# REHABILITATION OF THE CPR OVERHEAD BRIDGE ON HIGHWAY 17

## TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM

GWP 5168-17-00

October 2021

# THE PUBLIC RECORD

This Transportation Environmental Study Report (TESR) Addendum is available for public review during regular office hours at:

**Municipality of Markstay-Warren**
P.O. Box 79
21 Main Street South
Markstay, ON P0M 2G0

**Markstay-Warren Public Library Warren Branch**
Markstay-Warren Multi-Use Building
39 Lafontaine Street
Warren, ON P0H 2N0

**Markstay-Warren Public Library Markstay Branch**
7 Pioneer Street East
Markstay, ON P0M 2G0

This TESR Addendum may also be mailed or emailed to interested members of the public by sending a request to:

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447 McKeown Avenue
North Bay, ON P1B 9S9
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# TRANSPORTATION ENVIRONMENTAL STUDY REPORT ADDENDUM

## DETAIL DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY (GROUP B)

## REHABILITATION OF THE CPR OVERHEAD BRIDGE ON HIGHWAY 17

Municipality of Markstay-Warren

GWP 5168-17-00

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# EXECUTIVE SUMMARY

The Ministry of Transportation of Ontario (MTO) retained Parsons Inc. ('Parsons') to undertake the Detail Design and Class Environmental Assessment (EA) Study for the rehabilitation of two bridges, the CPR Overhead Bridge and the Veuve River Bridge, on Highway 17 in the Municipality of Markstay-Warren in the District of Sudbury (GWP 5168-17-00).

This Class Environmental Assessment Study is following the EA process for a Group 'B' project under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000). A Transportation Environmental Study Report (TESR) was published in January 2020 to document the Environmental Assessment Study process. The TESR described the scope of work for the project as the rehabilitation of both the CPR Overhead Bridge and the Veuve River Bridge and documented the assessment of alternatives, the proposed design for the bridge rehabilitation work, traffic management plan including a signed detour through the village of Markstay, and the environmental impacts and mitigation measures for the project. The TESR was provided for public review from January 22 to March 20, 2020.

During the public review period for the TESR, a Public Information Center (PIC) was held on March 4, 2020, in Markstay to present and obtain feedback on the information documented in the TESR. This includes the project construction staging alternatives that were considered, the positive and negative impacts of each alternative, the recommended staging alternative (i.e. detour), and proposed improvements along the detour route through the village of Markstay.

After the PIC and following council resolution to not support the detour, MTO decided not to pursue a detour through the village of Markstay. Consequently, MTO reviewed options to complete the work using other methods and removed the rehabilitation of the Veuve River Bridge from the scope of work to allow for construction staging options that resulted in manageable traffic impacts along Highway 17. The revised project scope includes:

- Moving forward with the rehabilitation of the CPR Overhead Bridge
- Removal of the rehabilitation of the Veuve River Bridge from the scope of this project to minimize traffic impacts resulting from working on two bridges in close proximity on Highway 17
- Removal of the proposed signed detour that would direct Highway 17 traffic through the village of Markstay
- Changes to traffic management to minimize traffic impacts and maintain road safety during construction of the CPR Overhead Bridge as follows:
    - single lane closures on Highway 17,
    - periodic closures of the Pioneer Street West and Highway 17 intersection, and
    - nighttime work.

This TESR Addendum reflects the revised scope of work for the project and changes to the traffic management plan for construction. It also documents public input received during the TESR review period and at the PIC which was not previously captured in the TESR. This TESR Addendum is available for 30-day public review period from November 1 to November 30, 2021.

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# 1 Environmental Assessment Process

## 1.1 Ontario Environmental Assessment Act

The environmental assessment (EA) process, as defined in the Ontario *Environmental Assessment Act* (EAA), R.S.O. 1990, c.E.18, is a planning and decision-making process that ensures all technical and environmental factors of a project are considered before the project is carried out. Under the EAA, a Class EA is a pre-approved and specific process for a defined group of projects that are similar and due to the routine nature of these projects, have predictable environmental effects. Projects included in the scope of a Class EA can be implemented with no further approval under the EAA, given that the specific Class EA process was followed.

This Environmental Assessment Study is being carried out in accordance with the requirements of the Ministry of Transportation of Ontario (MTO) Class Environmental Assessment for Provincial Transportation Facilities (2000) (MTO Class EA).

Under the MTO Class EA, projects are categorized into groups and each group must follow a specified process to meet the requirements of the MTO Class EA. The groups and a brief description of each group are as follows:

- Group "A": Projects that are new facilities.
- Group "B": Projects that are major improvements to existing facilities;
- Group "C": Projects that are minor improvements to existing facilities; and,
- Group "D": Activities that involve operation, maintenance, administration and miscellaneous work for provincial transportation facilities. These activities are pre-approved under the EA Act.

Specifically, the MTO Class EA document states that Group B projects can include "highway and freeway improvements that provide/cause a significant modification in traffic access [...] to and from existing highways/freeways, or that introduce/remove municipal road access to local areas, such as construction staging and/or detours that remove or introduce traffic access in residential or commercial areas." Because of the detour and modification in traffic access, the EA Study is being carried out in accordance with the requirements of the approved environmental planning process for a Group 'B' project under the MTO Class EA. The Class EA process is self-assessing and in all situations where the Class EA process is applicable to a project, it is the responsibility of the proponent to ensure that the planning process is undertaken in accordance with the Class EA. The key steps of the MTO Class EA process followed for this EA study is shown in **Figure 1.**

As required for Group 'B' projects, a Transportation Environmental Study Report (TESR) was prepared to document the EA process for this project, which included consultation, identification of existing conditions of the study area, potential environmental impacts of the proposed works, mitigation measures and permits and approvals obtained. The TESR was made available for public review from January 22, 2020 to March 20, 2020. This EA study is now in the TESR Addendum step due to changes in the project, specifically this TESR Addendum has been produced to document the revised scope of the project to only include the CPR Overhead Bridge rehabilitation, including the revised design, traffic staging and impacts of the works, all described in subsequent sections of this document. Once the TESR Addendum is issued for 30-day public comment and all comments have been addressed, MTO can proceed to issue Environmental Clearance for the project to proceed to construction.

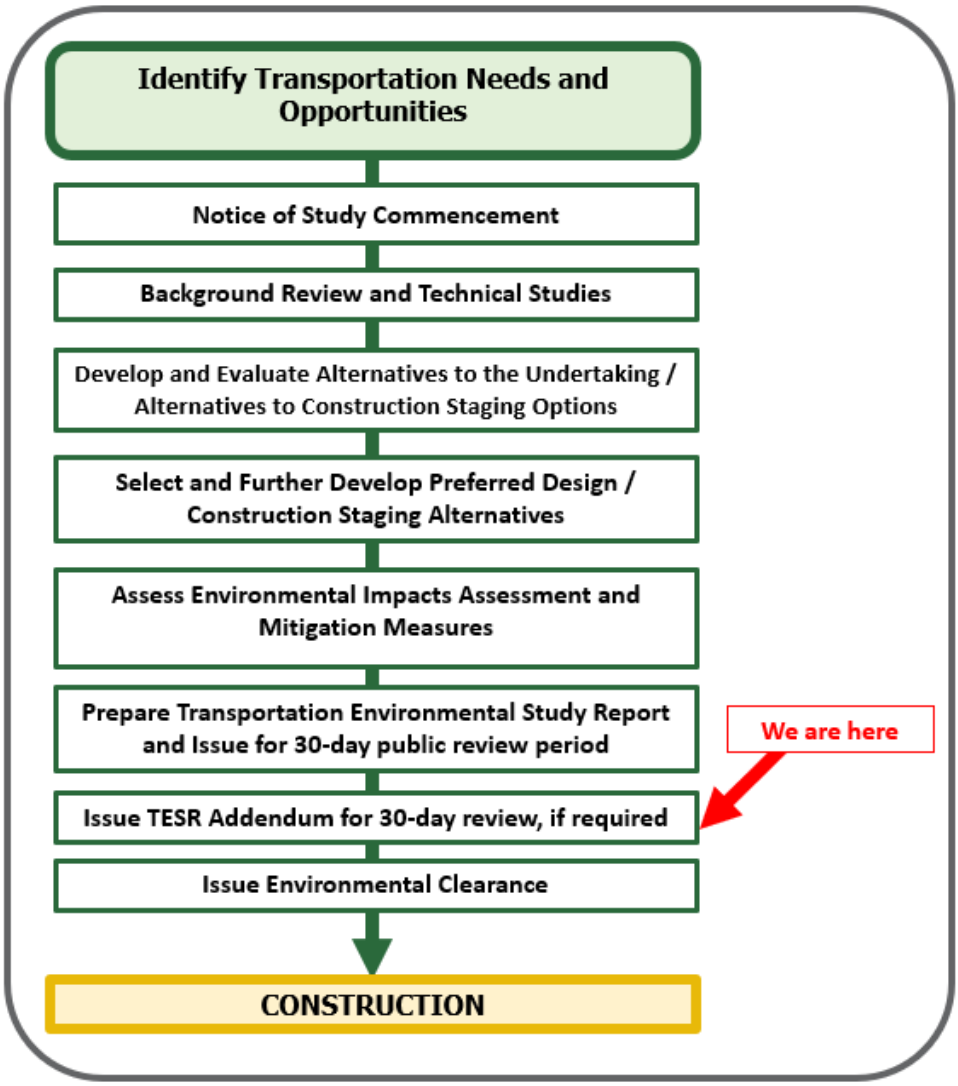


FIGURE 1. OVERVIEW OF CLASS EA PROCESS FOLLOWED FOR THIS EA STUDY

## 1.2 Purpose of the Transportation Environmental Study Report Addendum

The MTO Class EA requires that a TESR Addendum be prepared if significant changes are identified compared to the proposed improvements documented in the TESR. After a PIC was held in Markstay to solicit feedback and discuss the recommendations with members of the public and impacted stakeholders, and following council resolution to not support the detour, MTO decided not to pursue a detour through the village of Markstay. Consequently, MTO reviewed options to complete the work using other methods and removed the rehabilitation of the Veuve River Bridge from the scope of work to allow for construction staging options that resulted in more manageable traffic impacts on Highway 17.

As such, this TESR Addendum has been prepared to document the change in scope of the project since the TESR was published in January 2020, which now includes only the rehabilitation of the CPR Overhead Bridge, the new traffic management plan, and consultation that occurred since the TESR, including comments received during the TESR review period, the PIC, and the preparation of this Addendum.

As per the MTO Class EA process, the TESR Addendum will be available for a 30-day comment period to allow for review by the public, Indigenous communities, other stakeholder and government agencies. A "Notice of Study Completion and TESR Addendum" was placed in the Sudbury Star and Sudbury Le Voyageur (newspapers) on October 27th, 2021, as well as the monthly Markstay-Warren newsletter on November 1st, 2021 to notify interested parties of the opportunity to review the TESR Addendum. Letters were also sent to individuals on the project mailing list on October 25th, 2021.

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

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

The request should be sent in writing or by email to both the Minister and the Director of the MECP EA Branch:

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

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

Requests should also be sent by mail or by email to MTO and the Project Consultant at:

**Michelle Bailey. P.Eng.**
MTO Senior Project Engineer
447 McKeown Avenue
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Email: Michele.Bailey@ontario.ca

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**Parsons Project Manager**
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Tel: 905-917-3251
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If no requests are received within the 30-day review period, the Project is considered to have met the requirements of the Class EA and MTO may proceed to construct the Project. However, this is subject to obtaining any other permits and approvals for the works to proceed.

# 2 Project Summary

## 2.1 Project Background and Study Location

MTO has retained Parsons Inc. ('Parsons') to undertake the Detail Design and MTO Class EA Study for the rehabilitation of the CPR Overhead Bridge on Highway 17 in the Municipality of Markstay-Warren in the District of Sudbury (hereinafter referred to as the "Project"). Highway 17 is a key east-west corridor connecting Sudbury and North Bay.

The CPR Overhead Bridge (Site No. 46X-0068/BO) is located approximately 180 m east of the intersection of Highway 17 and Pioneer Street West and carries two lanes of Highway 17 over the CPR tracks. The bridge is a three-span cast-in-place concrete post tensioned circular voided slab structure constructed in 1971. The deck has an overall length of 114.0 m, a total width between curbs of 9.1 m, and a total deck area of 1251.0 m$^2$. According to the Structure Inspection Report dated August 20, 2018, the CPR Overhead Bridge has numerous aspects that need repair/rehabilitation **Figure 2** below shows the location of the bridge on Highway 17 and limits of construction.

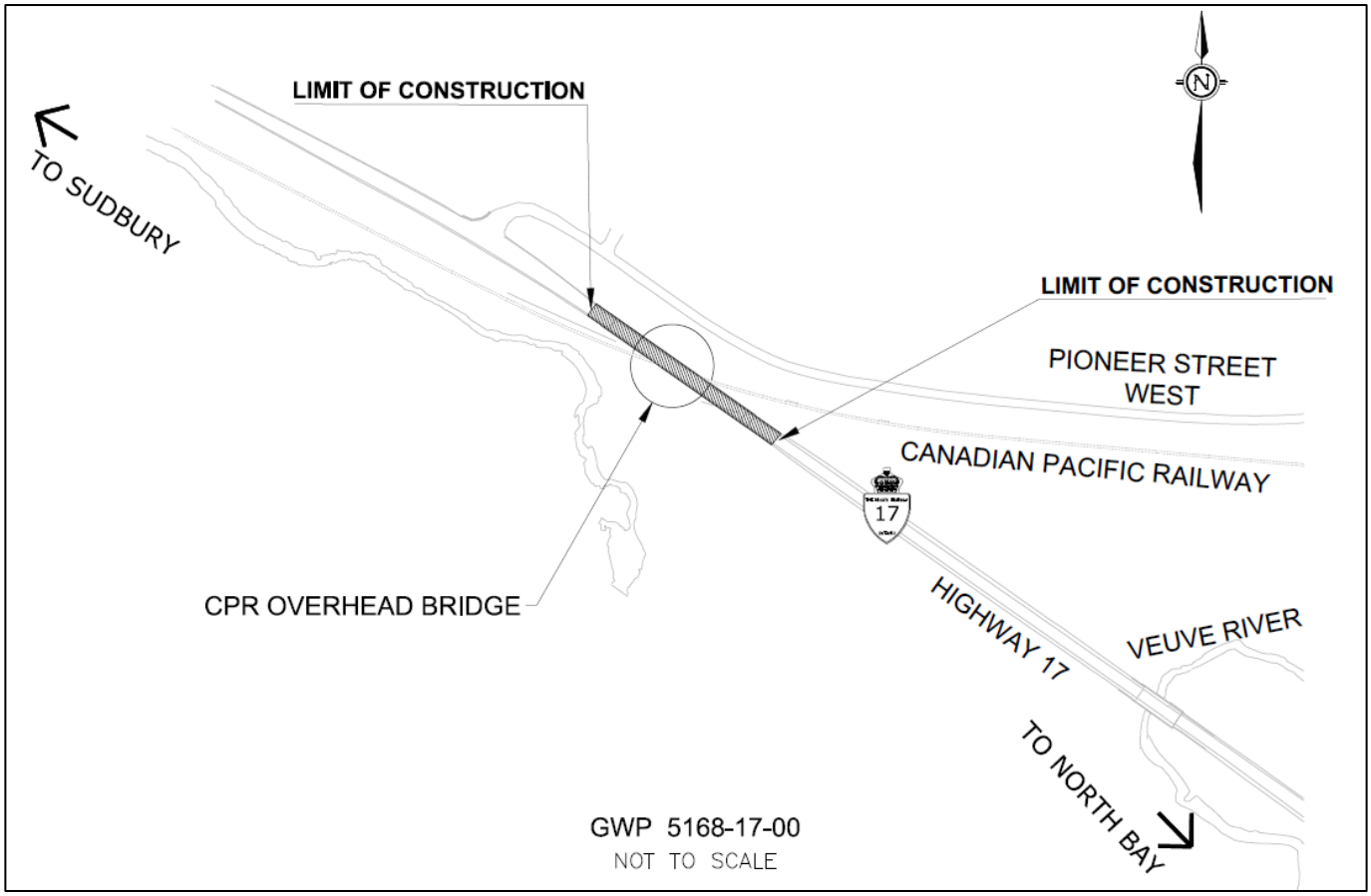



FIGURE 2. LOCATION OF HIGHWAY 17 CPR OVERHEAD BRIDGE

## 2.2 Transportation Needs and Opportunities

Highway 17, at the Project location, is an east-west two-lane (one per direction) rural undivided highway. It is a primary transportation corridor in northeastern Ontario and is part of the TransCanada Highway. Highway 17 is also the main route used locally by residents and businesses to access nearby cities (i.e., North Bay, Sudbury) and towns, including and

in the area of, the Municipality of Markstay-Warren. Therefore, it is of high importance that Highway 17 be maintained to an optimal level to ensure transportation, including safety standards, throughout the region.

