

# **Highway 401 Power Dam Bridge and Interchange Study Preliminary Design and Class Environmental Assessment**

Errata to Transportation Environmental Study Report

June 18, 2026

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## **Introduction**

This Errata documents revisions to the Transportation Environmental Study Report (TESR) that was made available for a 45-day public review period which commenced November 27, 2025, and ended on January 11, 2026. Additions have been identified in **yellow highlight**, and deletions are shown in ~~strike through~~ in the sections that follow.

This Errata was prepared to incorporate comments received on the TESR by the Ministry of Citizenship and Multiculturalism (MCM) on January 12, 2026. This Errata also includes a correction to the identified location of a landfill.

This Errata shall be kept on file and made available for viewing on the proponent's project website and will be appended to the TESR for use during the future stages of the design/project.



# Executive Summary

Section p.viii Executive Summary has been revised as follows:

## *Archaeology*

Due to disturbance from previous construction, no further work is required for the area within the current ROW. If impacts are proposed within identified areas of archaeological potential inside the right-of-way, a Stage 2 archaeological assessment using test pit survey methods will be required. However, due to the proximity of water and other features, the archaeological potential is much greater outside the current right-of-way. Within a 250-metre study area buffer, approximately 71.7 percent should be subject to a Stage 2 archaeological assessment as early as possible during Detail Design and prior to any ground disturbing activities. Areas beyond the right-of-way that have been identified as disturbed, low-lying, or wet should be confirmed through visual inspection during the Stage 2 assessment process.

Any recommendations arising from the archaeological assessment will be incorporated into the project detail design. During construction, the work zone will be minimized to the extent practical, and all materials, equipment and machinery used for the purpose of site preparation and project completion will not be permitted in zones delineated for protection, as outlined in the archaeological assessment.

*Built Heritage Resources and Cultural Heritage Resources Landscapes*

## **1 Overview of the Project**

No revisions required.

## **2 Project Needs Assessment**

No revisions required.

## **3 Environmental Needs Assessment**

No revisions required.

## **4 Consultation**

No revisions required.



## 5 Overview of Existing Conditions

Section 5.12.1 Archaeological Resources has been revised as follows:

A Stage 1 archaeological assessment (under Project Information Form number P035-0363-2021) was carried out for the project study area. The study area included the Highway 401 Power Dam Drive Bridge and interchange in the Township of South Stormont, within the United Counties of Stormont, Dundas and Glengarry (Part Lots 15-16, Con. 3, Part Lots 15-19, Con. 4 and Lots 19-21, Con. 5, Geo. Twp. of Cornwall). The report has been submitted to the Ministry of Citizenship and Multiculturalism and is under review. Note that archaeological concerns have not been fully addressed until reports have been entered into the Ontario Public Register of Archaeological Reports ('the Register') where those reports recommend that:

1. The archaeological assessment of the project area is complete, and
2. All archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(2) of the *Ontario Heritage Act*) or that mitigation of impacts accomplished through excavation or an avoidance and protection strategy.

The findings and recommendations of the Stage 1 AA should be considered preliminary at this phase, until the above-described conditions have been met.

The Stage 1 archaeological assessment determined that most of the overall study area is located close to archaeological potential features such as historic roads, farmsteads, and water sources, however, most of the archaeological potential within the current Highway 401 and Power Dam Drive right-of-way has been removed due to intensive and extensive disturbance. As a result, 16,000 m<sup>2</sup> of the Highway 401 right-of-way has archaeological potential. This area is towards the western end of the Study Area 900 metres from the bridge and will require Stage 2 property assessment via the test pit survey method.

The majority of the area within the 250-metre study area buffer will also require a Stage 2 archaeological assessment be undertaken as early as possible during Detail Design and prior to any ground disturbing activities. The full Stage 1 archaeological assessment can be found in **Appendix G**.

Section 5.12.2 Built Heritage Resources and Cultural Heritage Resources Landscapes

To identify known and potential built heritage resources (B.H.R.s) and cultural heritage landscapes (C.H.L.s) within the study area, a Cultural Heritage Resource Assessment Report was completed by Archaeological Services Inc, as found in **Appendix H**. The results of background historical research and a review of secondary source material, including historical mapping, indicate a study area with a rural land use history dating back to the late-eighteenth century.

~~A review of the federal, provincial, and municipal registers, inventories, and databases revealed that there are no previously identified features of cultural heritage value within the study area.~~ The Cultural Heritage Resource Assessment Report determined that there are no known (previously identified) built heritage resources or cultural heritage landscapes within the study area.



However, during fieldwork four potential B.H.R.s and three potential C.H.L.s were located within the study area (refer to **Figure 10**).

These ~~features~~ resources included:

- Three (3) farmscapes identified as potential C.H.L.s; **and**
- Three (3) residences **and one (1) bridge** identified as potential B.H.R.s ~~and one (1) bridge identified as a potential B.H.R.s.~~

Section 5.2.7 Hydrogeology has been revised as follows:

The desktop hydrogeological study was carried out to determine the existing geological and hydrogeological conditions of the study area, evaluation of the potential need for groundwater dewatering, potential groundwater impacts associated with the ~~adjacent~~ **nearby** landfill to the project limits, and potential impacts on nearby receptors of the planned work.

