Low 2.Low to Moderate 3.High	1.Low 2.Low to Moderate 3.High	1.Low 2.Low to Moderate 3.High
Property Impacts Potential land acquisition due to increase in ROW width and/or new alignment Potential effects to accessibility of existing properties	No property impacts.	Total additional property required: ~2 ha Includes private property and farmland and impacts buildings.	Total additional property required: ~3.5 ha Includes private property, farmland, and forest.	Total additional property required: ~3.5 ha Includes private property, farmland, and forest.	Total additional property required: ~3.5 ha Includes private property, farmland, and forest.
Cultural and Built Heritage/Archaeology	No potential impacts.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Lower overall footprint in comparison to other alternatives, and therefore, has less potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Lower overall footprint in comparison to other alternatives, and therefore, has less potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Moderate overall footprint in comparison to other alternatives, and therefore, has moderate potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Moderate overall footprint in comparison to other alternatives, and therefore, has moderate potential to impact Archaeological Resources.

Evaluation of Long-List Alternatives

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Watercourses / Fisheries <i>Potential effects to natural watercourses and fisheries habitat</i>	No potential impacts.	Impacts to watercourses/fish habitat: 10 culverts, 6 storm sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.
Vegetation, Woodlots, and Wildlife Habitat <i>Potential effects to vegetation, woodlots, and wildlife habitat / corridors</i>	No potential impacts.	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees]).	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees]).	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees]).	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees]).
Water Resources <i>Potential effects on natural runoff and stormwater quality</i>	Existing poor drainage issues require moderate intervention to improve; Catch Basins and Culverts to be replaced, ditches regraded.	Low increase in imperviousness results in low impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	Low increase in imperviousness results in low impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	Moderate increase in imperviousness results in moderate impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	High increase in imperviousness results in high impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.
Cost / Staging					
Cost <i>Qualitative</i>	No construction costs, nothing would be implemented. However, bridge deterioration will require on-going maintenance, until eventual removal and possible replacement is required.	Interim: Low to Moderate Ultimate: Moderate to High	Interim: Low to Moderate Ultimate: Moderate to High	Interim: Moderate to High Ultimate: Moderate to High	Interim: Low to Moderate Ultimate: Moderate to High
Staging Opportunities <i>Potential for interim / ultimate connections</i>	Not applicable in the short- to mid-term but will be required upon eventual removal and possible replacement in the long-term.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	Power Dam Drive must be detoured for entire duration of bridge demolition and replacement. NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.
Utility Impacts	Not applicable in the short- to mid-term.	Potential relocation of overhead power line north of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps and road connection.	Partial relocation of overhead power line north of Highway 401. Potential impacts to gas crossing on south side of Highway

Evaluation of Long-List Alternatives

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Transportation					
Operational Performance <i>Potential to accommodate short/long-term vehicular demands Direct/Indirect connections Entrances</i>	No new connections 1 controlled intersection on ramp No access to/from the east W-N movement not provided vehicles forced to make U-turn at Atchison Road intersection. Power Dam Drive has a 90° jog at the intersection has the on ramp as a continuation of the NBL	2 controlled intersections (on and off ramps for future access to and from the east) 1 controlled intersection for the on ramp to WBL W-N movement not provided vehicles forced to make U-turn at Atchison Road intersection North Power Dam Drive intersection has the on ramp as a continuation of the NBL	2 controlled T- intersections for the ramps terminals Power Dam Drive is continuing without a jog at the north intersection.	1 controlled intersection for the EBL on ramp and W-N/S off ramp 1 controlled intersection for the on ramp to WBL Intersection at future E-N/S Ramp terminal. North Power Dam Drive intersection has the on ramp as a continuation of the NBL	2 controlled intersections Power Dam Drive is continuing without a jog at the north intersection.
Geometry <i>Intersection proximity Horizontal/vertical alignment</i>	Not applicable but does not address the trip pattern anticipated.	- o Realignment of Power Dam Drive north of Highway 401 - o Design Speed not consistent 100 km/hr south of Highway 401 and 80 km/hr north of Highway 401 - o Through traffic must stop at north intersections to change direction by 90° turn.	- o Realignment of Power Dam Drive on both sides of Highway 401 - o Design Speed is consistent at 100 km/hr.	- o Realignment of Power Dam Drive north of Highway 401 - o Design Speed not consistent 80 km/hr on Power Dam Drive. - o Through traffic must stop at north intersections to change direction by 90° turn.	Horizontal geometry updated to 70km/h design speed.
Local Road Impacts <i>Requirement to re-align local roads</i>	Not applicable in the short- to mid-term.	Major realignment of Power Dam Drive Traffic detour for the duration of bridge construction.	Major realignment of Power Dam Drive.	Major realignment of Power Dam Drive and Atchison Road.	Major realignment of Power Dam Drive.
Structural Implications <i>Impacts to existing structure</i>	Existing bridge geometry is fixed. Post-tensioned structure cannot be lengthened or widened.	Curved structure to be replaced with 60° skewed straight structure at existing location Skew precludes integral abutment design. However, semi-integral abutments feasible Power Dam Drive must be detoured for entire duration of bridge demolition and replacement.	Curved structure to be replaced with 35° skewed straight structure, west of existing location High skew precludes integral and semi-integral abutments Prone to durability weakness (expansion joints). Prone to performance problems (cracking) Steel plate girder superstructure feasible.	Curved structure to be replaced by 89° skew straight structure, east of existing location Basic design and construction Integral abutments feasible Lowest cost.	Curved structure to be replaced with 60° skew straight bridge at existing location Skew precludes integral abutment design. However, semi-integral abutments feasible, Power Dam Drive must be detoured for entire duration of bridge demolition and replacement.
Accommodation of Power Dam Drive Active Transportation <i>Potential impacts to future active transportation facilities on Power Dam Drive</i>	Cannot be accommodated on existing bridge.	Feasible on new bridge Future bridge widening feasible.	Feasible on new bridge Future bridge widening feasible.	Feasible on new bridge Future bridge widening feasible.	Feasible on new bridge Future bridge widening feasible.

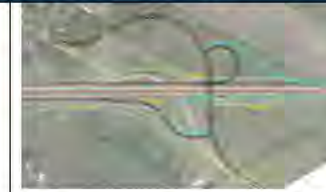
Evaluation of Long-List Alternatives

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Summary					
Key Advantages	✓ No potential impacts to private property or buildings ✓ No natural environment impacts ✓ No cost in the short-term.	✓ Low property impacts ✓ Small overall footprint impacts to natural env. ✓ Partial power line relocation ✓ Ramps to/from the east can be added in the future.	✓ Ramps to/from the east can be added in the future ✓ Moderate environment impacts ✓ Power Dam Drive through continuous and direct ✓ Maintain design speed on both sides of Highway 401 ✓ Tangent alignment on structure ✓ Does not require full time detour while constructing the new bridge.	✓ Moderate property impact ✓ Low environmental impacts ✓ Ramps to/from the east can be added in the future ✓ Preferred structural layout. ✓ W-N movement is accommodated.	✓ Moderate property impacts ✓ Low environmental impacts ✓ Ramp to/from the east can be added in the future ✓ Partial power line relocation. ✓ Power Dam Drive through traffic not required to manage sharp deflection north of Highway 401 ✓ W-N movement is accommodated.
Key Disadvantages	✗ No new connections provided ✗ W-N movement is not accommodated ✗ Short- and long-term vehicular demands will not be met ✗ Does not address Study objectives.	✗ Detour is required for entire construction duration ✗ Power Dam Drive not continuous north of Highway 401 for through traffic ✗ W-N movement is not accommodated ✗ Impacts private properties and buildings.	✗ Power line relocation ✗ High skew angle not desirable from structural perspective	✗ Power line relocation ✗ Power Dam Drive not continuous north of Highway 401 for through traffic	✗ Detour is required for the entire construction duration ✗ Power line relocation ✗ High impact to water quality, runoff volume, and peak flow
Recommendation	CARRY FORWARD (for comparison purposes)	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD

Notes:

Potential impacts (or effects) are measured as low, moderate, or high based on the anticipated net environmental effects (following inclusion of standard and readily available mitigative measures). In this regard, a low impact has the least significant potential effect, which is defined as negligible, while a high impact has the greatest (or most significant) potential negative effect. The noted exception is the "Conformity to Provincial Planning Policies" criterion, whereby a rating of "low" is considered least favourable, while a rating of "high" is most favourable.

Evaluation of Long-List Alternatives

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
Alternative Schematic					
Alternative Description	Parclo B2 Interchange with full movement with two intersections north and south of the new skewed curved bridge located west of existing structure.	New Power Dam Drive intersection north of a new skewed straight bridge west of existing structure. Two direct ramps to/from the east connects to Power Dam Drive with a T-intersections north and south of the bridge. W-S ramp is modified as a W-N/S Parclo B loop ramp that connects to Power Dam Drive at the south intersection.	Single Diamond Interchange with 4 ramps connected through 2 controlled intersections on Power Dam Drive. The proposed bridge will be a skewed tangent structure west of existing bridge location.	Full Parclo A4 Interchange with new skewed curved bridge east of existing structure location. The Interchange has 4 free flow on ramps and two off ramps connected through 2 controlled intersections.	Full Parclo A4 Interchange with new straight bridge east of the existing structure location. The Interchange has 4 free flow on ramps and two off ramps connected through 2 controlled intersections
Social / Natural Environment					
Social and Community 1. Potential to increase out of way travel. 2. Impacts to agriculture / community facilities 3. Conformity to Provincial Planning Policies	1. Low 2. Low 3. High	1. Low 2. Low to Moderate 3. High	1. Low 2. Low to Moderate 3. High	1. Low 2. High 3. High	1. Low 2. High 3. High
Property Impacts Potential land acquisition due to increase in ROW width Potential effects to accessibility of existing properties	Total additional property required: ~2 ha Includes private property, farmland and forest.	Total additional property required: ~3.5 ha Includes private property, farmland and forest.	Total additional property required: ~3.5 ha Includes private property, farmland and forest.	Total additional property required: ~8 ha Includes private property, farmland and forest and impacts building	Total additional property required: ~12 ha Includes private property, farmland and forest and impacts building
Cultural and Built Heritage/Archaeology	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Lower overall footprint in comparison to other alternatives, and therefore, has less potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Moderate overall footprint in comparison to other alternatives, and therefore, has moderate potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Moderate overall footprint in comparison to other alternatives, and therefore, has moderate potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. High overall footprint in comparison to other alternatives, and therefore, has more potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. High overall footprint in comparison to other alternatives, and therefore, has more potential to impact Archaeological Resources.
Watercourses / Fisheries Potential effects to natural watercourses and fisheries habitat	Impacts to watercourses/fish habitat: 12 culverts, 6 storm	Impacts to watercourses/fish habitat: 12 culverts, 6 storm	Impacts to watercourses/fish habitat: 12 culverts, 6 storm	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer

Evaluation of Long-List Alternatives

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
	sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal/extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.
Vegetation, Woodlots, and Wildlife Habitat <i>Potential effects to vegetation, woodlots, and wildlife habitat / corridors</i>	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].
Water Resources <i>Potential effects on natural runoff and stormwater quality</i>	Moderate increase in imperviousness results in moderate impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	Moderate increase in imperviousness results in moderate impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	Moderate increase in imperviousness results in moderate impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	High increase in imperviousness results in high impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	High increase in imperviousness results in high impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.
Cost / Staging					
Cost <i>Qualitative</i>	Interim: Low to Moderate Ultimate: Moderate to High	Interim: Moderate to High Ultimate: Moderate to High	Interim: Low to Moderate Ultimate: Moderate to High	High	High
Staging Opportunities <i>Potential for interim / ultimate connections</i>	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	S-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	New structure can be built while the existing is still in service. S-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.
Utility Impacts	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps on south side only.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power lines north and south of Highway 401. Existing gas crossing impacted by future ramps.
Transportation					
Operational Performance <i>Potential to accommodate short/long-term vehicular demands Direct/Indirect connections Entrances</i>	o 2 controlled intersections o Power Dam Drive is continuing without a jog at the WB on ramp intersection.	o 1 controlled intersection for the EBL on/off ramps o 1 controlled intersection for the WBL on ramp o Intersection at future E-N/S Ramp terminal. o North Power Dam Drive intersection has the on ramp as a continuation of the NBL	o 2 controlled intersections o Power Dam Drive is continuing without a jog at the north intersection.	o 2 controlled intersections o Power Dam Drive is continuing without a jog at the WB on ramp terminal.	o 2 controlled intersections o Power Dam Drive is continuing without a jog at the WB on ramp terminal.

Evaluation of Long-List Alternatives

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
		o Short distance between intersection and left turn onto EBL on ramp			
Geometry <i>Intersection proximity Horizontal/vertical alignment</i>	o Realignment of Power Dam Drive on both sides of Highway 401 o Design Speed is consistent at 100 km/hr.	o Realignment of Power Dam Drive on both sides of Highway 401 o Design Speed is not consistent 100 km/hr south of Highway 401 and 40 km/hr north of Highway 401 at the roundabout.	o Realignment of Power Dam Drive on both sides of Highway 401 o Design Speed is consistent at 100 km/hr.	o Realignment of Power Dam Drive on both sides of Highway 401 o Design Speed is consistent at 90 km/hr.	o Significant Realignment of Power Dam Drive o Design speed is consistent for 80km/hr. o To meet sight distance requirements, auxiliary lanes will be required at intersections.
Local Road Impacts <i>Requirement to re-align local roads</i>	Major realignment of Power Dam Drive.	Major realignment of Power Dam Drive.	Major realignment of Power Dam Drive.	Major realignment of Power Dam Drive and Atchison Road.	Major realignment of Power Dam Drive
Structural Implications <i>Impacts to existing structure</i>	Curved structure to be replaced with 60° skewed curved structure, west of existing location Higher complexity design and construction. Additional span may be required to counter torsion of curved bridge. Increased length required to square abutments.	Curved structure to be replaced with 60° skewed straight structure, west of existing structure location Skew precludes integral abutment design. However, semi-integral abutments feasible	Curved structure to be replaced with 41° skewed straight structure, west of existing location High skew precludes integral and semi-integral abutments Prone to durability weakness (expansion joints). Prone to performance problems (cracking) Steel plate girder superstructure feasible.	Curved structure to be replaced with 49° skewed curved structure, east of existing location High complexity design and construction, additional spans and longer length required to balance torsion of curved bridge and to square abutments Straight girders likely not feasible. Superstructure options include steel box girders and post-tensioned concrete box girders Post Tensioned Concrete option requires long-duration Highway 401 lane closures Highest construction cost.	Curved structure to be replaced with 90° skewed straight structure, east of existing location Basic design and construction Integral abutments feasible Lowest cost.
Accommodation of Power Dam Drive Active Transportation <i>Potential impacts to future active transportation facilities on Power Dam Drive</i>	AT can be incorporated but may not be feasible to add post construction.	Same as Alternative 2.	AT feasible on new bridge. Future bridge widening feasible.	AT can be incorporated but may not be feasible to add post construction.	AT can be accommodated

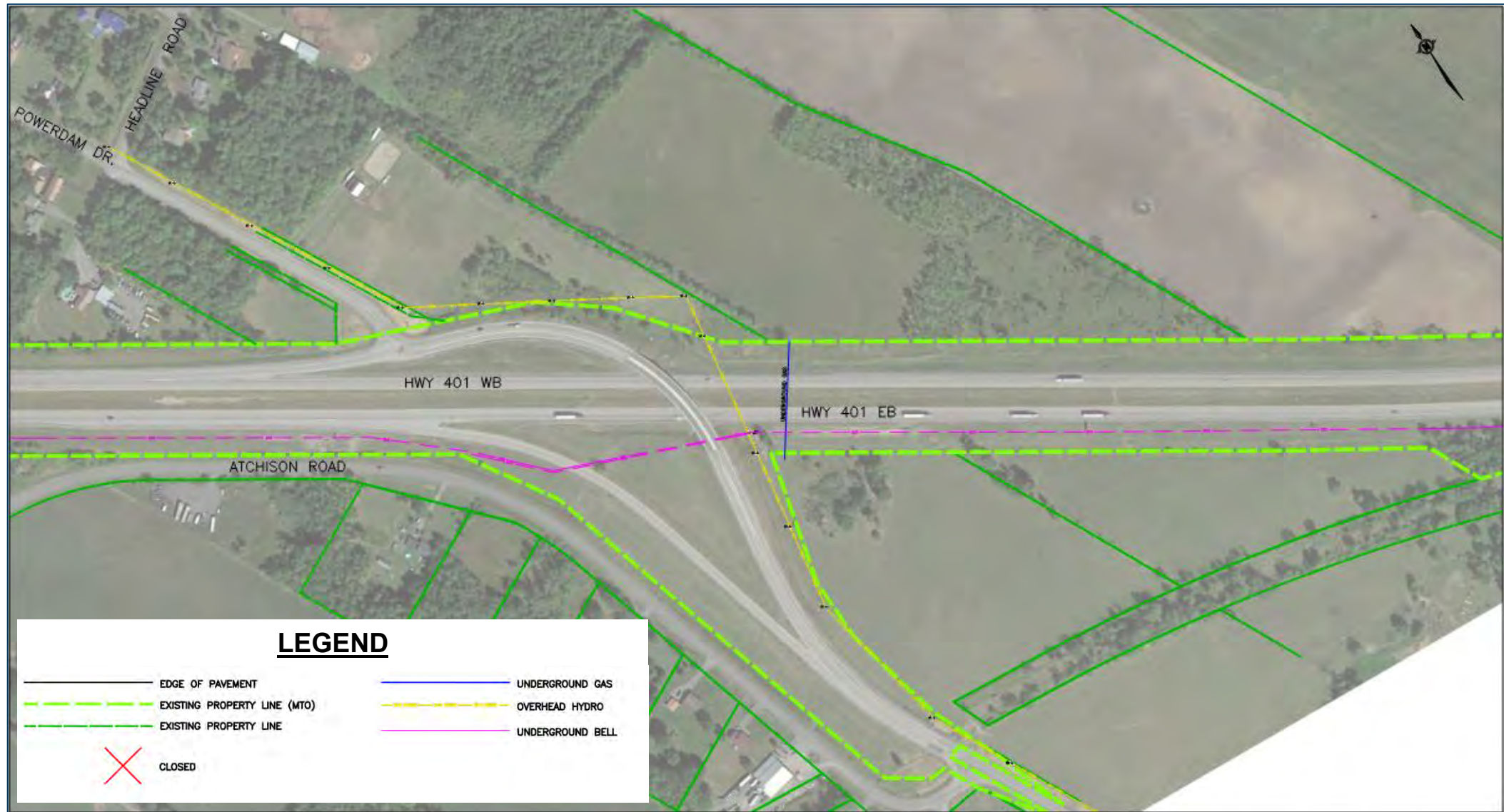
Evaluation of Long-List Alternatives

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
Summary					
Key Advantages	✓ Low property impacts ✓ Small overall footprint impacts to natural env. ✓ Partial power line relocation ✓ Ramps to/from the east can be added in the future ✓ Power Dam Drive through traffic not required to manage sharp deflection north of Highway 401 ✓ Maintain design speed on both sides of Highway 401 ✓ W-N movement is accommodated	✓ Partial power line relocation ✓ Moderate environment impacts ✓ Ramps to/from the east can be added in the future ✓ Power Dam Drive through traffic not required to manage sharp deflection north of the highway ✓ Tangent alignment on structure	✓ Ramps to/from the east can be added in the future ✓ Moderate environment impacts ✓ Power Dam Drive through continuous and direct ✓ Maintain design speed on both sides of Highway 401 ✓ Tangent alignment on structure ✓ Does not require full time detour while constructing the new bridge	✓ More typical Interchange layout ✓ Ramps to/from the east can be added in the future ✓ All movements are accommodated	✓ More typical Interchange layout ✓ Ramps to/from the east can be added in the future ✓ All movements are accommodated ✓ Straight structure
Key Disadvantages	✗ Complex and more expensive structure	✗ No consistent speed due to roundabout north of Highway 401 ✗ No consistent speed due to roundabout south of Highway 401	✗ High skew angle not desirable from structural perspective	✗ High property impact ✗ High environmental impacts ✗ High cost ✗ Greater utility impact ✗ Complex structure ✗ Provide two on ramps per direction may not be needed.	✗ Significant property impacts ✗ High environmental impacts ✗ Major realignment of Power Dam Drive and large curve introduced. ✗ Additional auxiliary lanes required to meet sightlines that are not warranted based on traffic volumes.
Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD

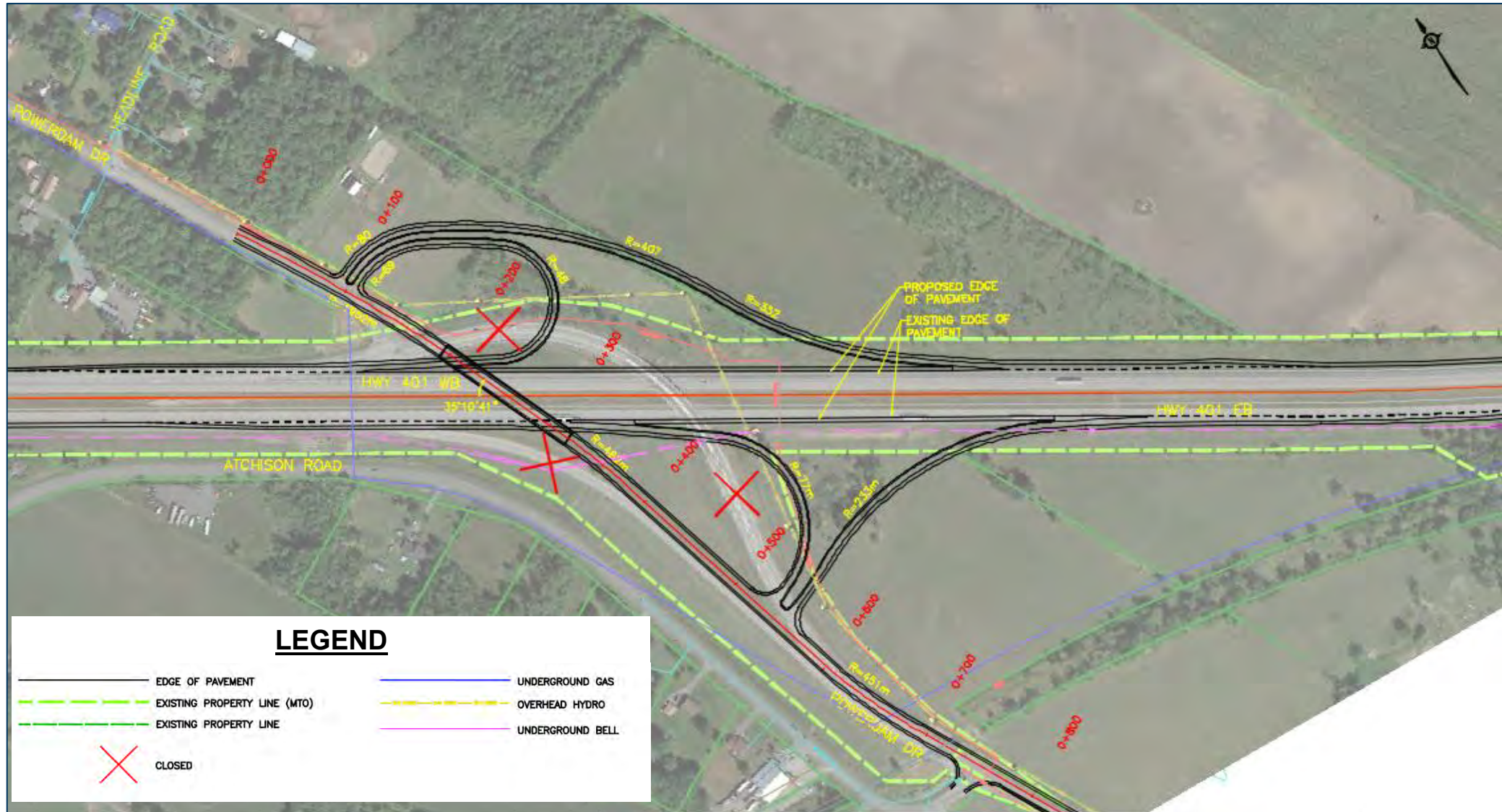
Notes:

Potential impacts (or effects) are measured as low, moderate, or high based on the anticipated net environmental effects (following inclusion of standard and readily available mitigative measures). In this regard, a low impact has the least significant potential effect, which is defined as negligible, while a high impact has the greatest (or most significant) potential negative effect. The noted exception is the "Conformity to Provincial Planning Policies" criterion, whereby a rating of "low" is considered least favourable, while a rating of "high" is most favourable.

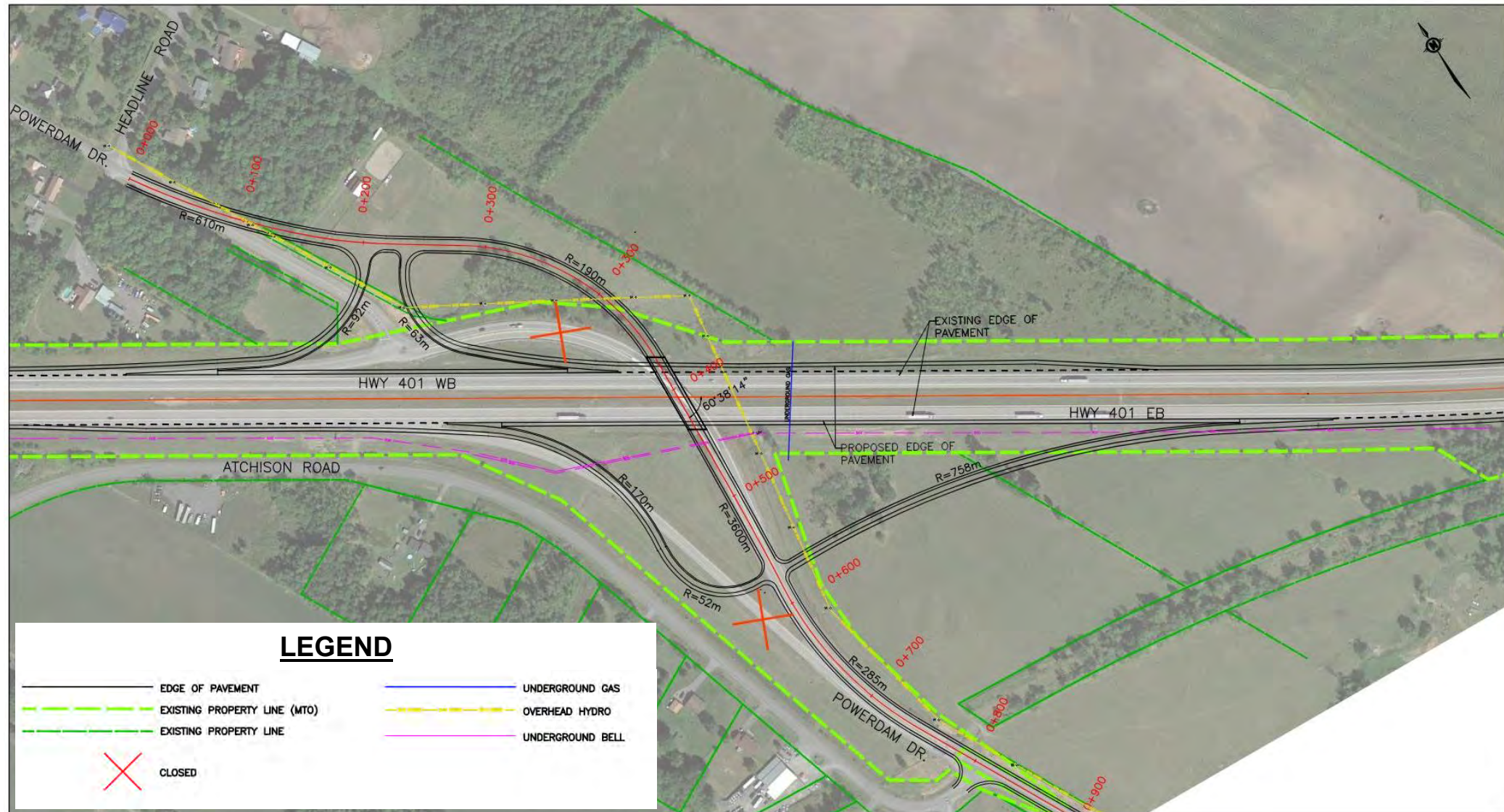
Short-List Alternative – Do Nothing



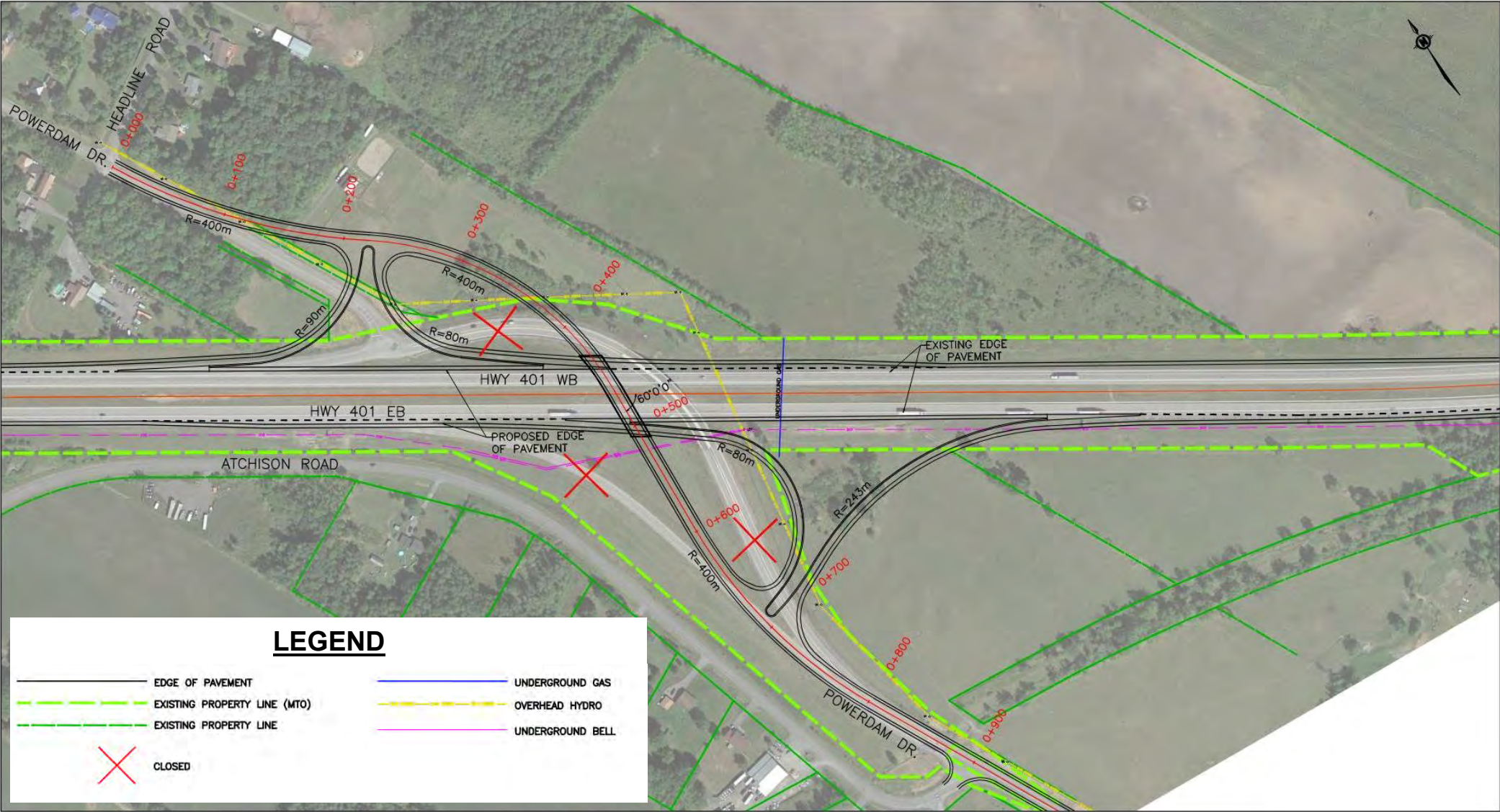
Short-List Alternative 3



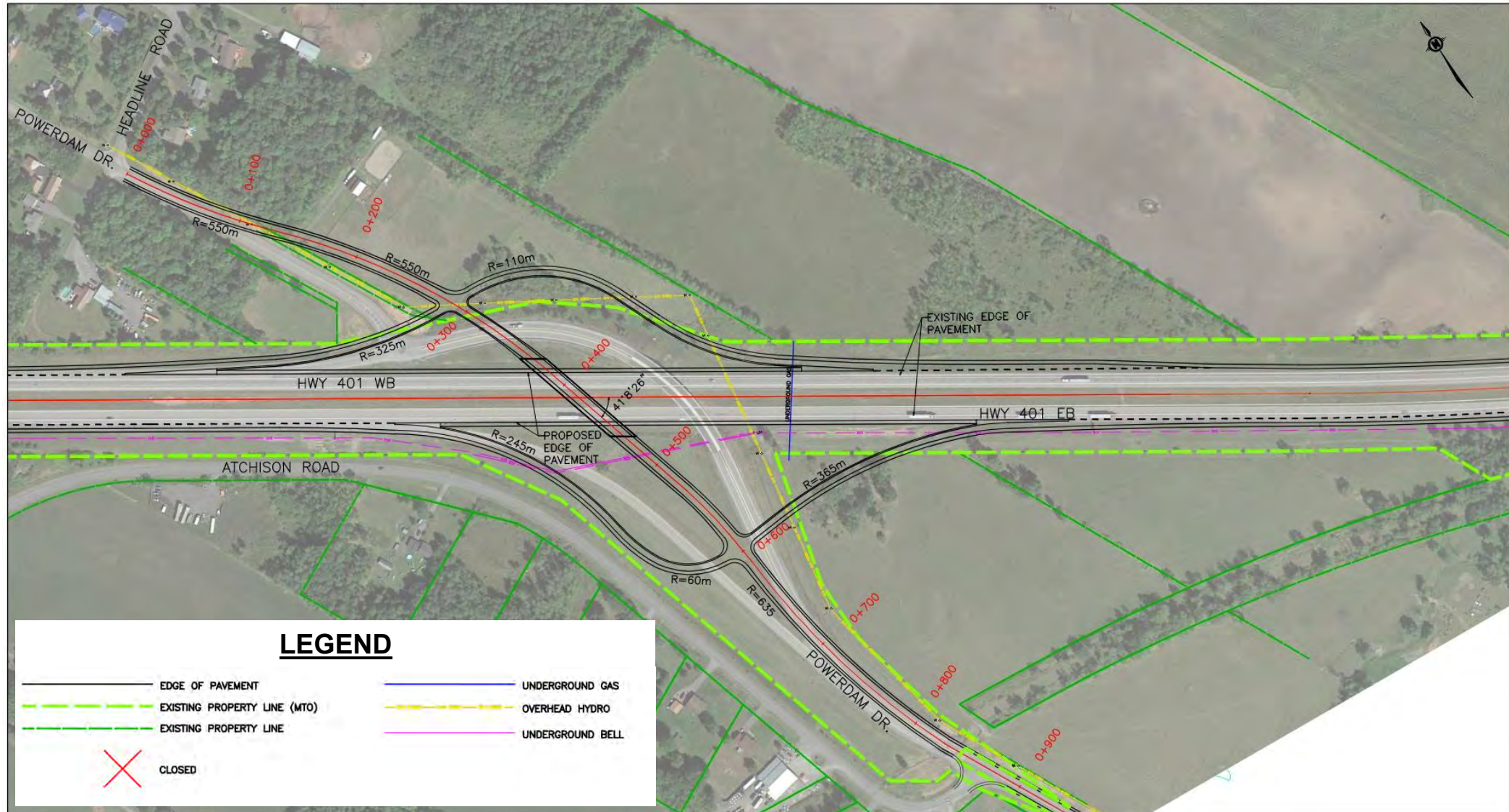
Short-List Alternative 5



Short-List Alternative 6



Short-List Alternative 8



Next Steps

Following this Online PIC, we will:

- Respond to comments received
- Refine the results of the Evaluation of Alternatives, if required
- Evaluate the Short-List of alternatives to select the Technically Preferred Alternative(s)
- Present the Technically Preferred Alternative(s) at PIC No. 2
- Refine the results, if required, and initiate the Preliminary Design
- Prepare the Transportation Environmental Study Report (TESR) for 30-day public and agency review
- Finalize the Preliminary Design.