As per the Structure Inspection Report for the CPR Overhead Bridge dated August 20, 2018, rehabilitation of the bridge is required to improve the structural safety and service life of the bridge on Highway 17 to continue to provide important transportation linkages in the region.

## 2.3 General Description of the Recommended Plan from the 2020 TESR

During the previous study, the project team was required to develop and evaluate alternatives and recommend a preferred alternative for the following two aspects of the project:

1. The undertaking that is rehabilitation of the CPR Overhead Bridge and Veuve River Bridge; and,
2. The construction staging options.

### 2.3.1 ALTERNATIVES TO THE UNDERTAKING (BRIDGE REHABILITATION ON HIGHWAY 17)

As outlined in the MTO Class EA, a review of "alternatives to" the undertaking is required. Specifically, alternative ways of addressing the transportation problems and opportunities (i.e. Section 2.2). Accordingly, there are two alternatives:

1. Rehabilitate the CPR Overhead Bridge and Veuve River Bridge; or,
2. Do nothing.

As the "do nothing" alternative would result in a continued deterioration of the structures and therefore result in operational and safety issues and early replacement, the "do nothing" was not considered further. Rehabilitation was the preferred alternative carried forward for both structures and included the following:

- Rehabilitation of pavement structure from Pioneer Street West easterly to approximately 600 m to Veuve bridge.
- Retaining existing drainage and clean-outs of ditches on Highway 17 at the Veuve River.
- Bridge rehabilitation:
  - CPR Overhead Bridge: remove and repair all unsound concrete from soffit, deck, abutment, wingwalls, piers; remove asphalt/waterproofing and waterproof and pave; and replace barrier walls and deck overhang, scarify deck and place overlay on the deck, bridge jacking and replacement of elastomeric bearings, semi-integral conversion, construction of sleeper slabs and expansion joints, refacing of abutment and wingwalls, re-grading slope and slope protection with rocks.
  - Veuve River Bridge: remove all unsound concrete from soffit, deck and barrier, piers and repair; and remove asphalt/waterproofing and waterproof and pave deck, semi-integral conversion, jacking and replacement of elastomeric bearings, replace portion of barrier walls, refacing of abutment and wingwalls, re-grading slope and slope protection with rocks.

### 2.3.2 ALTERNATIVES TO CONSTRUCTION STAGING OPTIONS

Due to the locations of the bridges on Highway 17, a major east-west highway connecting to the City of Greater Sudbury, the rehabilitation works would result in impacts to traffic. Thus, proper traffic management and construction staging was considered to minimize or mitigate traffic impacts.

Several construction staging options were considered in the 2020 TESR and developed based on traffic management and staging strategies that are commonly used for bridge rehabilitation and replacement projects. Five staging options were considered to address the rehabilitation and replacement of the bridges, and a summary is presented as follow:

#### Option 1: Single Lane on Highway 17

This option considered single lane closures on both bridges allowing bi-directional travel on a single lane controlled by temporary traffic signals on Highway 17.

#### Option 2: Temporary Modular Bridge

This option considered construction of a temporary modular bridge (TMB) to the north of Highway 17 at both the CPR Bridge and at the Veuve River Bridge, which would allow a total of two lanes of traffic on Highway 17 at all times. This would be accomplished by either a one lane or two lane TMB.

#### Option 3: Eastbound and Westbound Detour through Markstay

This option considered fully closing Highway 17 and detouring both eastbound and westbound traffic through the village of Markstay.

#### Option 4: Westbound Detour Only through Markstay

This option considered reducing Highway 17 to one lane for eastbound traffic and detouring westbound traffic through the village of Markstay.

#### Option 5: Eastbound Detour Only through Markstay

This option considered reducing Highway 17 to one lane for westbound traffic and detouring eastbound traffic through the village of Markstay.

At the time that the 2020 TESR was produced, Option 4 (Westbound detour only through Markstay) was the preferred plan for the construction staging and would detour only westbound traffic through the community of Markstay and maintain eastbound traffic on Highway 17. The detour route involved traffic detouring off the highway at Main Street South, turning left onto Pioneer Street West, then accessing the highway again at Pioneer Street West. Additional safety measures proposed included installation of a sidewalk with delineators on the west side of Main Street, improvements to key intersections and curve flatting to facilitate turning movements, street lighting improvements, and other measures to be discussed with the Municipality of Markstay-Warren.

## 2.4 General Description of the Changes to the 2020 TESR

The Project team previously recommended detouring Highway 17 westbound traffic through the village of Markstay and maintaining one lane on Highway 17 for eastbound traffic to facilitate the bridge work. The TESR, available for public review from January 22 to March 20, 2020, documented the rationale for the recommended traffic staging plan, and on March 4, 2020, a Public Information Centre (PIC) was held in Markstay to solicit feedback and discuss the recommended plan with stakeholders. Comments received as a result of the TESR review and PIC were not in support of detouring the highway traffic through the village of Markstay.

The Municipality of Markstay-Warren staff and City Council members were consulted with early and throughout the study. On April 20, 2020, the Project team formally presented to Council an overview of the project and the recommended traffic staging and design for the purpose of receiving Council endorsement for the preferred staging alternative. A Municipal Council Rejection Motion (#2020-90), indicating that Council did not support the proposed detour, was received on June 9, 2020.

As such, MTO decided not to pursue a detour through the village of Markstay and decided to review options to complete the work using other methods. The rehabilitation of the Veuve River Bridge was removed from the scope of work to allow for construction staging options that resulted in manageable traffic impacts. This update to the scope of work was provided in a letter to those on the contact list on April 20, 2021. The rehabilitation of the Veuve River Bridge will be completed at a later time in conjunction with other MTO Highway 17 rehabilitation work.

### 2.4.1 ALTERNATIVES TO THE UNDERTAKING FOR THE TESR ADDENDUM

Although the revised scope of work only includes the CPR Overhead Bridge, the same two alternatives apply as described in Section 2.3.1 above under the 2020 TESR:

1. Rehabilitate the CPR Overhead Bridge; or,
2. Do nothing.

As the “do nothing” alternative would result in a continued deterioration of the structure and therefore could result in operational and safety issues and early replacement, the “do nothing” was not considered further.

Rehabilitation was still determined to be the preferred alternative for the CPR Overhead Bridge. Works for this project include:

- Replacement of drainage elements, such as four (4) existing drainage catch basin/manhole structures located at each corner of the bridge, pipe sewers, curb and gutter offset, on Highway 17
- Repairs and shoulder widening to extend service life of the structure, and to improve safety.
- Adjustments and replacement of guide rail systems
- Embankment widening to support the widened bridge and the Steel Beam Energy Attenuator Terminal (SBEAT)
- CPR bridge rehabilitation including:
  - Concrete repair of the soffit, abutments, piers and wingwalls.
  - Jack the bridge and replace abutment elastomeric bearings.
  - Remove expansion joints and conversion of deck girder end to semi-integral.
  - Remove and replace deck overhangs and barrier walls.
  - Remove existing asphalt waterproofing system, scarify 10mm of existing deck, place new 40mm latex concrete overlay on scarified deck with waterproofing and asphalt system.

The rehabilitated bridge will be widened to a total deck width of 11.0 m between barriers and a total structural width of 11.6 m. The works at the CPR Overhead Bridge will occur over 2 years and are tentatively scheduled to commence construction in Spring 2022, subject to funding and MTO priorities.

### 2.4.2 ALTERNATIVES TO CONSTRUCTION STAGING FOR THE TESR ADDENDUM

As MTO decided not to pursue a detour through the village of Markstay, the construction staging options identified in Section 2.3.2 were revisited. Option 1 (Single Lane on Highway 17) was reviewed; however, the previous concern was the significant delays and queuing that this option would result in on Highway 17. Therefore, MTO removed the rehabilitation of the Veuve River Bridge from the scope of work to allow for construction staging options that resulted in more manageable traffic impacts. With this revised scope, Option 1, which utilizes single lane closures and allows bi-directional travel on a single lane controlled by temporary traffic signals on Highway 17, is the recommended solution for managing traffic along Highway 17 while rehabilitating the CPR Overhead bridge.

Impacts to traffic are expected due to the location of the structure on Highway 17, the rehabilitation works on the structure and the reduction of Highway 17 to one lane during construction during some operations. Thus, traffic management and construction staging was considered to minimize or mitigate the traffic impacts.

The CPR Overhead Bridge will be rehabilitated using single lane closures with bi-directional traffic primarily during night-time operations. Minimum lane width during construction is 3.75 m. Pioneer Street West will be closed at Highway 17 during single lane closures on Highway 17. The following are the proposed phases of construction:

- Phase 1: All rehabilitation work to be conducted below the bridge (abutments, bearings, etc.). No traffic staging required.
- Phase 2: Repair to ends of deck and replacement of approach slabs. Single-lane closures with bi-directional traffic primarily during night-time operation. All work to be covered with a temporary slab at the end of each night-time operation. There will be occurrences where a continuous 36-hour single-lane closure with bi-directional traffic is required.
- Phase 3: Highway 17 east bound lanes - replacement of barrier walls, deck widening, deck top repair, latex concrete overlay, waterproofing, and paving. Single-lane closures with bi-directional traffic primarily during night-time operation. There will be occurrences where a continuous 3-day single-lane closure with bi-directional traffic is required for curing and related work.

- Phase 4: Highway 17 west bound lanes - replacement of barrier walls, deck widening, deck top repair, latex concrete overlay, waterproofing, and paving. Single-lane closures with bi-directional traffic primarily during night-time operation. There will be occurrences where a continuous 3-day single-lane closure with bi-directional traffic is required for curing and related work.

The following temporary measures will be implemented during staging and are shown in **Figure 3**:

- Notifications to keep the public up to date on traffic impacts during construction
- Temporary signage for construction work, lane closures on Highway 17 and the full closure of Pioneer Street West at Highway 17
- Posted speed on Highway 17 will be reduced from 90 km/h to 50 km/h within the project limits.
- Temporary traffic signals to control single lane operation with bi-directional traffic.
- Transverse rumble strips will be installed on approaches to the temporary traffic signals and will be removed when construction is complete.
- Temporary illumination to improve safety during night-time operations.

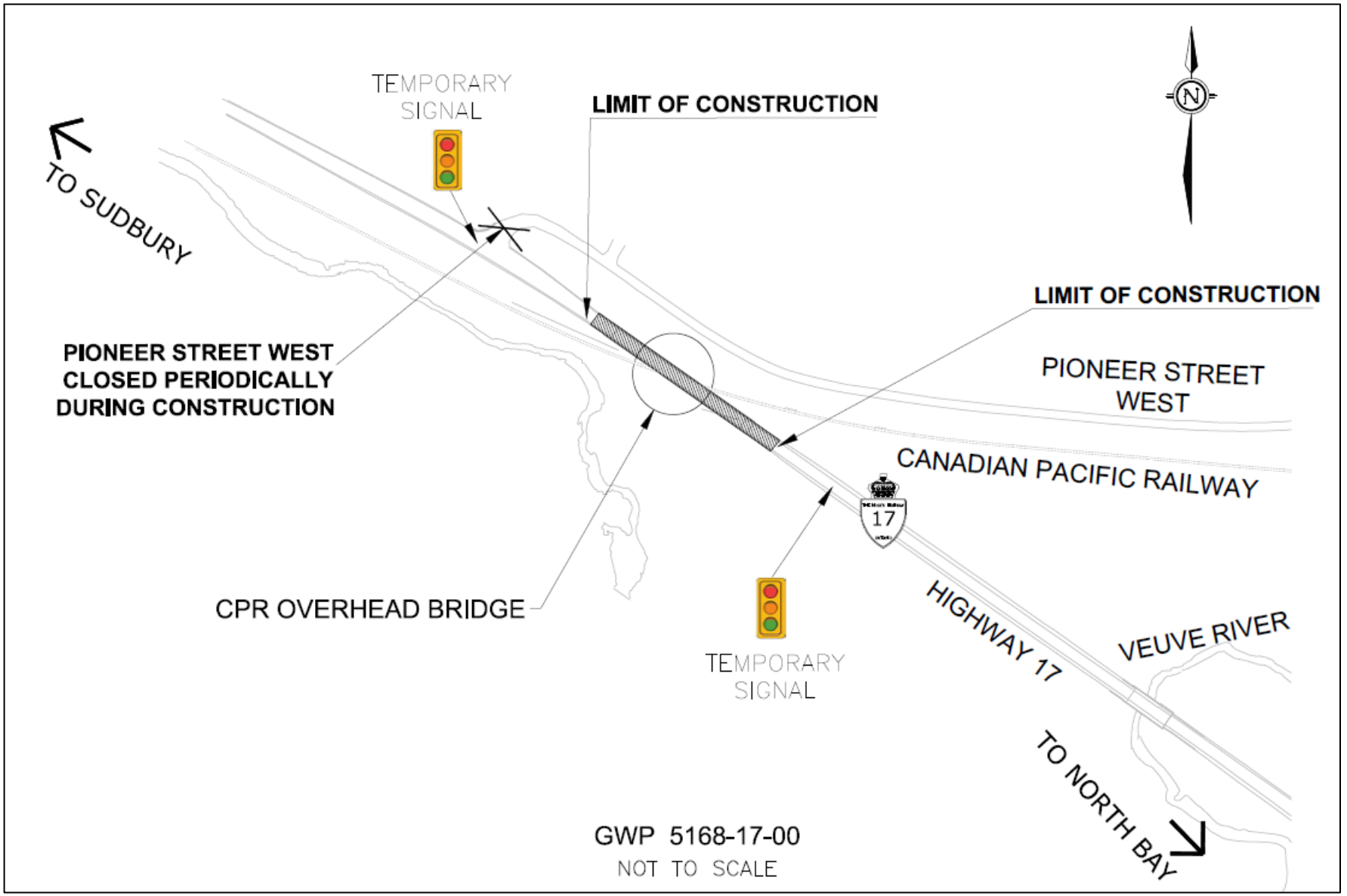



FIGURE 3. CONSTRUCTION AND TRAFFIC STAGING

# 3 Overview of Consultation

## 3.1 Notice of Study Commencement

A Notice of Study Commencement was prepared at the beginning of the study to notify stakeholders of Project initiation, describe the Project scope of work and process being followed, introduce the potential for a detour, and provide the contact information for key Project staff. The Notice was published in local newspapers and newsletter including:

- *The Sudbury Star* on July 31, 2019
- The monthly Markstay-Warren Newsletter, August 2019 edition
- *Sudbury Le Voyageur* on July 31, 2019 in French

On the week of July 29, 2019, the Notice was also distributed by email or mail to those on the contact list and a Neighbourhood AdMail via Canada Post was also completed, distributing the Notice to all mailboxes in the village of Markstay. For a copy of the Notice and records of the distribution, see **Appendix A**.