Section 5.3.1 Existing Land Uses has been revised as follows:

Highway 401 is an 828 km provincial highway connecting Windsor, Ontario in the west to the Ontario-Quebec border in the east. Highway 401 at the Power Dam Drive interchange is a four-lane divided rural freeway. Power Dam Drive (or County Road 33) is a two-lane municipal road. Currently, a two-lane divided overpass carries Power Dam Drive over Highway 401. The Study Area is located in the Township of South Stormont within the United Counties of Stormont, Dundas and Glengarry where dominant land uses are commercial, agricultural and rural.

The United Counties of Stormont, Dundas and Glengarry Official Plan (2018) Land Use Schedule A4 sets out land use designations for the Township of South Stormont, see **Figure . It is important to note that United Counties of Stormont, Dundas and Glengarry Official Plan (2018) Land Use Schedule A4 incorrectly identifies a landfill as being located on Lot 19, Concession 4. Based on available information, the landfill is actually located on Lot 20, Concession 3.** Relevant details pertaining to the Official Plan policies and how they affect land uses within the Project Study Area are presented below.

Generally, the study area can be characterized as primarily rural agricultural, with nearby rural residential dwellings, woodlands, closed waste facilities and local businesses present. Much of the lands within and immediately adjacent to the study area 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 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 Study Area are used to pick up / drop off for students.



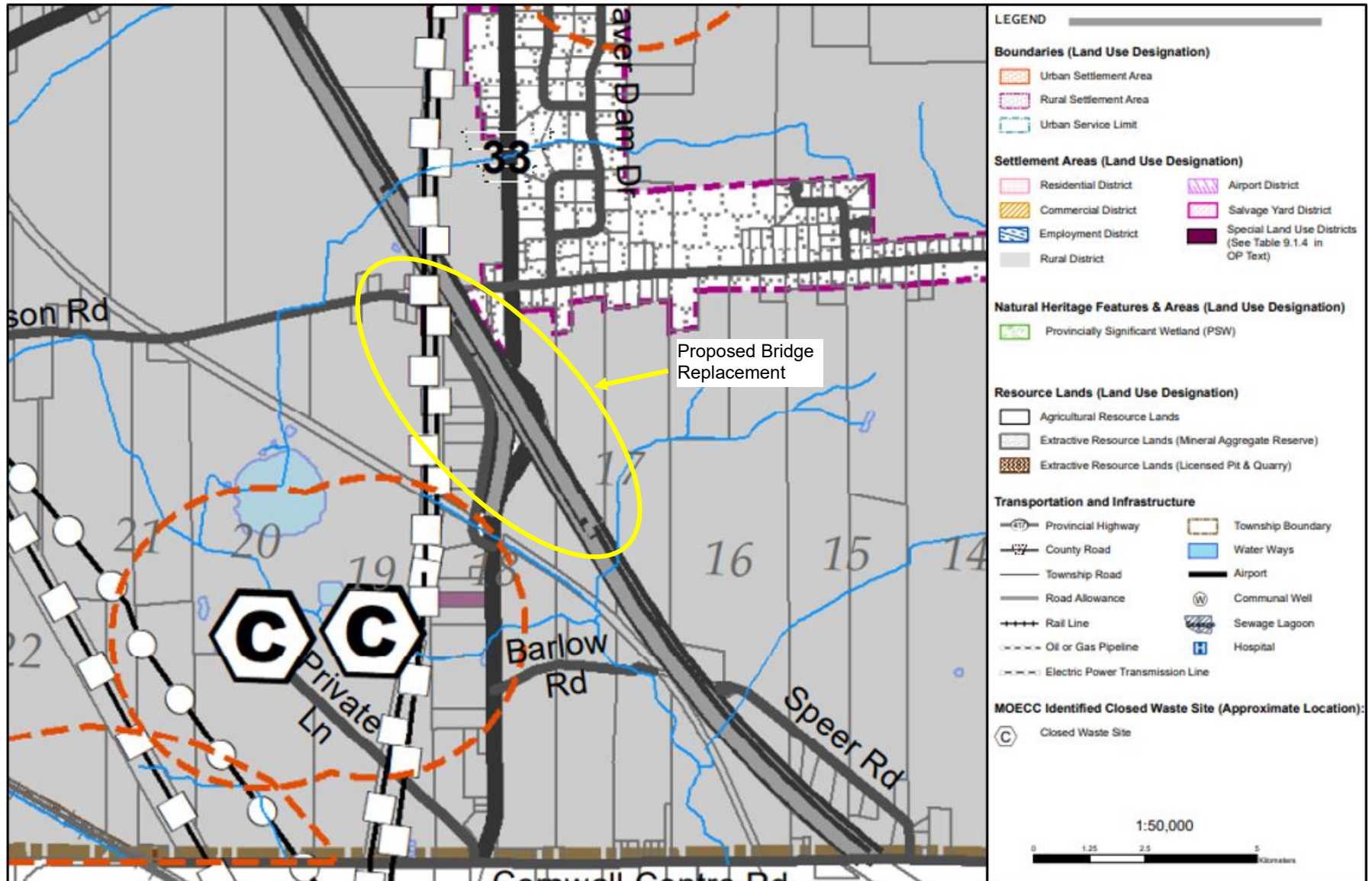


Figure 6: Land Use Schedule A4 of the United Counties of Stormont, Dundas and Glengarry Official Plan (2018)



## 6 Generation, Assessment & Evaluation of Alternatives

Section 6.13 Evaluation Methodology of Short-List Alternatives and Selection of Preferred Alternative has been revised as follows:

Impact to Social/Economic/Cultural Environment: Designs were assessed to determine the extent to which agricultural, archaeological, built heritage **resources** and cultural **heritage** landscapes features are impacted, as well as the potential property acquisitions requirements.