Consultation and engagement with Indigenous Peoples, the general public, regulatory agencies, municipal governments, emergency services, school bus transportation providers, and utility companies is on-going throughout the study duration.

Thank you for participating in this Online PIC.

We welcome and encourage your comments, by using the online comment form available on the project website www.highway401powerdam.com, or alternatively, by emailing either of the Project Team members listed below. We would greatly appreciate receiving your comments by **January 20, 2023**.

Mr. Abdallah Anabtawi, P.Eng.
Project Manager
Ministry of Transportation
Email: abdallah.anabtawi@ontario.ca

Mr. Brad Hewton, P.Eng.
Consultant Project Manager
Morrison Hershfield
Email: bhewton@morrisonhershfield.com

Bienvenue à la séance d'information publique en ligne no 1

Autoroute 401 à la
promenade Power Dam

Étude de conception
préliminaire et d'évaluation
environnementale

G.W.P. 4092-19-00



Décembre 2022

Objectif de la séance d'information publique n° 1

L'objectif de cette séance d'information publique (SIP) en ligne est de présenter de l'information et de recevoir des commentaires sur l'étude de conception préliminaire et d'évaluation environnementale du projet de l'autoroute 401 à la promenade Power Dam. Dans le cadre de cette SIP en ligne, vous aurez l'occasion d'examiner ce qui suit et de formuler des commentaires connexes:

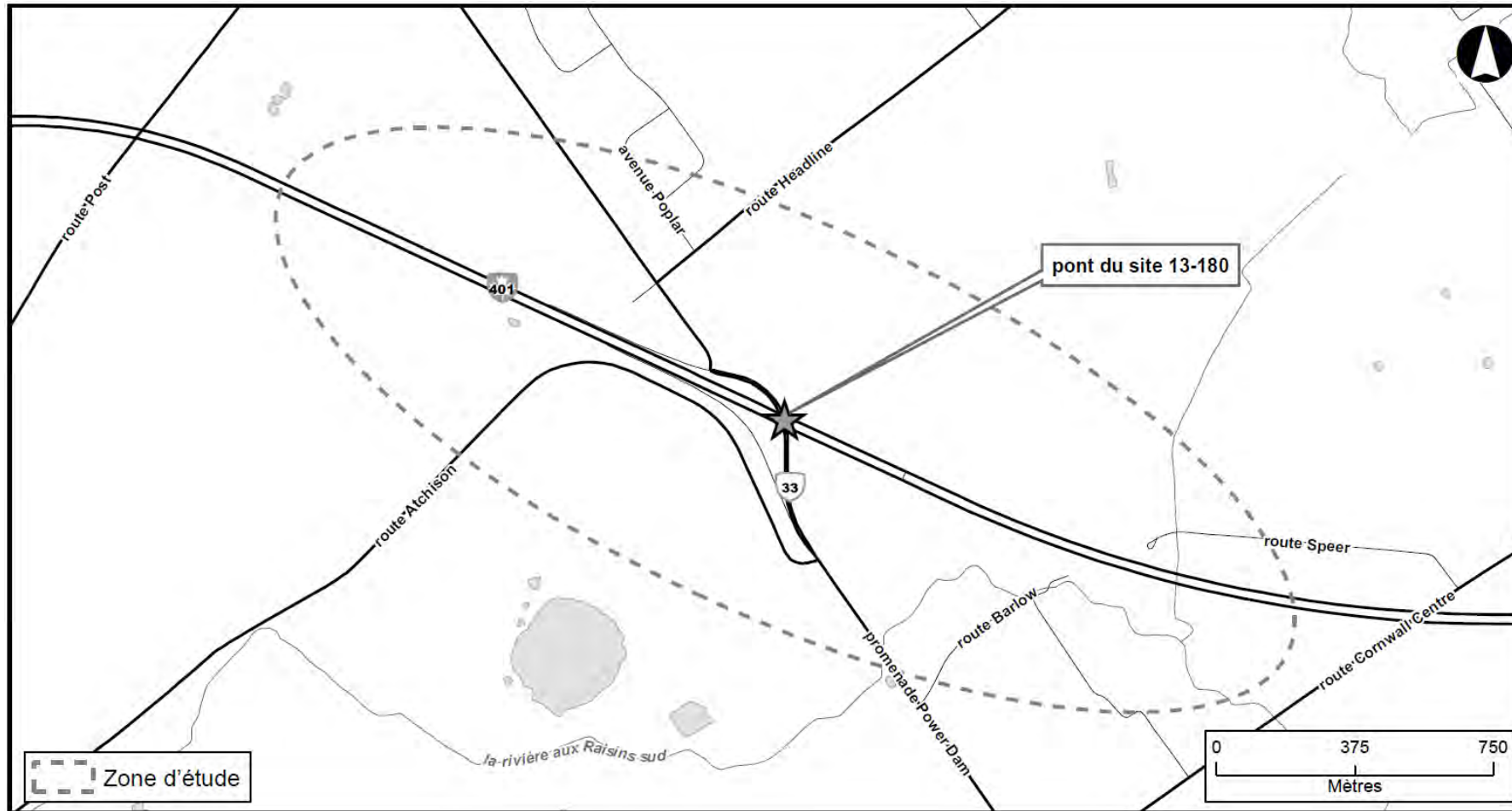
- Le projet et le défi/l'occasion (ou le besoin et la justification) à traiter.
- Le processus d'évaluation environnementale (EE) de portée générale.
- Les conditions naturelles, socioéconomiques, culturelles et techniques existantes dans la zone d'étude du projet.
- Les solutions de rechange de conception préliminaire, y compris les critères d'évaluation utilisés pour évaluer les solutions de la liste longue et la sélection des solutions de rechange de la liste restreinte.
- Les prochaines étapes..

Les membres de l'équipe du projet sont à votre disposition pour discuter de toute question concernant ce projet. Veuillez envoyer un courriel à l'adresse bhewton@morrisonhershfield.com (expert-conseil et gestionnaire de projet).

Si vous avez besoin d'aide concernant l'accessibilité de ces documents, veuillez nous en faire part en envoyant un courriel à l'adresse ci-dessus. Nous serons ravis de vous aider. For assistance in English, please contact Brad Hewton.

Des copies numériques des documents de présentation de la SIP sont publiées sur le site Web du projet à l'adresse www.highway401powerdam.com.

Autoroute 401 à la promenade Power Dam – Zone d'étude



La zone d'étude du projet se trouve dans le canton de South Stormont, au sein des comtés unis de Stormont, Dundas et Glengarry.

Contexte du projet

Le ministère des Transports (MTO) effectue des inspections détaillées de ses ponts tous les deux ans et procède à des inspections d'entretien général de l'ensemble des ponts au moins deux fois par an. Le MTO veille à ce que ses ponts et structures soient bien entretenus et à ce que les réparations aient lieu au meilleur moment dans le cycle de vie de la structure visée.

À la suite de diverses études et inspections de routine, le MTO a récemment remis en état le pont de la promenade Power Dam, ce qui permet de prévoir le remplacement du pont dans un proche avenir.

Le Ministère a retenu les services de

Morrison Hershfield pour entreprendre l'étude de conception préliminaire et d'évaluation environnementale en vue du remplacement du pont de la promenade Power Dam (ou route de comté 33) au-dessus de l'autoroute 401, dans le canton de South Stormont.



Survol du projet

Défi: L'autoroute 401 est une autoroute rurale à quatre voies divisées à l'échangeur de la promenade Power Dam. Le pont actuel de la promenade Power Dam approche de la fin de sa durée de vie prévue et doit être remplacé.

Occasion: Remplacer le pont actuel afin d'améliorer la géométrie de la chaussée et de tenir compte de l'encombrement futur de l'échangeur et de l'autoroute 401, qui pourrait être nécessaire pendant la durée de vie de la nouvelle structure.

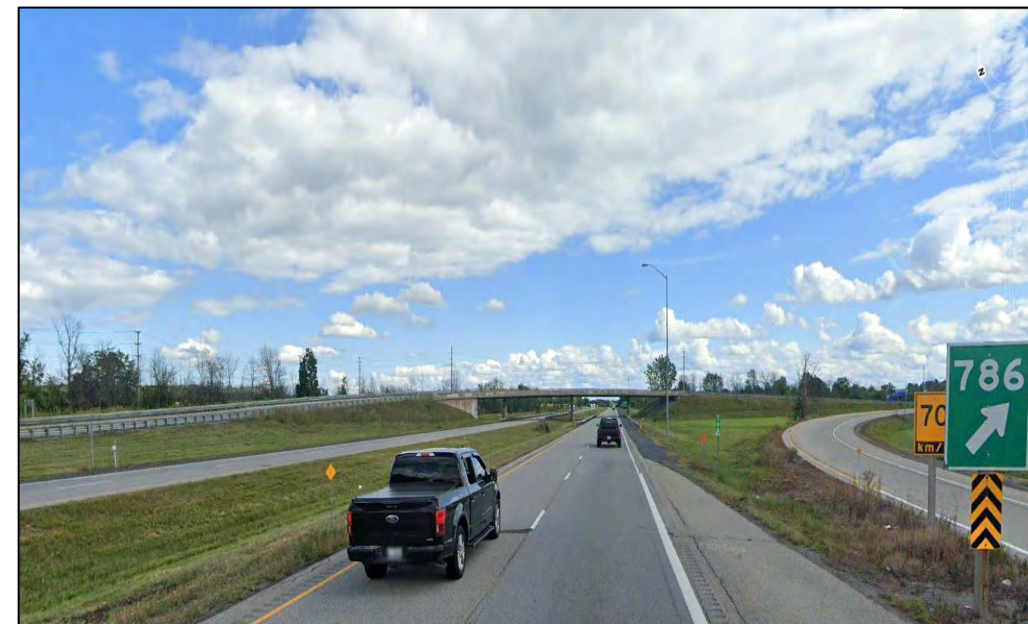
Élaborer un plan recommandé pour le remplacement du pont de la promenade Power Dam dans le cadre de l'examen continu, par le Ministère, des besoins en matière de sécurité et d'exploitation du réseau routier provincial.



Description et portée du projet

Les travaux comprennent le remplacement du pont qui fait passer la promenade Power Dam au-dessus de l'autoroute 401. Cette étude comprend également l'élaboration d'un plan à long terme (ultime) pour l'échangeur de la promenade Power Dam, si l'aménagement futur nécessite un échangeur complet.

Des solutions de rechange raisonnables permettant d'apporter les améliorations requises seront élaborées et évaluées, ce qui mènera à la sélection de la ou des solutions de rechange privilégiées sur le plan technique, de même qu'à un plan recommandé. Le remplacement du pont et la reconstruction des rampes d'accès actuelles constitueront le premier projet; par la suite, il est possible qu'on apporte des améliorations à l'échangeur.



Contexte historique

- La zone d'étude du projet est située dans le territoire traditionnel des Mohawks d'Akwesasne et se trouve dans les limites des traités du Haut-Canada.
- La zone d'étude du projet est située à environ 3 km au nord-est du fleuve Saint-Laurent et comprend des affluents de la rivière Raisin Sud, ainsi que des zones marécageuses. Elle présente également des zones distinctes de topographie élevée.
- Cette région de ce que l'on appelle aujourd'hui l'Ontario a une longue histoire, de plus de 10 000 ans, d'occupation et d'utilisation par l'être humain. Par le passé, les peuples autochtones ont vraisemblablement utilisé cette zone pour pratiquer leurs activités traditionnelles, comme ils le font aujourd'hui.
- Deux lieux historiques autochtones connus, datant de la période précédant l'arrivée des Européens, se trouvent dans un rayon de 4 km de la zone d'étude.

Le processus d'évaluation environnementale de portée générale

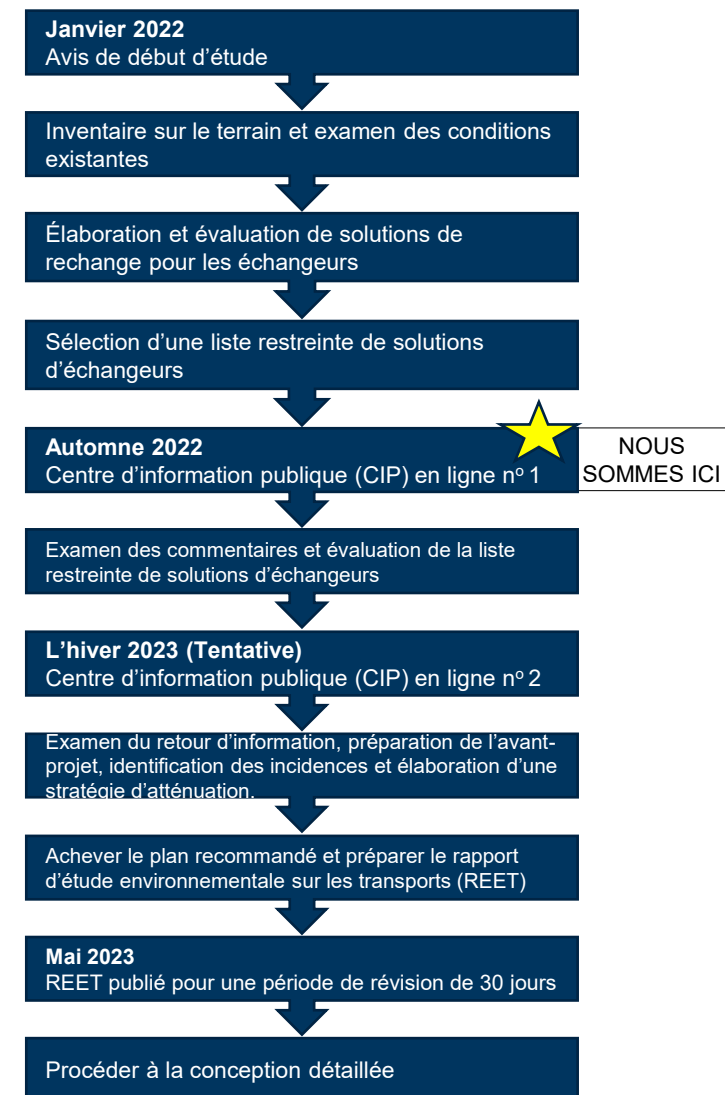
Le Ministère a lancé cette étude de conception préliminaire et d'EE de portée générale en octobre 2021. L'avis de début d'étude a été publié en janvier 2022 et le MTO a alors créé le site Web du projet (<http://www.highway401powerdam.com/FR/index.html>) pour renseigner le public et recevoir des commentaires.

Cette étude de conception préliminaire et d'EE de portée générale est conforme aux exigences des projets du groupe « B » dans le cadre de l'évaluation environnementale du MTO pour les installations de transport provinciales (2000). Dans le contexte de l'étude :

- la consultation des parties prenantes (y compris la communauté autochtone) est en cours et comprend deux cycles de SIP;
- un rapport d'étude environnementale sur les transports (RÉET) sera préparé et mis à la disposition du public et des organismes intéressés aux fins d'examen pendant une période de 30 jours à la fin de l'étude.

Nous vous invitons à remplir un formulaire de commentaires en ligne et à le soumettre par l'intermédiaire du site Web du projet : <http://www.highway401powerdam.com/contact.html> (en anglais seulement)

Veuillez soumettre vos commentaires d'ici le **20 janvier 2023**.



Objectif de l'étude d'évaluation environnementale de portée générale

L'objet de cette étude d'EE de portée générale est d'établir un plan recommandé pour le remplacement du pont de la promenade Power Dam, dans le cadre de l'examen continu par le Ministère des besoins en matière de sécurité et d'exploitation du réseau routier provincial. Cette étude d'EE de portée générale permettra de cibler les besoins quant au remplacement du pont, en tenant compte de la configuration finale de l'échangeur et de l'encombrement futur de l'autoroute.

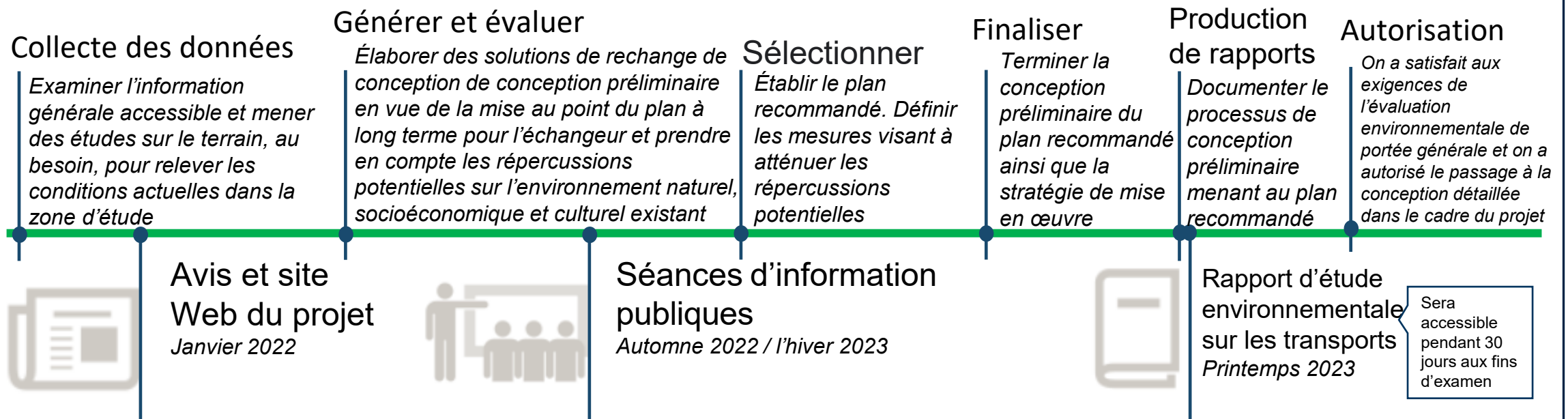
Les principaux objectifs de l'étude sont les suivants :

- Présenter de l'information à l'intention des parties prenantes et recueillir les commentaires de celles-ci tout au long du processus.
- Élaborer et évaluer un nombre raisonnable d'options de conception pour le pont et les améliorations opérationnelles afin de pouvoir sélectionner une ou plusieurs solutions privilégiées sur le plan technique.
- Élaborer un plan à long terme pour l'échangeur de l'autoroute 401 et de la promenade Power Dam, afin de définir la conception finale de l'échangeur et de protéger les terrains en vue d'améliorations futures.
- Élaborer une stratégie privilégiée d'échelonnement et d'enchaînement des contrats.
- Voir à ce que l'EE soit approuvée.

Processus d'évaluation environnementale de portée générale



CONCEPTION DÉTAILLÉE DANS LE CADRE DU PROCESSUS D'ÉVALUATION ENVIRONNEMENTALE



Configuration actuelle de la route

Route 401

- À proximité de la structure, l'autoroute 401 comporte deux voies dans chaque direction et un terre-plein gazonné.
- La limite de vitesse est de 100 km/h.
- L'autoroute 401 dessert un important corridor dans l'est de l'Ontario et au Québec.
- Il y a actuellement une bretelle de sortie en direction est et une bretelle d'entrée en direction ouest.

Promenade Power Dam (route de comté 33)

- La promenade Power Dam (route de comté 33) est une route municipale à deux voies qui traverse l'autoroute 401 dans le sens nord-sud.
- La limite de vitesse est de 80 km/h.
- Les intersections voisines comprennent le chemin Atchison au sud et le chemin Headline au nord.
- Le tracé actuel s'harmonise mal avec les limites de vitesse établies.

Conditions de circulation actuelles

Route 401

- Le trafic moyen journalier annuel (TMJA) est de 24 500 véhicules
- Le volume horaire de pointe est de 1 205 véhicules en direction de l'ouest à l'heure de pointe de l'après-midi (de 16 h à 17 h)
- Forte proportion de camions (~36 %) pendant les périodes de pointe
- On y circule aux vitesses en régime libre pendant les périodes de pointe

Promenade Power Dam

- Le volume horaire de pointe est de 135 véhicules en direction du nord à l'heure de pointe de l'après-midi (de 16 h à 17 h)
- Mouvements de l'échangeur :
 - Du nord et du sud à l'autoroute 401 en direction ouest
 - De l'autoroute 401 en direction est vers le sud uniquement
- Les carrefours en « T » à arrêt contrôlé situés à proximité, sur Headline Road (au nord) et Atchison Road (au sud), font l'objet d'un bon niveau de service.

Croissance de la population

- Seules des augmentations mineures du volume de trafic sont prévues pour les rues de surface en raison des faibles taux de croissance annuelle de la population.
 - Canton de South Stormont : 0,1 %
 - Ville de Cornwall : 0,3 %



Conditions de circulation actuelles dans la zone d'étude du projet

Trafic moyen journalier annuel sur la route 401

2016	22,500
2017	22,900
2018	23,300
2019	23,700
2020	24,100
2021	24,500

Pont actuel (site n° 13X-180/B0)

- Le pont de la promenade Power Dam est une structure courbe en béton précontraint par post-tension qui a été construite vers 1967.
- Le pont est composé de quatre (4) travées, pour une longueur totale de 92,4 mètres.
- Le pont comporte deux (2) voies de circulation et de larges bordures avec des murs de séparation en béton de chaque côté, au-dessus de l'autoroute 401.

Bien que le pont de la promenade Power Dam soit en assez bon état dans l'ensemble, il approche de la fin de sa durée de vie prévue.

La dernière réhabilitation a été achevée en 2016.



Protection et gestion de l'environnement

On a évalué les facteurs environnementaux au cours de l'étude de conception préliminaire pour déterminer les conditions existantes et déterminer les répercussions potentielles associées aux travaux proposés à l'intersection de l'autoroute 401 et de la promenade Power Dam. On a réalisé diverses enquêtes sur le terrain (ou études) pour recueillir des renseignements environnementaux et techniques primaires afin de décrire les conditions existantes (de base) dans la zone d'étude (voir la diapositive suivante).

En fonction des répercussions environnementales prévues, on élaborera des mesures de protection de l'environnement et des mesures d'atténuation connexes applicables qui seront mises en œuvre lors des futures activités de construction. En résumé, on prescrira des mesures de protection de l'environnement et des mesures d'atténuation connexes, y compris des pratiques de gestion optimales (PGO), pour protéger le milieu environnant et atténuer toute répercussion prévue liée à la construction en ce qui touche ce qui suit :

- propriété privée;
- bruit et qualité de l'air;
- ressources en eau souterraine et de surface;
- végétation et habitat faunique, et espèces en péril;
- contrôle de l'érosion et des sédiments;
- ressources archéologiques et patrimoine culturel;
- gestion des matériaux excédentaires.



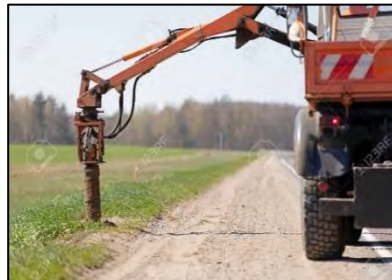
Aperçu des enquêtes environnementales

Dans le contexte de l'étude de conception préliminaire et de l'EE de portée générale, diverses enquêtes (ou études) sur le terrain sont réalisées afin de recueillir des renseignements environnementaux et techniques de base, et ce, pour :

- confirmer et documenter les conditions naturelles, sociales, économiques, culturelles et techniques existantes (base de référence) dans la zone d'étude du projet;
- confirmer les répercussions prévues (ou attendues) du projet;
- élaborer des mesures de protection de l'environnement et des mesures d'atténuation connexes applicables pour atténuer ou minimiser les répercussions prévues du projet.

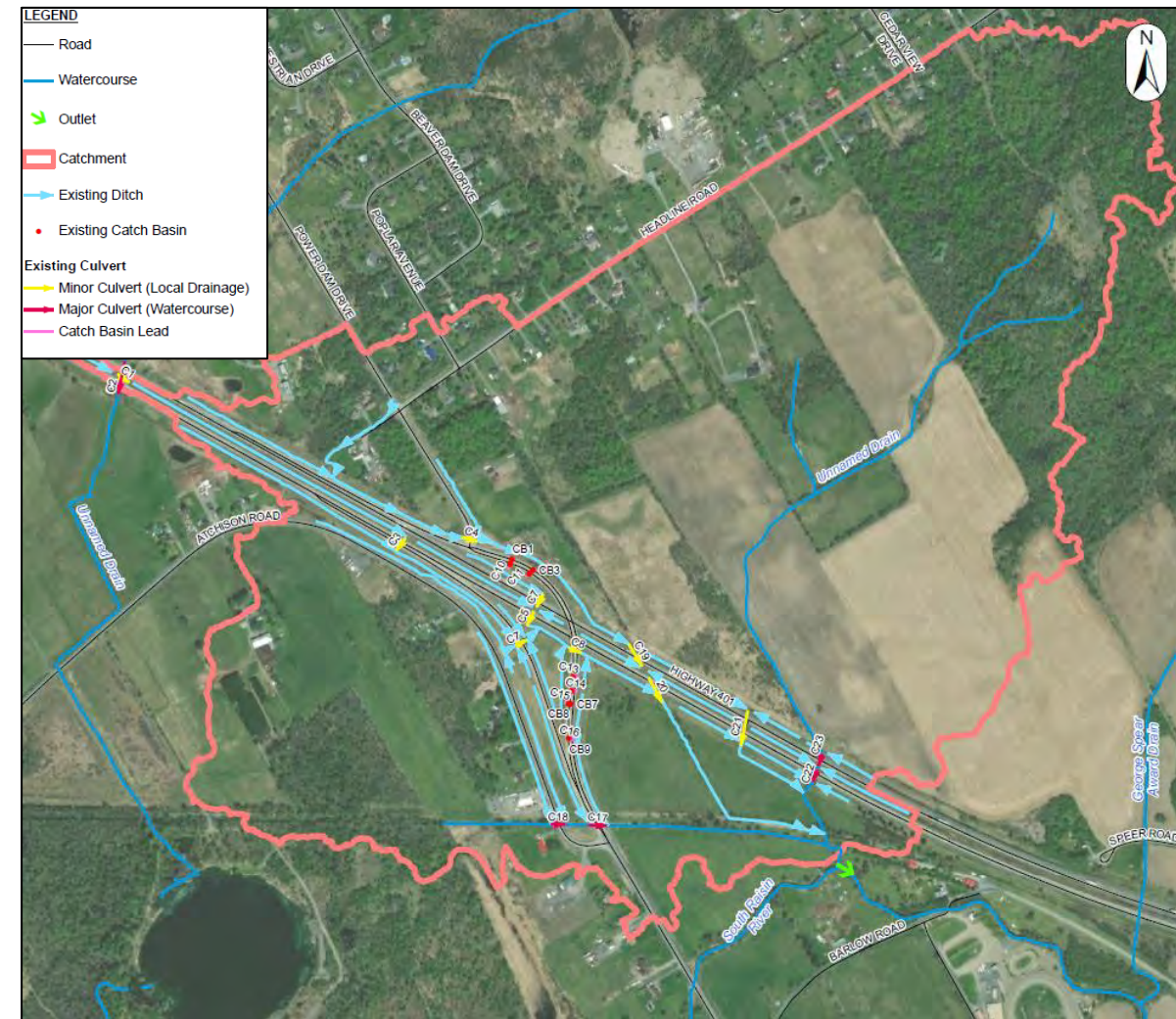
Les enquêtes/études sur le terrain qui se dérouleront tout au long de l'étude concerneront ce qui suit :

- conditions existantes en matière de pêche;
- conditions existantes quant aux écosystèmes terrestres;
- études d'évaluation des impacts;
- évaluation de l'utilisation des sols;
- évaluation archéologique – phase 1;
- évaluation des ressources du patrimoine culturel;
- étude de synthèse sur la contamination.