## 3.2 Notice of Transportation Environmental Study Report Submission

A Notice of Transportation Environmental Study Report Submission was prepared to notify stakeholders that a TESR has been prepared to document the MTO Class EA and decision-making process undertaken for this study. The Notice was published in local newspapers and newsletter including:

- *The Sudbury Star* on January 22, 2020
- The monthly Markstay-Warren Newsletter, February 2020 edition
- *Sudbury Le Voyageur* on January 22, 2020 in French

On the week of January 13, 2020, the Notice was also distributed by email or mail to those on the contact list and a Neighbourhood AdMail via Canada Post was also completed. For a copy of the Notice, see **Appendix A**.

## 3.3 Public Information Centre

MTO hosted a Public Information Centre (PIC) for the Rehabilitation of the CPR Overhead Bridge and Veuve River Bridge on Highway 17 Class EA project on Wednesday, March 4, 2020. The PIC was held at the Markstay Pentecostal Church from 4:00 p.m. – 7:00 p.m.

The PIC operated as a drop-in center with relevant study information on display boards so attendees could freely browse the information presented. Members of the project team were available to address any questions or concerns. Attendees were encouraged to view the display boards and engage in discussion with project team staff.

The PIC was held to present and obtain feedback on the project, specifically regarding the construction staging alternatives that were considered, the positive and negative impacts of each alternative, and the recommended construction staging alternative.

A Notice of Public Information Centre was published in local newspapers and circulated to relevant stakeholders. The following steps were taken to notify the public and interested stakeholders:

- Local Newspaper
    - *Sudbury Star* (English) on February 19, 2020
    - *Sudbury Le Voyageur* (French) on February 19, 2020
    - The monthly Markstay-Warren Newsletter, March 2020 edition
- Email
    - Technical Agencies

    - Interested Stakeholders
- Mail
    - Local residents and businesses
    - Indigenous Communities
- Advertising/posting at local institutions within Markstay

### 3.3.1 Attendance and Summary of Comments

Those attending the PIC were asked to sign in and provide their contact information. Attendance at the PIC included approximately 30 individuals based on the sign-in sheet provided.

Attendees were encouraged to provide feedback on the study and the display boards on the comment forms provided at the PIC. The comment form included the following questions:

- Do you have any questions about the Environmental Assessment, design, or construction staging for this Project?
- Do you have any comments or concerns about the proposed Project works?
- Do you have any additional feedback or comments?

Through the PIC, the project team was able to gather feedback regarding the Highway 17 bridge rehabilitation project and associated detour. Most of the comments received were about the proposed detour through Markstay and are no longer applicable for the new scope of work, however, those comments contributed to the decision to not pursue a detour. The key comments heard at the PIC were:

1. General opposition to detouring Highway 17 traffic through the village of Markstay.

2. Safety for pedestrians, particularly children and seniors, is a major concern due to the increase in traffic volumes should Highway 17 traffic be diverted through Markstay. There needs to be more effective traffic calming and safety measures implemented, such as sidewalks, barriers, signage, etc.

3. The current proposed locations for the sidewalk are not sufficient. These should be extended both on Main Street and on Pioneer Street.

4. Increase in traffic will result in highway traffic detouring onto backroads as well (i.e. not just signed detour route).

5. Increased traffic will also increase noise impacts within the community of Markstay.

## 3.4 Project Update Letter

Following the 2020 TESR public review period and the PIC session, the project scope was revised. A Project Update Letter was prepared to notify stakeholders and agencies about the revised project scope, specifically that only the rehabilitation of the CPR Overhead Bridge will be pursued at this time and that traffic will not be detoured through the village of Markstay as proposed in the previous TESR. The letter was sent by Parsons on April 20, 2021 to the project contact list. For a copy of the letter, see **Appendix A**.

## 3.5 Consultation with External Agencies and Stakeholders

As part of the consultation program, the following federal and provincial governmental agencies were contacted:

- Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry (NDMNRF)
- Ontario Ministry of the Environmental, Conservation and Parks (MECP)

- Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)
- Ontario Ministry of Agriculture, Food and Rural Affairs (OMAFRA)
- Ontario Ministry of Indigenous Affairs
- Crown-Indigenous Relations and Northern Affairs Canada

In addition, the following municipalities, rail authorities, groups, and emergency and medical services were also contacted:

- Municipality of Markstay-Warren
- Canadian Pacific (CP) Rail
- Genesee & Wyoming Inc / Ottawa Valley Railway
- Sudbury East Planning Board
- Rainbow District School Board
- Conseil scolaire de district du Grand Nord de l'Ontario
- Sudbury Catholic District School Board
- Sudbury Student Services Consortium
- Sudbury Cycling Club
- Ontario Provincial Police
- Manitoulin-Sudbury District Services Board
- Health Sciences North
- West Nipissing General Hospital
- Sudbury East Community Health Centre

Stakeholders also included members of the public, such as local residents, property owners, and businesses in the village of Markstay.

A summary of the external agency and stakeholder consultation undertaken as part of this study up to the Project Update Letter is provided in **Table 1**. The table describes the key concern or issue as detailed in the correspondence received and how the Project team addressed the issues.

TABLE 1. CONSULTATION SUMMARY: HIGHWAY 17 CPR OVERHEAD BRIDGE AND THE VEUVE RIVER BRIDGE REHABILITATION (ORIGINAL SCOPE OF WORK)

| Contact | Consultation Format | Issue/Comment | Date | Project Team 's Response |
|---|---|---|---|---|
| Municipality of Markstay-Warren | Teleconference call with the Municipality to introduce and discuss the project. | Municipality would like a formal letter describing the proposed works and staging alternatives that can be provided to Council. No geotechnical work to occur prior to Council permission. | June 11, 2019 | Project team prepared a letter describing the proposed works. |
| | In-person meeting with the municipality. Project team gave a presentation on the Project background, EA process, and alternatives assessed and considered. | Municipality of Markstay-Warren primary concern is safety, particularly of children near the school, resulting from an increase in traffic through the village. | June 24, 2019 | Reduce traffic volumes by only detouring westbound through Markstay. Improvements also include sidewalks where there currently are none. |
| | In-person presentation to Council about the Project background, EA process, and alternatives assessed and considered, including upgrades to local roads. | Project team obtained council resolution to proceed with geotechnical work. | August 12, 2019 | Project team continued to assess alternatives and will present to Council again. |

| Contact | Consultation Format | Issue/Comment | Date | Project Team 's Response |
|---|---|---|---|---|
| | In-person presentation to Council providing an update on the Project and details of the proposed detour options. | Council acknowledged Option 4 as the preferred option of the presentation pending the final environmental assessment and subject to Council's final approval. | December 16, 2019 | Project team proceeded to complete and issue TESR for public review and will present again to Council. |
| | In-person meeting to discuss concerns prior to the PIC. | Municipal staff conveyed the complaints and concerns received from residents. Discussed additional safety measures for the village of Markstay to be implemented if the detour is implemented. | March 4, 2020 | Project team continued to discuss with the Municipality regarding safety measures. |
| | Teleconference to debrief the PIC and comments received and to discuss next steps. | Detour option will be presented to Council on April 20 with MTO hoping to receive a decision on how to proceed. | April 7, 2020 | Project team to present findings and recommendation to council. |
| | Council meeting to present the project and recommendation. | Council voted against supporting the detour route through Markstay. | April 20, 2020 | Project team did not pursue the detour further and reviewed the project scope. |
| Ministry of Heritage, Sport, Tourism and Culture Industries | Letter from MHSTCI | The Ministry requested a copy of the TESR, provided general comments, inquired about the placement of material and structures in water and the potential need for marine archaeological assessment and advised that the Stage 1 Archaeological Assessment be submitted for review. | March 6, 2020 | Project team will ensure that the Stage 1 Archaeological Assessment is submitted and confirmed that there is no work being done in the water and as such, no marine archaeology is required. |
| Ottawa Valley Railway (OVR) | Email correspondence | The bridge lies within the Ottawa Valley Railway portion of the leased right-of-way. OVR provided additional information about property limits, flagman requirements, and access requests. | August 20, 2019 | Project team will incorporate CPR and OVR requirements into the contract. |
| Transport Canada | Email correspondence | Transport Canada confirmed that the Veuve River is a navigable waterway, which now requires review as per the *Canadian Navigable Waters Act* (CNWA). | November 25, 2019 | Project team reviewed the Project works over the Veuve River in accordance with CNWA requirements. It was determined that the work will not interfere with navigation, and as such, only a "No Interference with Navigation Notice of Work" is required. A Notice will be published in a local paper, or as determined by Transport Canada, prior to construction. |
| Members of the public (e.g., residents, property owners, | Email Correspondence | Does not support the plan to detour Highway 17 traffic through the village. Concerned that the roadways are not built to accommodate high traffic volumes from Highway 17 and that heavy vehicles (such as trailers, construction equipment, dump | During TESR review period | Project team has assessed traffic volumes, existing pavement conditions, and other factors (illumination, safety, etc.) through the detour route. MTO will be |

| Contact | Consultation Format | Issue/Comment | Date | Project Team 's Response |
|---|---|---|---|---|
| businesses, etc.) | | trucks, etc.) will deteriorate the roadway pavement, including the areas that are being newly paved now. The Pioneer Street West / Main Street intersection would require additional improvements. | (Jan-Mar 2020) | reconstructing the roadway to handle the additional traffic loads and will be reinstating the roadway following the detour route to its original condition. |
| | Email Correspondence | Inquiries about whether there will be a public meeting prior to the selection and recommendation of the preferred alternative. | | Project team held a PIC on March 4, 2020 to provide information to the public and as an opportunity for the public to provide their feedback. |
| | Email Correspondence | Concerned about pedestrian and resident safety, particularly for children and seniors | | Pedestrian and resident safety would be addressed through upgrades along the detour route, such as provision of sidewalks, additional signage, intersection improvements, etc. |
| | Email Correspondence | Several local residents contacted the project team requesting a copy of the TESR | | In every case the TESR was electronically shared. |
| | Email Correspondence | Concerns were raised regarding noise impacts, particularly with large trucks, and the lack of measures to mitigate it. | | The project team acknowledged the possibility of additional noise level increase, however, noise barriers or berms would not be constructible within the narrow ROW. |
| | Email Correspondence | Several responses noted turtles residing in the Veuve River and requested that environmental protection measures for wildlife be implemented during construction. | | Mitigation measures have been incorporated into the project for turtles and other wildlife in the Veuve River. During construction, environmental monitoring for wildlife will take place. |
| | Email Correspondence | Concerns with highway traffic finding alternate detour routes and using other local roads in Markstay. | | Signage would be used to guide traffic along the detour route and potential OPP presence can be considered. |

A summary of the external agency and stakeholder consultation undertaken as part of this study after the Update Letter of the project was issued is provided in the following **Table 2.**

TABLE 2. CONSULTATION SUMMARY: HIGHWAY 17 CPR OVERHEAD BRIDGE REHABILITATION (NEW SCOPE OF WORK).

| Contact | Consultation Format | Issue/Comment | Date | Project Team 's Response |
|---|---|---|---|---|
| Municipality of Markstay-Warren | Letter describing the revised traffic management plan and requesting a meeting with the Municipality for further discussion. | Municipality would like to confirm when the TESR Addendum will be available for review and would like to meet with Project team before that. | August 18, 2021 | Project team met with Municipality multiple times and advised of the TESR Addendum period from November 1 to 30, 2021. |
| | Project team emailed Markstay-Warren to discuss tentative timelines for the TESR addendum being published and asked if the municipality could be a review location and also publish the notice of TESR Addendum and Completion in the Markstay newsletter. | Markstay-Warren agreed to have review locations for the TESR Addendum at the municipal office and the libraries. A meeting was set up for Sept 23, 2021. | Sept 15, 2021 | Project team provided hard copies of the TESR Addendum for review at municipal locations. |
| | Met with the Municipality of Markstay-Warren to provide a project update and present the details of construction and traffic staging. | Markstay-Warren requested signage in advance of speed change/construction zone and also commented on high speeds on Highway 17 and traffic crossing over the highway by Main Street. | Sept 23, 2021 | Project team included signage to notify motorists of construction staging and speed change and continued to discuss staging with the municipality. |
| Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) | In response to project update letter, MHSTCI responded by email. | MHSTCI is interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. Records indicate that a Stage 1 Archaeological Assessment has been submitted under Project Information Form (PIF), P380-0056-2019 which is awaiting review. | May 18, 2021 | Project team continued to provide future notices to MHSTCI. |
| CPR/GWRR | Meeting to discuss the project scope with CPR and GWRR. | CPR / GWRR would like to continue to be advised as design and staging plan progresses. | April 9, 2021 | Project team is following up with GWRR and CPR to incorporate the necessary requirements into the MTO Contract and obtain approvals. Project team provided requested materials. |
| | Project team sent meeting minutes to GWRR. | N/A | April 19, 2021 | |
| | Project team sent contract documents to GWRR for review and comment. | GWRR provided comments on the overall process to obtain approvals, including that CPR approval will be required for utilities, Construction and Maintenance Agreement and Insurance requirements. | June - July 2021 | |
| | Email correspondence. | Requested for train schedule and minimum railway clearances. | July 25, 2021 | |

| Contact | Consultation Format | Issue/Comment | Date | Project Team 's Response |
|---|---|---|---|---|
| | Project team sent contract drawings and documents CPR for review. | CPR confirmed there is no involvement from CP for bridge rehabilitation projects on the Ottawa Valley Railway. | July - Sept 2021 | |
| | Project team sent contract documents to GWRR for review and comment. | GWRR requested the current train schedule. GWRR will contact CPR to confirm approval requirements. | Sept 2021 | |
| Members of the public (e.g., residents, property owners, businesses, etc.) | Email correspondence. | In response to the Project Update Letter, they are glad to hear that traffic will not be detoured through Markstay. | April 21, 2021 | Project team acknowledges that the comment was received. |
| | Email correspondence. | Local resident thought the detour was the most ideal given the impacts and was disappointed it did not proceed. | April 27, 2021 | Project team acknowledges that the comment was received. |

## 3.6 Consultation with Indigenous Communities

Engaging Indigenous Communities is an important component of the consultation process. The following Indigenous Communities were sent project notices and letters:

- Nipissing First Nation
- Wahnapitae First Nation
- Atikameksheng Anishnawbek First Nation
- Sudbury Metis Council (Metis Nation of Ontario)

The following notices and letters were sent to all Indigenous Communities throughout the project:

- Notice of Study Commencement and letter on July 22, 2019
- Notice of TESR Submission and letter on January 17, 2020
- Project Update letter on April 20, 2021
- Notice of Study Completion and TESR Addendum and letter on October 21, 2021

No responses or comments were received.