Section 6.13 Evaluation Methodology of Short-List Alternatives and Selection of Preferred Alternative, Table 12 has been revised as follows:

Archaeological/Built Heritage **Resources** and Cultural **Heritage** Landscapes

Section 6.13 Evaluation Methodology of Short-List Alternatives and Selection of Preferred Alternative, Table 13 has been revised as follows:



Table 13 Evaluation Summary

Evaluation Criteria Summary	Do Nothing	Alternative 3	Alternative 5	Alternative 6	Alternative 8
Interchange Operations	<ul style="list-style-type: none"> <li>No change from today</li> </ul>	<ul style="list-style-type: none"> <li>Design speeds 80km/hr.</li> <li>2 high risk potential AT conflict areas</li> </ul>	<ul style="list-style-type: none"> <li>Design speeds 70km/hr.</li> <li>1 high moderate potential AT conflict areas</li> </ul>	<ul style="list-style-type: none"> <li>Design speeds 80km/hr.</li> <li>1 moderate risk potential AT conflict areas</li> </ul>	<ul style="list-style-type: none"> <li>Design speeds 80km/hr.</li> <li>2 moderate risk potential AT conflict areas</li> </ul>
Interchange Geometry	<ul style="list-style-type: none"> <li>No change from today</li> </ul>	<ul style="list-style-type: none"> <li>Straight structure simpler for design/construction</li> <li>Significant change in geometry of existing ramps</li> </ul>	<ul style="list-style-type: none"> <li>Straight structure</li> <li>Poor sightlines for WB traffic exiting highway</li> <li>Similar geometry to existing ramps to and from west</li> </ul>	<ul style="list-style-type: none"> <li>Curvilinear alignment</li> <li>Poor sightlines for WB traffic exiting highway</li> <li>Similar geometry to existing north ramp terminal</li> </ul>	<ul style="list-style-type: none"> <li>Straight structure</li> <li>All turning movements accommodated</li> <li>Similar geometry to existing ramps to and from west</li> </ul>
Natural Environment	<ul style="list-style-type: none"> <li>No potential impact</li> </ul>	<ul style="list-style-type: none"> <li>No impact to forested area, moderate impact to SAR birds,</li> <li>One area of interaction with direct fish habitat, low increase in imperviousness</li> </ul>	<ul style="list-style-type: none"> <li>Low impact to forested area</li> <li>Moderate impact to SAR birds</li> <li>Two areas of interaction with direct fish habitat</li> <li>Good opportunity to improve existing drainage issues</li> </ul>	<ul style="list-style-type: none"> <li>Low impact to forested area</li> <li>Moderate impact to SAR birds</li> <li>Two areas of interaction with direct fish habitat</li> <li>Moderate increase in imperviousness</li> </ul>	<ul style="list-style-type: none"> <li>Low impact to forested area</li> <li>Moderate impact to SAR birds</li> <li>Two areas of interaction with direct fish habitat</li> <li>Moderate increase in imperviousness</li> </ul>
Social/Economic/Cultural Environment	<ul style="list-style-type: none"> <li>No potential impact</li> </ul>	<ul style="list-style-type: none"> <li>Highest property acquisition required</li> <li>Property impacts through removal of existing agricultural lands</li> <li>Largest area of potentially undisturbed soils impacted</li> <li>Indirect impacts to B.H.R. 1 may result from construction-related vibration</li> <li>Stage 2 property and archaeological assessments required to confirm potential impacts to lands outside the existing Highway 401 and Power Dam Road right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>High property acquisition required</li> <li>Removal of existing agricultural lands</li> <li>Large area of potentially undisturbed soils impacted</li> <li>Indirect impacts to B.H.R. 1 may result from construction-related vibration</li> <li>Stage 2 property and archaeological assessments required to confirm potential impacts to lands outside the existing Highway 401 and Power Dam Road right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>Medium property acquisition required</li> <li>Removal of existing agricultural lands</li> <li>Moderate area of potentially undisturbed soils impacted</li> <li>Indirect impacts to B.H.R. 1 may result from construction-related vibration</li> <li>Stage 2 property and archaeological assessments required to confirm potential impacts to lands outside the existing Highway 401 and Power Dam Road right-of-way</li> </ul>	<ul style="list-style-type: none"> <li>Lowest property acquisition required</li> <li>Moderate removal of existing agricultural lands</li> <li>Smallest area of potentially undisturbed soils impacted</li> <li>Indirect impacts to B.H.R. 1 may result from construction-related vibration</li> <li>Stage 2 property and archaeological assessments required to confirm potential impacts to lands outside the existing Highway 401 and Power Dam Road right-of-way</li> </ul>
Construction Costs	<ul style="list-style-type: none"> <li>Low construction cost</li> </ul>	<ul style="list-style-type: none"> <li>Highest construction cost</li> </ul>	<ul style="list-style-type: none"> <li>Lowest construction cost</li> </ul>	<ul style="list-style-type: none"> <li>Low construction cost</li> </ul>	<ul style="list-style-type: none"> <li>Medium construction cost</li> </ul>
Constructability	<ul style="list-style-type: none"> <li>No potential conflict</li> </ul>	<ul style="list-style-type: none"> <li>Impacts to hydro line north and south of highway</li> <li>Impacts to buried Bell Cable</li> </ul>	<ul style="list-style-type: none"> <li>Larger impact to hydro line north of highway</li> <li>Gas crossing under existing alignment</li> </ul>	<ul style="list-style-type: none"> <li>Larger impact to hydro line north of highway</li> <li>Impact to buried Bell cable south of structure</li> </ul>	<ul style="list-style-type: none"> <li>2-3 hydro poles impacted north of highway</li> <li>Impact to buried Bell cable south of structure</li> </ul>