Conditions de drainage existantes

- La zone d'étude du projet se trouve dans le bassin versant de la rivière Raisin.
- La rivière Raisin se trouve à environ 3,3 km de l'échangeur. Le système de drainage actuel de l'échangeur comprend 26 ponceaux, 9 bassins de rétention et des fossés en bordure de la route.
- Deux drains municipaux traversent l'autoroute 401 via des ponceaux, l'un à environ 930 m à l'ouest de l'échangeur, et l'autre, à environ 450 m à l'est de celui-ci. Les deux drains s'écoulent du nord au sud.
- Un troisième ponceau traverse le cours d'eau d'ouest en est sous la promenade Power Dam, à environ 400 m au sud de l'échangeur. Toutes les traversées sont des affluents de la rivière Raisin Sud.
- Le drainage le long de l'autoroute 401 est acheminé vers l'est et l'ouest, en direction des cours d'eau, par des fossés et des ponceaux en bordure de la route. Le drainage le long du pont d'étagement de la promenade Power Dam est capté par des bassins collecteurs et acheminé par des ponceaux vers les fossés en bordure de la route le long de l'autoroute 401.
- Certains des ponceaux et des fossés de la zone d'étude ne fonctionnent pas comme prévu, ce qui entraîne la présence d'eau stagnante des deux côtés de certains ponceaux.



Conditions de drainage existantes dans la zone d'étude du projet

Conditions de pêche existantes

- Les deux (2) affluents de la rivière Raisin Sud situés dans la zone d'étude du projet peuvent constituer un habitat direct ou indirect pour les poissons. Cependant, on s'attend à ce que la qualité ou la sensibilité de l'habitat soit faible en raison des utilisations agricoles et résidentielles des terres environnantes.
- La rivière Raisin Sud, qui traverse la promenade Power Dam à environ 400 m au sud de l'autoroute 401, est connue pour abriter une communauté de poissons d'eau chaude et d'eau froide composée de diverses espèces de poissons-appâts, de poissons communs et de poissons-gibiers, dont la lotte, l'achigan à grande bouche et le grand brochet.
- D'après l'examen des renseignements de base et les enquêtes sur les pêches du printemps, la présence d'espèces aquatiques en péril n'est pas probable dans la zone d'étude du projet.



Conditions existantes quant à l'environnement terrestre

Végétation

La zone d'étude du projet peut être caractérisée comme étant principalement rurale et agricole, avec des habitations résidentielles et rurales à proximité, et des terrains boisés. La plupart des terres sont utilisées pour des opérations agricoles actives.

La zone d'étude comprend quelques zones humides isolées non évaluées à l'ouest du chemin Atchison et à l'est de l'échangeur, ainsi que des zones boisées à l'est, à l'ouest et au nord de l'échangeur.

Espèces en péril et habitats fauniques importants

D'après les premières enquêtes sur le terrain, les espèces en péril et habitats fauniques importants ci après sont présents dans la zone d'étude :

- Habitat potentiel de perchage des chauves-souris en péril situé dans les boisés privés immédiatement adjacents à la zone d'étude (16 arbres à cavités pour les chauves-souris potentiellement relevés lors des enquêtes sur la ligne de clôture).
- Un seul noyer cendré de 2 cm de diamètre à hauteur d'homme.
- Observation confirmée de la sturnelle des prés dans une communauté de prairies immédiatement adjacente à l'autoroute 401 et à la promenade Power Dam.

D'autres études détaillées seront menées une fois que la ou les solutions privilégiées sur le plan technique auront été choisies.

Oiseaux migrateurs

Plusieurs espèces d'oiseaux ont été entendues ou observées dans la zone d'étude, de manière fortuite ou au cours du dénombrement d'oiseaux nicheurs, notamment le bruant des prés, le jaseur d'Amérique et la bécasse d'Amérique. Un nid avec de jeunes étourneaux européens a également été relevé dans la cavité d'un chicot d'arbre au sein de la zone d'étude.



Conditions géo-environnementales existantes

Ressources en eaux souterraines et registres des puits d'eau

La zone actuelle de l'échangeur de l'autoroute 401 et de la promenade Power Dam est en pente vers le sud, en direction de la rivière Raisin Sud. Au total, 19 registres de puits d'approvisionnement en eau ont été relevés dans la zone d'étude du projet; les années d'installation des puits vont de 1970 à 2017. Voici les puits dont il est question :

- 17 puits domestiques
- 1 puits commercial
- 1 puits d'alimentation de bétail

Aucune zone de protection des têtes de puits n'est située à moins d'un kilomètre du pont existant du barrage hydroélectrique de l'autoroute 401.

Activités potentiellement contaminantes

Trois activités potentiellement contaminantes ont été relevées dans la zone d'étude du projet :

- Sur place – Matériaux de remblai de qualité inconnue importés pour la construction et l'entretien des approches et des culées du pont du barrage
- Hors site – Atelier commercial de carrosserie – Fix Auto Collision Cornwall, situé au 16892, route Atchison.
- Hors site – Site fermé d'élimination des déchets, situé à environ 800 m au sud-ouest du pont du barrage hydroélectrique de l'autoroute 401



Conditions sociales et économiques existantes

La zone d'étude du projet peut être caractérisée comme étant principalement rurale et agricole, avec des habitations résidentielles rurales à proximité, des terrains boisés, deux installations de traitement des déchets fermées et des entreprises locales.

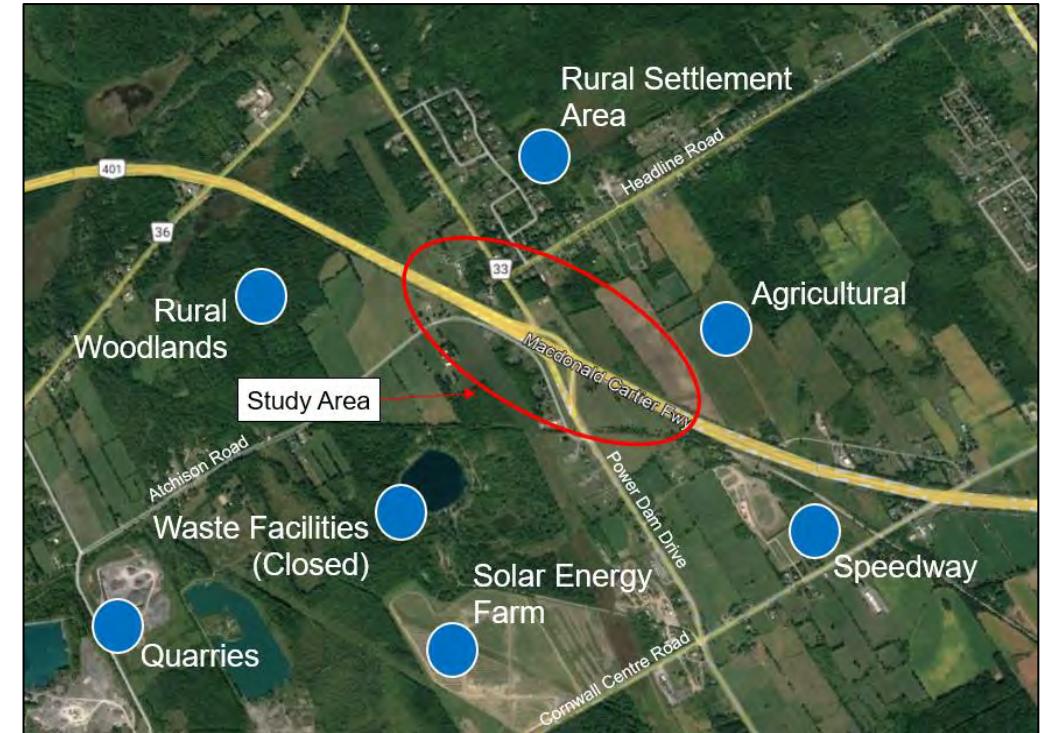
La plupart des terres situées à l'intérieur et à proximité immédiate de la zone sont utilisées pour des opérations agricoles actives.

Deux lignes aériennes de transmission électrique de Hydro One de 230 kV traversent la zone d'étude, du côté ouest de la promenade Power Dam.

Le centre d'énergie solaire Barlow de 10 MW est situé à environ 1,2 km au sud-ouest de l'autoroute 401.

Les services d'urgence dans la zone d'étude du projet sont assurés par la Police provinciale de l'Ontario, les services d'incendie et de sauvetage de South Stormont et les services paramédicaux de Cornwall SDG. Tous les fournisseurs sont susceptibles d'utiliser l'autoroute 401 et la promenade Power Dam, ainsi que les routes voisines à tout moment, en fonction de la situation.

Il est à noter que la promenade Power Dam a été utilisée tout au long de l'année scolaire 2021-2022 pour transporter en toute sécurité les élèves des écoles primaires et secondaires sur l'autoroute 401. En outre, d'autres routes voisines dans la zone d'étude du projet sont utilisées pour aller chercher et déposer des élèves.



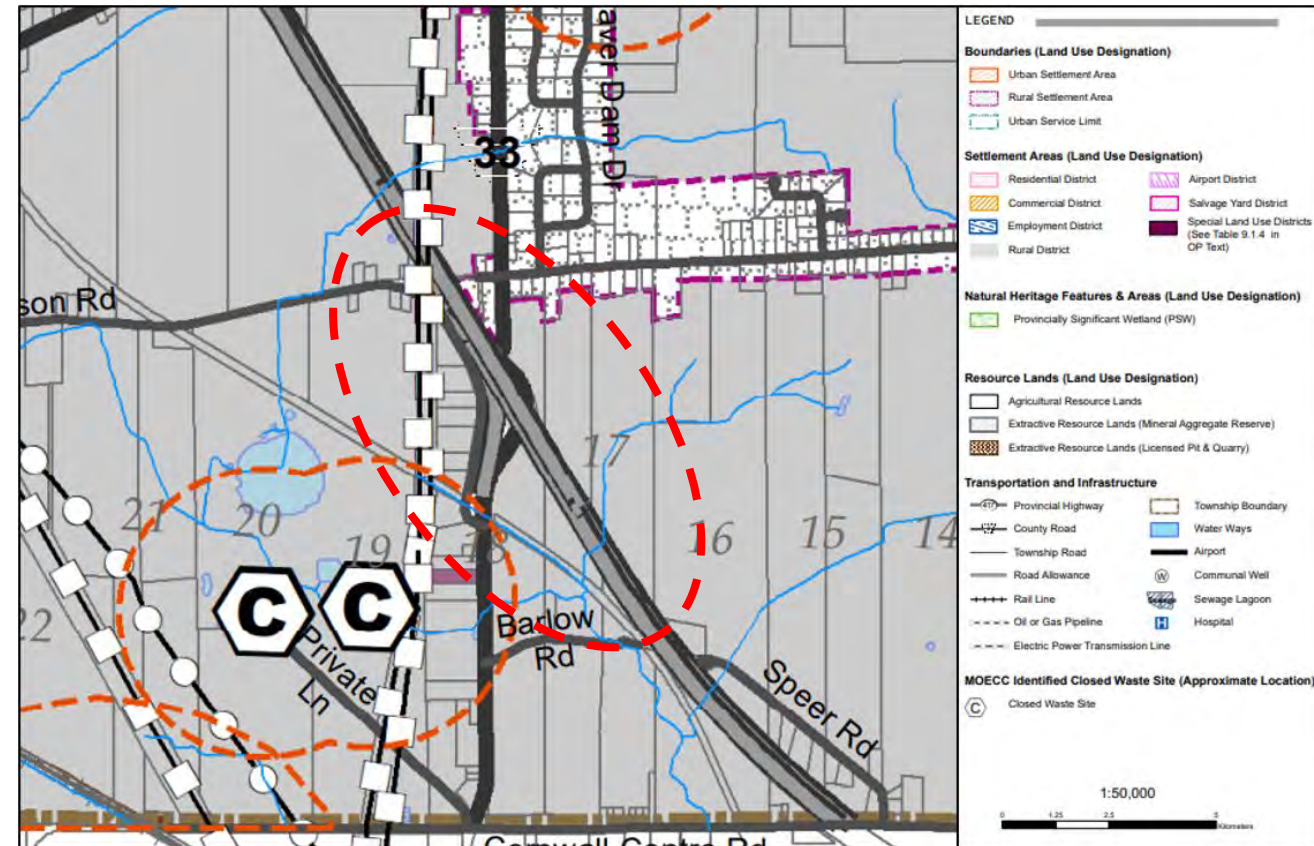
Utilisations des terres existantes dans la zone d'étude du projet

Conditions d'utilisation prévues des terres

Selon l'annexe A4 du plan officiel du comté de 2018, la zone d'étude proposée pour le pont et l'échangeur est située dans le secteur du district rural et comprend des parties d'une zone d'établissement rural dans le quadrant nord-est, parallèlement au chemin Headline.

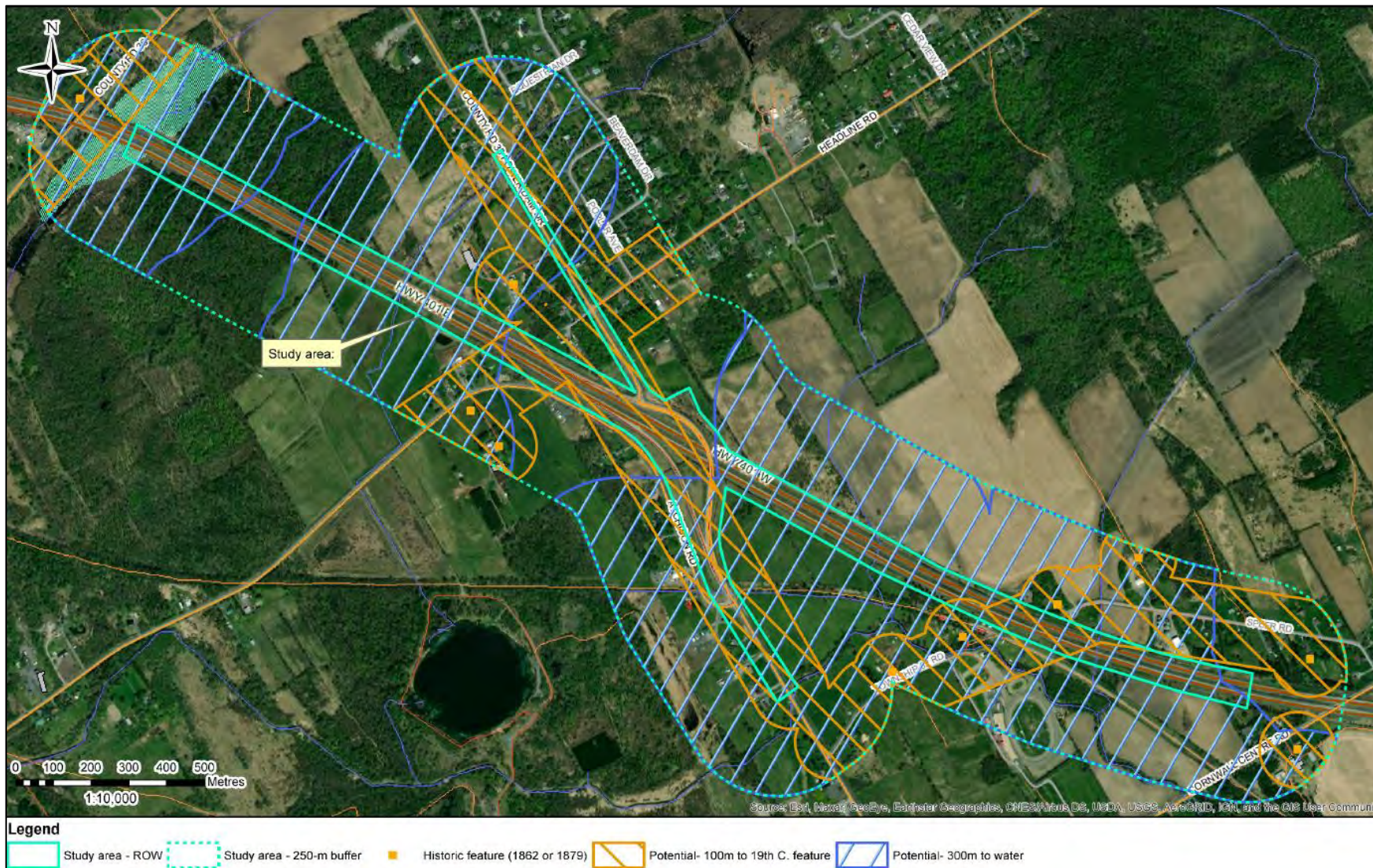
Les routes provinciales sont classées par le MTO; l'autoroute 401 relève de la compétence de la province et est assujettie aux exigences du MTO, y compris en ce qui touche la protection de son corridor.

Selon le plan officiel du comté de 2018, la fonction des routes provinciales et/ou des zones d'échange doit être maintenue par des décisions d'aménagement du territoire qui soutiennent les contrôles du MTO sur l'accès, les utilisations des terres adjacentes et les structures.



Utilisations prévues du sol dans la zone d'étude du projet

Conditions existantes quant à l'environnement culturel



Ressources archéologiques

Selon une évaluation archéologique de phase 1, aucun site archéologique n'est enregistré dans un rayon d'un (1) kilomètre de la zone d'étude.

Une grande partie de la zone d'étude a été perturbée par la construction antérieure d'autoroutes et de routes, ainsi que par le développement des terres.

Ainsi, à la lumière de l'évaluation de phase 1, on recommande que des évaluations de phase 2 soient effectuées dans les secteurs où le potentiel archéologique sera touché par les travaux proposés. Les évaluations de phase 2 seront réalisées au cours des étapes suivantes du projet.

Conditions existantes quant à l'environnement culturel

Ressources du patrimoine bâti et culturel

La zone d'étude du projet a une histoire d'utilisation des terres rurales qui remonte à la fin du XVIIIe siècle. Sept éléments ont été relevés lors du travail sur le terrain en lien avec le patrimoine culturel, soit quatre ressources potentielles du patrimoine bâti et trois paysages potentiels du patrimoine culturel.



Évaluation des solutions de rechange

L'évaluation environnementale de portée générale du MTO pour les installations provinciales de transport (2000) exige que des solutions de rechange soient élaborées et évaluées pour répondre aux besoins du projet. L'évaluation des solutions de rechange est réalisée selon une approche en deux étapes, comme suit :

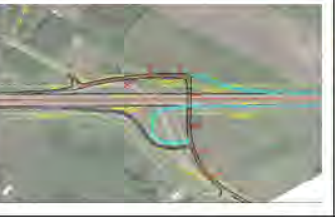
Étape 1 — On a dressé une longue liste de solutions de rechange, puis on en a fait une évaluation comparative sommaire afin de réduire les solutions à une liste restreinte en vue d'une évaluation plus détaillée. On a utilisé la méthode d'évaluation par arguments raisonnés (compromis) pour relever les avantages et les inconvénients d'un point de vue pluridisciplinaire, et pour sélectionner les meilleures solutions de rechange en fonction des catégories et des critères d'évaluation énumérés dans les diapositives suivantes.

Les solutions de rechange qui sont retenues (liste restreinte) sont les plus susceptibles de permettre de régler les problèmes futurs de capacité et d'exploitation, d'améliorer les conditions de sécurité et d'atténuer les répercussions d'ensemble sur l'environnement naturel, social, économique et culturel. **NOUS SOMMES ICI**

Étape 2 — La liste restreinte dressée sera de nouveau soumise à une évaluation multidisciplinaire. On élaborera, puis on appliquera une série de critères d'évaluation pour procéder à l'évaluation comparative des solutions de rechange de la liste restreinte à l'égard de considérations environnementales, techniques et relatives aux coûts. L'objectif de cette analyse plus poussée est de déterminer la ou les solutions privilégiées sur le plan technique qui répondent le mieux aux besoins du projet et qui serviront de plan recommandé pour le remplacement du pont de l'autoroute 401 et de plan à long terme pour l'échangeur de la promenade Power Dam.

Liste longue → **Liste restreinte** → **Solution(s) de rechange privilégiée(s) sur le plan technique**

Évaluation des solutions de rechange de la liste longue

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Alternative Schematic					
Alternative Description	No changes made to the existing configuration. Included to provide a baseline to compare potential impacts associated with other Alternatives.	Maintain existing layout with a skewed tangent structure that requires modified horizontal alignment for Power Dam Drive north of the Highway. Two direct ramps to/from the east connects to Power Dam Drive with T-intersections (Single Diamond).	New skewed straight bridge, west of existing structure. Parclo AB interchange with Two direct ramps to/from the east and two loop ramps to and from the west connects to Power Dam Drive with a T-intersections north and south of the bridge	New Power Dam Drive intersection north of a new straight bridge, east of existing structure. One direct ramp from the east connects with Power Dam Drive north of the bridge (Single Diamond) and a new eastbound loop ramp south of the bridge along with realigned W-S ramp to form part of a Parclo A2 configuration.	New skewed tangent bridge at existing location. Button Hook/ Parclo B connection to Highway 401 WBL in the NW quadrant with controlled intersection on Power Dam Drive and a Single Diamond with controlled intersection located south of the bridge.
Social / Natural Environment					
Social and Community 1. Potential to increase out of way travel 2. Impacts to agriculture / community facilities 3. Conformity to Provincial Planning Policies	1.Moderate to High 2.Low 3.Low to Moderate	1.Low 2.Low to Moderate 3.High	1.Low 2.Low to Moderate 3.High	1.Low 2.Low to Moderate 3.High	1.Low 2.Low to Moderate 3.High
Property Impacts Potential land acquisition due to increase in ROW width and/or new alignment Potential effects to accessibility of existing properties	No property impacts.	Total additional property required: ~2 ha Includes private property and farmland and impacts buildings.	Total additional property required: ~3.5 ha Includes private property, farmland, and forest.	Total additional property required: ~3.5 ha Includes private property, farmland, and forest.	Total additional property required: ~3.5 ha Includes private property, farmland, and forest.
Cultural and Built Heritage/Archaeology	No potential impacts.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Lower overall footprint in comparison to other alternatives, and therefore, has less potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Lower overall footprint in comparison to other alternatives, and therefore, has less potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Moderate overall footprint in comparison to other alternatives, and therefore, has moderate potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Moderate overall footprint in comparison to other alternatives, and therefore, has moderate potential to impact Archaeological Resources.

Évaluation des solutions de rechange de la liste longue

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Watercourses / Fisheries <i>Potential effects to natural watercourses and fisheries habitat</i>	No potential impacts.	Impacts to watercourses/fish habitat: 10 culverts, 6 storm sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.
Vegetation, Woodlots, and Wildlife Habitat <i>Potential effects to vegetation, woodlots, and wildlife habitat / corridors</i>	No potential impacts.	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees]).	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees]).	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees]).	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees]).
Water Resources <i>Potential effects on natural runoff and stormwater quality</i>	Existing poor drainage issues require moderate intervention to improve; Catch Basins and Culverts to be replaced, ditches regraded.	Low increase in imperviousness results in low impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	Low increase in imperviousness results in low impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	Moderate increase in imperviousness results in moderate impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	High increase in imperviousness results in high impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.
Cost / Staging					
Cost <i>Qualitative</i>	No construction costs, nothing would be implemented. However, bridge deterioration will require on-going maintenance, until eventual removal and possible replacement is required.	Interim: Low to Moderate Ultimate: Moderate to High	Interim: Low to Moderate Ultimate: Moderate to High	Interim: Moderate to High Ultimate: Moderate to High	Interim: Low to Moderate Ultimate: Moderate to High
Staging Opportunities <i>Potential for interim / ultimate connections</i>	Not applicable in the short- to mid-term but will be required upon eventual removal and possible replacement in the long-term.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	Power Dam Drive must be detoured for entire duration of bridge demolition and replacement. NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.
Utility Impacts	Not applicable in the short- to mid-term.	Potential relocation of overhead power line north of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps and road connection.	Partial relocation of overhead power line north of Highway 401. Potential impacts to gas crossing on south side of Highway

Évaluation des solutions de rechange de la liste longue

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Transportation					
Operational Performance <i>Potential to accommodate short/long-term vehicular demands Direct/Indirect connections Entrances</i>	No new connections 1 controlled intersection on ramp No access to/from the east W-N movement not provided vehicles forced to make U-turn at Atchison Road intersection. Power Dam Drive has a 90° jog at the intersection has the on ramp as a continuation of the NBL	2 controlled intersections (on and off ramps for future access to and from the east) 1 controlled intersection for the on ramp to WBL W-N movement not provided vehicles forced to make U-turn at Atchison Road intersection North Power Dam Drive intersection has the on ramp as a continuation of the NBL	2 controlled T- intersections for the ramps terminals Power Dam Drive is continuing without a jog at the north intersection.	1 controlled intersection for the EBL on ramp and W-N/S off ramp 1 controlled intersection for the on ramp to WBL Intersection at future E-N/S Ramp terminal. North Power Dam Drive intersection has the on ramp as a continuation of the NBL	2 controlled intersections Power Dam Drive is continuing without a jog at the north intersection.
Geometry <i>Intersection proximity Horizontal/vertical alignment</i>	Not applicable but does not address the trip pattern anticipated.	- o Realignment of Power Dam Drive north of Highway 401 - o Design Speed not consistent 100 km/hr south of Highway 401 and 80 km/hr north of Highway 401 - o Through traffic must stop at north intersections to change direction by 90° turn.	- o Realignment of Power Dam Drive on both sides of Highway 401 - o Design Speed is consistent at 100 km/hr.	- o Realignment of Power Dam Drive north of Highway 401 - o Design Speed not consistent 80 km/hr on Power Dam Drive. - o Through traffic must stop at north intersections to change direction by 90° turn.	Horizontal geometry updated to 70km/h design speed.
Local Road Impacts <i>Requirement to re-align local roads</i>	Not applicable in the short- to mid-term.	Major realignment of Power Dam Drive Traffic detour for the duration of bridge construction.	Major realignment of Power Dam Drive.	Major realignment of Power Dam Drive and Atchison Road.	Major realignment of Power Dam Drive.
Structural Implications <i>Impacts to existing structure</i>	Existing bridge geometry is fixed. Post-tensioned structure cannot be lengthened or widened.	Curved structure to be replaced with 60° skewed straight structure at existing location Skew precludes integral abutment design. However, semi-integral abutments feasible Power Dam Drive must be detoured for entire duration of bridge demolition and replacement.	Curved structure to be replaced with 35° skewed straight structure, west of existing location High skew precludes integral and semi-integral abutments Prone to durability weakness (expansion joints). Prone to performance problems (cracking) Steel plate girder superstructure feasible.	Curved structure to be replaced by 89° skew straight structure, east of existing location Basic design and construction Integral abutments feasible Lowest cost.	Curved structure to be replaced with 60° skew straight bridge at existing location Skew precludes integral abutment design. However, semi-integral abutments feasible, Power Dam Drive must be detoured for entire duration of bridge demolition and replacement.
Accommodation of Power Dam Drive Active Transportation <i>Potential impacts to future active transportation facilities on Power Dam Drive</i>	Cannot be accommodated on existing bridge.	Feasible on new bridge Future bridge widening feasible.	Feasible on new bridge Future bridge widening feasible.	Feasible on new bridge Future bridge widening feasible.	Feasible on new bridge Future bridge widening feasible.

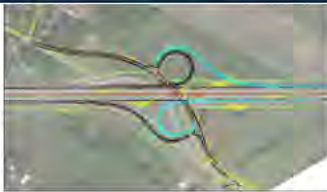
Évaluation des solutions de rechange de la liste longue

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Summary					
Key Advantages	✓ No potential impacts to private property or buildings ✓ No natural environment impacts ✓ No cost in the short-term.	✓ Low property impacts ✓ Small overall footprint impacts to natural env. ✓ Partial power line relocation ✓ Ramps to/from the east can be added in the future.	✓ Ramps to/from the east can be added in the future ✓ Moderate environment impacts ✓ Power Dam Drive through continuous and direct ✓ Maintain design speed on both sides of Highway 401 ✓ Tangent alignment on structure ✓ Does not require full time detour while constructing the new bridge.	✓ Moderate property impact ✓ Low environmental impacts ✓ Ramps to/from the east can be added in the future ✓ Preferred structural layout. ✓ W-N movement is accommodated.	✓ Moderate property impacts ✓ Low environmental impacts ✓ Ramp to/from the east can be added in the future ✓ Partial power line relocation. ✓ Power Dam Drive through traffic not required to manage sharp deflection north of Highway 401 ✓ W-N movement is accommodated.
Key Disadvantages	✗ No new connections provided ✗ W-N movement is not accommodated ✗ Short- and long-term vehicular demands will not be met ✗ Does not address Study objectives.	✗ Detour is required for entire construction duration ✗ Power Dam Drive not continuous north of Highway 401 for through traffic ✗ W-N movement is not accommodated ✗ Impacts private properties and buildings.	✗ Power line relocation ✗ High skew angle not desirable from structural perspective	✗ Power line relocation ✗ Power Dam Drive not continuous north of Highway 401 for through traffic	✗ Detour is required for the entire construction duration ✗ Power line relocation ✗ High impact to water quality, runoff volume, and peak flow
Recommendation	CARRY FORWARD (for comparison purposes)	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD

Notes:

Potential impacts (or effects) are measured as low, moderate, or high based on the anticipated net environmental effects (following inclusion of standard and readily available mitigative measures). In this regard, a low impact has the least significant potential effect, which is defined as negligible, while a high impact has the greatest (or most significant) potential negative effect. The noted exception is the "Conformity to Provincial Planning Policies" criterion, whereby a rating of "low" is considered least favourable, while a rating of "high" is most favourable.

Évaluation des solutions de rechange de la liste longue

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
Alternative Schematic					
Alternative Description	Parclo B2 Interchange with full movement with two intersections north and south of the new skewed curved bridge located west of existing structure.	New Power Dam Drive intersection north of a new skewed straight bridge west of existing structure. Two direct ramps to/from the east connects to Power Dam Drive with a T-intersections north and south of the bridge. W-S ramp is modified as a W-N/S Parclo B loop ramp that connects to Power Dam Drive at the south intersection.	Single Diamond Interchange with 4 ramps connected through 2 controlled intersections on Power Dam Drive. The proposed bridge will be a skewed tangent structure west of existing bridge location.	Full Parclo A4 Interchange with new skewed curved bridge east of existing structure location. The Interchange has 4 free flow on ramps and two off ramps connected through 2 controlled intersections.	Full Parclo A4 Interchange with new straight bridge east of the existing structure location. The Interchange has 4 free flow on ramps and two off ramps connected through 2 controlled intersections
Social / Natural Environment					
Social and Community 1. Potential to increase out of way travel. 2. Impacts to agriculture / community facilities 3. Conformity to Provincial Planning Policies	1. Low 2. Low 3. High	1. Low 2. Low to Moderate 3. High	1. Low 2. Low to Moderate 3. High	1. Low 2. High 3. High	1. Low 2. High 3. High
Property Impacts Potential land acquisition due to increase in ROW width Potential effects to accessibility of existing properties	Total additional property required: ~2 ha Includes private property, farmland and forest.	Total additional property required: ~3.5 ha Includes private property, farmland and forest.	Total additional property required: ~3.5 ha Includes private property, farmland and forest.	Total additional property required: ~8 ha Includes private property, farmland and forest and impacts building	Total additional property required: ~12 ha Includes private property, farmland and forest and impacts building
Cultural and Built Heritage/Archaeology	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Lower overall footprint in comparison to other alternatives, and therefore, has less potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Moderate overall footprint in comparison to other alternatives, and therefore, has moderate potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. Moderate overall footprint in comparison to other alternatives, and therefore, has moderate potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. High overall footprint in comparison to other alternatives, and therefore, has more potential to impact Archaeological Resources.	There are no built or cultural heritage resources impacted by this alternative. Archaeological potential outside existing right-of-way. High overall footprint in comparison to other alternatives, and therefore, has more potential to impact Archaeological Resources.
Watercourses / Fisheries Potential effects to natural watercourses and fisheries habitat	Impacts to watercourses/fish habitat: 12 culverts, 6 storm	Impacts to watercourses/fish habitat: 12 culverts, 6 storm	Impacts to watercourses/fish habitat: 12 culverts, 6 storm	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer	Impacts to watercourses/fish habitat: 12 culverts, 6 storm sewer

Évaluation des solutions de recharge de la liste longue

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
	sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal/extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	sewer systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.	systems along Power Dam Drive, Unnamed Drain, and roadside ditches. Requires new culverts and/or relocation / removal / extension of existing culverts. Requires new storm sewer systems for realigned Power Dam Drive and new on/off ramps.
Vegetation, Woodlots, and Wildlife Habitat <i>Potential effects to vegetation, woodlots, and wildlife habitat / corridors</i>	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].	Permanent and temporary vegetation impacts to potential SAR/SAR habitat (farmland [Barn Swallow, Eastern Meadowlark & Bobolink] and woodlots [SAR bats, SAR birds, SAR trees].
Water Resources <i>Potential effects on natural runoff and stormwater quality</i>	Moderate increase in imperviousness results in moderate impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	Moderate increase in imperviousness results in moderate impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	Moderate increase in imperviousness results in moderate impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	High increase in imperviousness results in high impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.	High increase in imperviousness results in high impact to water quality, runoff volume, and peak flow requiring SWM to mitigate.
Cost / Staging					
Cost <i>Qualitative</i>	Interim: Low to Moderate Ultimate: Moderate to High	Interim: Moderate to High Ultimate: Moderate to High	Interim: Low to Moderate Ultimate: Moderate to High	High	High
Staging Opportunities <i>Potential for interim / ultimate connections</i>	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	NS-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	S-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.	New structure can be built while the existing is still in service. S-E and E-NS ramps can be constructed later as part of the ultimate and/or when the need to provide access to and from the east is required.
Utility Impacts	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps on south side only.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power line north and south of Highway 401. Existing gas crossing impacted by future ramps.	Relocation of overhead power lines north and south of Highway 401. Existing gas crossing impacted by future ramps.
Transportation					
Operational Performance <i>Potential to accommodate short/long-term vehicular demands Direct/Indirect connections Entrances</i>	o 2 controlled intersections o Power Dam Drive is continuing without a jog at the WB on ramp intersection.	o 1 controlled intersection for the EBL on/off ramps o 1 controlled intersection for the WBL on ramp o Intersection at future E-N/S Ramp terminal. o North Power Dam Drive intersection has the on ramp as a continuation of the NBL	o 2 controlled intersections o Power Dam Drive is continuing without a jog at the north intersection.	o 2 controlled intersections o Power Dam Drive is continuing without a jog at the WB on ramp terminal.	o 2 controlled intersections o Power Dam Drive is continuing without a jog at the WB on ramp terminal.