## 3.7 Notice of TESR Addendum and Completion

A Notice of TESR Addendum and Completion is required to document the changes from the TESR published for public review in January 2020. The Notice of TESR Addendum and Completion includes details of the 30-day public comment period of the EA document, the change in scope, impacts and mitigation measures, where the TESR Addendum can be reviewed, and to whom comments should be submitted. The Notice of TESR Addendum and Completion was translated into French and published in local newspapers and newsletter including:

- *The Sudbury Star* on October 27, 2021
- The monthly Markstay-Warren Newsletter on November 1, 2021
- *Sudbury Le Voyageur* on October 27, 2021 in French

The Notice of TESR Addendum and Completion was also sent to stakeholders and agencies on the project contact list on October 25, 2021. For a copy of the notice, see **Appendix A**.

# 4 Overview of Existing Conditions

## 4.1 Engineering

### 4.1.1 STRUCTURE

The CPR Overhead Bridge (Site No. 46X-0068/B0) is located approximately 180 m east of the intersection of Highway 17 and Pioneer Street West and carries two lanes of Highway 17 over the CPR tracks. The bridge is a three-span cast-in-place concrete post tensioned circular voided slab structure constructed in 1971. The existing deck has an overall length of 114.0 m, a total width between curbs of 9.1 m, and a total deck area of 1042.4 m2. According to the Structure Inspection Report dated August 20, 2018, the CPR Overhead Bridge has numerous aspects that need repair/rehabilitation. As per the Structure Inspection Report for the CPR Overhead Bridge dated August 20, 2018, rehabilitation of the bridge is required to improve the structural safety and service life of the bridge on Highway 17 to continue to provide important transportation linkages in the region.

### 4.1.2 ILLUMINATION

Within the project limits, there is currently only partial illumination at the intersection of Highway 17 and Pioneer Street West, consisting in two poles with luminaires aiming on Highway 17.

### 4.1.3 UTILITIES

On Highway 17, near the CPR Overhead Bridge, there are existing utilities belonging to:

- Union Gas – crossing Highway 17 at approximately 480 m east of the Highway 17/Pioneer Street West intersection and one crossing of Main Street approximately 875 m north of the Highway 17/Main Street intersection
- Bell Canada – buried conduit along highway ROW crossing CPR and Pioneer Street West

### 4.1.4 DRAINAGE AND STORMWATER

The review of the existing drainage condition was completed based on a desktop review of background information and field investigation.

## 4.2 Natural Environment

A Terrestrial Existing Conditions and Impact Assessment Report has been prepared in accordance with Section 3.2 (Terrestrial Ecosystems) of the MTO *Environmental Reference for Highway Design* (2013). This includes describing the existing terrestrial ecological conditions within the project study area and identifying potential impacts and mitigation measures related to bridge rehabilitation. Field studies were limited to the bridge location and MTO right-of-way (ROW). Adjacent lands were assessed from the ROW and through a desktop study.

Existing conditions resulting from the desktop study and field investigations are summarized in section 4.2. Assessment of potential impacts and recommended mitigation measures related to bridge rehabilitation are described in Section 5.0.

### 4.2.1 TERRESTRIAL

Desktop background reviews and field investigations were undertaken to develop an understanding of the existing conditions of the terrestrial environment (Parsons, 2021). No environmentally, provincially, or municipally designated areas were identified in the study area.

#### 4.2.1.1 Vegetation

At the CPR Overhead Bridge, 92 plants representing 33 families were documented during the field investigations. Phragmites was not observed at this site. No Species of Conservation Concern (SoCC) or Species at Risk (SAR) plants were confirmed at the CPR Overhead Bridge (Parsons, 2020).

A summary of the vegetation communities within the study area is provided in **Table 3.**

TABLE 3. SUMMARY OF VEGETATION COMMUNITIES AT THE CPR BRIDGE CROSSING

| Vegetation Code | Community Type | Description/Comments |
|---|---|---|
| **MEADOW COMMUNITIES** | | |
| G045N | Dry to Fresh, Coarse: Meadow | Mineral cultural meadows were found throughout the study area, primarily adjacent to the existing Highway. Dominant plant species include cool season grasses such as Smooth Brome (*Bromus inermis*) and abundant late-flowering forbs such as asters (*Symphyotrichum* spp.) and goldenrods (*Solidago* spp.). This vegetation community is characterized by having little to woody vegetation cover and an abundance of exotic herbaceous species. This community reflects early successional conditions following human disturbance. |
| **THICKET COMMUNITIES** | | |
| G047S | Dry to Fresh, Coarse: Shrub | A thicket community was documented south of the CPR bridge on the east side of Highway 17. This community is dominated by Choke Cherry (*Prunus virginiana*) with little to no herbaceous undergrowth. |
| **FOREST COMMUNITIES** | | |
| V10 | Trembling Aspen – Balsam Poplar – Speckled Alder | The majority of the woodlands within the study area are mixed stands dominated by Poplar (*Populus* spp.) with Spruce (*Picea* spp.). Dominant plant species include Trembling Aspen (*Populus tremuloides*), Balsam Poplar (*Populus balsamea*), White Birch (*Betula papyrifera*), White Spruce (*Picea glauca*) and Balsam Fir (*Abies balsamea*). While the majority of the communities were young to successional, with a few mature trees noted. |
| **WETLAND COMMUNITIES** | | |
| G142N | Mineral Meadow Marsh | Mineral meadow marshes within the study area were dominated by Canada Bluejoint (*Calamagrostis canadensis*) or Reed Canary Grass (*Phalaris arundincacae*). These communities are dominated primarily by and is associated with a variety of species of sedges (*Carex* spp.). These communities are affected by seasonal flooding that typically dries up by mid-summer. They typically represent the wetland-terrestrial interface. |
| G134S | Mineral Thicket Swamp | Mineral thicket swamps within the study area were dominated by Speckled Alder (*Alnus incana*) with Willow species (*Salix* spp.). These communities are dominated primarily by species of shrubs that are tolerant to seasonal flooding as well as moist and rich soils. These communities are affected by seasonal flooding that typically dries up by mid-summer. |

### 4.2.2 WILDLIFE

The CPR Overhead Bridge structure was searched for bird nests to determine the presence / absence of birds protected under the *Migratory Birds Convention Act* (MBCA), *Species at Risk Act* (SARA) and/or the *Endangered Species Act* (ESA), 2007.

A nest survey was completed at the CPR bridge and two culverts located within the construction limits on May 10, 2021. There were no nests observed (new or old) on the bridge or in the culverts; however, four unconfirmed Pigeon species were observed at the northeast quadrant of the CPR bridge therefore potential does exist that this species is nesting on the bridge. Some species of Pigeons are protected under the MBCA and as the species and nests were not confirmed,

this species should be treated as protected under the MBCA and assume that nests are present. The CPR bridge provides limited nesting habitat due to the flat undersides; however, areas where nests could occur would include the abutment/side walls and piers where ledges are present.

#### 4.2.2.1 Significant Wetlands and Significant Wildlife Habitat

The background review did not identify any PSWs within the study area; however, unevaluated wetlands were documented near the CPR bridge. All wetland community types are considered common in the study area and are discussed in **Table 3.** Unevaluated wetlands would require a full wetland evaluation following the Ontario Wetland Evaluation System to determine significance. Wetland evaluation is not required as there will not be any encroachment from the CPR Overhead bridge rehabilitation works.

A Significant Wildlife Habitat (SWH) assessment was completed on May 10, 2021 in accordance with the SWH Criteria Schedule for Ecoregion 6E (MNRF, 2015). A summary of confirmed and candidate SWH within the study area are provided in **Table 4.** As part of the SWH assessment, species of conservation priority were identified, which are Species of Conservation Concern and are not afforded regulatory protection under the ESA but are recognized in conservation plans and assigned a conservation objective.

TABLE 4. SUMMARY OF SIGNIFICANT WILDLIFE HABITAT IN THE STUDY AREA

| Habitat Type | Confirmed/ Candidate | Assessment |
|---|---|---|
| **SEASONAL CONCENTRATION AREAS OF ANIMALS** | | |
| Bat Habitat | Candidate | All woodlands within the study area have potential to provide suitable habitat for bats. The majority of candidate habitat is beyond the project footprint. The scope of the field investigations did not include a bat habitat assessment, so the presence of cavity trees was not confirmed. The only area where woodlands may be impacted are near the CPR bridge, although tree removal is expected to be limited. |
| **HABITAT FOR SOCC** | | |
| **Birds** | | |
| Woodland<br>Habitat Guild | Candidate / Confirmed (Veery only) | Deciduous and mixed woodland communities are present within the study area. Habitat includes moist deciduous early successional forest with dense understory. Eight (8) conservation priority woodland bird species were identified from the background review as having potential to occur within the study area:<br>• Evening Grosbeak (*Coccothraustes vespertinus*);<br>• Least Flycatcher (*Empidonax minimus*);<br>• Northern Flicker (*Colaptes auratus*);<br>• Purple Finch (*Haemorhous purpureus*);<br>• Rose-breasted Grosbeak (*Pheuticus ludovicianus*);<br>• Ruby-crowned Kinglet (*Regulus calendula*);<br>• Tennessee Warbler (*Oreothlypis peregrina*);<br>• Veery (*Catharus fuscescens*).<br>Evening Grosbeak is also designated as Special Concern both federally and provincially.<br>Habitat for all species is present, although only one species was verified during the field investigations; Veery which was heard calling near the CPR bridge structure. Although it was not confirmed that this species is breeding |

| Habitat Type | Confirmed/ Candidate | Assessment |
|---|---|---|
| | | within the study area, there is a strong likelihood given that suitable habitat is present. |
| Shrub/Thicket Habitat Guild | Candidate / Confirmed (Song Sparrow) | Thicket communities are present in the study area. The background review identified four (4) conservation priority bird species as having potential to occur within these communities –<br>- American Woodcock (*Scolopax minor*),<br>- Black-billed Cuckoo (*Coccyzus erythrophthalmus*),<br>- Gray Catbird (*Dumetella carolinensis*), and<br>- Song Sparrow.<br>Habitat for all species is present, although only one species, Song Sparrow, was verified during the field investigations. Although it was not confirmed that both species were breeding within the study area, there is a strong likelihood given that suitable habitat is present. |
| Wetland / Riparian Habitat Guild | Candidate | Wetland/riparian communities are present within the study area. The background review identified three (3) conservation priority bird species as having potential to occur within these communities<br>- Belted Kingfisher (*Ceryle alcyon*)<br>- Northern Rough-winged Swallow (*Stelgidopteryx serripennis*)<br>- Tree Swallow (*Tachycineta bicolor*). |

#### 4.2.2.2 Species at Risk

From the background review, 10 SAR were identified, each of which were screened to determine whether suitable habitat is present within the study area. Of the SAR identified from the background review, six (6) species were identified as having the potential to occur based on habitat suitability; no SAR were confirmed during the field investigations. A summary of the SAR is provided in **Table 5.**

Impacts to SAR can be avoided through the implementation of mitigation measures and Best Management Practices (BMPs). It is not anticipated that a permit or Notice of Activity will be required under the ESA or SARA.

TABLE 5. SUMMARY OF POTENTIAL SPECIES AT RISK IN THE STUDY AREA

| SPECIES | ASSESSMENT | LEGAL PROTECTION |
|---|---|---|
| **MAMMALS** | | |
| Bat species | All woodlands within the study area have the potential to provide habitat for bats.<br>The CPR bridge structure has trees that may be directly impacted by the rehabilitation works. Direct impacts to bats can be mitigated through avoidance of tree removal outside of the active period. | ESA |
| **BIRDS** | | |
| Canada Warbler (*Cardellina canadensis*)<br>Wood Thrush (*Hyloichla mustelina*) | All woodlands within the study area have the potential to provide habitat for Canada Warbler and Wood Thrush.<br>The CPR bridge structure has trees that may be directly impacted by the rehabilitation works. Direct impacts to birds can be mitigated through avoidance of tree removal outside of the active period. | SARA, MBCA |

### 4.2.3 AQUATIC

Desktop background reviews (mapping, design drawings) and field investigations were undertaken to develop an understanding of the existing conditions of the aquatic environment (Parsons, 2019b). It was confirmed that no waterbodies occur within the study area of the CPR Overhead Bridge. Even though the Veuve River flows parallel to Highway 17, just over 25 m west of the CPR Overhead Bridge, there was a considerable berm separating any potential work at the bridge from potentially impacting the river. As per Step 1 of the MTO/DFO/MNRF Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (Version 4, 2020), the MTO may proceed with the work given that the project activities will occur beyond 30 m of the high water level of a waterbody and general mitigation measures can prevent any impacts to adjacent waterbodies.