## 7 Major Features of the Recommended Plan

No revisions required.

## 8 Environmental Issues, Effects, Mitigation Measures & Comments

Section 8.10.1 Archaeology has been revised as follows:

According to the preliminary recommendations in the Stage 1 archaeological assessment, due to disturbance from previous construction, no further work is required for the area within the current ROW. It should be noted that these findings are considered preliminary until the report is entered into the Register.

Due to the proximity of water and other features, the archaeological potential is much greater outside the right-of-way. Within a 250-metre study area buffer, approximately 71.7 percent will be subject to a Stage 2 archaeological assessment as early as possible during the Detail Design and prior to any ground disturbing activities. The only areas not requiring further assessment are due to the disturbances from the rural roads and ditching, the low and wet area near the west end and the previously assessed area at the east end.

Section 8.10.2 Cultural Heritage Resources has been revised as follows:

There may be indirect impacts resulting from construction-related vibration to B.H.R. 1 as the structure is within 50 metres of the proposed infrastructure improvements. Consistent with the Cultural Heritage Resource Assessment Report, to address the potential for indirect impacts due to construction-related vibration, we recommend that a baseline vibration assessment be completed by a qualified engineer as early as possible during Detail Design and prior to any ground disturbing activities. ~~should be undertaken during Detail Design to determine potential for vibration impacts and monitor where required.~~

Those B.H.R.s and C.H.L. which are not anticipated to be impacted by the proposed works, shall be avoided.

## 9 Summary of Environmental Concerns, Mitigation Measures and Commitments to Future Work

Section 9 Summary of Environmental Concerns, Mitigation Measures and Commitments to Future Work, Table 16 has been revised as follows:



**Table 16 Summary of Environmental Concerns, Mitigation Measures and Commitments to Future Work**

ID No.	Issues/Concerns/Potential Effects	Concerned Agencies	ID No.	Mitigation/Protection/Monitoring
1.0	Impact to Fish and Fish Habitat	Department of Fisheries and Oceans Canada	1.1	<ul style="list-style-type: none"> <li>• Potential residual effects on fish and habitats resulting from the project works will need to be confirmed during the Detail Design phase.</li> <li>• Avoidance measures, particularly by minimizing new footprints near the high-water mark during culvert replacements should be implemented.</li> <li>• Timing windows and standard mitigation measures should be utilized for most in-water activities</li> <li>• Culvert replacements should be designed to maintain or enhance fish passage to upstream areas.</li> <li>• Stabilizing highway embankments to reduce erosion and prevent sediment from entering fish habitats.</li> <li>• Considering riparian plantings with native species to enhance vegetative cover and stabilize disturbed soils.</li> <li>• A detailed impact assessment will be needed to be undertaken during Detail Design to evaluate potential negative effects on fish and habitats from drainage modifications and culvert replacements at C17 and C22/23. While a DFO Request for Review application is unlikely, but this will need confirmation through the Aquatic Effects Assessment by a qualified Fisheries Assessment Specialist undertaken during Detail Design.</li> <li>• A detailed impact assessment will be conducted to determine the likelihood of causing fish mortality or HADD of fish habitat during Detail Design. This will involve completing an Aquatic Effects Assessment according to MTO guidelines and documenting it in a Fish and Fish Habitat Impact Assessment Report.</li> <li>• During Detail Design, the qualified Fisheries Assessment Specialist will determine if the project can proceed under the MTO Project Notification Form process or if a DFO Request for Review Application is necessary.</li> </ul>
2.0	Impacts to Terrestrial Ecosystems – Vegetation Communities	Ministry of Natural Resources	2.1	<ul style="list-style-type: none"> <li>• Vegetation clearing should be kept to a minimum whenever possible and limited within the construction footprint.</li> <li>• To avoid disturbance to vegetation and prevent soil compaction, existing trails, roads or cut lines should be used.</li> <li>• In the event of accidental damage to trees or unexpected vegetation removal, vegetation shall be replaced/restored with native species.</li> <li>• Surplus material resulting from vegetation removal operations shall be managed.</li> <li>• Disturbed vegetation/soils within the impacted areas shall be re-established as soon as weather/conditions permit to provide stabilization to exposed soils and minimize sedimentation.</li> <li>• Following completion of grading and topsoil application, disturbed areas will be re-seeded with a standard roadside seed mixture.</li> <li>• During ditching works, any tree roots greater than 25 mm in diameter shall be cut off cleanly.</li> <li>• Due to the presence of Invasive Phragmites in areas flagged for vegetation removals, mitigation measures will need to be determined during Detail Design.</li> <li>• Further field investigations for Butternut may be warranted during Detail Design within private properties where permission to enter was not available for the preliminary surveys.</li> <li>• A Butternut Health Assessment may be required should the Detail Design interfere with the 25 m regulated Butternut habitat.</li> </ul>
	Impacts to Terrestrial Ecosystems - Migratory Birds and Wildlife	Ministry of Natural Resources Ministry of the Environment, Conservation and Parks	2.2	<ul style="list-style-type: none"> <li>• Measures should be incorporated during Detail Design to prevent wildlife harassment.</li> <li>• If any wildlife that cannot move away safely is encountered within the work area, a qualified Biologist or Ecologist should relocate them to a safe location outside the work area.</li> <li>• Ensure that active nests or eggs of protected migratory birds are not destroyed.</li> <li>• Complete vegetation removals and clearing outside the active breeding bird season, which runs from April 15 to August 31 each year.</li> <li>• If nesting activity (e.g., nest building or carrying nesting material) or nests/eggs/young are found, all work in the area should temporarily cease. The Contractor must then engage an Avian Biologist to determine whether the nests/eggs/young belong to a migratory bird species. Any nests found belonging to migratory birds must be protected with a species-appropriate buffer, as determined by the Avian Biologist, within which no work can occur until the nest is no longer active.</li> </ul>
	Impacts to Terrestrial Ecosystems – SAR	Ministry of Natural Resources	2.3	<ul style="list-style-type: none"> <li>• Species-specific field surveys are required during Detail Design including completing detailed bat cavity surveys and acoustic monitoring within the forested communities and private property not accessible during preliminary design, Pileated Woodpecker nesting cavity searches where construction is proposed prior to project works (to identify the potential need to register the activity under the ESA and MBCA), and to survey forested habitats situated on private properties for SAR vegetation (i.e., Butternut or Black Ash).</li> <li>• Vegetation removals (including trees and shrubs) within the Study Area shall be completed outside of both the active bat season (April 1 – September 30) and the breeding bird window (April 15 – August 31).</li> <li>• During Detail Design, efforts to avoid impacts to Eastern Meadowlark will be explored; however, if avoidance is not possible, registration will be required.</li> </ul>