Évaluation des solutions de rechange de la liste longue

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
		o Short distance between intersection and left turn onto EBL on ramp			
Geometry <i>Intersection proximity Horizontal/vertical alignment</i>	o Realignment of Power Dam Drive on both sides of Highway 401 o Design Speed is consistent at 100 km/hr.	o Realignment of Power Dam Drive on both sides of Highway 401 o Design Speed is not consistent 100 km/hr south of Highway 401 and 40 km/hr north of Highway 401 at the roundabout.	o Realignment of Power Dam Drive on both sides of Highway 401 o Design Speed is consistent at 100 km/hr.	o Realignment of Power Dam Drive on both sides of Highway 401 o Design Speed is consistent at 90 km/hr.	o Significant Realignment of Power Dam Drive o Design speed is consistent for 80km/hr. o To meet sight distance requirements, auxiliary lanes will be required at intersections.
Local Road Impacts <i>Requirement to re-align local roads</i>	Major realignment of Power Dam Drive.	Major realignment of Power Dam Drive.	Major realignment of Power Dam Drive.	Major realignment of Power Dam Drive and Atchison Road.	Major realignment of Power Dam Drive
Structural Implications <i>Impacts to existing structure</i>	Curved structure to be replaced with 60° skewed curved structure, west of existing location Higher complexity design and construction. Additional span may be required to counter torsion of curved bridge. Increased length required to square abutments.	Curved structure to be replaced with 60° skewed straight structure, west of existing structure location Skew precludes integral abutment design. However, semi-integral abutments feasible	Curved structure to be replaced with 41° skewed straight structure, west of existing location High skew precludes integral and semi-integral abutments Prone to durability weakness (expansion joints). Prone to performance problems (cracking) Steel plate girder superstructure feasible.	Curved structure to be replaced with 49° skewed curved structure, east of existing location High complexity design and construction, additional spans and longer length required to balance torsion of curved bridge and to square abutments Straight girders likely not feasible. Superstructure options include steel box girders and post-tensioned concrete box girders Post Tensioned Concrete option requires long-duration Highway 401 lane closures Highest construction cost.	Curved structure to be replaced with 90° skewed straight structure, east of existing location Basic design and construction Integral abutments feasible Lowest cost.
Accommodation of Power Dam Drive Active Transportation <i>Potential impacts to future active transportation facilities on Power Dam Drive</i>	AT can be incorporated but may not be feasible to add post construction.	Same as Alternative 2.	AT feasible on new bridge. Future bridge widening feasible.	AT can be incorporated but may not be feasible to add post construction.	AT can be accommodated

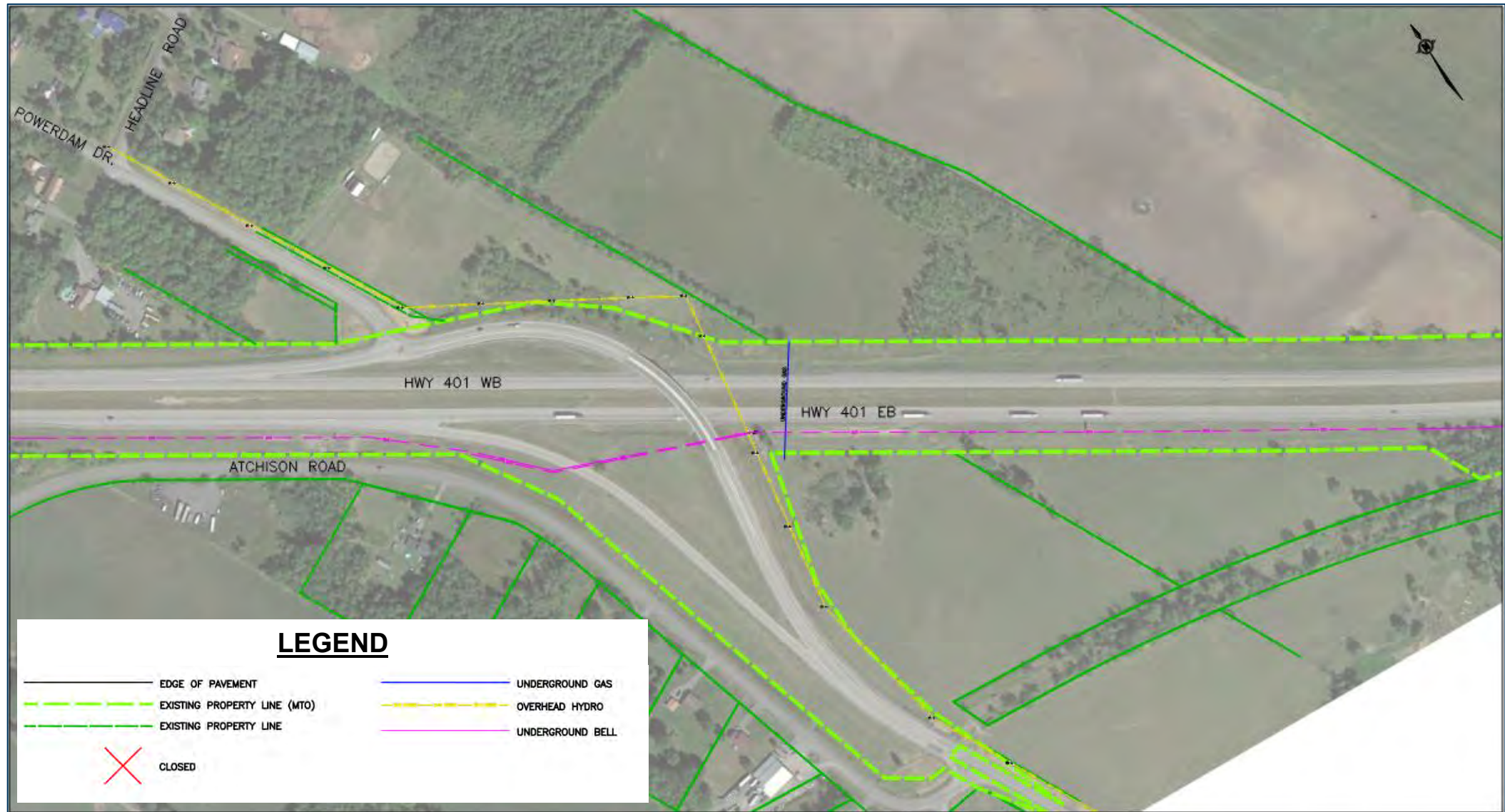
Évaluation des solutions de rechange de la liste longue

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
Summary					
Key Advantages	✓ Low property impacts ✓ Small overall footprint impacts to natural env. ✓ Partial power line relocation ✓ Ramps to/from the east can be added in the future ✓ Power Dam Drive through traffic not required to manage sharp deflection north of Highway 401 ✓ Maintain design speed on both sides of Highway 401 ✓ W-N movement is accommodated	✓ Partial power line relocation ✓ Moderate environment impacts ✓ Ramps to/from the east can be added in the future ✓ Power Dam Drive through traffic not required to manage sharp deflection north of the highway ✓ Tangent alignment on structure	✓ Ramps to/from the east can be added in the future ✓ Moderate environment impacts ✓ Power Dam Drive through continuous and direct ✓ Maintain design speed on both sides of Highway 401 ✓ Tangent alignment on structure ✓ Does not require full time detour while constructing the new bridge	✓ More typical Interchange layout ✓ Ramps to/from the east can be added in the future ✓ All movements are accommodated	✓ More typical Interchange layout ✓ Ramps to/from the east can be added in the future ✓ All movements are accommodated ✓ Straight structure
Key Disadvantages	✗ Complex and more expensive structure	✗ No consistent speed due to roundabout north of Highway 401 ✗ No consistent speed due to roundabout south of Highway 401	✗ High skew angle not desirable from structural perspective	✗ High property impact ✗ High environmental impacts ✗ High cost ✗ Greater utility impact ✗ Complex structure ✗ Provide two on ramps per direction may not be needed.	✗ Significant property impacts ✗ High environmental impacts ✗ Major realignment of Power Dam Drive and large curve introduced. ✗ Additional auxiliary lanes required to meet sightlines that are not warranted based on traffic volumes.
Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD

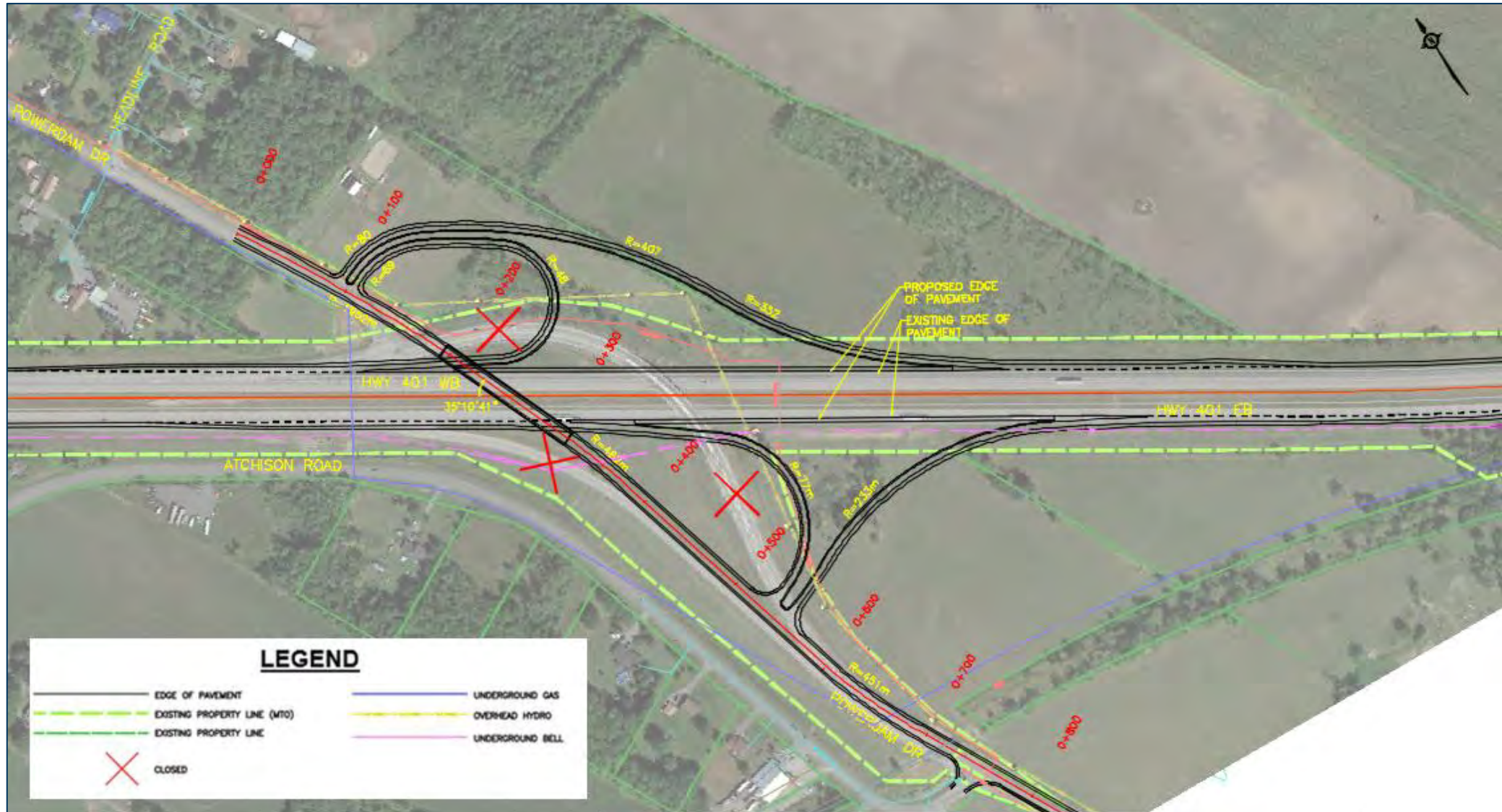
Notes:

Potential impacts (or effects) are measured as low, moderate, or high based on the anticipated net environmental effects (following inclusion of standard and readily available mitigative measures). In this regard, a low impact has the least significant potential effect, which is defined as negligible, while a high impact has the greatest (or most significant) potential negative effect. The noted exception is the "Conformity to Provincial Planning Policies" criterion, whereby a rating of "low" is considered least favourable, while a rating of "high" is most favourable.

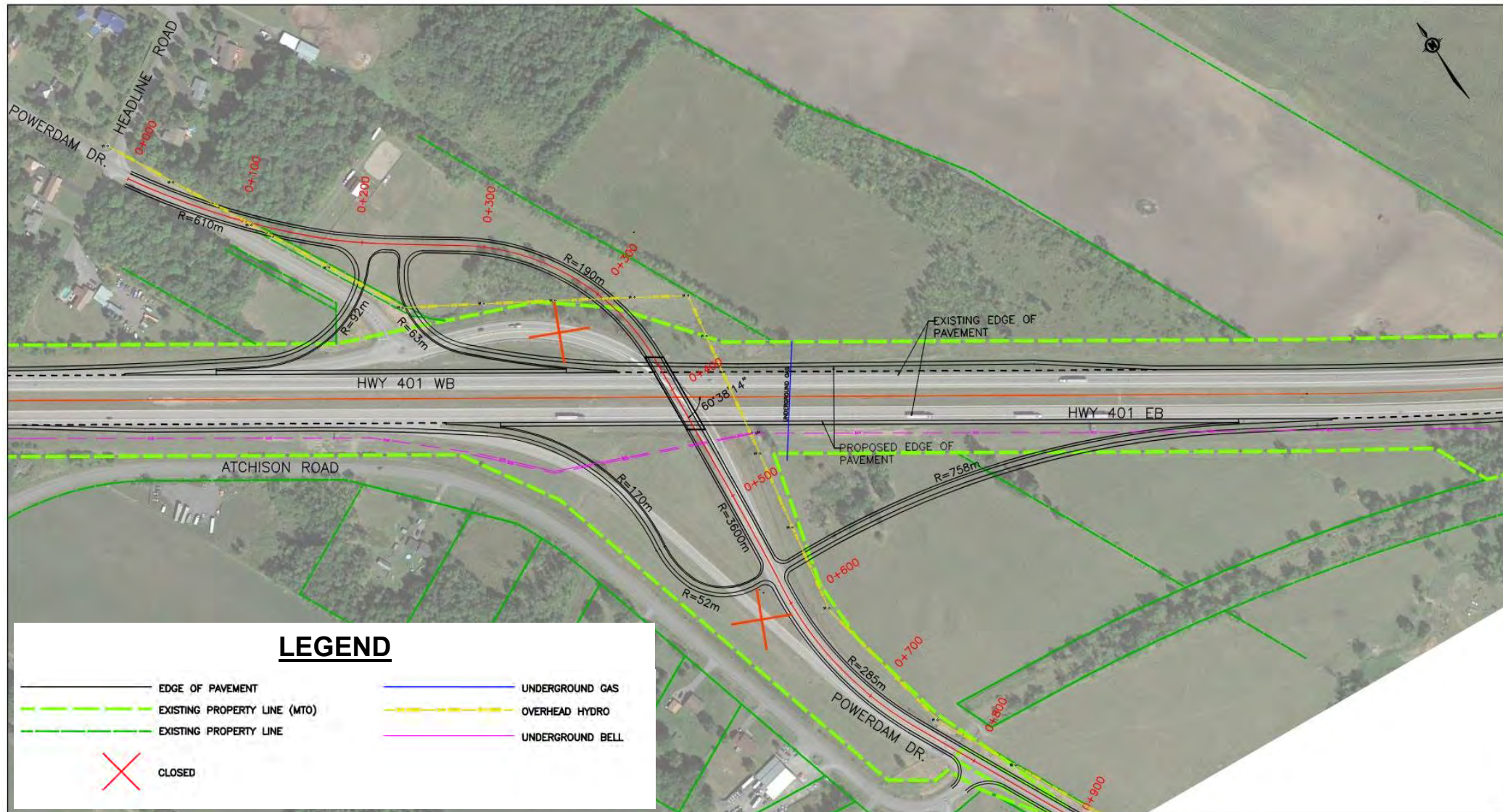
Solutions de rechange de la liste restreinte — ne rien faire



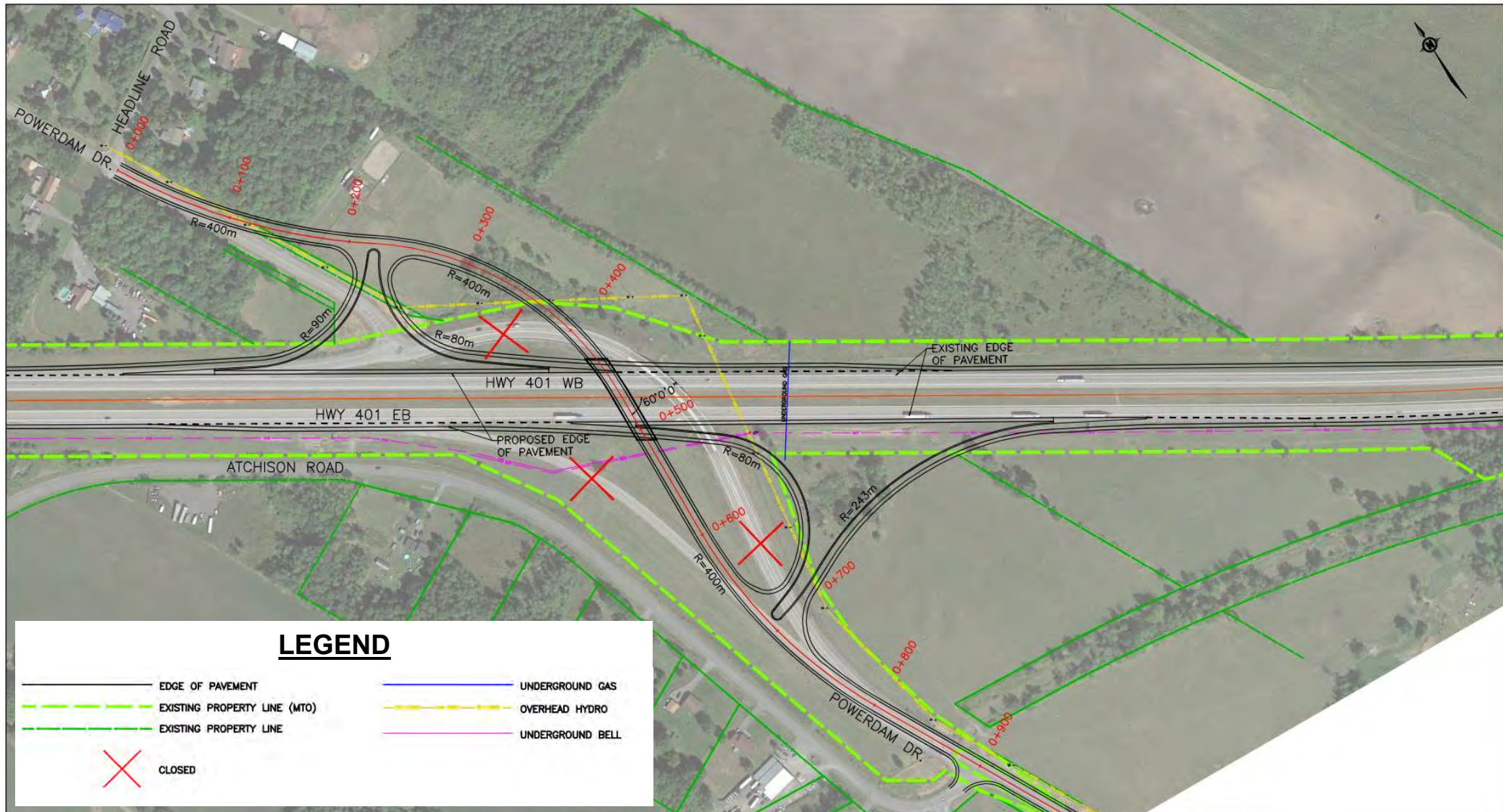
Solution de rechange de la liste restreinte 3



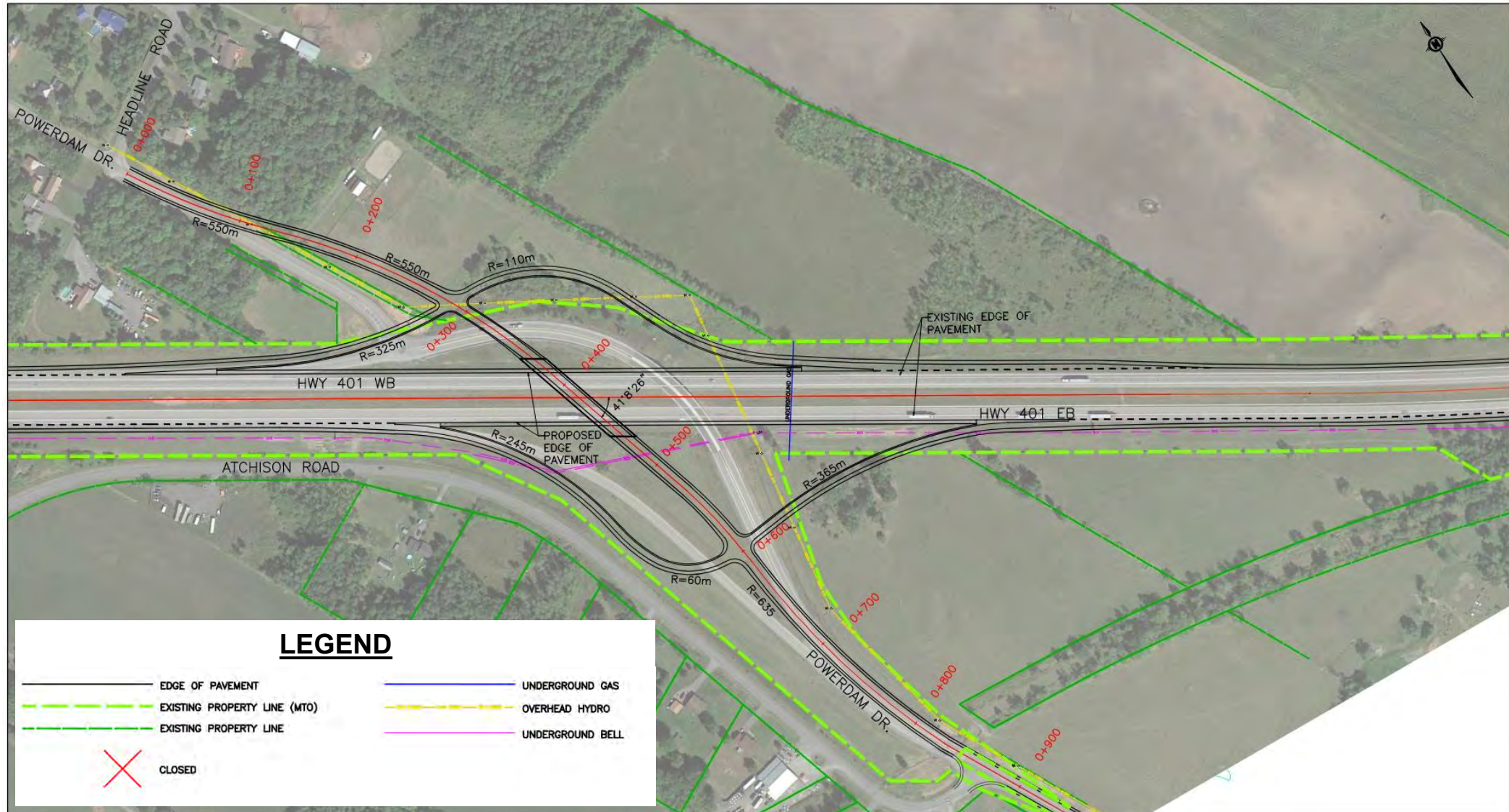
Solution de rechange de la liste restreinte 5



Solution de rechange de la liste restreinte 6



Solution de rechange de la liste restreinte 8



Prochaines étapes

À la suite de cette SIP en ligne, nous allons :

- répondre aux commentaires reçus;
- affiner les résultats de l'évaluation des solutions de rechange, au besoin;
- évaluer la liste restreinte de solutions de rechange afin de sélectionner la ou les solutions privilégiées sur le plan technique;
- présenter la ou les solutions de rechange privilégiées sur le plan technique lors de la SIP no 2;
- affiner les résultats, au besoin, et lancer la conception préliminaire;
- préparer le rapport d'étude environnementale sur les transports (RÉET) en vue d'une période de 30 jours d'examen par le public et les organismes intéressés;
- achever la conception préliminaire.



Pendant toute la durée de l'étude, on mènera des consultations et des démarches de mobilisation auprès de peuples autochtones, du grand public, d'organismes de réglementation, d'administrations municipales, de services d'urgence, de fournisseurs de transport scolaire par autobus et d'entreprises de services publics.

Merci de participer à cette SIP en ligne.

Nous vous invitons à nous faire part de vos commentaires en utilisant le formulaire de commentaires en ligne accessible sur le site Web du projet, à l'adresse www.highway401powerdam.com, ou en envoyant un courriel à l'un ou l'autre des membres de l'équipe de projet indiqués ci-dessous. Nous vous serions très reconnaissants de nous faire parvenir vos commentaires d'ici le **20 janvier 2023**.

M. Abdallah Anabtawi, ing.

Chef de projet

Ministère des Transports

Courriel : abdallah.anabtawi@ontario.ca

M. Brad Hewton, ing.

Expert-conseil et gestionnaire de projet

Morrison Hershfield

Courriel : bhewton@morrisonhershfield.com

Welcome to Online Public Information Centre No. 2

Highway 401 at Power Dam Drive Interchange

Preliminary Design and Environmental Assessment Study

G.W.P. 4092-19-00



May 30, 2024

Purpose of Public Information Centre No. 2

The purpose of this online Public Information Centre is to present and receive input on the Highway 401 at Power Dam Drive Interchange Improvements Preliminary Design and Environmental Assessment Study. This PIC will provide:

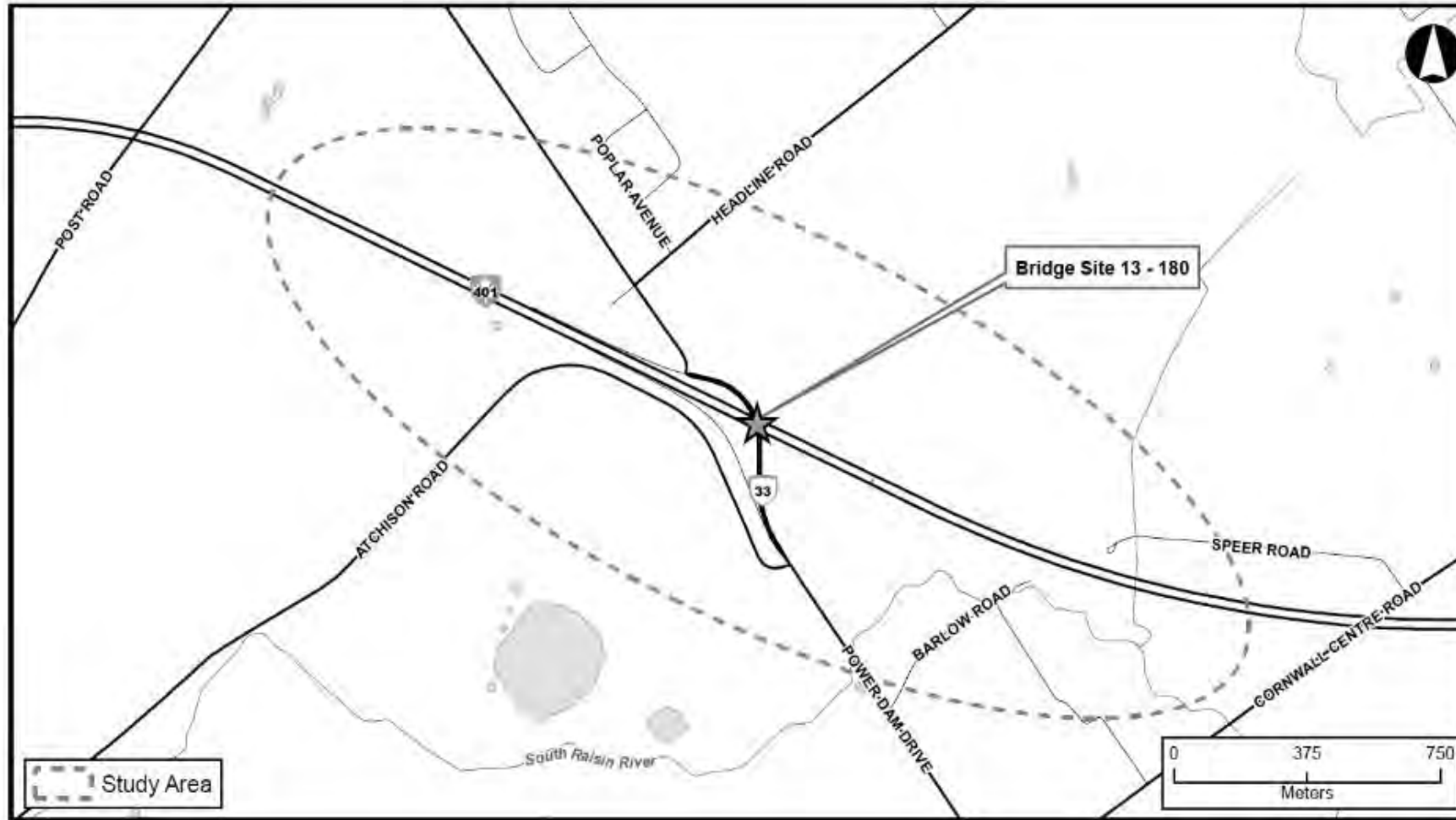
- A summary of PIC #1
- The results of the evaluation of the short-list of alternatives
- The recommended Technically Preferred Alternative
- An opportunity to provide feedback on the recommendation
- Next steps

Members of the Project Team are available to discuss any questions that you may have regarding this Project, please email Brad Hewton (Consultant Project Manager) at bhewton@morrisonhershfield.com.

If you require any assistance regarding the accessibility of these materials, please let us know by emailing the address above. We would be happy to assist you. Pour de l'aide en français, veuillez communiquer avec Brad Hewton.

Digital copies of the PIC display materials are posted to the project website at <http://www.highway401powerdam.com>.

Highway 401 at Power Dam Drive Study Area



The Project Study Area is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry.

Project Background

The Ministry of Transportation (MTO) conducts detailed inspections of its bridges every two years and conducts general maintenance inspections on all bridges at least twice a year. The Ministry ensures that its bridges and structures are well maintained, and repairs occur at the best time in the structure's life cycle.

Based on various studies and routine inspections, MTO rehabilitated the Power Dam Drive bridge in 2016 allowing for an anticipated replacement of the bridge in the near future.