## 4.3 Socio-Economic Environment

### 4.3.1 LAND USE

The study area is located in the Municipality of Markstay-Warren (found in the District of Sudbury) which has a population of 2,656 people based on 2016 numbers. Its key industries include agriculture, construction, transportation, and real estate. Approximately 45% of the population can speak both English and French, which aligns with the entire District of Sudbury being a French Designated Area. (Municipality of Markstay-Warren, 2019).

Its municipal planning services are provided by the Sudbury East Planning Board. In the municipality's Official Plan, Markstay is determined to fall under the Village Policy Area, which serve a community function and are meant to serve the surrounding Rural Policy Areas. Village Policy Areas exhibit lower densities, and a more limited range of land uses due to the level of servicing that is available. (SEPB, 2010).

The Official Plan for the Sudbury East Planning Area provides the land use for the Markstay-Warren Planning District as shown in **Figure 4**. The predominant land uses in Markstay are Village Residential (which are low to medium density dwelling types), employment, mixed use, institutional and open space.

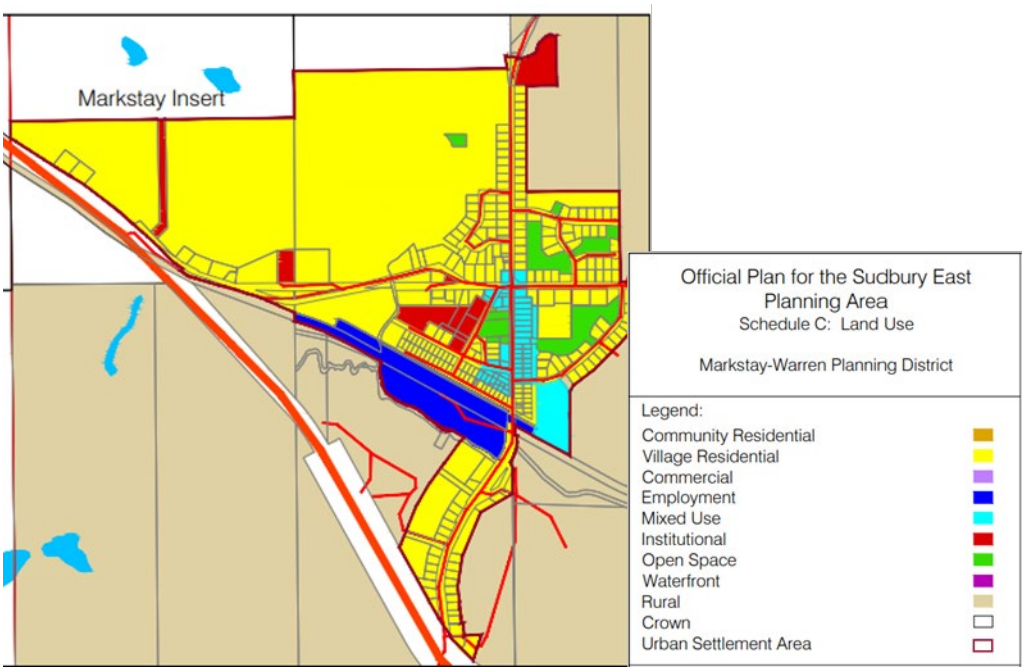



FIGURE 4. LAND USE IN THE VILLAGE OF MARKSTAY (SEPT. 2010)

### 4.3.2 CONTAMINATED PROPERTIES AND DESIGNATED SUBSTANCES

**Contamination**

A limited visual inspection of the study area was carried out during the terrestrial field investigations for signs of potential contaminated of the soil. The inspection included any visual identification of staining (e.g., petroleum hydrocarbons or metal) and the health of vegetation, both of which can potentially indicate contamination. During the terrestrial field investigation, no visual signs of staining were observed and vegetation appeared healthy.

As is typical of highways in Ontario, the use of salt during winter conditions can cause elevated concentrations of chloride and sodium in the soil adjacent on below the highway. As per Special Provision ENVR 0001 Management of Excess Earth with Salt Impacts, for the purposes of the Project, excess earth with salt impacts is not considered to be contaminated as per Table 1 of Ontario Provincial Standard Specification (OPSS) 180 – General Specification for the Management of Excess Materials. OPSS's, which are available on-line, are standards for construction methods that have been developed which is following by projects in Ontario. In this specific case, OPSS 180 provides guidance on how excess materials are managed and disposed of on construction projects. The contractor will assume the soil is salt impacted and will manage the material in an environmentally appropriate manner.

**Designated Substances and Hazardous Materials**

For the CPR Overhead Bridge, it was determined that lead is assumed to be present in the epoxy coating on the reinforcing steel with the concrete deck and silica is present throughout the bridge in, but not limited to, asphalt, concrete and granular materials.

The management of designated substances and hazardous materials will be in accordance with the *Occupational Health and Safety Act* to ensure worker health and safety and in accordance with provincial regulations stipulated the appropriate handling and disposal of these substances.

### 4.3.3 NOISE

Current noise adjacent to the Highway 17 is typical of a rural setting in northern Ontario. Other than vehicular noise from Highway 17, there are no other noise generating activities (e.g., from industry). Works on provincial highways are not subject to the municipal Noise By-law provisions for construction activities within provincial highway rights-of-way. However, if works fall outside of the highway right-of-way, the Municipality of Markstay-Warren has a Noise By-Law 2013-52 which regulates noise in the municipality which would apply.

## 4.4 Cultural Environment

### 4.4.1 ARCHAEOLOGY

A Stage 1 Archaeological Assessment (AA) was carried out by Archaeological Services Inc. (ASI) (ASI, October 2019) to determine archaeological potential in the study area. Most of the existing roadway on Highway 17 and the local roads were determined to be disturbed and therefore, do not retain archaeological potential. These areas require no further archaeological studies.

However, the Stage 1 AA determined that the area south of the railway and east of Highway 17 in the proximity of the study area, exhibit archaeological potential (See **Figure 5**) since the area is considered to not be disturbed. A Stage 2 Archaeological Assessment is required if this area is disturbed by construction activities, including access routes or material storage.

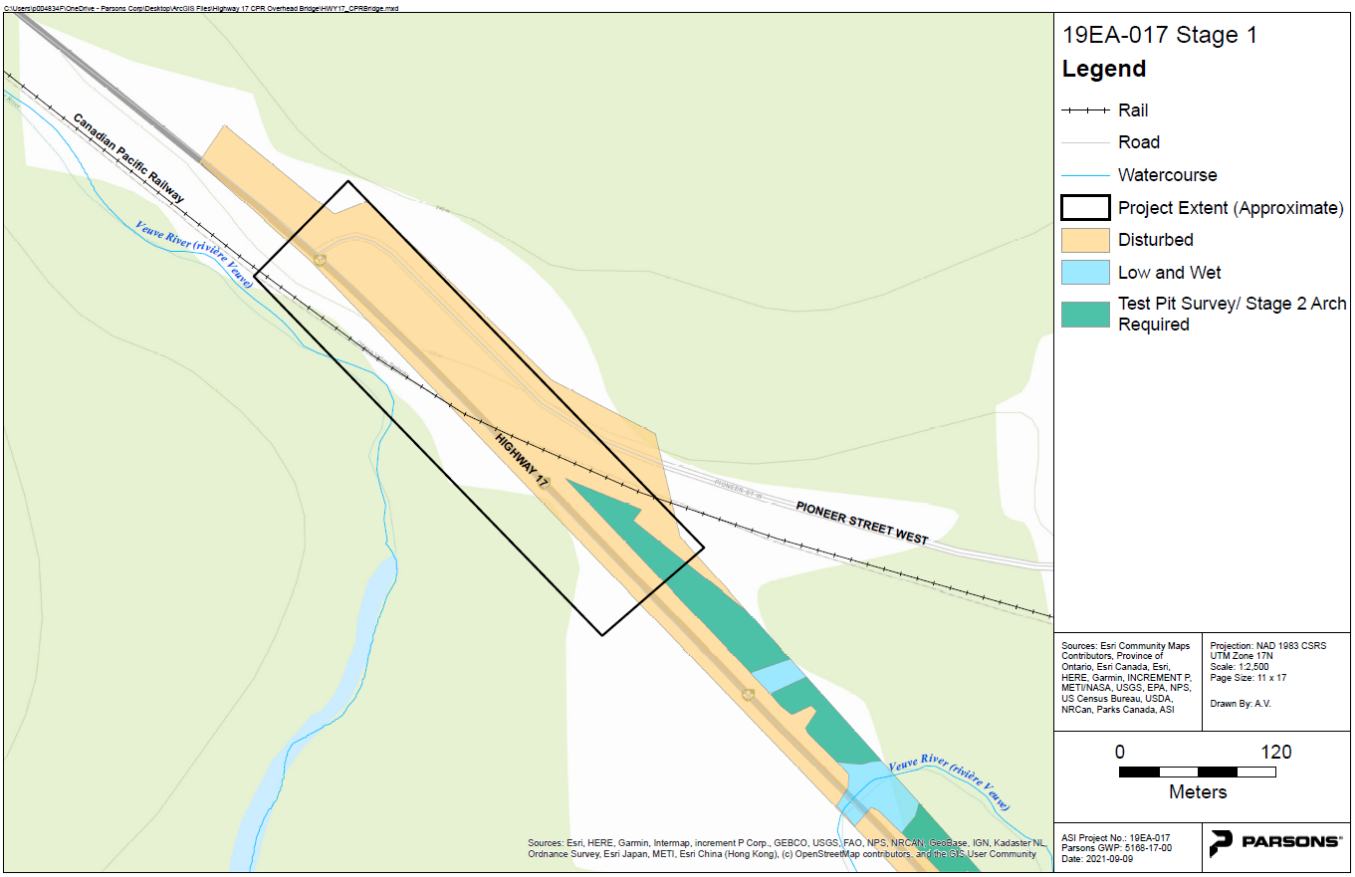



FIGURE 5. AREAS OF ARCHAEOLOGICAL POTENTIAL IN THE VICINITY OF THE CPR OVERHEAD BRIDGE

### 4.4.2 CULTURAL HERITAGE

MTO completed a preliminary heritage screening for the CPR Overhead Bridge which indicated that the structure does not have any cultural heritage value. No further cultural assessment is required.

# 5 Potential Environmental Impacts, Proposed Mitigation and Commitments to Future Work

## 5.1 Contract Constraints and Requirements

This section includes Environmental Contract Operational Constraints provisions to be followed in construction:

- Operational Constraints (Environmental) – Erosion and Sediment Control
- Operational Constraints (Environmental) – General - Erosion and Sediment Control
- Operational Constraints (Environmental) – Migratory Bird Protection – General
- Operational Constraints (Environmental) – Areas Used for Management of Excess Materials
- Operational Constraints (Environmental) – Control Measures During Removal of Concrete, Concrete Repair/Construction, and Concrete Sawcutting
- Operational Constraints (Environmental) – Management of Effluent from Concrete Cutting/Grinding
- Operational Constraints (Environmental) – Management of Excess Earth with Salt Impacts

The following Ontario Provincial Standard Specifications (OPSS) shall also be included within the Contract Documents and implemented throughout the project:

- OPSS 180 – General Specification for the Management of Excess Materials and Amendment to OPSS 180 – Compliance with Ontario Regulation for On-Site and Excess Soil Management;
- OPSS 182 – General Specification for Environmental Protection for Construction in Waterbodies and on Waterbody Banks;
- OPSS 801 – Protection of Trees;
- OPSS 803 – Vegetative Cover;
- OPSS 804 – Construction Specification for Temporary Erosion Control; and
- OPSS 805 – Construction Specification for Temporary Sediment Control.

## 5.2 Habitat loss, Disturbance and/or Alteration

Potential direct and indirect impacts to general wildlife habitat, candidate and confirmed SWH and SAR may result in temporary or marginal habitat loss, disturbance and/or alteration. The extent and magnitude of habitat loss is expected to be negligible given the amount of natural habitat within and beyond the study area.

Activities that have the potential to result in habitat loss, disturbance and/or alteration include:

- Vegetation/tree removal;
- Soil excavation;
- Soil compaction and damage to the rooting zone of edge trees
- Dust resulting in smothered vegetation;
- Erosion and sedimentation; and
- Accidental spills

The following general mitigation measures are provided to prevent and/or minimize potential impacts resulting in habitat loss, disturbance and/or alteration and injury and impacts to wildlife.

- Where feasible, vegetation removal should occur during winter months or outside of sensitive wildlife seasons (see timing windows in Section 5.5 and 5.6);
- With respect to bird nests/residence, particularly those protected under SARA and MBCA, see measures in Section 5.5;
- Construction activities should be limited to the work area;
- Implement dust control measures for the suppression of fugitive dust;
- Implement standard Best Management Practices (BMPs) for erosion and sediment control (see Section 5.3); and
- Implement an emergency and response management plan (see Section 5.4).

## 5.3 Erosion and Sedimentation

Erosion of exposed soil, and subsequent sediment inputs into watercourses have the potential to occur during construction of the project. Exposed soil, especially on slopes and in ditches, are vulnerable to erosion until vegetation has re-established.

Erosion and sediment control (ESC) measures should be implemented as shown on the construction drawings and these measures should be maintained throughout the duration of construction and until vegetation has been re-established. In addition, the Contractor should adhere to:

- OPSS 182 – General Specification for Environmental Protection for Construction in Waterbodies and on Waterbody Banks
- OPSS 803 Vegetative Cover
- OPSS 804 – Construction Specification for Temporary Erosion Control

- OPSS 805 – Construction Specification for Temporary Sediment Control
- Operational Constraints (Environmental) for Erosion and Sediment Control
- Operational Constraints (Environmental) – General – Erosion and Sediment Control.

Specifically, the following Best Management Practices should be followed, if possible:

- Maintain vegetative buffers to the extent feasible;
- Timing of vegetation removal should consider rainfall and other weather conditions that could increase the likelihood of erosion and sedimentation. For example, if feasible, avoid vegetation and earthworks in the spring;
- Minimize the extent and duration of exposed soil and re-vegetate as soon as possible to help re-stabilize soils.
- Vegetation plantings should include a seed mix that is appropriate to the area and similar to or better than preconstruction conditions;
- Selection of ESC controls should be appropriate for the site and extent of disturbance, and potential impacts to wildlife, such as entanglement (e.g., measures that contain plastic mesh or netting) or restriction to movement and access to habitat (as required) should be considered;
- ESC measures should be installed prior to vegetation removal and remain in place until vegetation has become established and soils re-stabilized; and
- ESC measures should be monitored to ensure ESC measures are installed in accordance with manufacturer's instructions and maintained to ensure controls are working effectively and per design.