**Preliminary Design and Class Environmental Assessment**  
**Summary of Environmental Concerns, Mitigation Measures and Commitments to Future Work**  
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ID No.	Issues/Concerns/Potential Effects	Concerned Agencies	ID No.	Mitigation/Protection/Monitoring
				<ul style="list-style-type: none"> <li>While it is unlikely that Blanding's Turtles are located within the immediate Study Area, adherence to appropriate mitigation measures During Detail Design (including wildlife timing windows) will reduce the risk of potential impacts to SAR reptiles from the proposed construction activities.</li> </ul>
	Impacts to Terrestrial Ecosystems - Hydrogeology	Ministry of the Environment, Conservation and Parks Ministry of Natural Resources	2.4	<ul style="list-style-type: none"> <li>If during Detail Design it is determined that water taking at rates between 50,000 liters and 400,000 liters per day is required, an Environmental Activity and Sector Registry registration is recommended.</li> <li>While it is anticipated that there will be minimal temporary and residual effects on the groundwater quantity (i.e., well yields) resulting from the project, consideration during Detail Design should be given regarding the mobilization of contaminants during construction from sources like fill material of unknown quality, auto garage, waste generation, metal fabrication, and historic diesel spills.</li> </ul>
3.0	Socio-Economic Environment - Impacts to Land Uses	United Counties of Stormont, Dundas and Glengarry Township of South Stormont	3.1	<ul style="list-style-type: none"> <li>As much of the land use surrounding the Highway 401 and Power Dam Drive Bridge has been identified as a key transportation and development corridor within the County, the project is not anticipated to have an impact to land use.</li> </ul>
	Socio-Economic Environment – Property Impacts	United Counties of Stormont, Dundas and Glengarry Township of South Stormont	3.2	<ul style="list-style-type: none"> <li>Impacts to property will be minimized wherever possible.</li> <li>Discussions regarding property acquisition are to continue during Detail Design.</li> </ul>
4.0	Utility Impacts	Ministry of Transportation Utility Companies United Counties of Stormont, Dundas and Glengarry Township of South Stormont	4.1	<ul style="list-style-type: none"> <li>During Detail Design, the study team shall continue to work with impacted utility companies to develop a plan to relocate infrastructure assets in advance of construction.</li> <li>Timing for relocation will be determined during Detail Design.</li> </ul>
5.0	Contamination, Waste and Excess Material	Ministry of the Environment, Conservation and Parks Ministry of Labour	5.1	<ul style="list-style-type: none"> <li>Further environmental assessments/investigations should be undertaken during Detail Design for the APECs that will be directly impacted by the construction of the bridge replacement work to confirm the environmental conditions of soil and groundwater on those lands in support of property acquisition, excess soil management, and/or environmental due diligence.</li> <li>The environmental assessments/investigations may include Phase I/II Environmental Site Assessments (ESAs), and planning and soil sampling requirements in accordance with Ontario Regulation 406/19 Onsite and Excess Soil Management if deemed necessary.</li> <li>If actual contamination is identified during the environmental assessments/investigations, additional delineation investigations and/or remediation may also be required.</li> </ul>
6.0	Erosion and Sediment Control	Ministry of Environment, Conservation and Parks Ministry of Natural Resources	6.1	<ul style="list-style-type: none"> <li>During Detail Design, appropriate erosion and sediment control measures to keep disturbed soils properly contained and to prevent migration of materials and sediments beyond the work limits and into adjacent communities shall be developed.</li> </ul>
7.0	Impacts Caused by Construction Noise and Vibration	Ministry of Environment, Conservation and Parks United Counties of Stormont, Dundas and Glengarry Township of South Stormont	7.1	<ul style="list-style-type: none"> <li>During the Detail Design mitigation measures to limit construction noise shall be developed. These measures may include the use of properly maintained equipment, maintaining haul routes, keeping equipment in good working order, and a documented, regular inspection and maintenance program must be implemented.</li> </ul>
8.0	Air Quality	Ministry of the Environment, Conservation and Parks	8.1	<ul style="list-style-type: none"> <li>An Air Quality Management Plan should be developed during Detail Design and included within the construction tender package.</li> <li>The Air Quality Management Plan shall set out established best management practices for dust and other emissions.</li> </ul>
9.0	Impact to Cultural Heritage Resources - Archaeological Resources	Ministry of Citizenship and Multiculturalism	9.1	<p><b>In response to comments received from MCM, the commitments to Archaeological Resources have been updated to include the following:</b></p> <ul style="list-style-type: none"> <li><b>As early as possible</b> During Detail Design <b>and prior to any ground disturbing activities,</b> a Stage 2 archaeological assessment will be undertaken for those areas <b>identified in the Stage 1 archaeological assessment.</b> <del>displaying archaeological potential.</del></li> </ul>