The ministry has retained Morrison Hershfield (now Stantec) to undertake the Preliminary Design and Environmental Assessment Study for the replacement and interchange improvement of the Power Dam Drive (or County Road 33) bridge over Highway 401 in the Township of South Stormont.



Project Overview

Challenge: Highway 401 is a four-lane divided rural freeway at the Power Dam Drive interchange. The existing Power Dam Drive bridge is approaching the end of service life and requires replacement. The interchange's current configuration does not allow for all traffic movements on to and off Highway 401.

Opportunity: Reasonable alternatives to improve roadway geometrics and incorporate future interchange options by replacing the current bridge and altering the Highway 401 footprint were developed and evaluated leading to the selection of the Technically Preferred Alternative and a Recommended Plan.

The Recommended Plan will address interim interchange improvements and accommodate long-term interchange and Highway 401 improvements should a future development require a full interchange. The bridge replacement and reconstruction of existing ramps will proceed as the first phase, with interchange upgrades to follow in the future.



Highway 401 at Power Dam Drive

Class EA Process

- This Preliminary Design and Class Environmental Assessment (Class EA) Study is following the Group B Project requirements under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000)
- Ongoing stakeholder consultation, including two rounds of Public Information Centres
- A Transportation Environmental Study Report (TESR) will be prepared and made available for public and agency review for a period of 30-days at Study completion
- For more information on the Class EA process, check out the PIC #1 presentation on our website: <http://www.highway401powerdam.com>

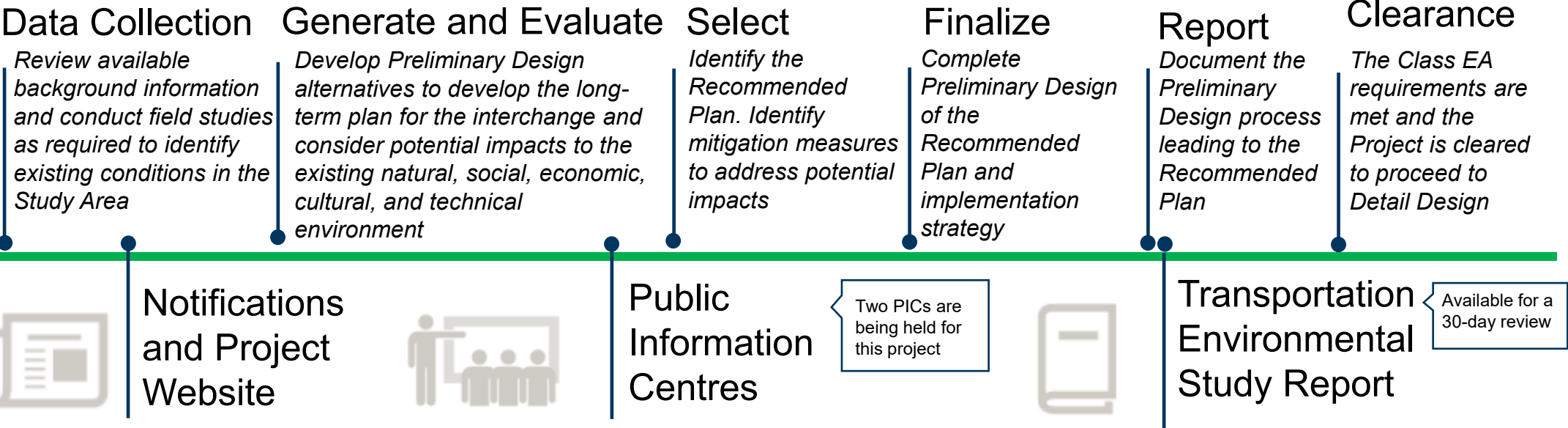


Class Environmental Assessment Process (2000)

The MTO Class Environmental Assessment Process was amended in 2023. As this project was initiated prior to the amendment being approved, this project continues to follow the MTO Class Environmental Assessment (2000) process which is described below:



PRELIMINARY DESIGN WITHIN THE ENVIRONMENTAL ASSESSMENT PROCESS



Existing Bridge (Site No. 13X-180/B0)

Description

- The Power Dam Drive bridge is a post-tensioned concrete curved structure that was built circa 1967
- The bridge is comprised of four (4) spans, with an overall length of 92.4m
- The existing bridge carries two (2) traffic lanes, and wide curbs with concrete barrier walls on each side over Highway 401

Condition

- Though the Power Dam Drive bridge is in fair condition overall, it is approaching the end of its intended service life
- The last rehabilitation was completed in 2016



Power Dam Drive Bridge

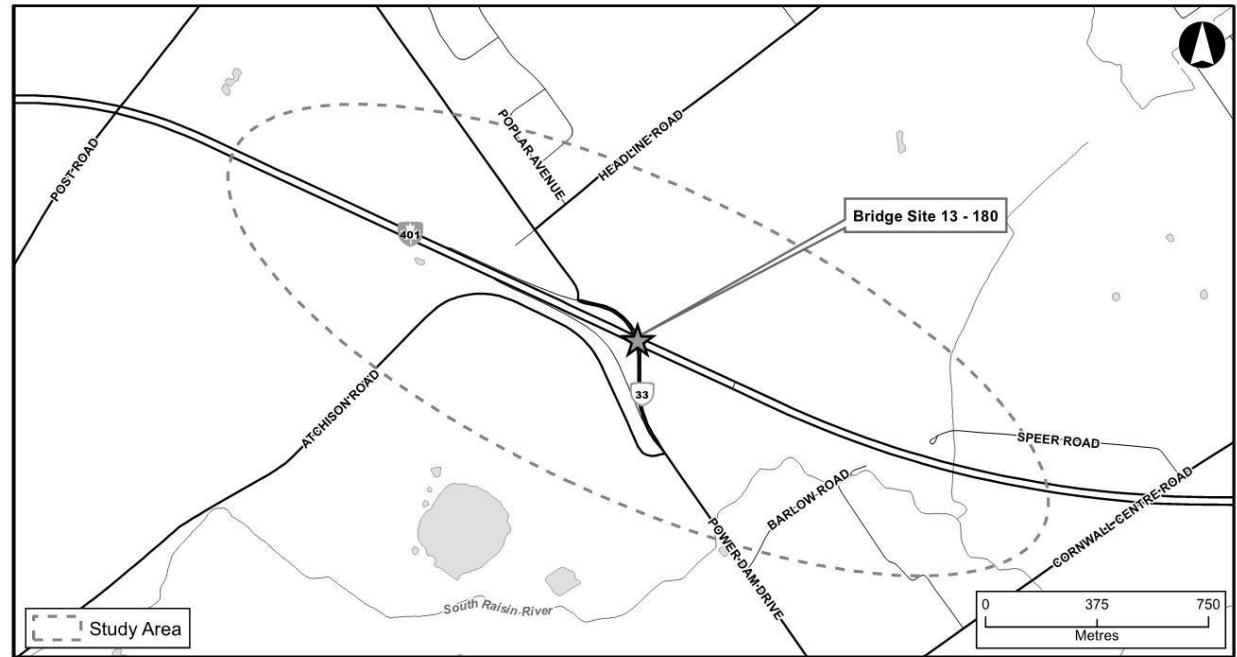
Existing Roadway Configuration

Highway 401

- Near the structure, Highway 401 has 2 lanes in each direction and includes a grassed median.
- Speed limit of 110 km/hr.
- Highway 401 serves an important corridor within eastern Ontario and Quebec
- There is currently one eastbound off-ramp and one westbound on-ramp

Power Dam Drive (County Road 33)

- Power Dam Drive (or County Road 33) is a two-lane municipal road which crosses Highway 401 in a north-south direction
- Speed limit of 80 km/hr.
- Nearby intersections include Atchison Road to the south and Headline Road to the north
- The current alignment does not meet the design standards for the design speed of the road.



Existing Road Map within the Power Dam Drive Study Area

Overview of Environmental Investigations

As part of this Preliminary Design and Class EA Study, a range of studies were undertaken to collect primary environmental and engineering information to:

- Confirm and document existing (baseline) natural, social, economic, cultural and technical conditions within the Study Area
- Confirm the anticipated (or predicted) impacts
- Develop applicable environmental protection and mitigation measures to alleviate / minimize the predicted impacts.

Studies that were undertaken include:

- Fish and Fish Habitat Assessment
- Terrestrial Ecosystem Assessment
- Impact Assessment Studies
- Stage 1 Archaeology Assessment
- Cultural Heritage Assessment
- Contamination Overview Study

For additional information on the studies undertaken, please review the PIC #1 presentation on our website.



Summary of Existing Conditions

- **Fish & Fish Habitat** – The existing drainage system for the interchange includes twenty-six culverts, nine catch basins, and roadside ditches. There are two mapped tributaries of the South Raisin river located 930 m west of the bridge and 450 m east of the bridge. Both are considered a warmwater fishery.
- **Terrestrial Habitat** - The Study Area can be characterized as primarily rural-agricultural, with nearby rural residential dwellings, and woodlands present. Much of the lands are used for active farming operations. Isolated unevaluated wetlands to the west of Atchison Road, and to the east of the interchange, as well as woodlands east, west and north of the interchange are also found within the Study Area.
- **Species at Risk (SAR) and Significant Wildlife Habitat (SWH)** – There is potential SAR bat roosting habitat situated within private woodlots immediately adjacent to the Study Area (16 potential bat cavity trees identified from fence line surveys). A single butternut tree 2 cm in diameter at breast height (DBH) is also within the Study Area, as well as confirmed sighting of Eastern Meadowlark within a meadow community immediately adjacent to Highway 401 and Power Dam Drive. Additionally, the following migratory birds were audibly heard, or visually observed within the Study Area: Savannah Sparrow, Cedar Waxwing and American Woodcock.
- **Archaeology** – No registered archeological sites are located within one km of any part of the Study Area. Once the Technically Preferred Alternative is confirmed, a Stage 2 archeological assessment will be required within the ROWs where areas of archaeological potential will be affected by the proposed works.
- **Cultural Heritage** – A background review revealed no previously identified features of cultural heritage value within the study area. Seven features were identified during the fieldwork, consisting of four potential Built Heritage Resources and three potential Cultural Heritage Landscapes.
- **Contamination** – One on-site Potentially Contaminating Material (PCA) was identified within the study area.
- **Social Environment** – The Study Area is primarily rural-agricultural with a cluster of rural residential dwellings located 300 m north of the existing bridge. Several residences are located closer to the bridge along Atchison Road, south of Hwy 401.
- **Utilities** – The Study Area is intersected north to south by two Hydro One 230kV overhead electrical transmission lines, which pass through on the west side of Power Dam Drive. Impacts to the transmission lines are anticipated. Underground gas impacts will be confirmed.

Summary of PIC #1

- Four comments were received during the online PIC review period.
- The main themes of comments received included:
 - Replacement is unnecessary – Addressed by explaining the need for replacement of the structure due to age and condition
 - Location of the overpass east of the existing overpass – Addressed by providing clarity on need for project and how existing geometry limits design alternatives
 - Natural hazard and natural heritage features within the area – Addressed by providing information

Evaluation of the Long-List of Alternatives

- Prior to PIC #1 a long-list of alternatives was developed subject to a coarse evaluation to narrow the alternatives down to a short-list for a further, more detailed evaluation. The results of the long-list evaluation are summarized below.

	Alternative 1 Do Nothing	Alternative 2 Straight Bridge, 60° Skew at Existing Bridge	Alternative 3 Straight Bridge, 35° Skew, Parclo AB	Alternative 4 Straight Bridge, 89° Skew, Parclo A2 South of Bridge	Alternative 5 Straight Bridge, 60° Skew, Parclo B2 North of Bridge, Diamond South of Bridge
Alternative Schematic					
Summary					
Key Advantages	✓ No potential impacts to private property or buildings ✓ No natural environment impacts ✓ No cost in the short-term.	✓ Low property impacts ✓ Small overall footprint impacts to natural env. ✓ Partial power line relocation ✓ Ramps to/from the east can be added in the future.	✓ Ramps to/from the east can be added in the future ✓ Moderate environment impacts ✓ Power Dam Drive through continuous and direct ✓ Maintain design speed on both sides of Highway 401 ✓ Tangent alignment on structure ✓ Does not require full time detour while constructing the new bridge.	✓ Moderate property impact ✓ Low environmental impacts ✓ Ramps to/from the east can be added in the future ✓ Preferred structural layout. ✓ W-N movement is accommodated.	✓ Moderate property impacts ✓ Low environmental impacts ✓ Ramp to/from the east can be added in the future ✓ Partial power line relocation. ✓ Power Dam Drive through traffic not required to manage sharp deflection north of Highway 401 ✓ W-N movement is accommodated.
Key Disadvantages	✗ No new connections provided ✗ W-N movement is not accommodated ✗ Short- and long-term vehicular demands will not be met ✗ Does not address Study objectives.	✗ Detour is required for entire construction duration ✗ Power Dam Drive not continuous north of Highway 401 for through traffic ✗ W-N movement is not accommodated ✗ Impacts private properties and buildings.	✗ Power line relocation ✗ High skew angle not desirable from structural perspective	✗ Power line relocation ✗ Power Dam Drive not continuous north of Highway 401 for through traffic	✗ Detour is required for the entire construction duration ✗ Power line relocation ✗ High impact to water quality, runoff volume, and peak flow
Recommendation	CARRY FORWARD (for comparison purposes)	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD

Evaluation of the Long-List of Alternatives

	Alternative 6 Curved Bridge, 60° Skew, Parclo B2	Alternative 7 Straight Bridge, 60° Skew, Parclo B2 South of Bridge	Alternative 8 Straight Bridge, 41° Skew, Single Diamond Interchange	Alternative 9 Curved Bridge, 49° Skew, Parclo A2	Alternative 10 Straight Bridge, 90° Skew, Parclo A2
Alternative Schematic					
Summary					
Key Advantages	✓ Low property impacts ✓ Small overall footprint impacts to natural env. ✓ Partial power line relocation ✓ Ramps to/from the east can be added in the future ✓ Power Dam Drive through traffic not required to manage sharp deflection north of Highway 401 ✓ Maintain design speed on both sides of Highway 401 ✓ W-N movement is accommodated	✓ Partial power line relocation ✓ Moderate environment impacts ✓ Ramps to/from the east can be added in the future ✓ Power Dam Drive through traffic not required to manage sharp deflection north of the highway ✓ Tangent alignment on structure	✓ Ramps to/from the east can be added in the future ✓ Moderate environment impacts ✓ Power Dam Drive through continuous and direct ✓ Maintain design speed on both sides of Highway 401 ✓ Tangent alignment on structure ✓ Does not require full time detour while constructing the new bridge	✓ More typical Interchange layout ✓ Ramps to/from the east can be added in the future ✓ All movements are accommodated	✓ More typical Interchange layout ✓ Ramps to/from the east can be added in the future ✓ All movements are accommodated ✓ Straight structure
Key Disadvantages	✗ Complex and more expensive structure	✗ No consistent speed due to roundabout north of Highway 401 ✗ No consistent speed due to roundabout south of Highway 401	✗ High skew angle not desirable from structural perspective	✗ High property impact ✗ High environmental impacts ✗ High cost ✗ Greater utility impact ✗ Complex structure ✗ Provide two on ramps per direction may not be needed.	✗ Significant property impacts ✗ High environmental impacts ✗ Major realignment of Power Dam Drive and large curve introduced. ✗ Additional auxiliary lanes required to meet sightlines that are not warranted based on traffic volumes.
Recommendation	CARRY FORWARD	DO NOT CARRY FORWARD	CARRY FORWARD	DO NOT CARRY FORWARD	DO NOT CARRY FORWARD

After completing the evaluation of the Long-List of Alternatives, the Study Team has carried forward 5 Alternatives and undertaken a detailed evaluation of the 5 Short-List Alternatives to recommend the Technically Preferred Alternative. To review the designs of the Long-List of Alternatives in greater detail, please refer to the following <https://highway401powerdam.azurewebsites.net/Documents/Long%20List%20Alternatives.pdf>.

Short-List of Alternatives

The Short-List of Alternatives represents the alternatives that have the best ability to address future capacity and operational issues, improve safety conditions, and minimize overall impacts to the natural, social, economic, and cultural environment.

The alternatives carried forward to the Short-List of Alternatives are the following:

- Alternative 1: Do Nothing
- Alternative 3: Parclo AB
- Alternative 5: Parclo B2 – North
- Alternative 6: Parclo B2 – South
- Alternative 8: Diamond Interchange

These Short-List Alternatives were further refined during the evaluation and design development process.

Short-List Alternatives

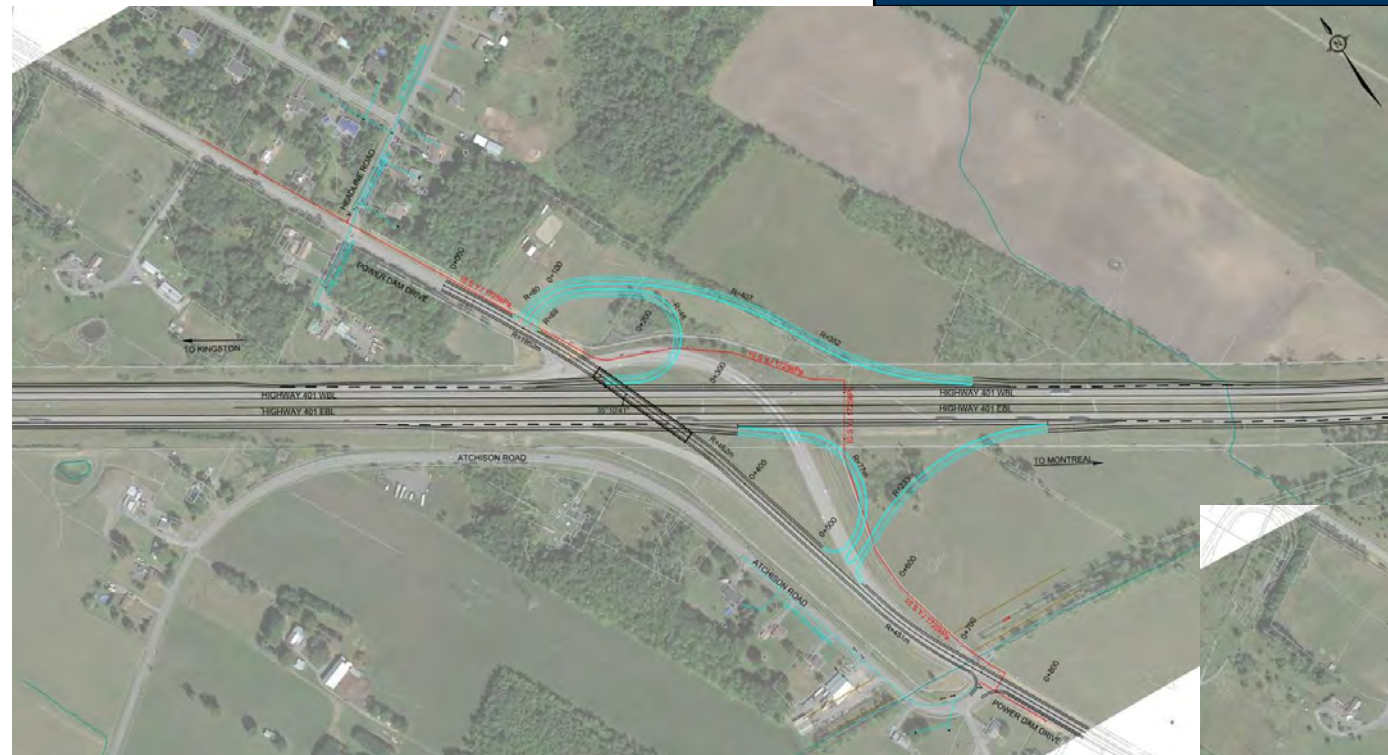


Alternative 1: Do Nothing involves the replacement of the existing bridge with a new bridge in the same configuration on the current location. This alternative does not involve any interim modifications to improve roadway geometrics or incorporate future interchange options.

While this alternative involves limited impacts compared to other Short-Listed Alternatives, it ultimately does not address the current or future needs for Highway 401 at Power Dam Drive and was used for comparison purposes only.

Short-List Alternatives

Alternative 3: Parclo AB



Alternative 5: Parclo B2 - North



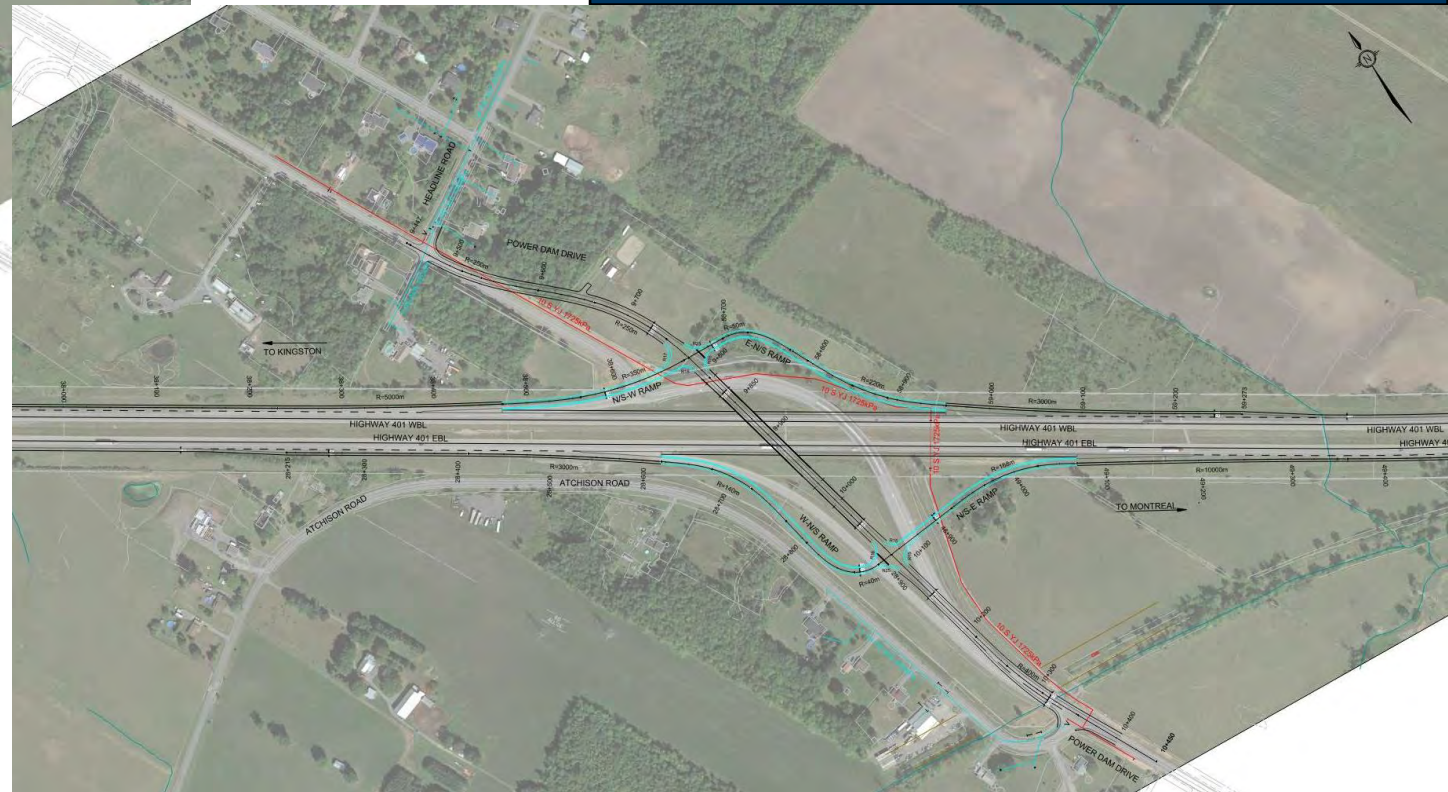
To review the designs of the Short-List of Alternatives in greater detail, please refer to the following <https://highway401powerdam.azurewebsites.net/Documents/Short%20List%20Alternatives.pdf>.

Short-List Alternatives

Alternative 6: Parclo B2 – South



Alternative 8: Diamond Interchange



To review the designs of the Short-List of Alternatives in greater detail, please refer to the following <https://highway401powerdam.azurewebsites.net/Documents/Short%20List%20Alternatives.pdf>.

Evaluation of Short-List Alternatives

The following components and criteria were used to evaluate the short-list of alternatives

Evaluation Component	Evaluation Criteria	Alternative 1: Do Nothing	Alternative 3: Parclo AB	Alternative 5: Parclo B2 North	Alternative 6: Parclo B2 South	Alternative 8: Diamond Interchange
Transportation	Level of Service / Delays					
	Municipal Road Impacts					
	Active Transportation					
	Ramp Geometry					
	Structure Layout					
	Conflict zones, Collision risks					
	Future Interchange Needs					
Constructability	Cost					
	Utility Conflicts					
	Construction Impacts					



Evaluation of Short-List Alternatives

Evaluation Component	Evaluation Criteria	Alternative 1: Do Nothing	Alternative 3: Parclo AB	Alternative 5: Parclo B2 North	Alternative 6: Parclo B2 South	Alternative 8: Diamond Interchange
Environment (Natural and Social/Cultural)	Fisheries Impact					
	Wildlife/Habitat					
	Water Resources					
	Property					
	Agriculture					
	Archaeological					
		 Most Preferred	 More Preferred	 Moderately Preferred	 Less Preferred	 Least Preferred

To review the designs of the Short-List of Alternatives in greater detail, please refer to the following <https://highway401powerdam.azurewebsites.net/Documents/Short%20List%20Alternatives.pdf>.

Evaluation Results

Evaluation Summary	Evaluation Component	Alternative 1: Do Nothing	Alternative 3: Parco AB	Alternative 5: Parco B2 North	Alternative 6: Parco B2 South	Alternative 8: Diamond Interchange
	Transportation					
	Constructability/Cost					
	Environment					
	Overall					
	Results	Not Recommended	Not Recommended	Not Recommended	Not Recommended	<u>Recommended</u>

- Based on the results of the evaluation, **Alternative 8: Diamond Interchange** is the recommended Technically Preferred Alternative. This alternative achieves the objectives of the study by addressing current and future demand needs, while resulting in the least amount of impacts to the evaluation components of Transportation, Constructability/Cost, and Environment.
- As part of the Recommended Plan, a partial interchange is proposed to be constructed in the interim to ensure future ramps can be accommodated when a full interchange is warranted.
- Pending completion of the EA and subject to funding, the Technically Preferred Alternative and Recommended Plan will proceed to the next design phase and eventually construction.

Technically Preferred Alternative

Alternative 8: Diamond Interchange



Interchange Implementation

- The traffic analysis completed by Study team has identified that there is no current need for a full interchange at the design horizons of 10 and 20 years beyond construction based on traffic volumes and current growth projections. Ultimately, however, an expansion of capacity at the Highway 401 and Power Dam Drive may be required.
- To accommodate for this future need, a partial interchange is being proposed. This partial interchange will be constructed in the interim to ensure future ramps can be accommodated when a full interchange is warranted. The phased approach with the “Interim configuration” is proposed to coincide with the bridge replacement and realign the existing ramps to tie into the new structure and Power Dam Drive alignment.
- The partial interchange will maintain the level of service with the Brookdale Interchange to the East.
- Potential Environmental Impacts resulting from the Technically Preferred Alternative include vegetation removal, impacts to wildlife and wildlife habitat due to construction, minor impacts to fish habitat to occur in low sensitivity habitat, and potential impacts to Species at Risk. To ensure environmental impacts are minimized, mitigation measures and timing windows will be implemented during construction.
- To implement the Technically Preferred Alternative, property acquisition will be required. Preliminary discussions are currently underway with impacted property owners.

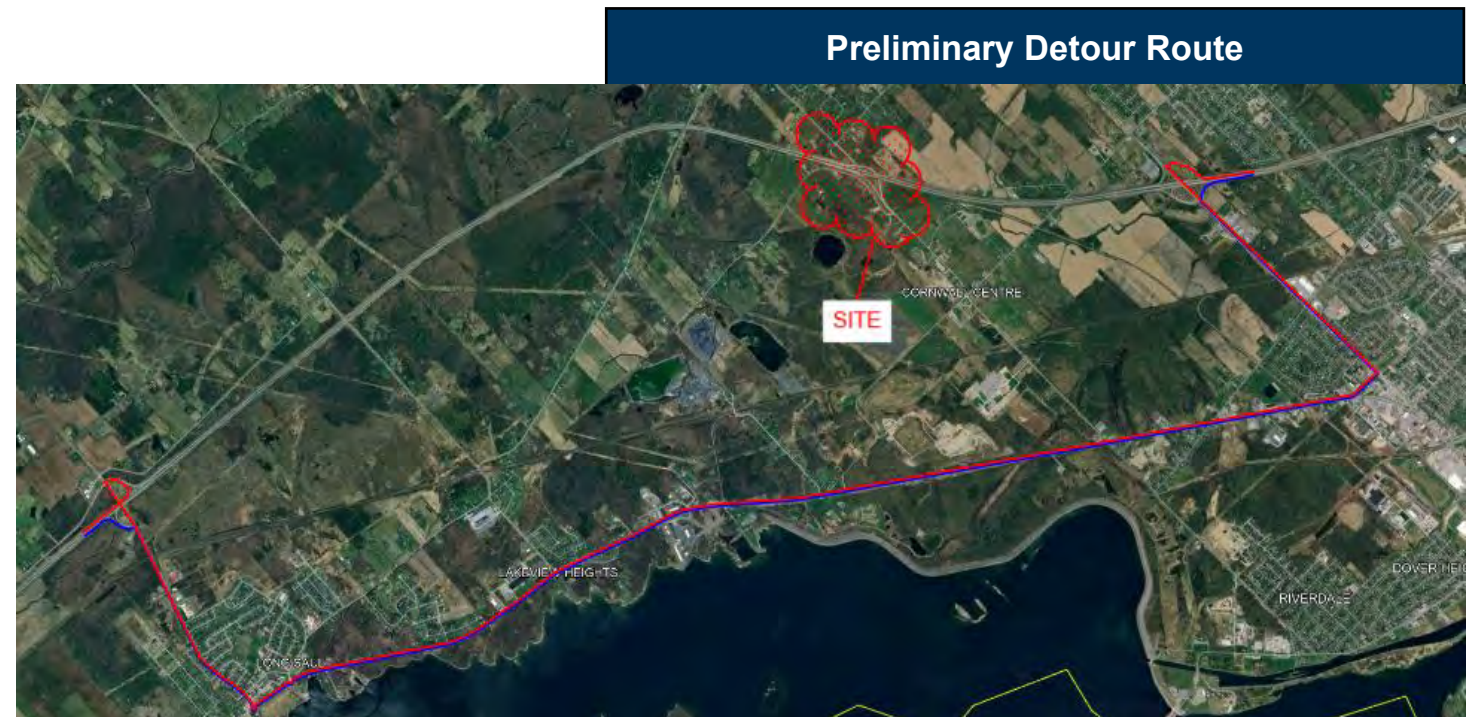


Potential Detour Routes During Construction

To construct the planned improvements to Highway 401 and Power Dam Drive, roadway closures will be required.

While final closures, durations, and routes will be confirmed during the Detail Design phase of the project, the following routes are currently under consideration as part of the Preliminary Design.

- Highway 401 and ramp closures: Closures for girder erection and ramp tie-ins are being considered as part of the Preliminary Design. A detour using Brookdale, Hwy 2, Moulinette are available.
- Power Dam Drive: Closures for tie-ins and grading changes are required. Local road detours are available using Cornwall Centre Rd or County Road 36.



Next Steps and How to Stay Informed

Following this Online PIC, we will:

- Respond to comments received
- Refine the results based on the feedback received during consultations, if required
- Prepare the Transportation Environmental Study Report (TESR) for 30-day public and agency review
- Finalize the Preliminary Design



Consultation and engagement with Indigenous Communities, the public, regulatory agencies, municipal governments, emergency services providers, and utility companies is on-going throughout the Study.

Thank you for participating in this Online PIC. Pending completion of the EA and subject to funding, the Technically Preferred Alternative will proceed to the next design phase (Detail Design) and eventually to construction.

We welcome and encourage your comments, by using the online comment form available on the project website <http://www.highway401powerdam.com>, or alternatively, by emailing either of the Project Team members listed below. We would greatly appreciate receiving your comments by **June 30, 2024**.