## 5.4 Management of Excess Materials, Site Contamination and Deleterious Substances

Planning and management on-site and disposal of excess soils shall be conducted as per O.Reg.347/90, 153/04 and 406/19. Fuels, oils and other hazardous materials will likely be present on site through the operation of vehicles and on-site equipment. Accidental spills of these materials could result in potential negative impacts to the natural environment. The following mitigation measures have been identified to minimize the potential for accidental spills and are included as requirements of OPSS 180_Management of Excess Materials and Operational Constraints Management of Excess Earth with Salt Impacts, Areas used for the Management of Excess Materials, Control Measures during Removal of Concrete, Concrete Repair/Construction and Concrete Sawcutting, and Management of Effluent for Concrete Cutting/Grinding:

- Ensure all on-site hazardous materials are properly stored and located at least 30 m away from watercourses and other sensitive natural features, such as wetlands, including all handling and refueling activities;
- All on-site materials should be self-contained, maintained according to manufacturer's instructions and disposed of appropriately;
- Develop and implement an emergency response management and monitoring plan that includes measures for preventing and addressing potential spills and monitoring activities;
- Spill kits should be kept on-site and accessible at all times;
- Requirement to notify the MECP Spills Action Centre immediately for all spills, and
- All waste resulting from construction should be removed from the site and disposed of at an appropriate facility.

## 5.5 Migratory Birds

The *Migratory Birds Convention Act* (MBCA) prohibits the killing or destruction of birds and active bird nests. Construction activities shall follow the Operational Constraints (Environmental) for Migratory Bird Protection – General. There were no migratory birds confirmed nesting within the structures, however, there is potential for this to change in subsequent years. The following general mitigation measures are provided to ensure compliance with MBCA:

- Where feasible, vegetation removal should occur outside of the breeding bird season which extends from April 15 to August 31.
- If vegetation removal is required during this timing window, the following is recommended:

  - A qualified biologist must conduct a nest search for migratory bird nests to verify nesting activity. If active migratory bird nests are found, the Contractor shall not remove vegetation/trees until after September 1st.
  - If no active migratory bird nests are found by the qualified biologist, vegetation clearing and tree removals can proceed but must take place within 48 hours of these surveys.

- If an active nest is found within the work area, at any time (including times outside of the typical nesting season), construction in the vicinity should cease until the young birds have fledged. A setback from the nest (e.g., 30 m) should be identified and the area demarcated to ensure work does not occur within the setback limits. A qualified biologist should be consulted to determine the setback limits and monitor the work going forward.

## 5.6 Species at Risk

The results of the background review and field investigations identified potential SAR that may be affected by the Project. None of these species were confirmed present during field investigations. These include:

- **Birds –** There were no confirmed SAR documented during the time of the field investigations; however, there is potential habitat for Canada Warbler and Wood Thrush within the woodlands within the study area. Impacts to SAR birds is expected to be indirect only as tree removal is expected to be limited to individual trees near the CPR bridge. Impacts to birds can be mitigated through avoidance of vegetation and tree removal between April 15 - August 31 (see Section 5.5 above).
- **Bats –** There is potential habitat for bats within and adjacent to the project site. Multiple bat species are protected under the ESA, 2007. Impacts to bats can be mitigated through avoidance of tree removal during the active season. Tree removal activities should occur between October 1 to March 31. If vegetation removal is required during this timing window, the following is recommended:
  - A qualified biologist must conduct a cavity tree assessment. If cavity trees are found, the qualified biologist must complete a bat survey. If any bats are found to be present, the Contractor shall not remove the trees until October 1st.
  - If both active bird nests and bats found to be present at the location of tree removals, the Contractor shall not remove any vegetation/trees until after October 1st.
  - If no bats are found by the qualified biologist, vegetation clearing and tree removals can proceed but must take place within 48 hours of these surveys.
- **Other –** Should any SAR, including those not discussed in the report, be observed during construction, activities that could have a negative impact on the species or habitat should be suspended until avoidance and mitigation measures can be determined.

## 5.7 Properties and Access

No property is required for the bridge rehabilitation work on Highway 17 as all work can be completed within the highway ROW. As shown in Figure 4, areas that require Stage 2 archaeological assessment cannot be used for construction activities, including access routes or material storage, unless a Stage 2 archaeological assessment has been conducted and the area has been determined to be cleared of archaeological potential.

## 5.8 Noise and Air Quality

Noise impacts will be associated with equipment and vehicles used during construction which includes, for example, bulldozers, graders, rollers (for compaction), dump trucks, pneumatic equipment, compressors and generators. Construction noise impacts will be temporary. Adequate controls will aim at minimizing noise levels.

Impairment, such as an increase in contaminants and dust, to air quality as a result of construction activities can impact residents, tourism and adjacent vegetation.

Mitigation measures to minimize noise and air quality impacts are as follows:

- The Contractor will be required to keep idling of construction equipment to a minimum and maintain equipment in good working order to reduce noise and emissions from construction activities;
- The contractor is to keep noise and air emissions low and comply with MECP Publication NPC-115 Construction Equipment. As such, all construction equipment should be operated with sound reducing equipment such as mufflers and emission controls;
- Obtain a noise by-law exemption from the Municipality of Markstay-Warren, if works fall outside of the highway right-of-way;
- If complaints regarding construction noise arise during construction, they will be investigated according to the provisions of the MTO Environmental Guide for Noise;
- In the case of persistent noise complaints, all construction equipment should be verified to comply with MECP Publications NPC-115 and NPC-118. Field investigations and alternative noise control measures may be necessary; and
- Volatile fuels and other fluids will be properly contained in accordance with provincial and federal regulations, codes and guidelines, including the Technical Standards and Safety Association Guidelines, in order to prevent any potential environmental impacts from product spillage, leakage, explosions or fires.

**Dust Generation**

- To ensure that dust or any other debris from construction operations does not enter any surface water courses or travel beyond the Highway right-of-way (ROW), and does not result in reduced vision to motorists within the work zone, the following mitigation measures are suggested:
    - Restrict operations during periods of high wind;
    - Use of water truck to control dust; and
    - The use of temporary barrier walls or enclosures (adapted from SSP 199S56 – Control of Emissions During Structural Work).
- Construction staging to minimize the areas of exposed soils during construction.
- Temporarily disturbed areas should be restored as soon as possible to limit soil exposure.

## 5.9 Archaeological Resources

As all work is occurring within the highway ROW and within previously disturbed areas, no additional archaeological assessment is required for this study. If any work falls with the identified area for a Stage 2 Archaeological Assessment, including storage areas or access routes, a Stage 2 Archaeological Assessment will need to be completed to confirm the area is free of archaeological potential in advance of any activity in this area (see **Figure 5**).

Should previously undocumented archaeological resources or human remains be discovered, work on the site will cease immediately and the Ministry of Heritage, Sport, Tourism and Culture Industries, the police, and the Ministry of Government and Consumer services must be notified, as appropriate.

## 5.10 Summary of Environmental Impacts and Commitments

A summary of the environmental impacts and commitments described in **Section 5** is provided in the Table of Environmental Concerns and Commitments (**Table 6**) for the works included in this TESR Addendum.

TABLE 6. TABLE OF ENVIRONMENTAL CONCERNS AND COMMITMENTS

| Ref No. | Environmental Concern and Potential Impact | Concerned Agencies | ID No. | Mitigation/Commitment |
|---|---|---|---|---|
| 1 | Vegetation / Habitat Loss | DFO<br>MNRF<br>MECP | 1.1 | Where feasible, vegetation removal should occur during winter months or outside of sensitive wildlife seasons (see timing windows in Section 5.5 and 5.6); |
| | | | 1.2 | With respect to bird nests/residence, particularly those protected under SARA and MBCA, see measures in Section 5.5; |
| | | | 1.3 | Construction activities should be limited to the work area; |
| | | | 1.4 | Implement dust control measures for the suppression of fugitive dust; |
| | | | 1.5 | Implement standard Best Management Practices (BMPs) for erosion and sediment control (see Section 5.3); and |
| | | | 1.6 | Implement an emergency and response management plan to address the potential for spills (see Section 5.4). |
| 2 | Erosion and Sediment Control Measures | DFO<br>MECP<br>MNRF | 2.1 | Maintain vegetative buffers to the extent feasible; |
| | | | 2.2 | Timing of vegetation removal should consider rainfall and other weather conditions that could increase the likelihood of erosion and sedimentation. For example, if feasible, avoid vegetation and earthworks in the spring; |
| | | | 2.3 | Minimize the extent and duration of exposed soil and re-vegetate as soon as possible to help re-stabilize soils. |
| | | | 2.4 | Vegetation plantings should include a seed mix that is appropriate to the area and similar to or better than preconstruction conditions; |
| | | | 2.5 | Selection of ESC controls should be appropriate for the site and extent of disturbance, and potential impacts to wildlife, such as entanglement (e.g., measures that contain plastic mesh or netting) or restriction to movement and access to habitat (as required) should be considered; |
| | | | 2.6 | ESC measures should be installed prior to vegetation removal and remain in place until vegetation has become established and soils re-stabilized; and |
| | | | 2.7 | ESC measures should be monitored to ensure ESC measures are installed in accordance with manufacturer's instructions and maintained to ensure controls are working effectively and per design. |
| 3 | Management of Excess Materials, Site Contamination, and Deleterious Substances | | 3.1 | Ensure all on-site hazardous materials are properly stored and located at least 30 m away from watercourses and other sensitive natural features, such as wetlands, including all handling and refueling activities; |
| | | | 3.2 | All on-site materials should be self-contained, maintained according to manufacturer's instructions and disposed of appropriately; |
| | | | 3.3 | Develop and implement an emergency response management and monitoring plan that includes measures for preventing and addressing potential spills and monitoring activities; |
| | | | 3.4 | Spill kits should be kept on-site and accessible at all times; |
| | | | 3.5 | Requirement to notify the MECP Spills Action Centre immediately for all spills, and |
| | | | 3.6 | All waste resulting from construction should be removed from the site and disposed of at an appropriate facility. |
| 4 | Migratory Birds | MNRF<br>MECP | 4.1 | Where feasible, vegetation removal should occur outside of the breeding bird season which extends from April 15 to August 31. |
| | | | 4.2 | If vegetation removal is required during this timing window, the following is recommended:<br>• A qualified biologist must conduct a nest search for migratory bird nests to verify nesting activity. If active migratory bird nests are found, |

| Ref No. | Environmental Concern and Potential Impact | Concerned Agencies | ID No. | Mitigation/Commitment |
|---|---|---|---|---|
| | | | | the Contractor shall not remove vegetation/trees until after September 1st.<br>• If no active migratory bird nests are found by the qualified biologist, vegetation clearing and tree removals can proceed but must take place within 48 hours of these surveys. |
| | | | 4.3 | If an active nest is found within the work area, at any time (including times outside of the typical nesting season), construction in the vicinity should cease until the young birds have fledged. A setback from the nest (e.g., 30 m) should be identified and the area demarcated to ensure work does not occur within the setback limits. A qualified biologist should be consulted to determine the setback limits and monitor the work going forward |
| 5 | Species at Risk | MECP | 5.1 | Impacts to birds can be mitigated through avoidance of vegetation and tree removal between April 15 - August 31. |
| | | | 5.2 | Impacts to bats can be mitigated through avoidance of tree removal during the active season. Tree removal activities should occur between October 1 to March 31. Tree removal activities should occur between October 1 to March 31. If vegetation removal is required during this timing window, the following is recommended:<br>• A qualified biologist must conduct a cavity tree assessment. If cavity trees are found, the qualified biologist must complete a bat survey. If any bats are found to be present, the Contractor shall not remove the trees until October 1st.<br>• If both active bird nests and bats found to be present at the location of tree removals, the Contractor shall not remove any vegetation/trees until after October 1st.<br>• If no bats are found by the qualified biologist, vegetation clearing and tree removals can proceed but must take place within 48 hours of these surveys. |
| | | | 5.3 | Should any SAR, including those not discussed in the report, be observed during construction, activities that could have a negative impact on the species or habitat should be suspended until avoidance and mitigation measures can be determined. |
| 6 | Noise and Air Quality | MECP<br>MTO | 6.1 | The Contractor will be required to keep idling of construction equipment to a minimum and maintain equipment in good working order to reduce noise and emissions from construction activities; |
| | | | 6.2 | The contractor is to keep noise and air emissions low and comply with MECP Publication NPC-115 Construction Equipment. As such, all construction equipment should be operated with sound reducing equipment such as mufflers and emission controls; |
| | | | 6.3 | Obtain a noise by-law exemption from the Municipality of Markstay-Warren, if works fall outside of the highway right-of-way; |
| | | | 6.4 | If complaints regarding construction noise arise during construction, they will be investigated according to the provisions of the MTO Environmental Guide for Noise; |
| | | | 6.5 | In the case of persistent noise complaints, all construction equipment should be verified to comply with MECP Publications NPC-115 and NPC-118. Field investigations and alternative noise control measures may be necessary; and |
| | | | 6.6 | Volatile fuels and other fluids will be properly contained in accordance with provincial and federal regulations, codes and guidelines, including the Technical Standards and Safety Association Guidelines, in order to prevent any potential environmental impacts from product spillage, leakage, explosions or fires. |
| | Dust Generation | MECP | 6.7 | To ensure that dust or any other debris from construction operations does not enter any surface water courses or travel beyond the Highway right-of-way (ROW), |

| Ref No. | Environmental Concern and Potential Impact | Concerned Agencies | ID No. | Mitigation/Commitment |
|---|---|---|---|---|
| | | MTO | | and does not result in reduced vision to motorists within the work zone, the following mitigation measures are suggested:<br>• Restrict operations during periods of high wind;<br>• Use of water truck to control dust; and<br>• The use of temporary barrier walls or enclosures (adapted from SSP 199S56 – Control of Emissions During Structural Work). |
| | | | 6.8 | Construction staging to minimize the areas of exposed soils during construction. |
| | | | 6.9 | Temporarily disturbed areas should be restored as soon as possible to limit soil exposure. |
| 7 | Archaeological Resources | MHSTCI | 7.1 | If any work falls with the identified area for a Stage 2 Archaeological Assessment, including access routes or material storage, a Stage 2 Archaeological Assessment will need to be completed to confirm the area is free of archaeological potential in advance of any activity in this area. |
| | | | 7.2 | Should previously undocumented archaeological resources or human remains be discovered, work on the site will cease immediately and must notify the Ministry of Heritage, Sport, Tourism and Culture Industries, the police, and the Mistry of Government and Consumer services, as appropriate. |

## 5.11 Monitoring

General environmental monitoring shall be completed by the Contractor and the Contract Administrator (CA). The purpose of this monitoring is to evaluate the effectiveness of the proposed mitigation measures and ensure that any unanticipated impacts are identified, and mitigation measures are implemented. Specifically, the monitoring shall include:

- Inspection during construction to confirm that the mitigation measures are implemented in accordance with the contract drawings and documents as well as permit requirements. Where mitigation measures are not in compliance, the Contractor must provide an alternative or remediate the concerns.
- Ensure ESC measures are in place and working effectively. ESC controls should be checked weekly and after major rain events (>10mm) to ensure it is installed and functioning properly. Any deficiencies should be repaired immediately. A construction monitoring log/diary should be maintained to ensure any deficiencies and corrective actions are documented.
- Inspection of the Project site to assess any impacts not previously identified. If these are identified the Contractor will recommend and implement mitigation and/or remedial measures.
- The Contractor shall not conduct any vegetation/tree removal between April 1st and September 30th of any given year due to the potential for migratory bird nesting and bat maternity roosting habitat on site. If any vegetation clearing and/or tree removals are scheduled during this time period, a qualified biologist must complete the following assessments in advance and subsequently the Contractor must adhere to the following timing constraints:
  - A qualified biologist must conduct a nest search for migratory bird nests to verify nesting activity. If active migratory bird nests are found, the Contractor shall not remove vegetation/trees until after September 1st.
  - A qualified biologist must conduct a cavity tree assessment. If cavity trees are found, the qualified biologist must complete a bat survey. If any bats are found to be present, the Contractor shall not remove the trees until October 1st.
  - If both active bird nests and bats found to be present at the location of tree removals, the Contractor shall not remove any vegetation/trees until October 1st.
  - If no active migratory bird nests and no bats are found by the qualified biologist, vegetation clearing and tree removals can proceed but must take place within 48 hours of these surveys.
- All of the above, shall be reported to MTO.