ID No.	Issues/Concerns/Potential Effects	Concerned Agencies	ID No.	Mitigation/Protection/Monitoring
				<ul style="list-style-type: none"> <li>• While no further work within the current right-of-way is required, if impacts are proposed within identified areas of archaeological potential inside the right-of-way, a Stage 2 archaeological assessment using test pit survey methods will be required.</li> <li>• Much of the area within 250 metres of the right-of-way retains archaeological potential due to its proximity to watercourses and nineteenth-century cultural features. As a result, these areas should be subject to a Stage 2 archaeological assessment prior to any ground disturbance, using either pedestrian survey or test pit survey methods as appropriate.</li> <li>• Areas beyond the right-of-way that have been identified as disturbed, low-lying, or wet should be confirmed through visual inspection during the Stage 2 assessment process.</li> <li>• The recommendations of the archaeological assessment will be followed. The construction work zone will be minimized to the extent practical. All materials and equipment/machinery used for the purpose of site preparation and project completion will not be permitted in zones delineated for protection, as outlined in the archaeological assessments.</li> <li>• Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to the <i>Ontario Heritage Act</i>. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the <i>Ontario Heritage Act</i>.</li> <li>• <del>If archaeological remains are unearthed during construction, the Contract Administrator will be notified, and operations suspended.</del></li> <li>• <del>If human remains or other deeply buried archaeological remains are encountered on the property during construction activities, all work should cease, and the Archaeology Programs Unit, Programs and Services Branch Unit of the Ministry of Citizenship and Multiculturalism should be notified immediately</del></li> <li>• The <i>Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33</i> requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with Ontario Regulation 30/11 the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery and Procurement, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at <a href="mailto:archaeology@ontario.ca">archaeology@ontario.ca</a>) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the <i>Ontario Heritage Act</i>.</li> </ul>
	Impact to Cultural Heritage Resources – Built Heritage Resources and Cultural Heritage Landscapes	Ministry of Citizenship and Multiculturalism	9.2	<p>In response to comments received from MCM, the commitments to Built Heritage Resources and Cultural Heritage Landscapes have been updated to the following:</p> <ul style="list-style-type: none"> <li>• Any further investigations regarding cultural heritage resources be completed as early as possible in Detail Design and prior to any ground disturbing activities.</li> <li>• As there may be indirect impacts resulting from construction-related vibration to B.H.R. 1, a baseline vibration assessment should be undertaken by a qualified engineer during as early as possible during Detail Design and prior to ground disturbing activities to determine potential for vibration impacts and monitor where required.</li> <li>• Should it be determined that an expansion or alteration of the study area is required during Detail Design, the additional area or change should be studied by a qualified heritage professional to confirm the impacts of the proposed work on the potential B.H.R.s and C.H.L.s located within the Study Area.</li> </ul>
10.0	Impacts to Traffic Operations	OPP Local Emergency Services Township of South Stormont United Counties of Stormont, Dundas and Glengarry	10.1	<ul style="list-style-type: none"> <li>• The existing Power Dam Drive will be impacted by construction of the new roadway embankments, structure and interchange ramps. Short-term full closure of Highway 401 and Power Dam Drive will be required for some demolition and construction operations, requiring the use of a local roads detour. The detour routes shall be confirmed during Detail Design.</li> <li>• Consultation with local emergency services providers, the Township of South Stormont, and the United Counties of Stormont, Dundas and Glengarry regarding road closures and construction staging plans should continue during Detail Design.</li> <li>• To minimize impacts to the travelling public, a Traffic Management Plan detailing detour provisions and provisions for traffic flow to local area roads should be completed during Detail Design.</li> <li>• During construction, advanced notice of road closures will be provided to the public, emergency services, municipalities and student transportation providers.</li> <li>• Lane reductions and closures will be kept to the minimum required to complete the work.</li> <li>• The Contractor shall notify emergency services, school boards, businesses, residents, and other relevant agencies two weeks in advance of the start of construction and in advance of any changes to traffic flow.</li> <li>• Advance signage will be provided prior to lane closures.</li> </ul>