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Bienvenue à la séance d'information publique en ligne no 2

Autoroute 401 à
l'échangeur Power Dam
Drive

Étude de conception
préliminaire et d'évaluation
environnementale

G.W.P. 4092-19-00



30 mai 2024

Objectif de la séance d'information publique n° 2

Le but de cette séance d'information publique en ligne est de présenter et de recevoir des commentaires sur l'étude de conception préliminaire et d'évaluation environnementale des améliorations à l'échangeur de l'autoroute 401 à Power Dam Drive. Cette SIP fournira :

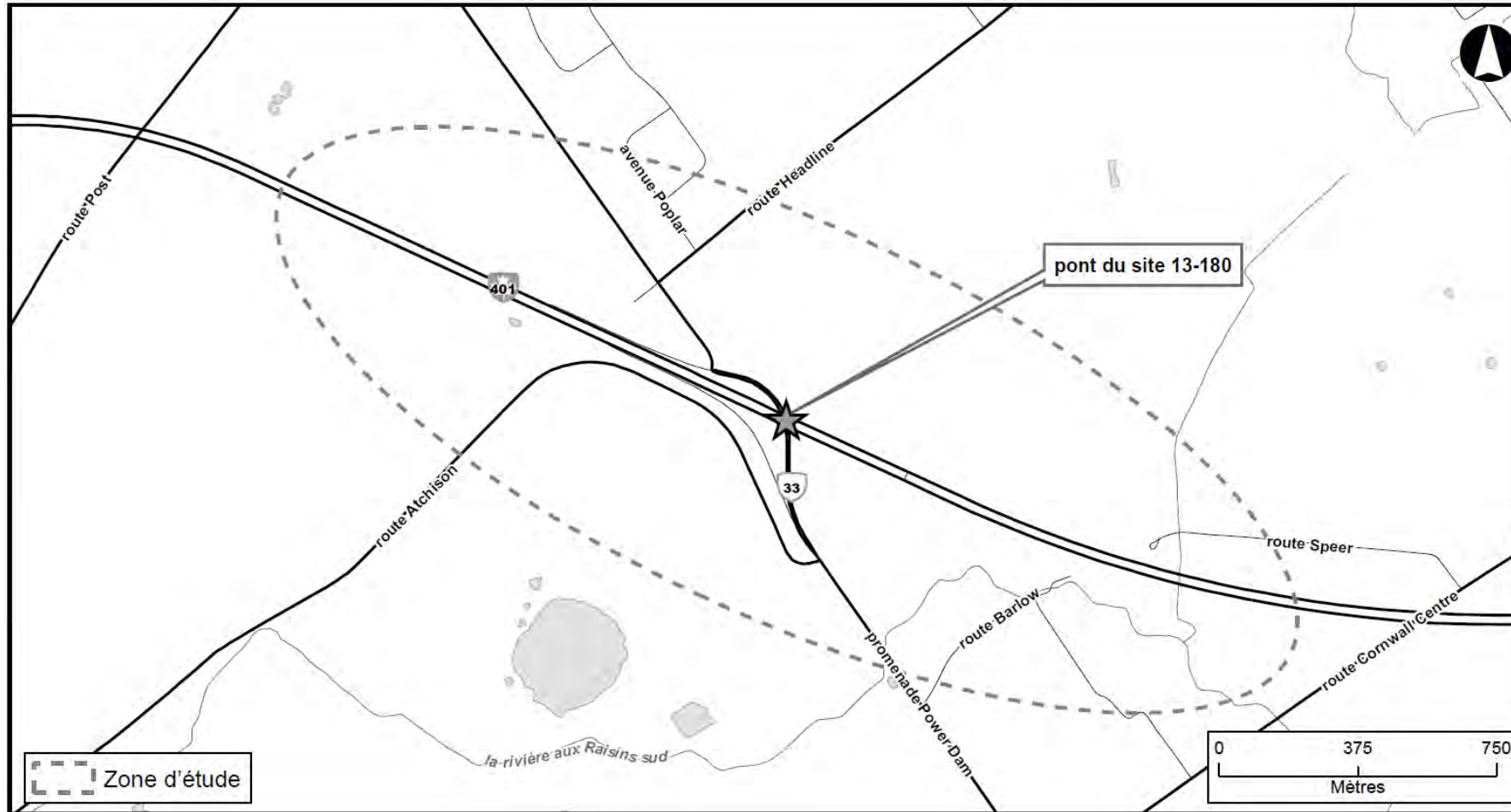
- Un sommaire de la SIP no 1
- Les résultats de l'évaluation des solutions de rechange de la liste restreinte
- La solution techniquement préférée recommandée
- Une opportunité de fournir des commentaires sur la recommandation
- Les prochaines étapes

Les membres de l'équipe du projet sont à votre disposition pour discuter de toute question concernant ce projet. Veuillez envoyer un courriel à Brad Hewton à l'adresse bhewton@morrisonhershfield.com (expert-conseil et gestionnaire de projet).

Si vous avez besoin d'aide concernant l'accessibilité de ces documents, veuillez nous en faire part en envoyant un courriel à l'adresse ci-dessus. Nous serons ravis de vous aider. For assistance in English, please contact Brad Hewton.

Des copies numériques des documents de présentation de la SIP sont publiées sur le site Web du projet à l'adresse www.highway401powerdam.com/FR/index.html

Autoroute 401 à la Power Dam Drive – Zone d'étude



La zone d'étude du projet se trouve dans le canton de South Stormont, au sein des comtés unis de Stormont, Dundas et Glengarry.

Contexte du projet

Le ministère des Transports (MTO) effectue des inspections détaillées de ses ponts tous les deux ans et procède à des inspections d'entretien général de l'ensemble des ponts au moins deux fois par an. Le MTO veille à ce que ses ponts et structures soient bien entretenus et à ce que les réparations aient lieu au meilleur moment dans le cycle de vie de la structure visée.

À la suite de diverses études et inspections de routine, le MTO a récemment remis en état le pont de la Power Dam Drive en 2016, ce qui permet de prévoir le remplacement du pont dans un proche avenir.

Le ministère a retenu les services de Morrison Hershfield (maintenant Stantec) pour entreprendre l'étude de conception préliminaire et d'évaluation environnementale en vue de l'amélioration du remplacement du pont de Power Dam Drive (ou route de comté 33) et de l'amélioration de l'échangeur au-dessus de l'autoroute 401, dans le canton de South Stormont.



Survol du projet

Défi : L'autoroute 401 est une autoroute rurale à quatre voies divisées à l'échangeur de Power Dam Drive. Le pont actuel de la Power Dam Drive approche de la fin de sa durée de vie prévue et doit être remplacé. La configuration actuelle de l'échangeur ne permet pas tous les mouvements de circulation vers et l'autoroute 401.

Occasion : Des alternatives raisonnables pour améliorer la configuration de la route et intégrer de futures options d'échangeur en remplaçant le pont actuel et en modifiant l'empreinte de l'autoroute 401 ont été élaborées et évaluées, menant à la sélection de la solutions privilégiée et d'un plan recommandé.

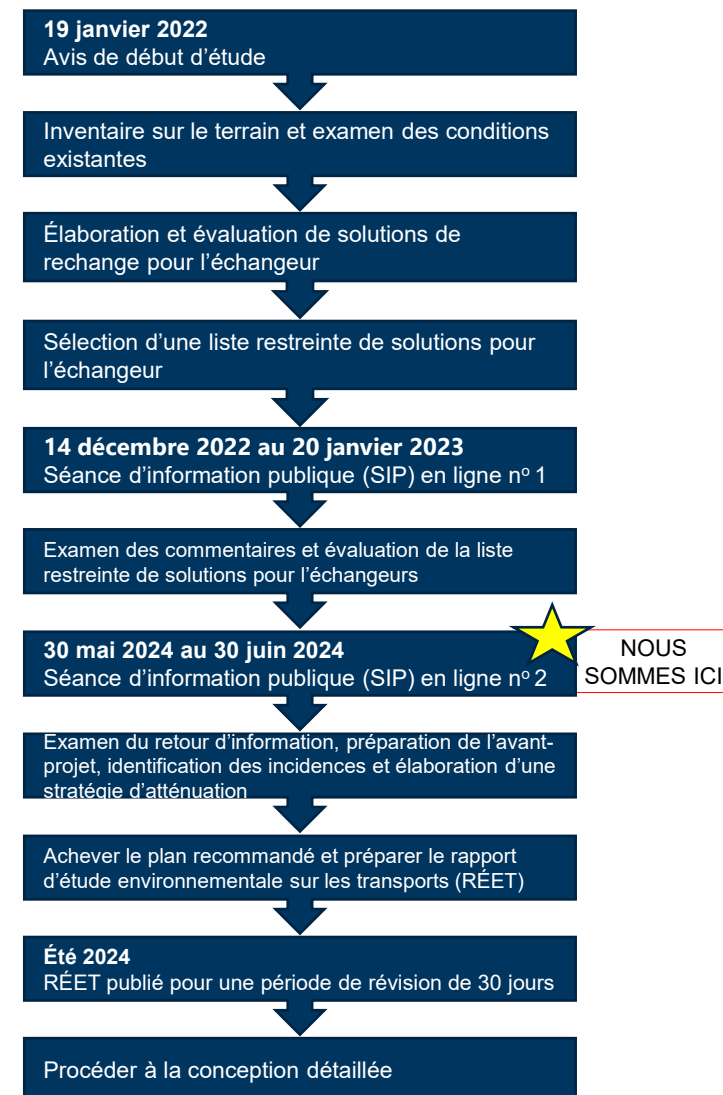
Le plan recommandé abordera les améliorations provisoires de l'échangeur et permettra des améliorations à long terme de l'échangeur et de l'autoroute 401 si un développement futur nécessite un échangeur complet. Le remplacement du pont et la reconstruction des rampes existantes constitueront la première phase, avec des améliorations de l'échangeur qui suivront dans le futur.



Le processus d'évaluation environnementale de portée générale

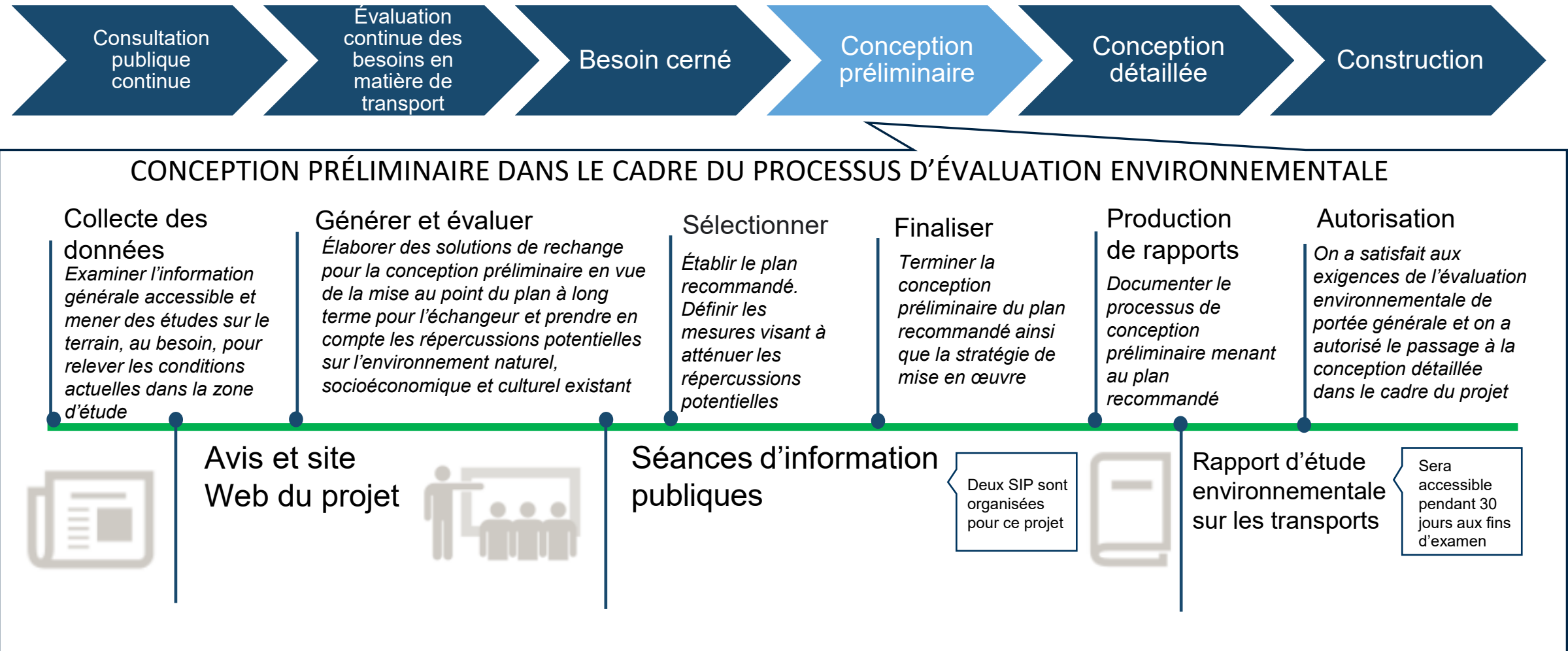
- Cette étude de conception préliminaire et d'évaluation environnementale (ÉE) de portée générale est conforme aux exigences des projets du groupe « B » dans le cadre de l'Évaluation environnementale de portée générale pour les routes provinciales (2000).
- La consultation des parties prenantes est en cours et comprend deux cycles de SIP.
- Un rapport d'étude environnementale sur les transports (RÉET) sera préparé et mis à la disposition du public et des organismes intéressés aux fins d'examen pendant une période de 30 jours à la fin de l'étude.
- Pour plus d'informations sur le processus d'ÉE, consultez la présentation SIP no 1 sur notre site Web :

<http://www.highway401powerdam.com/FR/index.html>



Processus d'évaluation environnementale de portée générale (2000)

Le processus d'évaluation environnementale de portée générale du MTO a été modifié en mars 2023. Comme ce projet a été lancé avant l'approbation de la modification, ce projet continue de suivre le processus d'évaluation environnementale de portée générale du MTO (2000), qui est décrit ci-dessous :



Pont actuel (site n° 13X-180/B0)

Description

- Le pont de Power Dam Drive est une structure courbe en béton précontraint par post-tension qui a été construite vers 1967.
- Le pont est composé de quatre (4) travées, pour une longueur totale de 92,4 mètres.
- Le pont comporte deux (2) voies de circulation et de larges bordures avec des murs de séparation en béton de chaque côté, au-dessus de l'autoroute 401.

Condition

- Bien que le pont de Power Dam Drive soit en assez bon état dans l'ensemble, il approche de la fin de sa durée de vie prévue.
- La dernière réhabilitation a été achevée en 2016.



Pont de Power Dam Drive

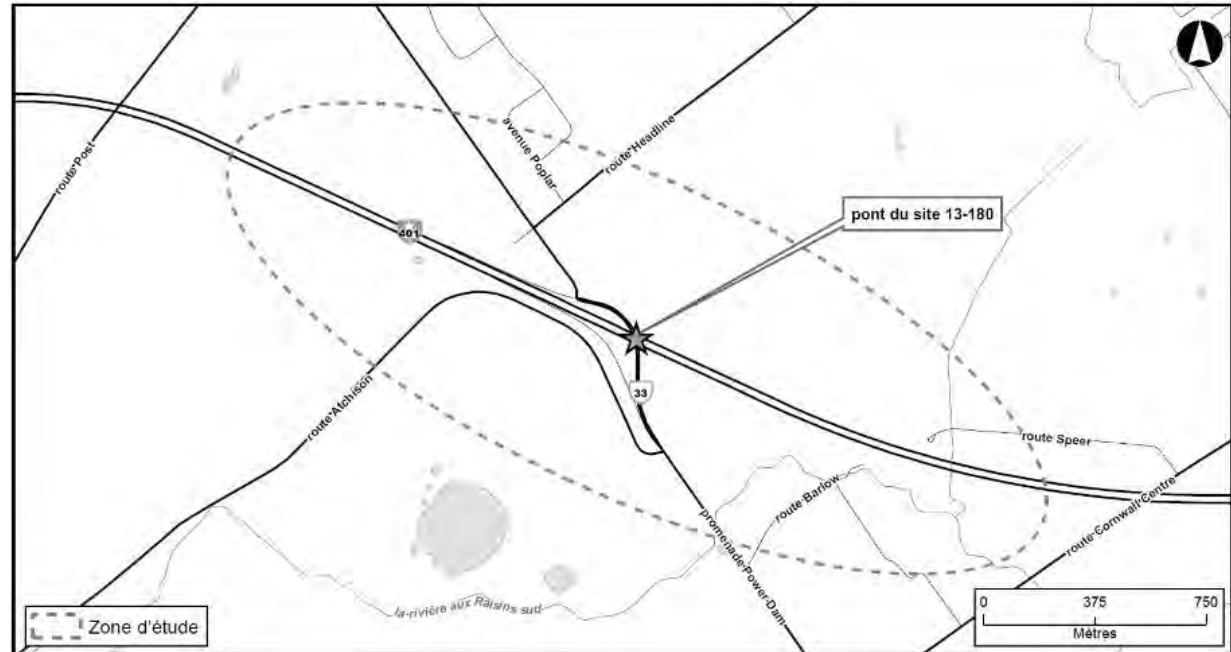
Configuration actuelle de la route

Autoroute 401

- À proximité de la structure, l'autoroute 401 comporte deux voies dans chaque direction et un terre-plein gazonné.
- La limite de vitesse est de 110 km/h.
- L'autoroute 401 dessert un important corridor dans l'est de l'Ontario et au Québec.
- Il y a actuellement une bretelle de sortie en direction est et une bretelle d'entrée en direction ouest.

Power Dam Drive (route de comté 33)

- Power Dam Drive (route de comté 33) est une route municipale à deux voies qui traverse l'autoroute 401 dans le sens nord-sud.
- La limite de vitesse est de 80 km/h.
- Les intersections voisines comprennent le chemin Atchison au sud et le chemin Headline au nord.
- Le tracé actuel s'harmonise mal avec les limites de vitesse établies.



Carte routière existante dans la zone d'étude du Power Dam Drive

Aperçu des enquêtes environnementales

Dans le cadre de cette étude de conception préliminaire et d'ÉE de portée générale, une série d'études sont en cours de réalisation pour recueillir des informations environnementales et techniques principales afin de :

- confirmer et documenter les conditions naturelles, sociales, économiques, culturelles et techniques existantes (base de référence) dans la zone d'étude du projet;
- confirmer les répercussions prévues (ou attendues) du projet;
- élaborer des mesures de protection de l'environnement et des mesures d'atténuation connexes applicables pour atténuer ou minimiser les répercussions prévues du projet.

Les enquêtes/études sur le terrain qui se dérouleront tout au long de l'étude concerneront ce qui suit :

- évaluation des poissions et de leur habitat;
- évaluation de l'écosystèmes terrestres;
- études d'évaluation des impacts;
- évaluation archéologique – phase 1;
- évaluation des ressources du patrimoine culturel;
- étude de synthèse sur la contamination.

Pour plus d'informations sur ces études, consultez la présentation SIP no 1 sur notre site Web.



Résumé des conditions existantes

- **Poisson et habitat des poissons** – Le système de drainage existant pour l'échangeur comprend 26 ponceaux, 9 bassins collecteurs et des fossés en bordure de route. Il existe deux affluents cartographiés de la rivière Raisin Sud situés à 930 m à l'ouest du pont et à 450 m à l'est du pont. Les deux sont considérées comme des milieux à température élevée.
- **Habitat terrestre** – La zone d'étude peut être caractérisée comme étant principalement rurale et agricole, avec des habitations résidentielles rurales à proximité et des terres boisées. Une grande partie des terres est utilisée pour des opérations agricoles actives. Des terres humides isolées non évaluées à l'ouest du chemin Atchison et à l'est de l'échangeur, ainsi que des terres boisées à l'est, à l'ouest et au nord de l'échangeur se trouvent également dans la zone d'étude.
- **Espèces en péril (EPS) et habitat faunique important (HFI)** – Il existe un habitat potentiel de repos des chauves-souris en péril situé dans des boisés privés immédiatement adjacents à la zone d'étude (16 arbres de cavités potentielles pour les chauves-souris identifiés lors des relevés des clôtures). Un seul noyer cendré de 2 cm de diamètre à hauteur de poitrine se trouve également dans la zone d'étude, ainsi qu'une observation confirmée de la sturnelle des prés dans une communauté de prairie immédiatement adjacente à l'autoroute 401 et à Power Dam Drive. De plus, les oiseaux migrateurs suivants ont été entendus de manière audible ou observés visuellement dans la zone d'étude : Bruant des prés, Jaseur des cèdres et Bécasse d'Amérique.
- **Archéologie** – Aucun site archéologique enregistré n'est situé à moins d'un kilomètre d'une partie de la zone d'étude. Une fois la solution techniquement préférée est confirmée, une évaluation archéologique limitée de phase 2 sera requise dans les emprises où les zones à potentiel archéologique seront touchées par les travaux proposés.
- **Patrimoine culturel** – Un examen des antécédents n'ait révélé aucune caractéristique de valeur en matière de patrimoine culturel précédemment identifiée dans la zone d'étude. Sept caractéristiques ont été identifiées au cours des travaux sur le terrain, soit quatre ressources patrimoniales bâties potentielles et trois paysages patrimoniaux culturels potentiels.
- **Contamination** – Un matériau potentiellement contaminant (MPC) a été identifié sur place dans la zone d'étude.
- **Environnement social** – La zone d'étude est principalement rurale et agricole avec un groupe d'habitations résidentielles rurales situées à 300 m au nord du pont existant. Plusieurs résidences sont situées plus près du pont le long du chemin Atchison, au sud de l'autoroute 401.
- **Services publics** – La zone d'étude est traversée du nord au sud par deux lignes aériennes de transport d'électricité d'Hydro One de 230 kV, qui la traversent du côté ouest de Power Dam Drive. Il est prévu que cela aura des impacts sur les lignes de transmission. Impacts du gaz souterrain à confirmer.

Résumé du SIP no 1

- Environ six commentaires ont été reçus au cours de la période d'examen en ligne de la SIP.
- Les principaux sujets des commentaires exprimés comprenaient :
 - Le remplacement n'est pas nécessaire – Abordé en expliquant la nécessité de remplacer la structure en raison de son âge et de son état.
 - Emplacement du viaduc à l'est du viaduc existant – Abordé en fournissant des précisions sur la nécessité du projet et sur la manière dont la configuration existante limite les choix de conception.
 - Risques naturels et éléments du patrimoine naturel dans la zone – Abordé à la mise à disposition d'informations.

Évaluation des solutions de rechange de la liste longue

- Avant le SIP no 1, une longue liste de solutions a été élaborée sous réserve d'une évaluation grossière afin de réduire les options à une liste restreinte pour une évaluation plus approfondie. Les résultats de l'évaluation sont résumés ci-dessous.

	Solution 1 Ne rien faire	Solution 2 Pont droit, inclinaison de 60 degrés au pont existant	Solution 3 Pont droit, inclinaison de 35 degrés, Parclo AB	Solution 4 Pont droit, inclinaison de 89 degrés, Parclo A2 au sud du pont	Solution 5 Pont droit, inclinaison de 60 degrés, Parclo B2 au nord du pont, losange au sud du pont
Schéma de solution					
Sommaire					
Avantages clés	✓ Aucun impact potentiel sur les propriétés ou les bâtiments privés ✓ Aucun impact sur l'environnement naturel ✓ Aucun frais à court terme	✓ Faibles impacts immobiliers ✓ Faible incidence globale sur l'environnement naturel ✓ Impacts sur l'environnement naturel ✓ Déplacement partiel de lignes électriques ✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir	✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir ✓ Impacts environnementaux modérés ✓ Power Dam Drive passe de façon continue et directe ✓ Maintenir la vitesse nominale des deux côtés de l'autoroute 401 ✓ Alignement tangentiel à la structure ✓ Ne nécessite pas de détour à temps plein lors de la construction du nouveau pont	✓ Impacts immobiliers modérés ✓ Faibles impacts environnementaux ✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir ✓ Disposition structurelle préférée ✓ Le mouvement O-N est pris en compte	✓ Impacts immobiliers modérés ✓ Faibles impacts environnementaux ✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir ✓ Déplacement partiel de lignes électriques ✓ La circulation de transit sur Power Dam n'a pas à gérer une déviation brusque au nord de l'autoroute 401 ✓ Le mouvement O-N est pris en compte
Inconvénients clés	✗ Aucune nouvelle connexion fournie ✗ Les mouvements O-N ne sont pas pris en compte ✗ Les demandes de voies d'accès à court et à long terme ne seront pas satisfaites ✗ Ne répond pas aux objectifs de l'étude	✗ Un détour est requis pendant toute la durée des travaux ✗ Power Dam Drive n'est pas continu au nord de l'autoroute 401 pour la circulation de transit ✗ Les mouvements O-N ne sont pas pris en compte ✗ Impacts sur les propriétés privées et les bâtiments	✗ Déplacement de lignes électriques ✗ Un angle d'inclinaison élevé n'est pas souhaitable du point de vue structurel	✗ Déplacement de lignes électriques ✗ Power Dam Drive n'est pas continu au nord de l'autoroute 401 pour la circulation de transit	✗ Un détour est requis pendant toute la durée des travaux ✗ Déplacement de lignes électriques ✗ Impacts élevés sur la qualité de l'eau, le volume de ruissellement et le débit de pointe
Recommandation	REPORTER (à des fins de comparaison)	NE PAS REPORTER	REPORTER	NE PAS REPORTER	REPORTER

Évaluation des solutions de rechange de la liste longue

	Solution 6 Pont incurvé, inclinaison de 60 degrés, Parclo B2	Solution 7 Pont Droit, Décret 60 Inclinaison, Parclo B2 Sud du Pont	Solution 8 Pont droit, inclinaison de 41 degrés, échange à un seul diamant	Solution 9 Pont incurvé, inclinaison de 49 degrés, Parclo A2	Solution 10 Pont droit, inclinaison de 90 degrés, Parclo A2
Schéma de solution					
Sommaire					
Avantages clés	✓ Faibles impacts immobiliers ✓ Faible empreinte globale sur l'environnement naturel ✓ Déplacement partiel de lignes électriques ✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir ✓ Impacts environnementaux modérés ✓ Power Dam II n'est pas nécessaire de traverser la circulation pour gérer une déviation brusque au nord de l'autoroute 401 ✓ Maintenir la vitesse nominale des deux côtés de l'autoroute 401 ✓ Le mouvement O-N est pris en compte	✓ Déplacement partiel de lignes Électriques ✓ Impacts environnementaux modérés ✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir ✓ Power Dam II n'est pas nécessaire de traverser la circulation pour gérer une déviation brusque au nord de l'autoroute 401 ✓ Alignement tangentiel sur la structure	✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir ✓ Impacts environnementaux modérés ✓ La circulation de transit sur Power Dam Drive n'a pas à gérer une déviation brusque au nord de l'autoroute 401 ✓ Maintenir la vitesse nominale des deux côtés de l'autoroute 401 ✓ Alignement tangentiel sur la structure ✓ Ne nécessite pas de détour à temps plein lors de la construction du nouveau pont	✓ Disposition d'échange plus typique ✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir ✓ Tous les mouvements sont acceptés	✓ Disposition d'échange plus typique ✓ Des rampes vers/depuis l'est pourront être ajoutées à l'avenir ✓ Tous les mouvements sont acceptés ✓ Structure droite
Inconvénients clés	✗ Structure complexe et plus coûteuse	✗ Aucune vitesse constante en raison du rond-point au nord de l'autoroute 401 ✗ Aucune vitesse constante en raison du rond-point au sud de l'autoroute 401	✗ Un angle d'inclinaison élevé n'est pas souhaitable du point de vue de la structure	✗ Impacts immobiliers élevés ✗ Impacts environnementaux élevés ✗ Coût élevé ✗ Plus grand impact sur les services publics ✗ Structure complexe ✗ Prévoir deux rampes par direction peut ne pas être nécessaire	✗ Impacts immobiliers élevés importants ✗ Impacts environnementaux élevés ✗ Réalignement majeur de Power Dam Drive et introduction d'une grande courbe ✗ Voies auxiliaires supplémentaires nécessaires pour respecter les lignes de signalisation qui ne sont pas justifiées en fonction des volumes de circulation
Recommandation	REPORTER	NE PAS REPORTER	REPORTER	NE PAS REPORTER	NE PAS REPORTER

Après avoir terminé l'évaluation de la longue liste de solutions, l'équipe d'étude a reporté 5 solutions et entrepris une évaluation détaillée des 5 solutions de la liste restreinte pour recommander la solution techniquement préférée. Pour examiner plus en détail la conception des solutions de rechanges de la liste longue, veuillez vous référer à ce qui suit <https://highway401powerdam.azurewebsites.net/FR/Documents/Long%20List%20Alternatives.pdf>.

Évaluation des solutions de la liste restreinte

La liste restreinte des solutions représente les options qui ont la meilleure capacité à résoudre les problèmes futurs de capacité et d'exploitation, à améliorer les conditions de sécurité et à minimiser les impacts globaux sur l'environnement naturel, social, économique et culturel.

Les options reportées à la liste restreinte de solutions sont les suivantes :

- Solution 1 : ne rien faire
- Solution 3 : Parclo AB
- Solution 5 : Parclo B2 – Nord
- Solution 6 : Parclo B2 – Sud
- Solution 8 : Échange en diamants

Ces options de la liste restreinte de solutions ont été affinées au cours du processus d'évaluation et du plan de développement de la conception.

Solutions à la liste restreinte

Solution 1 : Ne rien faire

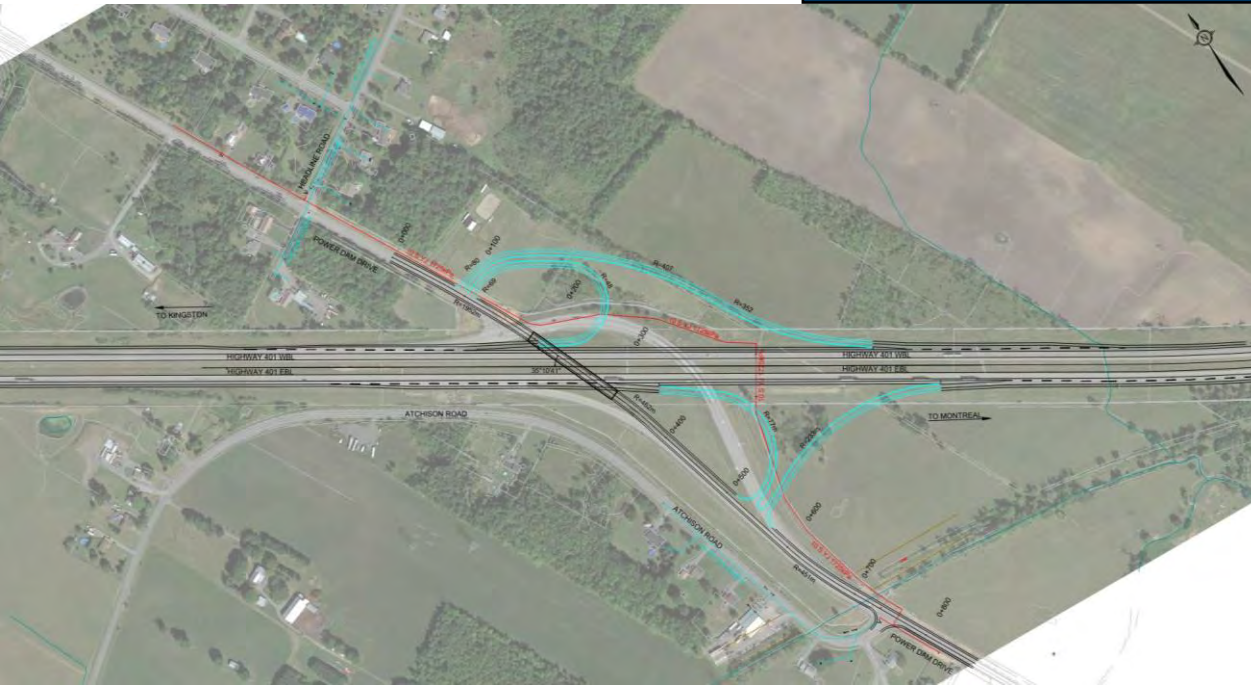


Solution 1 : Ne rien faire implique le remplacement de l'échangeur existant par un nouvel échangeur sur l'emplacement existant avec la configuration actuelle. Cette option n'implique aucune modification provisoire à l'échangeur pour améliorer la configuration de la route ou intégrer de futures options d'échangeur.