# 6 Environmental Permits and Approvals

Permits, approvals, licenses, agreements, clearances and exemptions from all levels of government (i.e., federal, provincial, municipal and other bodies/agencies) are required prior to commencing with construction. The following is a list of permits, approvals, licenses, agreements, clearances and exemptions that are being obtained or to be obtained:

- Registration of Stage 1 Archaeological Assessment with MHSTCI

# 7 References


ASI. 2019. Stage 1 Archaeological Assessment – Highway Bridges Rehabilitation – Part of Lots 12-14, Concessions 3-4 (Formerly Township of Hagar), Municipality of Markstay-Warren, District of Sudbury, Ontario.

Banton, E., J. Johnson, H. Lee, G. Racey, P. Uhlig and M. Wester. 2009. Ecological Land Classification Field Manual – Operational Draft - Great Lakes – St. Lawrence. Available online at https://www.sse.gov.on.ca/sites/MNRPublicDocs/EN/ProvincialServices/EcositesofOntario-GLSL-April2015.pdf

Golder. 2016c. Foundation Investigation Report – Highway 17 – CPR Overhead Bridge, Site No. 46-068; G.W.P. 5374-11-00.

Golder. 2016d. Foundation Investigation and Design Report – Highway 17 – CPR Overhead Bridge, Site No. 46-068; G.W.P. 5374-11-00.

Parsons Inc. 2019a. Terrestrial Existing Conditions and Impact Assessment Report; Highway 17 Structure Rehabilitation. Retainer Agreement 5017-E-0023, Work Order 7, GWP 1568-17-00.

Parsons Inc. 2019c. Drainage Field Investigation Report: Highway 17 Structure Rehabilitation of the CPR Overhead Bridge and Veuve River Bridge; G.W.P. 5168-17-00.

Parsons Inc. 2019d. Erosion and Sediment Control Overview Risk Assessment: Highway 17 Structure Rehabilitation of the CPR Overhead Bridge and Veuve River Bridge; G.W.P. 5168-17-00.

Parsons Inc. 2019e. Operational Performance Review and Traffic Management: Structure Rehabilitation of the CPR Overhead Bridge and Veuve River Bridge; G.W.P. 5168-17-00.

Parsons Inc. 2020. Terrestrial Existing Conditions and Impact Assessment Report; Highway 17 Structure Rehabilitation. Retainer Agreement 5017-E-0023, Work Order 19, GWP 1568-17-00.

Ministry of Natural Resources & Forestry (MNRF). 2015. Significant Wildlife Habitat Criteria Schedule for Ecoregion 5E. MNRF, Peterborough, Ontario.

Ministry of Transportation Ontario. July 2000. Class Environmental Assessment for Provincial Transportation Facilities.

Ministry of Transportation Ontario. August 2018. Structure Inspection Report; CPR Overhead at Markstay, Site Number: 46X-0068/B0.

Ministry of Transportation, Ontario and Department of Fisheries and Oceans Canada. June 2016. MTO/DFO/MNRF Fisheries Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings, Version 3.

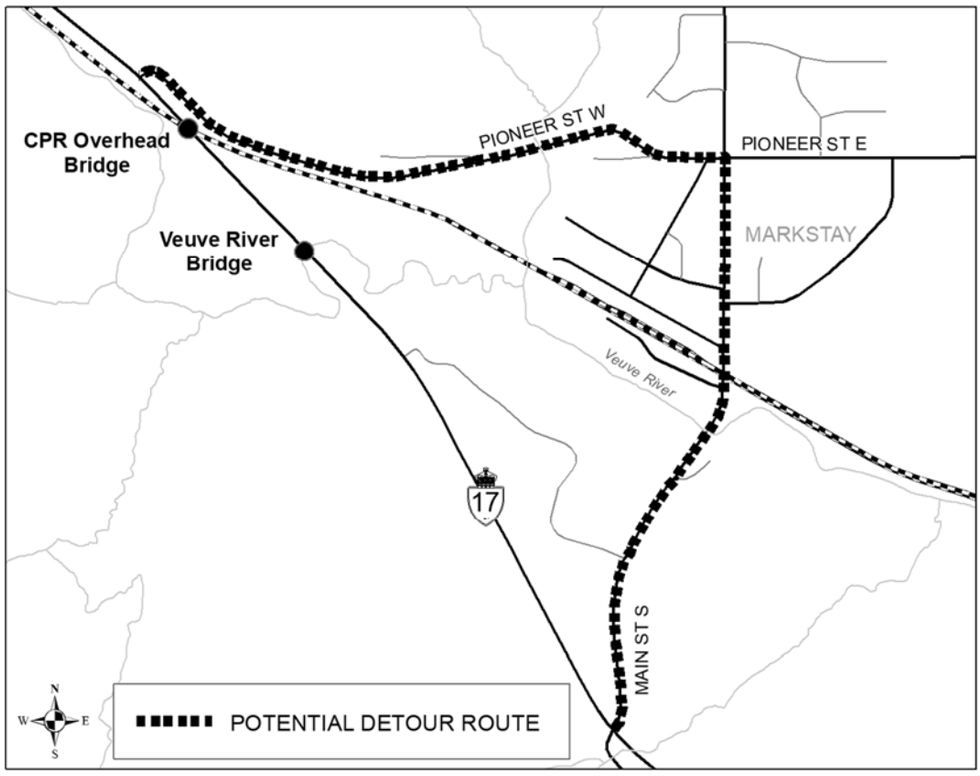
Taylor, K.C., R.W. Arnup, B.G. Merchant, W.J. Parton, J. Nieppola. 2000. A Field Guide to Forest Ecosystems of Northeastern Ontario. 2nd Edition.

# Appendix A - Consultation Materials

# NOTICE OF STUDY COMMENCEMENT
## HIGHWAY 17 REHABILITATION OF THE CPR OVERHEAD BRIDGE AND VEUVE RIVER BRIDGE

### THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained Parsons Inc. ('Parsons') to undertake the Detail Design and Class Environmental Assessment (EA) Study for the rehabilitation of two bridges, the CPR Overhead Bridge and the Veuve River Bridge, on Highway 17 in the Municipality of Markstay-Warren (GWP 5168-17-00). Highway 17 is a key east-west corridor connecting Sudbury and North Bay, thus traffic impacts due to the bridge rehabilitation work will be assessed, including consideration for a potential detour through the community of Markstay.




### THE PROCESS

This study is following the approved planning process for a Group 'B' project under the MTO Class EA for Provincial Transportation Facilities (2000). Upon completion of this study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public review period. Notification of the submission of the TESR and review locations will be published in this newspaper.

### COMMENTS

Comments and information regarding this project are being collected to assist the project team in meeting the requirements of the *Environmental Assessment Act*. This material will be maintained on file for use during the project and may be included in project documentation, Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members. To speak to someone in French about this project, please call Meriem Farsi at 514-375-4935.

Please send comments or requests regarding this project to either of the following:

**Giuseppe Delfino, P.Eng.**
MTO Project Manager
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel: 705-497-6934
Email: Giuseppe.Delfino@ontario.ca

**Jan Wieczorek, P.Eng.**
Parsons Project Manager
625 Cochrane Drive, Suite 500
Markham, ON L3R 9R9
Tel: 905-917-3251
Email: Jan.Wieczorek@parsons.com

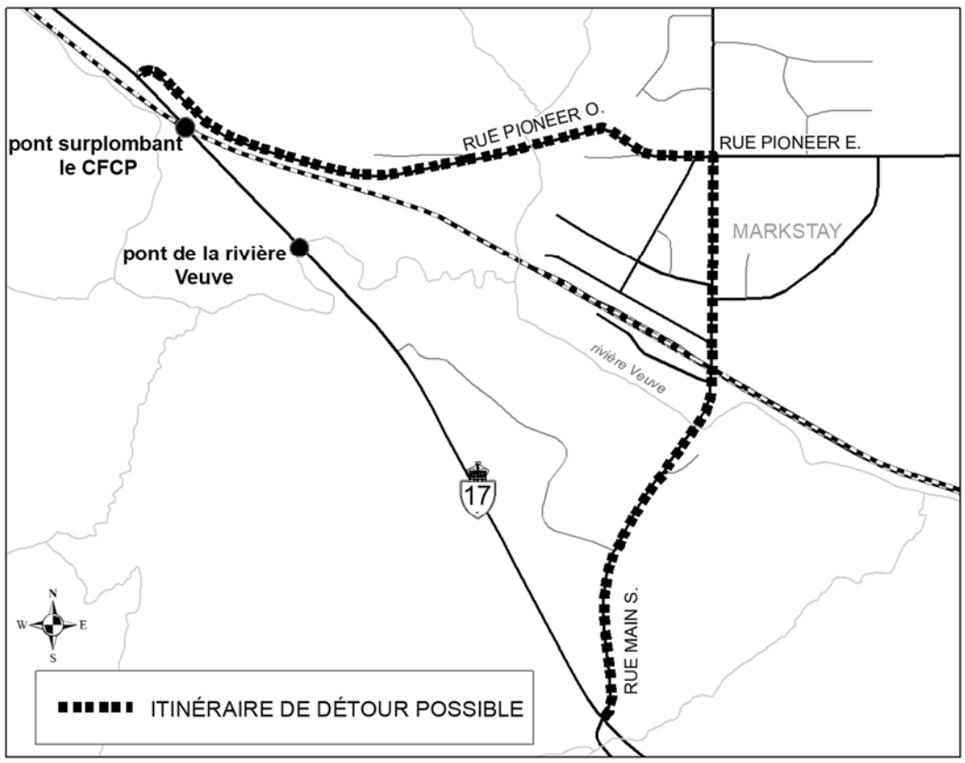
# Avis de début d'étude
## Remise en état de l'autoroute 17 sur le pont surplombant le CFCP et le pont de la rivière Veuve

### LE PROJET

Le **ministère des Transports de l'Ontario (MTO)** a retenu les services de **Parsons Inc.** (« Parsons ») pour entreprendre l'étude de conception détaillée et d'évaluation environnementale de portée générale pour la remise en état de deux ponts, soit celui surplombant le CFCP et celui de la rivière Veuve, sur l'autoroute 17, dans la municipalité de Markstay-Warren (GWP 5168-17-00). L'autoroute 17 est un important corridor est-ouest reliant Sudbury et North Bay; par conséquent, les effets sur la circulation causés par les travaux de remise en état seront évalués, et un possible détour via la communauté de Markstay sera notamment envisagé.

### LE PROCESSUS

Cette étude fait suite au processus de planification approuvé pour les projets du groupe « B » dans le cadre de l'Évaluation environnementale pour les installations provinciales de transport (2000). À la fin de cette étude, un rapport d'étude environnementale sur les transports sera préparé et rendu accessible au public pour une période d'examen de 30 jours. L'avis de soumission du rapport et les lieux de consultation seront publiés dans le présent journal.




### COMMENTAIRES

Les commentaires et renseignements concernant ce projet seront recueillis pour aider l'équipe du projet à répondre aux exigences de la *Loi sur les évaluations environnementales*. Le présent document sera conservé au dossier afin qu'il puisse être utilisé durant le projet, et il pourrait être inclus dans la documentation du projet. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public. Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez prendre contact avec l'un des membres de l'équipe du projet. Pour obtenir de l'information en français sur le projet, veuillez téléphoner à Meriem Farsi au 514 375-4935.

Veuillez faire parvenir vos questions ou commentaires au sujet de ce projet à l'une des personnes suivantes.

**Giuseppe Delfino, ing.**
Gestionnaire de projets du MTO
447, avenue McKeown
North Bay (Ontario) P1B 9S9
tél. : 705 497-6934
courriel : Giuseppe.Delfino@ontario.ca

**Jan Wieczorek, ing.**
Gestionnaire de projets chez Parsons
625, route Cochrane, bureau 500
Markham (Ontario) L3R 9R9
tél. : 905 917-3251
courriel : Jan.Wieczorek@parsons.com

| | |
|---|---|
| **From:** | Chan, Salina |
| **To:** | "Chan, Salina" |
| **Cc:** | Wieczorek, Jan; Doucette, Tisha; "Healy, Andrew (MTO)"; "Delfino, Giuseppe (MTO)" |
| **Bcc:** | "Jack_Carello@cpr.ca"; "Donna.Killingsworth@railamerica.com"; "Daryl.Duquette@RailAmerica.com"; "ross.hart@ontario.ca"; "karla.barboza@ontario.ca"; "dcauchy@markstay-warren.ca"; "rforgette@markstay-warren.ca"; "vivianne.cotnam@cspgno.ca"; "schl134@sudburycatholicschools.ca"; "nancy@businfo.ca"; "info@sudburycc.ca"; "mwhynott@markstay-warren.ca"; "robert.smith@msdsb.net" |
| **Subject:** | Hwy 17 Rehab of the CPR Overhead Bridge and the Veuve River Bridge - Notice of Study Commencement |
| **Date:** | Wednesday, July 31, 2019 2:22:00 PM |
| **Attachments:** | Hwy 17 Bridge Rehab - Final Notice of Commencement_EN FR.pdf |

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To whom this may concern,

Please see attached the Notice of Study Commencement (in English and French) for the detailed design and MTO Class EA study for the Highway 17 Rehabilitation of the CPR Overhead Bridge and the Veuve River Bridge. The Notice provides more details, including project background, location, and key contacts.