## Appendix A – Consultation Materials

Highway 401 at Power Dam Drive Preliminary Design and Environmental Assessment Study Public Information Centre #1, Slide 21 has been revised below:

Autoroute 401 à Power Dam Drive – Étude de conception préliminaire et d'évaluation environnementale Séance d'information publique no 1, Slide 21 has been revised below:



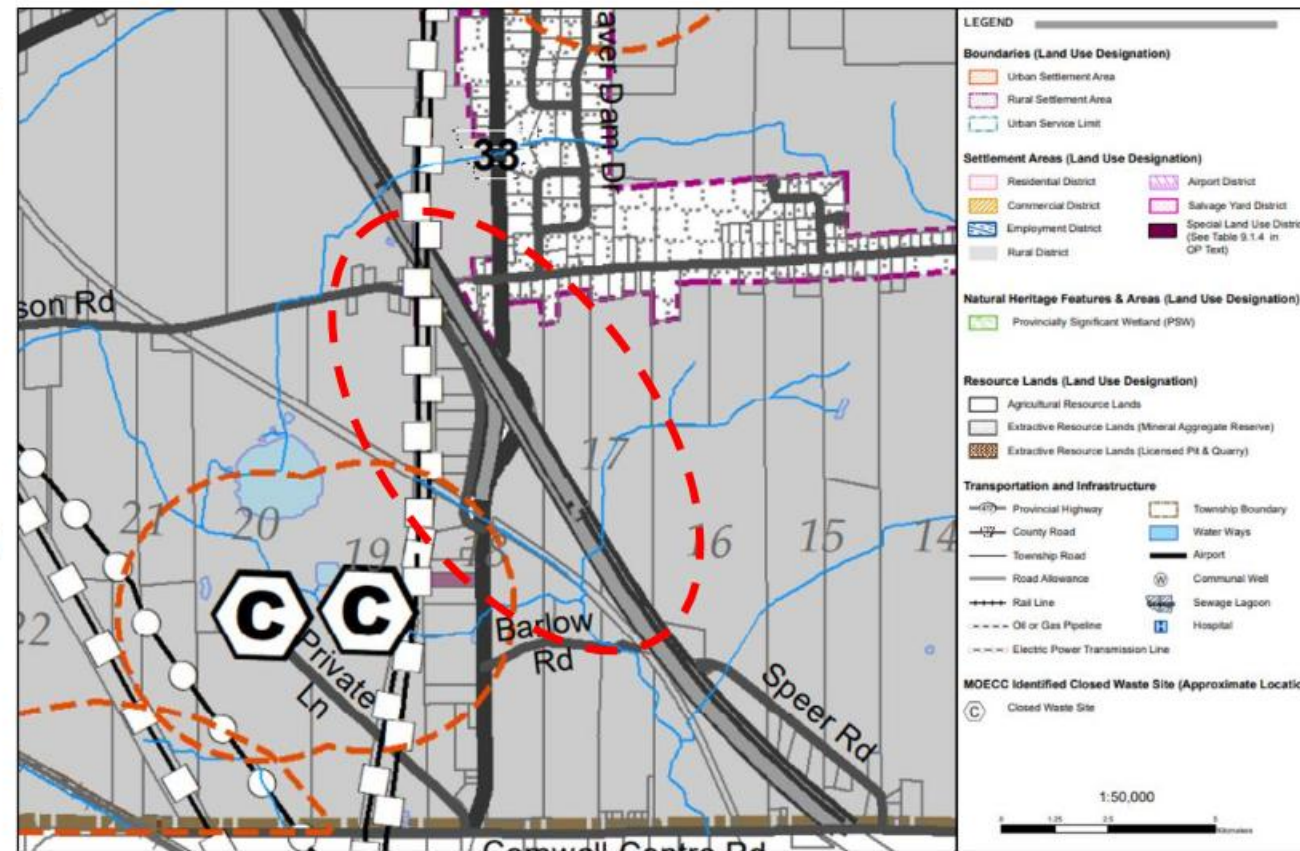
# Planned Land Use Conditions

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.

It is important to note that the adjacent map incorrectly identifies Historic Landfill Site X1027 on Lot 19, Concession 4. The correct location is Concession 3, Lot 20 within the City of Cornwall.