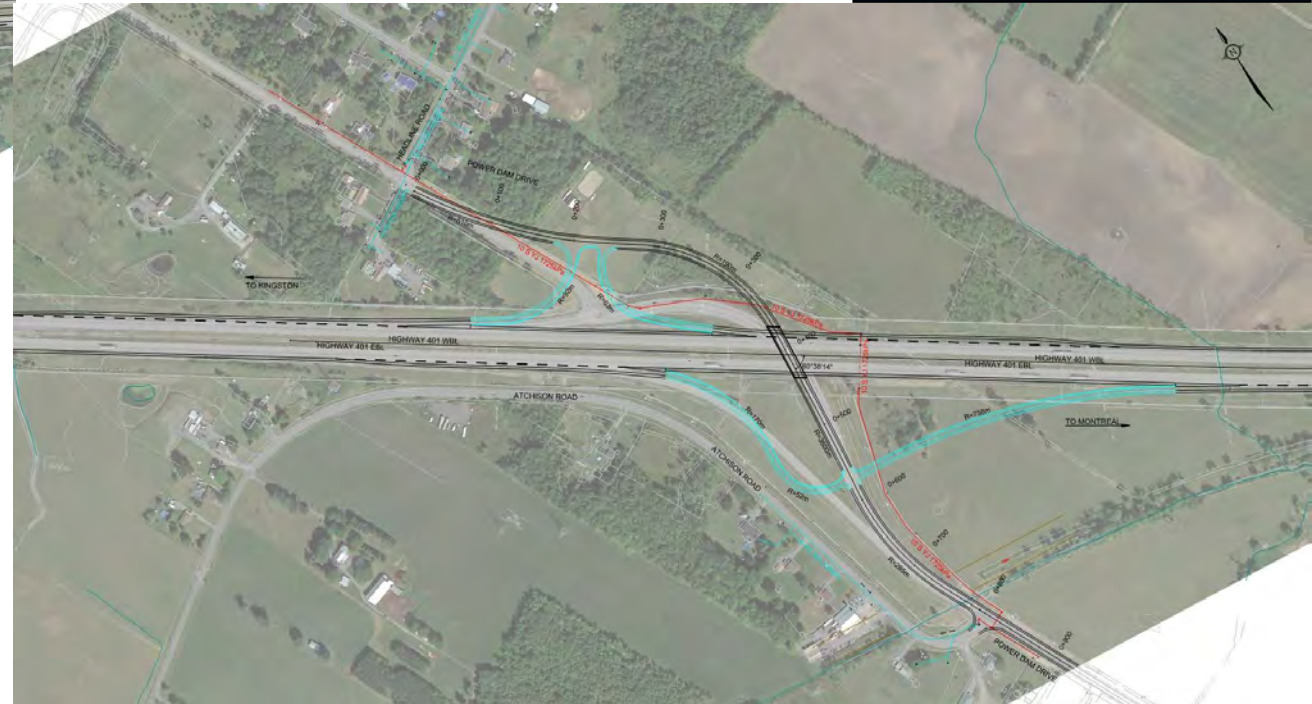
Bien que cette solution implique des impacts limités par rapport aux autres solutions présélectionnées, elle ne répond finalement pas aux besoins actuels ou futurs de l'autoroute 401 à Power Dam Drive et a été utilisée uniquement à des fins de comparaison.

Solutions de la liste restreinte

Solution 3 : Parclo AB



Solution 5 : Parclo B2 - Nord

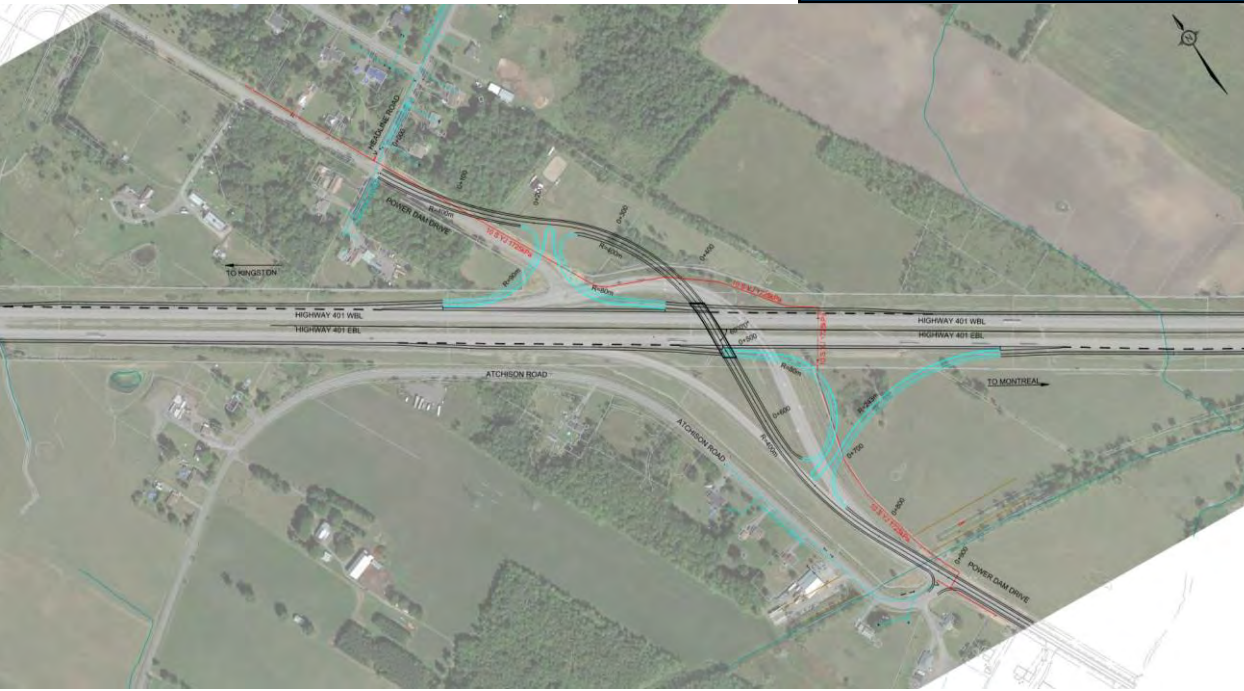


Pour examiner plus en détail la conception des solutions de la liste restreinte, veuillez vous référer à ce qui suit

<https://highway401powerdam.azurewebsites.net/FR/Documents/Short%20List%20Alternatives.pdf>.

Solutions de la liste restreinte

Solution 6 : Parclo B2 – Sud



Solution 8 : Échange Diamant



Pour examiner plus en détail la conception des solutions de la liste restreinte, veuillez vous référer à ce qui suit

<https://highway401powerdam.azurewebsites.net/FR/Documents/Short%20List%20Alternatives.pdf>

L'évaluation des solutions de rechange de la liste restreinte

Composante de d'évaluation	Critères d'évaluation	Solution 1 : Ne rien faire	Solution 3 : Parclo AB	Solution 5 : Parclo B2 Nord	Solution 6 : Parclo B2 Sud	Solution 8 : Échangeur en diamant
Transport	Niveau de service / Retards					
	Impacts sur les routes municipales					
	Transport actif					
	Configuration de la rampe					
	Disposition de la structure					
	Zones de conflits/Risques de collision					
	Besoins futurs en matière d'échangeur					
Constructibilité	Coût de construction					
	Conflits potentiels entre services publics					
	Impacts de la construction					



L'évaluation des solutions de rechange de la liste restreinte

	Critères d'évaluation	Solution 1 : Ne Rien Faire	Solution 3 : Parclo AB	Solution 5 : Parclo B2 Nord	Solution 6 : Parclo B2 Sud	Solution 8 : Échangeur Diamant
Environnement (naturel et sociale/culturel)	Habitat des poissions					
	Faune/Habitat					
	Ressources hydriques					
	Impacts sur la propriété					
	Agriculture					
	Archéologie					



Pour examiner plus en détail la conception des solutions de la liste restreinte, veuillez-vous référer à ce qui suit <https://highway401powerdam.azurewebsites.net/FR/Documents/Short%20List%20Alternatives.pdf>.

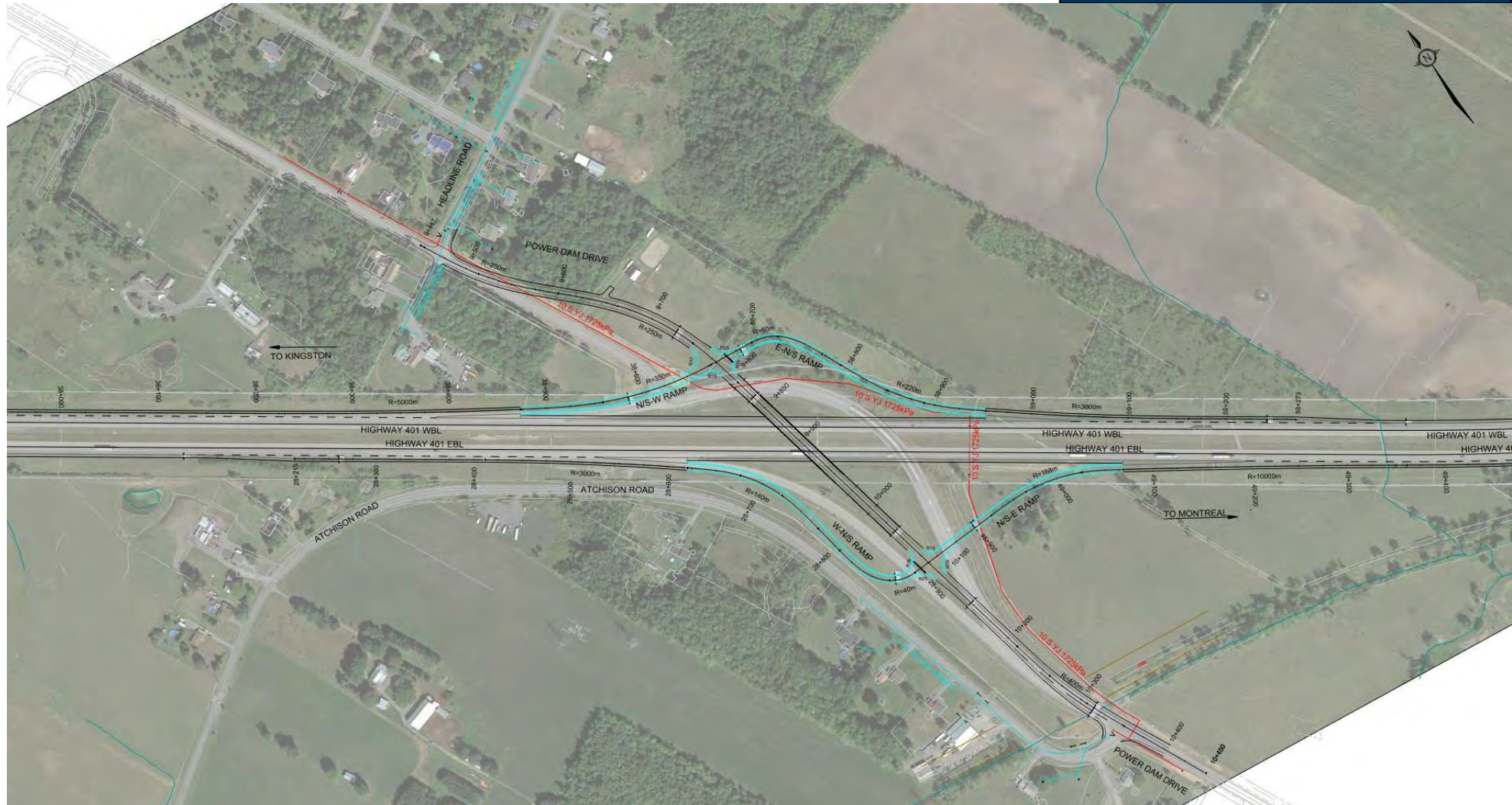
Résultats de l'évaluation

	Composante de d'évaluation	Solution 1 : Ne Rien Faire	Solution 3 : Parclo AB	Solution 5 : Parclo B2 Nord	Solution 6 : Parclo B2 Sud	Solution 8 : Échangeur Diamant
Sommaire d'évaluation	Transport					
	Constructibilité/Coût					
	Environnement					
	Dans l'ensemble					
	Resultats	Pas recommandée	Pas recommandée	Pas recommandée	Pas recommandée	<u>Recommandée</u>

- D'après les résultats de l'évaluation pondérée, **Solution 8 : l'échangeur en diamant** est la solution techniquement préférée recommandée. Cette solution permet d'atteindre les objectifs de l'étude en répondant aux besoins actuels et futurs, tout en ayant le moins d'impacts possible sur les composantes de l'évaluation que sont le transport, la constructibilité/le coût et l'environnement.
- Dans le cadre du plan recommandé, il est proposé de construire un échangeur partiel entre-temps pour garantir que les futures rampes pourront être installées lorsqu'un échangeur complet est justifié.
- En attendant l'achèvement de l'ÉE et sous réserve du financement, cette solution techniquement privilégiée passera à la conception détaillée et éventuellement à la construction.

Solution techniquement préférée recommandée

Solution 8 : Échange de diamant



Implantation de l'échangeur

- L'analyse de la circulation effectuée par l'équipe chargée de l'étude a révélé qu'il n'est pas nécessaire de construire un échangeur complet aux horizons de conception de 10 et 20 ans après la construction, compte tenu des volumes de circulation et des projections de croissance actuelles. Toutefois, à terme, une augmentation de la capacité de l'autoroute 401 et de la Power Dam Drive pourrait s'avérer nécessaire.
- Pour répondre à ce besoin futur, un échangeur partiel est proposé. Cet échangeur partiel sera construit dans l'intervalle afin de s'assurer que les futures bretelles pourront être aménagées lorsqu'un échangeur complet sera justifié. L'approche progressive avec la «configuration provisoire» est proposée pour coïncider avec le remplacement du pont et le réalignement des bretelles existantes pour les relier à la nouvelle structure et à l'alignement de Power Dam Drive.
- L'échangeur partiel maintiendra le niveau de service avec l'échangeur de Brookdale à l'est.
- Les impacts environnementaux potentiels résultant de la solution de rechange techniquement préférée comprennent l'enlèvement de la végétation, les impacts sur la faune et son habitat à cause de la construction, des impacts mineurs sur l'habitat des poissons se produiront dans un habitat peu sensible, ainsi que les impacts sur les espèces en péril. Afin de garantir que les impacts environnementaux soient minimisés, des mesures d'atténuation et des créneaux horaires seront mis en œuvre pendant la construction.
- Pour mettre en œuvre l'alternative techniquement préférée, l'acquisition de propriétés sera nécessaire. Des discussions préliminaires sont actuellement en cours avec les propriétaires concernés.



Itinéraires de détour possibles pendant les travaux

La construction des améliorations prévues à l'autoroute 401 et à la Power Dam Drive nécessitera la fermeture de routes.

Les fermetures retenues, les durées et les itinéraires seront confirmés au cours de la phase de conception détaillée du projet, mais les itinéraires suivants sont actuellement à l'étude dans le cadre de la conception préliminaire.



- Fermeture de l'autoroute 401 et des bretelles : Les fermetures pour l'érection des poutres et les raccordements aux rampes sont envisagées dans le cadre de l'avant-projet sommaire. Un détour par Brookdale, l'autoroute 2 et Moulinette est possible.
- Power Dam Drive : Des fermetures pour les raccordements et les changements de nivellement sont nécessaires. Des déviations locales sont possibles par le chemin Cornwall Centre ou la route de comté 36.

Prochaines étapes et comment rester informé

À la suite de cette SIP en ligne, nous allons :

- répondre aux commentaires reçus;
- affiner les résultats en fonction de la rétroaction reçue durant les consultations, au besoin;
- préparer le rapport d'étude environnementale sur les transports (RÉET) en vue d'une période de 30 jours d'examen par le public et les organismes intéressés;
- achever la conception préliminaire.

Merci de participer à cette SIP en ligne.

Nous vous invitons à nous faire part de vos commentaires en utilisant le formulaire de commentaires en ligne accessible sur le site Web du projet, à l'adresse <http://www.highway401powerdam.com/FR/index.html>, ou en envoyant un courriel à l'un ou l'autre des membres de l'équipe de projet indiqués ci-dessous. Nous vous serions très reconnaissants de nous faire parvenir vos commentaires d'ici le **30 juin 2024**.

M. Abdallah Anabtawi, ing.

Chargé de projet

Ministère des Transports

1355, boulevard John Counter, CP 4000

Kingston (Ontario) K7L 5A3

Téléphone : 613 484-2593

Courriel : abdallah.anabtawi@ontario.ca

M. Brad Hewton, ing.

Chargé de projet de la société d'experts-conseil

Morrison Hershfield

200-2932, chemin Baseline

Ottawa (Ontario) K2H 1B1

Téléphone : 613 739-2910, poste 1022292

Courriel : bhewton@morrisonhershfield.com



Pendant toute la durée de l'étude, on mènera des consultations et des démarches de mobilisation auprès de communautés autochtones, du grand public, d'organismes de réglementation, d'administrations municipales, de services d'urgence, de fournisseurs de transport scolaire par autobus et d'entreprises de services publics.

Appendix B – Project Contact List

Agency	Title	Name_Title	Contact_Name	Address	City_PR	PC
ELECTED OFFICIALS						
Legislative Assembly of Ontario	MPP, Stormont-Dundas-South Glengarry	Mr.	Nolan Quinn	120 Second Street West	Cornwall, ON	K6J 1G5
PROVINCIAL AGENCIES						
Ministry of the Environment, Conservation and Parks	Cornwall Area Office	Madam/Sir				
Ministry of the Environment, Conservation and Parks	Environmental Assessment Coordinator	Mr.	Jon Orpana	1259 Gardiners Road, Unit 3	Kingston, ON	K7P 3J6
Ministry of Natural Resources and Forestry	District Manager (Acting)	Mr.	John Almond	Unit 1, 10 Campus Drive	Kemptville, ON	K0G 1J0
Ministry of Agriculture, Food and Rural Affairs	Policy Advisor (Land Use)	Mr.	John O'Neill	P.O. Box 2004 Provincial Government Building 1st Floor, 59 Ministry Road	Kemptville, ON	K0G 1J0
Ministry of Citizenship and Multiculturalism	Team Lead	Ms.	Karla Barboza	401 Bay Street, Suite 1700	Toronto, ON	M7A 0A7
OTHER AGENCIES						
Catholic District School Board of Eastern Ontario	Director of Education	Mr.	John Cameron	2755 Highway 43	Kemptville, ON	K0G 1J0
Conseil des écoles publiques de l'Est de l'Ontario	Directeur de l'éducation et secrétaire-trésorier du Conseil	Ms.	Ann Mahoney	2445 St. Laurent Blvd.	Ottawa, ON	K1G 4J8
Conseil scolaire de district catholique de l'Est ontarien	Directeur de l'éducation et secrétaire-trésorier du Conseil	Mr.	François Turpin	875, chemin de comté 17	L'Orignal, ON	K0B 1K0
Student Transportation of Eastern Ontario	Transportation Planner	Ms.	Maureen Veneables	104 Commerce Drive, P.O. Box 1179	Prescott, Ontario	K0E 1T0
Upper Canada District School Board	Director of Education	Mr.	Ron Ferguson	225 Central Avenue West	Brockville, ON	K6V 5X1
Consortium de transport scolaire de l'Est	Route Planner - Cornwall Area	Ms.	Steffany Demers	665 Main Street	Casselman, ON	K0A 1M0
Raisin Region Conservation Authority	General Manager/Secretary-Treasurer	Mr.	Richard Pilon	18045 County Road 2 P.O. Box 429	Cornwall ON	K6H 5T2
MUNICIPALITIES						
City of Cornwall	Transportation Engineer	Mr.	Michael Fawthrop	1225 Ontario Street, Box 877	Cornwall, ON	K6H 5T9
City of Cornwall	Division Manager, Planning	Madam/Sir		100 Water Street East, Box 877	Cornwall, ON	K6H 5T9
City of Cornwall	Chief Administrative Officer	Mr.	Mathieu Fleury			
City of Cornwall	Manager, Infrastructure Planning	Mr.	Michael Fawthrop	1225 Ontario Street, Box 877	Cornwall, ON	K6H 5T9
City of Cornwall	Supervisor, Water Distribution and Wastewater Collection	Mr.	Shawn O'Brien	1225 Ontario Street, Box 877	Cornwall, ON	K6H 5T9
City of Cornwall	Waste Management Supervisor	Mr.	Dave Kuhn	861 Second Street West, Box 877	Cornwall, ON	K6H 5T9

Township of South Stormont	Director of Public Works	Mr.	Ross Gellately	2 Mille Roches Road PO Box 84	Long Sault, ON	K0C 1P0
Township of South Stormont	Director of Planning and Building	Mr.	Karl Doyle	2 Mille Roches Road PO Box 84	Long Sault, ON	K0C 1P0
Township of South Stormont	Chief Administrative Officer	Ms.	Debi Lucas Switzer	2 Mille Roches Road PO Box 84	Long Sault, ON	K0C 1P0
Township of South Stormont	Drain Superintendent	Mr.	Kris St. Thomas	2 Mille Roches Road PO Box 84	Long Sault, ON	K0C 1P0
United Counties of Stormont, Dundas and Glengarry	Chief Administrative Officer	Mr.	T.J. Simpson	26 Pitt Street	Cornwall, ON	K6J 2P3
United Counties of Stormont, Dundas and Glengarry	Director of Planning Services	Mr.	Peter Young	26 Pitt Street	Cornwall, ON	K6J 2P3
United Counties of Stormont, Dundas and Glengarry	Director of Transportation	Mr.	Benjamin de Haan	26 Pitt Street	Cornwall, ON	K6J 2P6
EMERGENCY SERVICE PROVIDERS						
Cornwall Community Police Service	Police Service	Madam/Sir		340 Pitt Street, P.O. Box 875	Cornwall, ON	K6H 5T7
City of Cornwall	Cornwall-Stormont, Dundas and Glengarry Paramedic Services' Chief	Mr.	Bill Lister	360 Pitt Street	Cornwall, ON	K6H 5T9
City of Cornwall	Fire Chief	Mr.	Matt Stephenson	10 Fourth Street West, Box 877	Cornwall, ON	K6H 5T9
Ontario Provincial Police	Detachment Commander	Mr.	Marc Hemmerick	P.O. Box 430 4 Mille Roches Road	Long Sault, ON	K0C 1P0
Township of South Stormont	Fire Chief	Mr.	Morris Lamer	2 Mille Roches Road PO Box 84	Long Sault, ON	K0C 1P0
United Counties of Stormont, Dundas and Glengarry	Paramedic Services - Administrative Assistant	Ms.	Linda Ford	601 Campbell Street, Box 877	Cornwall, ON	K6H 7B7
UTILITIES						
Bell Canada	Manager - Right-of-Way	Mr.	Michael Loucks	Floor 2, 140 Bayfield Street	Barrie, ON	L4M 3B1
Hydro One Networks Inc.	Director, Facilities and Real Estate	Mr.	John Boldt	P.O. Box 5700	Markham, ON	L3R 1C8
RAILWAY AUTHORITIES / OPERATORS						
Canadian National Railway	Manager, Public Works - Design and Construction	Madam/Sir		1 Administration Road	Concord, ON	L4K 1B9
Canadian Pacific Railway	Director, Project and Public Works	Mr.	Tom Twigge-Molecey	Suite 700, 1290 Central Parkway	Mississauga, ON	L5C 4R3
BUSINESSES / INTEREST GROUPS						
Ontario Federation of Agriculture	General Manager	Ms.	Cathy Lennon	200 Hanlon Creek Boulevard	Guelph, ON	N1C 0A1
Cornwall and Area Chamber of Commerce	President	Ms.	Shannon LeBrun	113 Second Street East, Suite 100	Cornwall, ON	K6J 1Y5
South Stormont Chamber of Commerce	President	Ms.	Carol Delorme	25 Thorold Lane	Ingleside, ON	K0C 1M0
Upper Canada Snowmobile Region	President	Mr.	Peter Asquini			
Ontario Federation of Snowmobile Clubs	District 1 Administrator	Mr.	John Boals	P.O. Box 1432	Morrisburg, ON	K0C 1X0
P38 Energy Inc. Cornwall	Manager	Ms.	Cathy Malyon	5720 Power Dam Drive	Long Sault, ON	K0C 1P0
Cornwall Motor Speedway	Administrator	Ms.	Claudie Lavergne	16981 Cornwall Centre Rd	Long Sault, ON	K0C 1P0
Fix Auto Cornwall	Regional Vice President	Mr.	Daryll O'Keefe	16892 Atchison Road	Long Sault, ON	K0C 1P0

Post Road Mechanical Repair Service	Owner	Mr.	Louis Jany	16795 County Road 36	Long Sault, ON	K0C 1P0
Lafarge Canada Inc.	Area Sales Manager	Mr.	Jason Jones	5650 Richmond Road	Long Sault, ON	L0C 1P0
West Front Construction Canada Ltd.	Dispatch Coordinator	Mr.	Jeff Derouchie	16909 Cornwall Centre Road	Long Sault, ON	L0C 1P0
Cornwall Towing	President	Mr.	Duncan Cooper	17011 Headline Road	Long Sault, ON	L0C 1P0
PUBLIC						
	Property Owner	Mr.	Elis Muir	16056 County Road 36	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16921 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16925 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16912 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16995 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16942 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16952 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16968 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		5515 Power Dam Drive	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		5509 Power Dam Drive	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		5670 Power Dam Drive	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		5660 Power Dam Drive	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		5646 Power Dam Drive	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16894 Atchison Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16900 Atchison Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16894 Atchison Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16892 Atchison Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16886 Atchison Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16880 Atchison Road	Long Sault, ON	K0C 1P0
	Property Owner	Madam/Sir		16868 Atchison Road	Long Sault, ON	K0C 1P0
	Property Owner			16942 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner			16932 Headline Road	Long Sault, ON	K0C 1P0
	Property Owner			366 Tollgate Road East	Cornwall, ON	K6H 5R6
	Property Owner			16936 Barlow Road	Long Sault, ON	K0C 1P0

Community	Title	Contact_Name	Address	City_PR_PC
FIRST NATIONS				
Mohawks of Akwesasne	Chief	Abram Benedict	CIA III 101 Tewesateni Rd., Kawehno:ke	Akwesasne, ON K6H 5R7
Mohawks of Akwesasne	Consultation Coordinator	Abraham Francis	CIA III 101 Tewesateni Rd., Kawehno:ke	Akwesasne, ON K6H 5R7
Métis Nation of Ontario		Consultation Unit	Suite 1100 - 66 Slater Street	Ottawa, ON K1P 5H1

Appendix C – Project Correspondence

Nick Crockford

From: Brad Hewton
Sent: September 9, 2022 11:03 AM
To: Nick Crockford
Subject: FW: Highway 401 Power Dam Bridge and Interchange Study Comment Received from Benjamin de Haan.

From: Brad Hewton
Sent: April 14, 2022 9:50 AM
To: Benjamin De Haan <bdehaan@sdgcounties.ca>
Cc: Abdallah.Anabtawi@ontario.ca; Zach Hupman <ZHupman@morrisonhershfield.com>
Subject: RE: Highway 401 Power Dam Bridge and Interchange Study Comment Received from Benjamin de Haan.

Good morning Ben,

Thank you for your response and interest in the project. The main focus of the study is on the replacement of the bridge, though the study is also considering future interchange configurations and future ramps as part of all developed alternatives. The need for additional ramps at this interchange are being explored to determine their feasibility so that if the municipality or a developer requires additional ramps to mitigate traffic generated from future development, they would not be precluded based on our future design. Please note that any enhancements to access Highway 401 at this location would have to be developer or municipally driven and funded. You are included in the Project Stakeholder list and we will keep you appraised as the project progresses.

Thank you,
Brad

BRAD HEWTON, P.ENG
Manager, Roads and Highways Ottawa
bhewton@morrisonhershfield.com



200-2932 Baseline Road | Ottawa, ON K2H 1B1 Canada
Cell: 613 884 6083 | Office: 613 739 2910 x1022292
morrisonhershfield.com
Please consider the environment before printing this message

From: No-Reply <noreply@morrisonhershfield.com>
Sent: January 28, 2022 10:35 AM
To: Zach Hupman <ZHupman@morrisonhershfield.com>
Subject: Highway 401 Power Dam Bridge and Interchange Study Comment Recieved from Benjamin de Haan.

Name: Benjamin de Haan
Address: 26 Pitt St

City: Cornwall

Province: ON

Postal Code: K6J 3P2

Email: bdehaan@sdgcounties.ca

Mailing Preference: Email

Comments:

Good Morning, The Powerdam Bridge carries County Road 33 over Highway 401. The United Counties of SDG are happy to see the Ministry move forward with this project and are of the view that this should be converted to a full interchange as soon as possible. A full interchange would facilitate traffic movement and alleviate major traffic disruptions associated with 401 closures (the detour between the Brookdale interchange and Long Sault interchange is lengthy and disruptive to both SDG and the City of Cornwall). Additionally, a new logistics distribution village is being proposed north of Long Sault (with primary access off of SDG 15/ Avonmore Rd. in phase 1), and, access to the 401 eastbound from Powerdam is seen to have significant economic value and benefit to this development. I would appreciate being placed on the project mailing list and look forward to working with the Ministry as the design evolves.

**Ministry of Heritage, Sport,
Tourism and Culture Industries**

Programs and Services Branch
400 University Ave, 5th Flr
Toronto, ON M7A 2R9
Tel: 416.522.6582

**Ministère des Industries du Patrimoine,
du Sport, du Tourisme et de la Culture**

Direction des programmes et des services
400, av. University, 5e étage
Toronto, ON M7A 2R9
Tél: 416.522.6582



February 16, 2022

Email Only

Brad Hewton, P.Eng.
Consultant Project Manager
Morrison Hershfield Limited
bhewton@morrisonhershfield.com

MHSTCI File : 0016051
MTO File : G.W.P. 4092-19-00
Proponent : Ministry of Transportation
Subject : Notice of Commencement
Project : Highway 401 Power Dam Bridge and Interchange Study
Location : Township of South Stormont, Ontario

Dear Brad Hewton:

Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Commencement for the above project. MHSTCI's interest in this environmental assessment (EA) process relates to its mandate of conserving cultural heritage, which include:

- archaeological resources, including land and marine;
- built heritage resources, including bridges and monuments; and
- cultural heritage landscapes.

Project Summary

This includes the replacement of Bridge Site 13X-180/BO that carries Power Dam Drive over Highway 401. The Study will also include developing a long-term plan for the interchange and establishing the footprint for the future widening of Highway 401 to six lanes. The bridge design will consider the future widening of Highway 401, but the EA for the future widening will not be completed as part of this Study. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry.

MHSTCI is interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process and has the following comments and observations:

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.

Potential Study Area

For the purposes of investigating the potential impacts of the project on cultural heritage resources, the study area is defined as all lands to be impacted/disturbed by proposed bridge replacement within the existing and proposed highway right-of-way, plus any access roads,

detours, staging and storage areas, and areas of other works and activities associated with the construction, operation and maintenance of the highway.

Built Heritage Resources and Cultural Heritage Landscapes

This EA project may impact built heritage resources and cultural heritage landscapes. Please confirm that the study area has been screened for potential for these resources and/or the subject of a cultural heritage resource assessment or cultural heritage evaluation.

To determine whether this project contains cultural heritage value, it should meet one of the following criteria, where the structure is:

- included on the Ontario Heritage Bridge List
- listed in MTO's *Heritage Bridges: Identification and Assessment Guide, Ontario 1945-1965*
- 40 years or older and not listed in the above Guide
- locally or regionally unusual

Additionally, to determine whether this undertaking may impact on (recognized or potential) heritage bridges, Section 3.0 of the Ontario Heritage Bridge Guidelines (MTO, Interim January 2008) is of assistance.

Culverts

If the proposed work involves a culvert, please note that the Ministry of Transportation (MTO) has developed the following reference materials, which should be consulted when dealing with culverts:

[Heritage Assessment of Structural Culverts](#)

[Structural Culvert Heritage Screening Form](#)

[Heritage Screening Report for Structural Culverts](#)

Should the structure meet any of the criteria, a cultural heritage evaluation report (CHER) will be undertaken by a qualified person. If the structure is found to be of cultural heritage value or interest and the structure may be impacted by the proposed undertaking, then a heritage impact assessment (HIA) will be undertaken by a qualified person. The HIA should follow the guidance in the Information Bulletin 3 - Heritage Impact Assessments for Provincial Heritage Properties (MHSTCI, 2017). The report(s) should be completed during the planning phase and sent to the Ministry of Heritage, Sport, Tourism and Culture Industries (Heritage Planning Unit).

The report(s) should also be forwarded to the planning staff at the local municipality for review and, if requested, to the municipal heritage committee or any local heritage organization that may have an interest in the project.

Archaeological Resources

This EA project may impact archaeological resources. Please confirm that the study area has been screened for archaeological potential and/or is subject of an archaeological assessment. The ministry's [Criteria for Evaluating Archaeological Potential](#) can assist you to determine if an archaeological assessment is needed.

If it is determined that the project area exhibits archaeological potential, an archaeological assessment is necessary, and must be undertaken by an archaeologist licensed under the *Ontario Heritage Act*. This includes any temporary roads/detours or work areas associated with the project. The licensed archaeologist will submit all completed archaeological assessment reports to MHSTCI for review.

EA Documentation

All technical cultural heritage studies (e.g. archaeological assessment reports, cultural heritage evaluation reports, heritage impact assessment reports) and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies will be completed for this EA project, and provide them to MHSTCI before issuing a notice of completion. If screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed screening checklists and supporting documentation in the EA report or file.

Thank you for circulating MHSTCI on this project. Please do not hesitate to contact the undersigned if you have any questions.

Best regards,

Jack Mallon
Heritage Planner
Heritage Planning Unit
Jack.mallon@ontario.ca

Copied to:

Karla Barboza, Team Lead, Heritage Planning Unit, MHSTCI – karla.barboza@ontario.ca
Abdallah Anabtawi, Project Manager, MTO - abdallah.anabtawi@ontario.ca

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. MHSTCI 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 MHSTCI 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.

Please notify MHSTCI (at archaeology@ontario.ca) if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately, and the local police and coroner must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified (at archaeology@ontario.ca) to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Victoria Cheng

From: Brad Hewton
Sent: Tuesday, March 8, 2022 1:37 PM
To: Zach Hupman
Subject: FW: MHSTCI Letter - Notice of Commencement - Highway 401 Power Dam Bridge and Interchange Study
Attachments: 2022-02-16-MHSTCI-Letter-Power-Dam-Bridge-401-Study-Commencement.pdf

From: Mallon, Jack (MHSTCI) <Jack.Mallon@ontario.ca>
Sent: February 16, 2022 4:03 PM
To: Brad Hewton <BHewton@morrisonhershfield.com>
Cc: Anabtawi, Abdallah (MTO) <Abdallah.Anabtawi@ontario.ca>; Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>
Subject: MHSTCI Letter - Notice of Commencement - Highway 401 Power Dam Bridge and Interchange Study

Good afternoon,

Please see the attached MHSTCI letter in response to the notice of commencement for the Highway 401 Power Dam Bridge and Interchange Study.

Do not hesitate to contact me if you have any questions.

Best,
Jack Mallon
Heritage Planner

Heritage Planning Unit | Programs and Services Branch

Heritage, Tourism and Culture Division

Ministry of Heritage, Sport, Tourism and Culture Industries

Phone: 437-522-6582

Victoria Cheng

From: Andrew Ritchie
Sent: Thursday, June 9, 2022 2:21 PM
To: maureen.venables@steo.ca
Cc: Brad Hewton
Subject: Re: Re: (MH-2019794-04) - MTO Highway 401 Power Dam Bridge and Interchange Study - Bus Route Information Request
Attachments: Q94-CMO-201 Cornwall Standard-Freeholder 2022 01 19.pdf; Public Agency NOC Letter-Hwy 401 Power Dam Drive_FINAL.pdf
Importance: High

Good Afternoon, Maureen,

Appreciate the brief chat. As discussed, the purpose of this email is to follow up on the Notice of Study Commencement issued to your organization in January 2022 (sent to general Email: transportation@steo.ca). Specifically, I am hoping you could confirm whether STEO uses Power Dam Drive to traverse Highway 401 as a designated route, in addition to any other nearby roadways in the Study Area as part of your organization's regular operations. I have attached the initial letter and a copy of the Cornwall Standard Freeholder advertisement to assist you with your response.

The figure below can be marked up to delineate any roadways that STEO currently uses for home-to-school student transportation. If possible, please confirm the number of routes on the applicable roadways, and the typical time of day the routes are used.

Should you have any questions, please contact me via email, or via my direct line at (289) 266-1918. I look forward to your timely response confirming the above request.

Thanks, and best regards,

Andrew

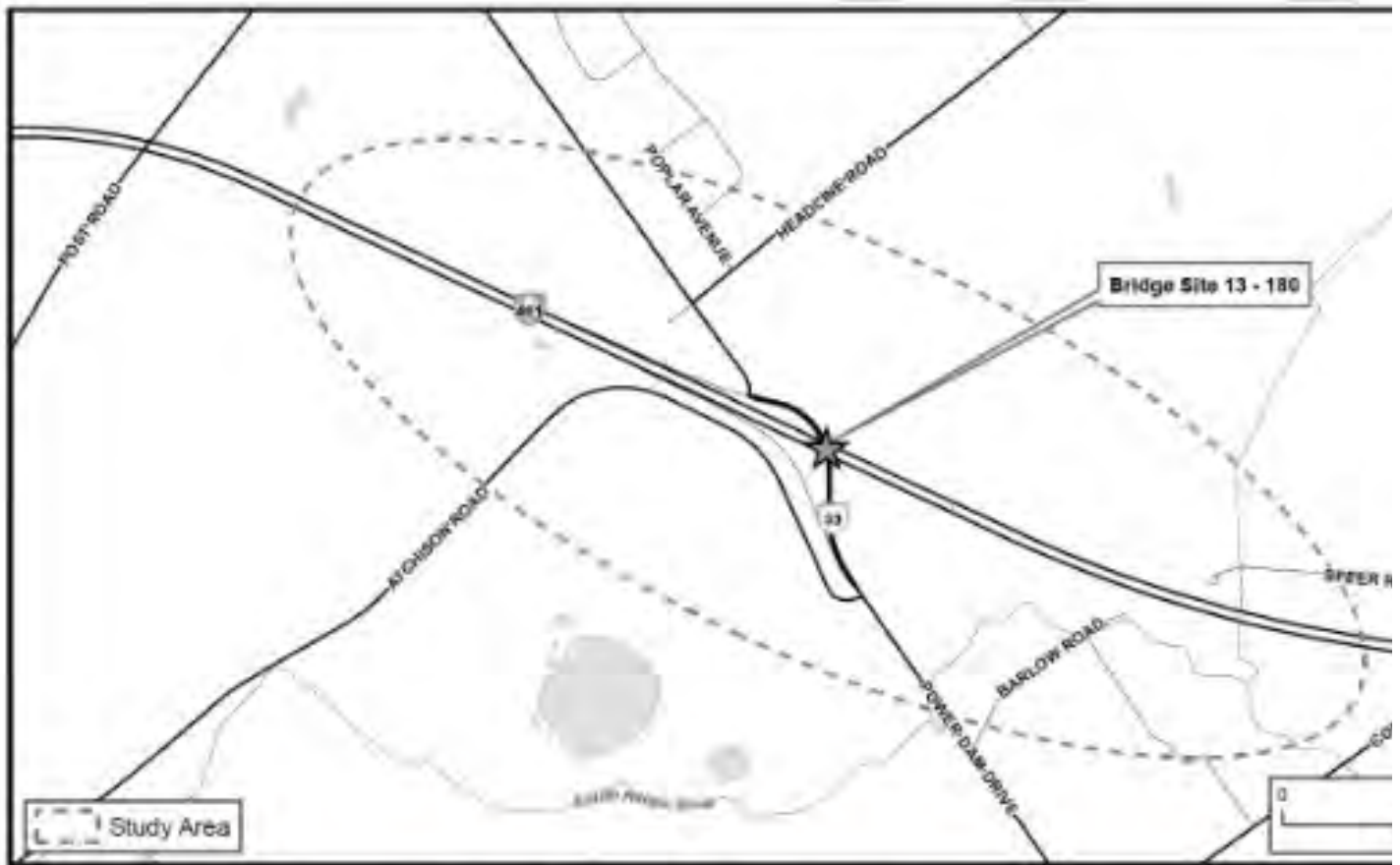


Figure 1: Highway 401 Power Dam Bridge and Interchange Study Area

Andrew Ritchie, M.Pl., MCIP, RPP
 Senior Environmental Planner
aritchie@morrisonhershfield.com



Suite 175, 1005 Skyview Drive | Burlington, ON L7P 5B1
 Dir: 289 266 1918 | Toll Free: 1 (888) 649-4730 | Fax: 905 319 5548
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Victoria Cheng

From: Andrew Ritchie
Sent: Friday, June 10, 2022 9:12 AM
To: Steffany Demers
Cc: Brad Hewton; Patrice Lanthier
Subject: RE: (MH-2019794-04) - MTO Highway 401 Power Dam Bridge and Interchange Study - Bus Route Information Request (CSTE)

Good morning, Steffany,
Thank you very much for the timely information, it is greatly appreciated. As requested, we will add yourself to our contact list for all future correspondence. We have an online Public Information Centre coming up, so that should be the next communication regarding this Project. Should you have any questions in the interim, please contact me via email, or via my direct line at (289) 266-1918.
Thanks again and have a great day and wonderful weekend.

Best regards,

Andrew

Andrew Ritchie, M.P.I., MCIP, RPP

Senior Environmental Planner

aritchie@morrisonhershfield.com



Suite 175, 1005 Skyview Drive | Burlington, ON L7P 5B1

Dir: 289 266 1918 | Toll Free: 1 (888) 649-4730 | Fax: 905 319 5548

morrisonhershfield.com

From: Steffany Demers <s.demers@ctse.ca>
Sent: June 10, 2022 7:37 AM
To: Andrew Ritchie <ARitchie@morrisonhershfield.com>
Cc: Brad Hewton <BHewton@morrisonhershfield.com>; Patrice Lanthier <p.lanthier@ctse.ca>
Subject: RE: (MH-2019794-04) - MTO Highway 401 Power Dam Bridge and Interchange Study - Bus Route Information Request

Good morning M. Ritchie,

I confirm that the CTSE uses Power dam rd to cross over Highway 401 as we use almost all nearby roadways inside the described study area to pick up or drop off students.

At this moment, we have bus stops located on these segments :

Atchison rd

County rd 33

Poplar Ave (and all the other streets in this subdivision: Equestrian dr & Beaver dam dr)

Headline rd

County rd 36 (post rd)

Cornwall Centre rd

Speer rd

Our service hours in the area are in the morning between 7:20 to 08:10 and 2:45 to 4:10 in the afternoon.

This data is for the school year 2021-2022 and may change for the future school years.

In the future, you can add my email to the communications s.demers@ctse.ca. I am the route planner for the Cornwall area.

Thank you.

Steffany Demers

Agente de transport

Consortium de transport scolaire de l'Est

665, rue Principale (CP 740)

Casselman, ON K0A 1M0

Téléphone: 1 (855) 689-2873
Courriel: s.demers@ctse.ca



AVIS DE CONFIDENTIALITÉ

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From: Andrew Ritchie <ARitchie@morrisonhershfield.com>

Sent: 1 juin 2022 17:18

To: info <info@ctse.ca>

Cc: Brad Hewton <BHewton@morrisonhershfield.com>

Subject: RE: (MH-2019794-04) - MTO Highway 401 Power Dam Bridge and Interchange Study - Bus Route Information Request

Importance: High

Please forward to the Attention of Mr. Martial Levac (Vice Chair),

The purpose of this email is to follow up on the Notice of Study Commencement issued to CTSE in January 2022. Specifically, I am hoping you could confirm whether CTSE uses Power Dam Drive to traverse Highway 401 as a designated route or any other nearby roadways in the Study Area as part of your organization's regular operations. I have attached the initial letter and a copy of the Cornwall Standard Freeholder advertisement to assist you with your response. The figure below can be marked up to delineate any neighbouring roadways or Power Dam Drive that CTSE uses.

Should you have any questions, please contact me via email, or via my direct line at (289) 266-1918. I look forward to your timely response confirming the above request.

Thanks, and best regards,
Andrew

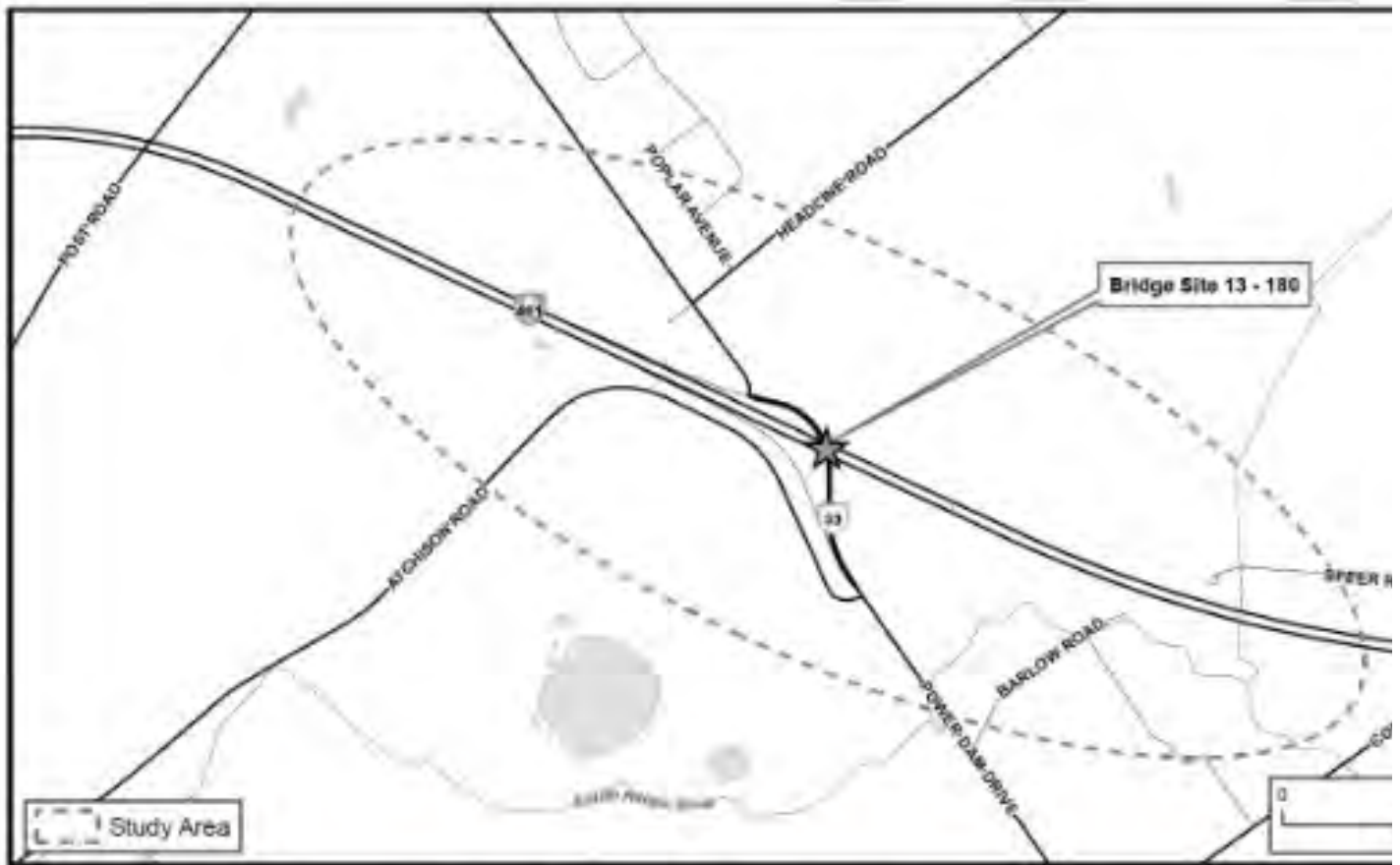


Figure 1: Highway 401 Power Dam Bridge and Interchange Study Area

Andrew Ritchie, M.P.I., MCIP, RPP

Senior Environmental Planner

aritchie@morrisonhershfield.com



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Victoria Cheng

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Wednesday, May 4, 2022 5:11 PM
To: Corine Francis
Cc: Abraham Francis; Anabtawi, Abdallah (MTO); Baczyk, Steve (MTO)
Subject: RE: Meeting request re: Notice of Study Commencement

Good Afternoon Corine,

Thank you again for your email and these additional details.

I would like to flag that we will need to postpone this project meeting at this time due to the writ period, and provide further details on the caretaker role that the Ministry of Transportation is entering ahead of the Ontario provincial election on June 2, 2022.

During the writ period, government is limited to a caretaker role, which means continuing to provide essential services (e.g. driver's license testing) but not moving forward with or making decisions about projects, programs or policies, so to not bind the hands of the future elected government.

Generally speaking, ministries are required to pause interactions with all external parties (Indigenous Communities, municipalities, industry stakeholders, etc.) unless there is an emergency situation (e.g. evacuation of a community because of flooding). This includes meeting with First Nation Communities (or any entity such as a municipality) regarding matters that could be interpreted as the ministry making a decision or commitment about an issue, such as discussions about potential measures to mitigate an impact of a project on Aboriginal and treaty rights. Invitations to participate in selected pre-planned field work, such as archaeological assessments, will continue through the writ period.

MTO is committed to fulfilling its duty to consult with the Mohawks of Akwesasne. However, during the caretaker period and until the new government is sworn in, we must limit our interactions with communities; we can listen to concerns, interest, priorities, etc., but we cannot discuss options or make commitments about how we will address issues raised. This is because the incoming government may have different priorities than the current one; projects or initiatives that are being considered under the current administration may be shelved, etc.

At this time, we are happy to share information on projects, and we welcome feedback, comments, or concerns from the Mohawks of Akwesasne on this project, or any other file, but we will not be able to provide a response until after the new government is sworn in.

We appreciate your patience during this hiatus of time when the ministry is limited in what it can / cannot do. I am available to answer any additional questions you may have related to the caretaker period. I will work with you to schedule this project meeting following the writ period.

Please let me know if you have any questions.

Thank you,

Peter

Peter Copping

Indigenous Liaison Specialist

Regional Services and Relationships, East Region Operations Branch

Ministry of Transportation

1355 John Counter Boulevard, Kingston ON, K7L 5A3

Email: Peter.A.Copping@Ontario.ca

Phone: 613-539-3148

From: Corine Francis <corine.francis@akwesasne.ca>

Sent: April 19, 2022 3:17 PM

To: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>

Cc: Abraham Francis <abraham.francis@akwesasne.ca>; Anabtawi, Abdallah (MTO) <Abdallah.Anabtawi@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>

Subject: Re: Meeting request re: Notice of Study Commencement

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

She:kon Peter,

Grand Chief Abram Benedict will be in attendance as well as our Aboriginal Rights and Research Office. Grand Chief would like to learn more about the project and see if there are any collaboration opportunities.

I will get back with some possible dates very as soon as I can.

Nia:wen,

Corine Francis She/Her

Executive Assistant to the Grand Chief | Mohawk Government

Mohawk Council of Akwesasne

PO Box 90, Akwesasne QC H0M 1A0

E: corine.francis@akwesasne.ca

W: 613-575-2250 ext. 2166

C: 613-577-7237

F: 613-575-2884



From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>

Sent: Wednesday, April 13, 2022 3:57 PM

To: Corine Francis <corine.francis@akwesasne.ca>

Cc: Abraham Francis <abraham.francis@akwesasne.ca>; Anabtawi, Abdallah (MTO) <Abdallah.Anabtawi@ontario.ca>;

Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>

Subject: RE: Meeting request re: Notice of Study Commencement

Good Afternoon Corine,

Thank you for your email, we look forward to meeting with the Mohawks of Akwesasne to further discuss this file.

I will circle back with the internal MTO team on their availability to meet. For transparency, I would like to bring to your attention that the upcoming Ontario provincial election may influence when this meeting takes place since the ministry of transportation will be entering a caretaker period ahead of the election. Nevertheless, I will work with you to arrange a timeslot that works for both parties.

I have a few questions that will assist in helping to arrange the meeting and determining who from the MTO team should be in attendance. First, is will Grand Chief Benedict and/or any of the District Chiefs be in attendance? Second, do the Mohawks of Akwesasne have any initial questions or comments that I can bring back to the team to respond to and/or speak to during this meeting? Third, do you have a list of potential dates over the next few weeks that I may bring back to compare to internal availabilities?

Thank you again for your email, we look forward to meeting with you to further discuss this project.

Thank you,

Peter

From: Corine Francis <corine.francis@akwesasne.ca>

Sent: April 12, 2022 11:39 AM

To: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>

Cc: Anabtawi, Abdallah (MTO) <Abdallah.Anabtawi@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>

Subject: Meeting request re: Notice of Study Commencement

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

She:kon Peter,

Grand Chief Abram Benedict has requested a meeting to discuss the Notice of Study Commencement.

Please let me know if you have any available time to meet.

Nia:wen,

Corine Francis She/Her

Executive Assistant to the Grand Chief | Mohawk Government

Mohawk Council of Akwesasne

PO Box 90, Akwesasne QC H0M 1A0

E: corine.francis@akwesasne.ca

W: 613-575-2250 ext. 2166

C: 613-577-7237

F: 613-575-2884



From: Copping, Peter A. (MTO)

Sent: April 4, 2022 4:06 PM

To: Grand Chief grand.chief@akwesasne.ca; Abraham Francis abraham.francis@akwesasne.ca

Cc: Anabtawi, Abdallah (MTO) Abdallah.Anabtawi@ontario.ca; Baczyk, Steve (MTO) Steve.Baczyk@ontario.ca

Subject: Notice of Study Commencement – Preliminary Design and Class Environmental Assessment Study for Highway 401 Power Dam Bridge and Interchange Study, Township of South Stormont, G.W.P. 4092-19-00

Dear Grand Chief Abram Benedict,

The Ministry of Transportation of Ontario has retained Morrison Hershfield Limited to undertake the Preliminary Design and Class Environmental Assessment Study for Highway 401 Power Dam Bridge and Interchange Study. The project is located in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry. The attached letter with study area key map contains additional details for your consideration.

The purpose of this letter is to provide you with the opportunity to meet with the Project Team virtually to learn further details on the project and provide input into the process. Highway 401 is a four-lane divided rural freeway at the Power Dam Road interchange. If you would like to arrange a meeting, require additional information, or have any questions or comments, please contact me by email at Peter.A.Copping@Ontario.ca or by phone at **613-539-3148**. MTO will continue to engage with Metis Nation of Ontario as this project progresses.

Sincerely,

Peter Copping

Peter Copping

Indigenous Liaison Specialist

Regional Services and Relationships, East Region Operations Branch

Ministry of Transportation

1355 John Counter Boulevard, Kingston ON, K7L 5A3

Email: Peter.A.Copping@Ontario.ca

Phone: 613-539-3148

**Notice of Study Commencement – Preliminary Design and Class Environmental
Assessment Study for Highway 401 Power Dam Bridge and Interchange Study
Township of South Stormont, United Counties of Stormont, Dundas and Glengarry
G.W.P. 4092-23-00**

CONTACT INFORMATION FORM

PLEASE RETURN BY FAX/MAIL/EMAIL BY FEBRUARY 18, 2022 TO:

Zach Hupman, MES
Environmental Planner
Morrison Hershfield
200-2932 Baseline Road
Ottawa, ON K2H 1B1
Phone: 613-739-2910 x1022287
Email: ZHupman@morrisonhershfield.com

1) Please indicate whether your organization has an interest in the project and if you would like to continue to receive project notifications?

Yes ☒ No ☐

If no, you will be removed from the Project Contact List and will receive no further notifications regarding this project.

2) If yes, please provide a contact person and their contact information (if different from original notice):

Name:

Mailing Address:

Phone:

Fax:

Email:

3). Please indicate if the above noted project will affect the delivery of your organization's programs or services, and/or any other relevant information in this regard.

Victoria Cheng

From: No-Reply <noreply@morrisonhershfield.com>
Sent: Friday, April 1, 2022 10:47 AM
To: Zach Hupman
Subject: Highway 401 Power Dam Bridge and Interchange Study Comment Recieved from [REDACTED]
[REDACTED]

Follow Up Flag: Follow up
Flag Status: Flagged

Name: [REDACTED]
Address: [REDACTED]
City: [REDACTED]
Province: Ontario
Postal Code: [REDACTED]
Email: [REDACTED]

Mailing Preference: Email

Comments:

My property borders on power dam drive and hwy. 401. I would like to know how any future developments will affect my access to 3 fields within your study area?

Victoria Cheng

From: Nick Crockford
Sent: Tuesday, February 28, 2023 9:35 AM
To: Victoria Cheng
Subject: FW: Highway 401 Power Dam Bridge and Interchange Study Comment Received from Austin Alguire.

From: Brad Hewton <BHewton@morrisonhershfield.com>
Sent: January 13, 2023 9:54 AM
To: [REDACTED]
Cc: Anabtawi, Abdallah (MTO) <Abdallah.Anabtawi@ontario.ca>; Lacan, Krystal (MTO) <Krystal.Lacan@ontario.ca>; Nick Crockford <NCrockford@morrisonhershfield.com>
Subject: RE: Highway 401 Power Dam Bridge and Interchange Study Comment Received from Austin Alguire.

Good morning [REDACTED] hope you are doing well.

With the Pic online under way, I was wondering if you would like to meet and discuss the work? In looking at schedules for myself and the ministry, I am wondering about either r week of January 23-27 or January 31-Feb 3. If you have any preferences for days, let me know and we can schedule something.

Thank you,
Brad

From: Brad Hewton <BHewton@morrisonhershfield.com>
Sent: Wednesday, July 27, 2022 1:03 PM
To: [REDACTED]
Cc: Anabtawi, Abdallah (MTO) <Abdallah.Anabtawi@ontario.ca>; Lacan, Krystal (MTO) <Krystal.Lacan@ontario.ca>; Andrew Ritchie <ARitchie@morrisonhershfield.com>
Subject: RE: Highway 401 Power Dam Bridge and Interchange Study Comment Received from Austin Alguire.

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon [REDACTED]

Thank you for sending along this sketch showing your property. We are still in the process of reviewing design alternatives for the replacement of the Power Dam Drive structure and future interchange needs, however based on your proximity to the highway and structure, there is a possibility that property acquisition may be required as a result of the new reconstructed ramps. As we develop alternatives and undertake our assessment I would like to make some time to meet with you at your property to discuss. We are going to have a virtual Public Information Centre in late summer or early fall and perhaps we can find a time then to meet.

I will be in touch as we get closer to try and schedule a time to meet. Should have any more questions, please reach out any time.

Thank you,
Brad

From [REDACTED]
Sent: April 14, 2022 1:23 PM
To: Brad Hewton <BHewton@morrisonhershfield.com>
Subject: Re: Highway 401 Power Dam Bridge and Interchange Study Comment Received from Austin Alguire.

Attached is a sketch of the two pieces of property that I am looking for comments on what the future access may be.

On Thu, Apr 14, 2022, 9:51 AM Brad Hewton, <BHewton@morrisonhershfield.com> wrote:

Good morning [REDACTED]

Thank you for reaching out and for your interest in this project.

We are at the early stages of exploring future bridge and ramp alignment alternatives and impacts to adjacent properties. Depending on the Technically Preferred Alternative, Property Acquisition may be required for this project. If you are able to provide me with a drawing or sketch showing which properties are yours, I will be able to better understand the specific impacts to your property and be able to discuss specifics as we move through the Environmental Assessment process.

Thank you,

Brad

BRAD HEWTON, P.ENG

Manager, Roads and Highways Ottawa

bhewton@morrisonhershfield.com



200-2932 Baseline Road | Ottawa, ON K2H 1B1 Canada

Cell: 613 884 6083 | Office: 613 739 2910 x1022292

morrisonhershfield.com

Please consider the environment before printing this message

From: No-Reply <noreply@morrisonhershfield.com>

Sent: April 1, 2022 10:47 AM

To: Zach Hupman <ZHupman@morrisonhershfield.com>

Subject: Highway 401 Power Dam Bridge and Interchange Study Comment Recieved from [REDACTED]

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

Province: Ontario

Postal Code: [REDACTED]

Email: [REDACTED]

Mailing Preference: Email

Comments:

My property borders on power dam drive and hwy. 401. I would like to know how any future developments will affect my access to 3 fields within your study area?

Christine Darson

From: Brad Hewton
Sent: Thursday, July 11, 2024 10:20 AM
To: [REDACTED]
Cc: Abdallah.Anabtawi@ontario.ca; Christine Darson
Subject: RE: Hwy401 power dam interchange

Hello [REDACTED]

Thank you for meeting with me earlier this year and for your continued interest with this project.

As discussed at our meeting and presented in the PIC #2 materials, Alternative 8 has emerged as the Technically Preferred Alternative. It offers the best outcome for motorists and residents while minimizing potential impacts.

I understand your concerns regarding property impacts and maintaining access to your property. While there will be some impact to your property as we discussed previously, please rest assured that the design will ensure continued access to your property. Property impacts have been carefully considered in our assessment and remain a priority as we continue the preliminary design and move into the detailed design phase of this project.

I appreciate your ongoing feedback and look forward to sharing further information with you as the project progresses.

Brad

Brad Hewton, P.Eng
Manager, Transportation Design Services
(He/Him)



Suite 200, 2932 Baseline Road | Ottawa ON K2H 1B1
Dir: 613 739 2910 x 1022292 | Mob: 613 884 6083

*Have you heard the news? Morrison Hershfield is now officially a part of [Stantec](#)!
Go check out the official Stantec page for great content and news.*

From: [REDACTED]
Sent: Wednesday, June 5, 2024 11:11 AM
To: Brad Hewton <BHewton@morrisonhershfield.com>
Subject: Hwy401 power dam interchange

I would be in favour of alternative #3 as a first choice and perhaps alternative #8 as a second choice. In either case my main concern is to maintain access to my property at the existing culvert adjacent to power dam drive. I hope this is being taken into consideration when looking into expropriating lands on the east side of power dam drive.

Regards
[REDACTED]

Christine Darson

From: Brad Hewton
Sent: Thursday, July 11, 2024 10:13 AM
To: [REDACTED]
Cc: Christine Darson
Subject: RE: Highway 401 at Power Dam Drive Interchange PIC #2

Good morning,

Thank you for your feedback on our PIC #2. Costing was one of many factors considered when evaluating the alternatives. Each factor was given a relatively equal weight, with slightly more emphasis placed on the Evaluation Criteria in the Transportation and Environmental Evaluation Components. Based on our analysis, we believe Recommended Alternative (Alternative 8 – Single Diamond Interchange) meets the current needs of the surrounding area while providing options for future transportation and traffic conditions.

The teal green lines in the residential area represent Enbridge infrastructure.

We appreciate your continued interest in this project and look forward to your continued engagement.

Brad

Brad Hewton, P.Eng

Manager, Transportation Design Services
(He/Him)



Suite 200, 2932 Baseline Road | Ottawa ON K2H 1B1
Dir: 613 739 2910 x 1022292 | Mob: 613 884 6083

*Have you heard the news? Morrison Hershfield is now officially a part of [Stantec](#)!
Go check out the official Stantec page for great content and news.*

From: [REDACTED]
Sent: Wednesday, June 12, 2024 12:03 PM
To: Brad Hewton <BHewton@morrisonhershfield.com>; abdallah.anabtawi@ontario.ca
Subject: Highway 401 at Power Dam Drive Interchange PIC #2

Good afternoon,

In response to the documentation provided online for the Highway 401 at Power Dam Drive Interchange PIC #2 I have the following comments I wish to add.

For the evaluation matrix of the shortlisted alternatives can you please elaborate on how much weighting was used for the costing element. As alternative 8 the diamond interchange which was the selected technically preferred option however costing was listed as less preferred.

I am in agreement with the study team that there is no current need for a full interchange at the design horizons of 10 and 20 years beyond construction based on traffic volumes and current growth projections; however the preferred solution does allow for this expansion in the future should future growth eventually require this.

On slide 22 Technically Preferred Alternative 8: Diamond Interchange can you please explain what the teal green lines on the residential properties on Headline Road are showing as I did not see it listed in the legend.

Respectfully,

A black rectangular redaction box covering the signature.