Planned Land Uses Within the Project Study Area

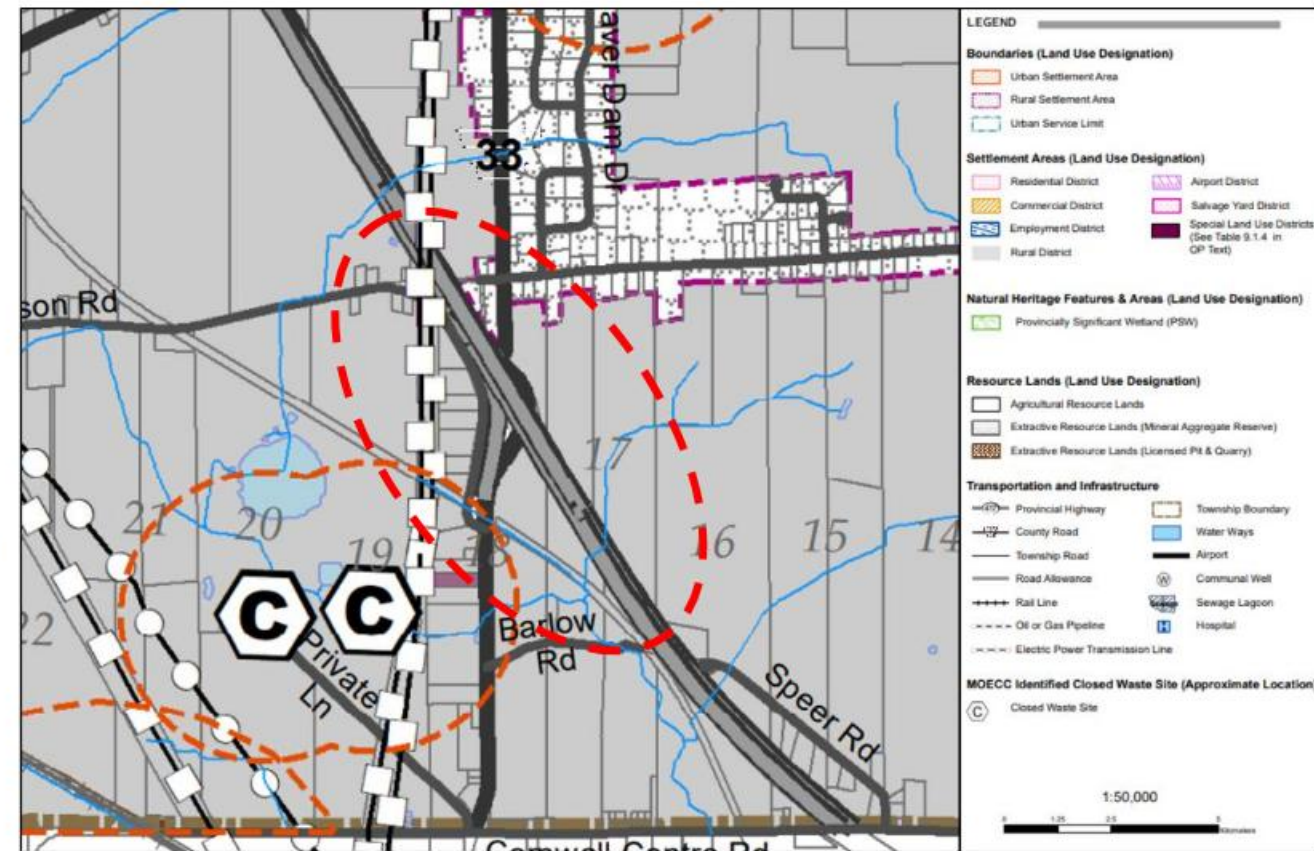
## Conditions d'utilisation prévues des terres

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.

Il est important de noter que la carte ci-jointe indique incorrectement le site d'enfouissement historique X1027 comme étant situé au lot 19, concession 4. L'emplacement exact est le lot 20, concession 3, dans la ville de Cornwall.



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

## **Appendix B – Project Contact List**

No revisions required.

## **Appendix C – Project Correspondence**

No revisions required.

## **Appendix D – Natural Sciences Existing Conditions and Preliminary Impact Assessment Report, Highway 401 Power Dam Bridge**

No revisions required.

## **Appendix E – Fish and Fish Habitat Existing Conditions and Preliminary Impact Assessment Report, Highway 401 Power Dam Bridge**

No revisions required.

## **Appendix F – Highway 401 and Power Dam Drive Air Quality Assessment**

No revisions required.

## **Appendix G – Stage 1 Archaeological Assessment for the Highway 401 Power Dam Drive Bridge and Interchange Study**

No revisions required.



## **Appendix H – Cultural Heritage Resource Assessment Report for the Replacement of Bridge Site 013X-180 /B.O. Highway 401 at Power Dam Drive Interchange (I.C. 789) Class Environmental Assessment**

No revisions required.

## **Appendix I – Highway 401 and Power Dam Drive Interchange Environmental Noise Assessment**

No revisions required.

## **Appendix J - Contamination Overview Study (COS) – Highway 401 Power Dam Bridge Replacement**

No revisions required.

## **Appendix K – Desktop Hydrogeological Study – Highway 401 Power Dam Bridge Replacement**

No revisions required.

## **Appendix L – Highway Drainage and Hydrology Report**

No revisions required.



## **Appendix M – Traffic Analysis Report, Preliminary Design and Environmental Assessment, Highway 401 at Power Dam Drive**

No revisions required.

## **Appendix N – The Recommended Plan Preliminary Design Plates**

No revisions required.