Please do not hesitate to ask if you have any questions.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

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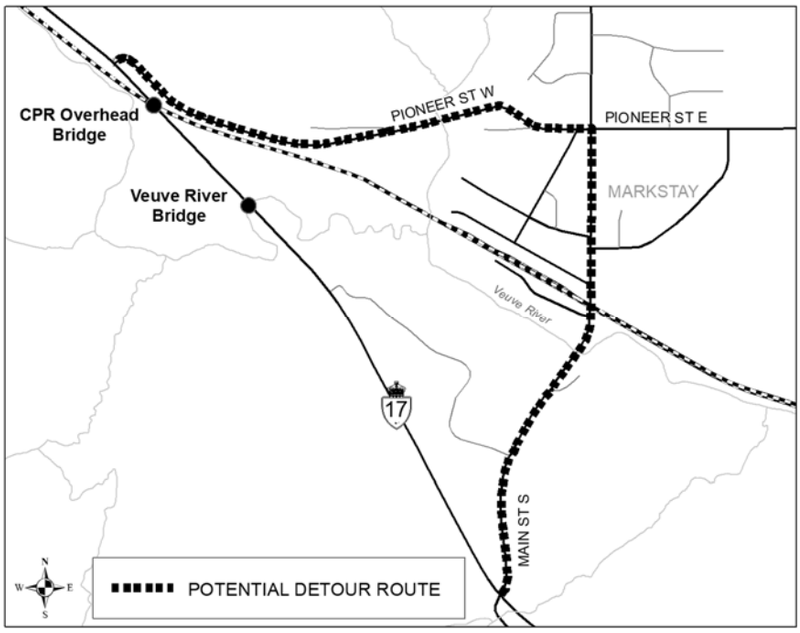
# NOTICE OF TRANSPORTATION ENVIRONMENTAL STUDY REPORT (TESR) SUBMISSION
# REHABILITATION OF THE CPR OVERHEAD BRIDGE AND VEUVE RIVER BRIDGE ON HIGHWAY 17

## THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained Parsons Inc. to undertake the Total Project Management and Class Environmental Assessment (EA) Study for the rehabilitation of the CPR Overhead Bridge and the Veuve River Bridge on Highway 17 in the Municipality of Markstay-Warren. Construction staging options for the rehabilitation work were evaluated and the recommended staging option is to detour westbound Highway 17 traffic through Markstay via Main Street and Pioneer Street while one lane of eastbound traffic will remain on Highway 17. This option includes improvements to local roads to accommodate highway traffic; the local roads will also be assessed following the detour to reinstate them to their previous condition.




## THE REVIEW & COMMENT PROCESS

This study followed the approved planning process for a Group 'B' project under the MTO Class EA for Provincial Transportation Facilities (2000). The TESR is available for a 30-day public review period starting **January 22, 2020** at the following locations during regular business hours, or available electronically upon request:

**Ministry of Transportation**
Northeast Region
1st Floor Security Desk
447 McKeown Avenue
North Bay, ON P1B 9S9

**Ministry of the Environment, Conservation and Parks**
North Bay Area Office
191 Booth Road, Unit 16&17
North Bay, ON P1A 4K3

**Municipality of Markstay-Warren**
P.O. Box 79
21 Main Street South
Markstay, ON P0M 2G0

**Markstay-Warren Public Library Warren Branch**
Markstay-Warren Multi-Use Building
39 Lafontaine Street
Warren, ON P0H 2N0

If you have any comments or concerns or require additional information, please contact:

**Giuseppe Delfino, P.Eng.**
MTO Project Manager
447 McKeown Avenue
North Bay, ON P1B 9S9
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Tel: 905-917-3251
Jan.Wieczorek@parsons.com

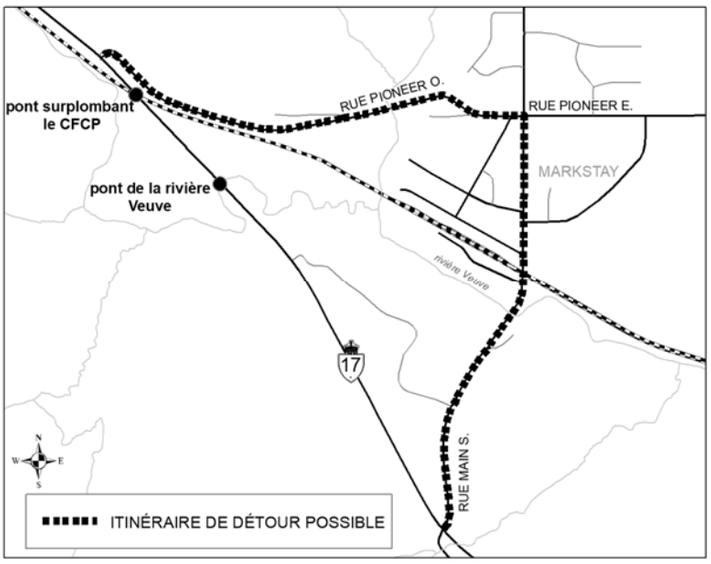
Interested persons are encouraged to review the TESR and provide comments by **February 20, 2020**. If you have serious concerns that cannot be resolved through discussions with MTO, you have the right to request the Minister of the Environment, Conservation and Parks (the Honourable Jeff Yurek, 777 Bay Street, 5th Floor, Toronto, ON M7A 2J3) to make a Part II Order ("bump-up") for the Project, which may lead to an individual Environmental Assessment, by completing and sending a Part II Order Request Form at https://www.ontario.ca/page/class-environmental-assessments-part-ii-order#section-3.

A copy of the request should also be forwarded to the MTO and Parsons contacts listed above. If there are no outstanding concerns after **February 20, 2020**, the Project will be considered to have met the Class EA requirements.

Comments and information regarding this Project are being collected to assist the project team; comments can be sent to the MTO and Parsons Project Managers listed above. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members. To speak to someone in French about this project, please call Meriem Farsi at 514-375-4935.

# Avis de soumission du rapport d'étude environnementale sur les transports
# Remise en état du pont surplombant le CFCP et du pont de la rivière Veuve sur l'autoroute 17

## LE PROJET




Le **ministère des Transports de l'Ontario (MTO)** a retenu les services de **Parsons Inc.** pour entreprendre l'étude de gestion du projet complet et d'évaluation environnementale de portée générale pour la remise en état du pont surplombant le CFCP et du pont de la rivière Veuve, sur l'autoroute 17, dans la municipalité de Markstay-Warren. Les étapes de construction proposées pour les travaux ont été évaluées et l'option recommandée consiste en un détournement de la circulation en direction ouest de l'autoroute 17 jusqu'à Markstay via la rue Main et la rue Pioneer, alors que la circulation en direction est se fera toujours sur l'autoroute 17, mais sur une seule voie. Cette option comporte des améliorations aux routes locales afin de faciliter la circulation; elles seront également modifiées après le détournement afin de les remettre à leur état d'origine.

## LE PROCESSUS D'EXAMEN ET DE FORMULATION DES COMMENTAIRES

Cette étude a respecté le processus de planification approuvé pour les projets du groupe « B » dans le cadre de l'*Évaluation environnementale pour les installations provinciales de transport* (2000) du MTO. Le rapport sera accessible pour une période d'examen de 30 jours à compter du **22 janvier 2020** aux emplacements suivants, durant les heures normales d'ouverture, ainsi que par voie électronique sur demande :

**Ministère des Transports**
Région du nord-est
Poste de garde du 1er étage
447, avenue McKeown
North Bay (Ontario) P1B 9S9

**Ministère de l'Environnement, de la Protection de la nature et des Parcs**
Bureau régional de North Bay
191, rue Booth, unités 16 et 17
North Bay (Ontario) P1A 4K3

**Municipalité de Markstay-Warren**
Case postale 79
21, rue Main Sud
Markstay (Ontario)
P0M 2G0

**Bibliothèque publique de Marstay-Warren, succursale de Warren**
Bâtiment polyvalent de Markstay-Warren
39, rue Lafontaine
Warren (Ontario) P0H 2N0

Pour faire part de vos commentaires ou préoccupations ou pour demander de l'information supplémentaire, veuillez prendre contact avec :

**Giuseppe Delfino, ing.**
Gestionnaire de projets du MTO
447, avenue McKeown
North Bay (Ontario) P1B 9S9
tél. : 705 497-6934
courriel : Giuseppe.Delfino@ontario.ca

**Jan Wieczorek, ing.**
Gestionnaire de projets chez Parsons
625, route Cochrane, bureau 500
Markham (Ontario) L3R 9R9
tél. : 905 917-3251
courriel : Jan.Wieczorek@parsons.com

Les personnes intéressées sont invitées à consulter le rapport et à fournir leurs commentaires au plus tard le **20 février 2020**. Si vous avez d'importantes préoccupations qui ne peuvent être réglées par une discussion avec le MTO, vous avez le droit de demander au ministre de l'Environnement, de la Protection de la nature et des Parcs (M. Jeff Yurek, 777, rue Bay, 5e étage, Toronto, Ontario, M7A 2J3) pour demander un arrêté prévu à la partie II (« changement de catégorie ») pour le projet, ce qui pourra mener à une évaluation environnementale individuelle. Pour ce faire, vous n'avez qu'à remplir et à envoyer le formulaire de demande d'arrêté prévu à la partie II accessible au https://www.ontario.ca/fr/page/evaluations-environnementales-de-portee-generale-les-arretes-prevus-la-partie-ii.

Vous devez également faire parvenir une copie de la demande au MTO ainsi qu'aux personnes-ressources de Parsons inscrites ci-dessus. Si aucune question ne subsiste après le **20 février 2020**, le projet sera considéré comme respectant les exigences des évaluations environnementales de portée générale.

Les commentaires et renseignements concernant ce projet sont recueillis afin d'aider l'équipe du projet; vous pouvez faire parvenir vos commentaires au MTO ainsi qu'aux directeurs de projet de Parsons susmentionnés. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public. Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez prendre contact avec l'un des membres de l'équipe du projet. Pour obtenir de l'information en français sur le projet, veuillez téléphoner à Meriem Farsi au 514 375-4935.

Direct: +1 905.943.0500
625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9

April 20, 2021

**Re:** **Rehabilitation of the CPR Overhead Bridge and Veuve River Bridge on Highway 17 (GWP 5168-17-00)**
**Project Update**

Hello,

The purpose of this letter is to provide an update on the Detail Design and Class Environmental Assessment (EA) Study for the rehabilitation of two bridges, the CPR Overhead Bridge and the Veuve River Bridge, on Highway 17 in the Municipality of Markstay-Warren that was undertaken by the Ontario Ministry of Transportation (MTO) and its consultant, Parsons Inc. (Parsons).

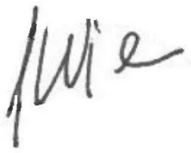
As part of the assessment of traffic staging options, the project team previously recommended detouring Highway 17 westbound traffic through the village of Markstay and maintaining one lane on Highway 17 for eastbound traffic to facilitate the bridge work. In January 2020, a Transportation Environmental Study Report (TESR) was published for public review and on March 4, 2020, a Public Information Centre (PIC) was held in Markstay to solicit feedback and discuss the recommendations with members of the public and impacted stakeholders.

At this time, MTO has revised the project scope to include only the rehabilitation of the CPR Overhead Bridge and will not be pursuing a signed detour through the village of Markstay. The project team will reassess the traffic impacts and prepare a new traffic management plan, focusing on using day and nighttime lane restrictions, speed reductions, and/or single lane closures on Highway 17.

This study will continue to follow the approved environmental planning process for a Group 'B' project under the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities* (2000). A TESR Addendum will be produced at the end of the study process to document the revised scope, including the design and traffic staging changes and impacts, and will be made available for a 30-day public review period. You will receive a Notice of TESR Addendum providing notification that the TESR Addendum is available for review.

If you require further information or would like to discuss the project in greater detail, please feel free to contact me at 647-529-1479 or at Jan.Wieczorek@parsons.com. To discuss this project in French please contact Meriem Farsi at +1 (438) 9243121 or at Meriem.Farsi@parsons.com.

Sincerely,



Jan Wieczorek, P.Eng.
Parsons Project Manager

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

cc: Michele Bailey, MTO Project Manager
Jennifer Newman, MTO Environmental Planner
Sarah Merriam, Parsons Environmental Planner

20 Avril 2021

**Re :** **Réfection du passage supérieur du CFCP et du pont de la rivière Veuve sur la route 17 (GWP 5168-17-00)**
**Mise à jour du projet**

Bonjour,

Le but de cette lettre est de fournir une mise à jour sur l'étude de conception détaillée et d'évaluation environnementale de portée générale (EE) pour la réhabilitation de deux ponts, le passage supérieur du CFCP et le pont de la rivière Veuve, sur la route 17 dans la municipalité de Markstay-Warren qui a été entreprise par le ministère des Transports de l'Ontario (MTO) et son consultant, Parsons Inc. (Parsons).

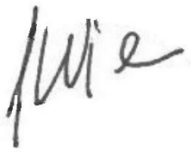
Dans le cadre de l'évaluation des options d'étape de la circulation, l'équipe de projet recommandait auparavant de détourner la circulation de l'autoroute 17 en direction ouest à travers le village de Markstay et de maintenir une voie sur la route 17 pour la circulation en direction est afin de faciliter les travaux du pont. En janvier 2020, un rapport d'étude environnementale sur les transports (REET) a été publié pour examen public et le 4 mars 2020, un Centre d'information publique (CIP) a été organisé à Markstay pour solliciter des commentaires et discuter des recommandations avec les membres du public et les parties prenantes concernées.

Pour le moment, le MTO a révisé la portée du projet pour inclure uniquement la remise en état du passage supérieur du CFCP et ne donnera pas suite au détour à travers le village de Markstay. L'équipe de projet réévaluera les impacts de la circulation et préparera un nouveau plan de gestion de la circulation, en se concentrant sur l'utilisation des restrictions de voies de jour et de nuit, des réductions de vitesse ou des fermetures de voie unique sur l'autoroute 17.

Cette étude continuera de suivre le processus de planification environnementale approuvé pour un projet du groupe « B » dans le cadre de *l'évaluation environnementale de portée générale (de catégorie EE) pour les installations provinciales de transport* (2000). Un addenda REET sera produit à la fin du processus d'étude pour documenter la portée révisée, y compris les modifications et les impacts de la conception et de l'organisation du trafic, et il pourra être consulté pendant une période d'examen public de 30 jours. Vous recevrez un avis d'addenda REET vous informant que l'addenda REET est disponible pour examen.

Si vous avez besoin de plus d'informations ou souhaitez discuter du projet plus en détail, n'hésitez pas à me contacter au 647 529-1479 ou à Jan.Wieczorek@parsons.com. Pour discuter de ce projet en français, veuillez contacter Meriem Farsi au +1 438 924-3121 ou à Meriem.Farsi@parsons.com.

Sincèrement,



Jan Wieczorek, ing.
Chef de projet Parsons

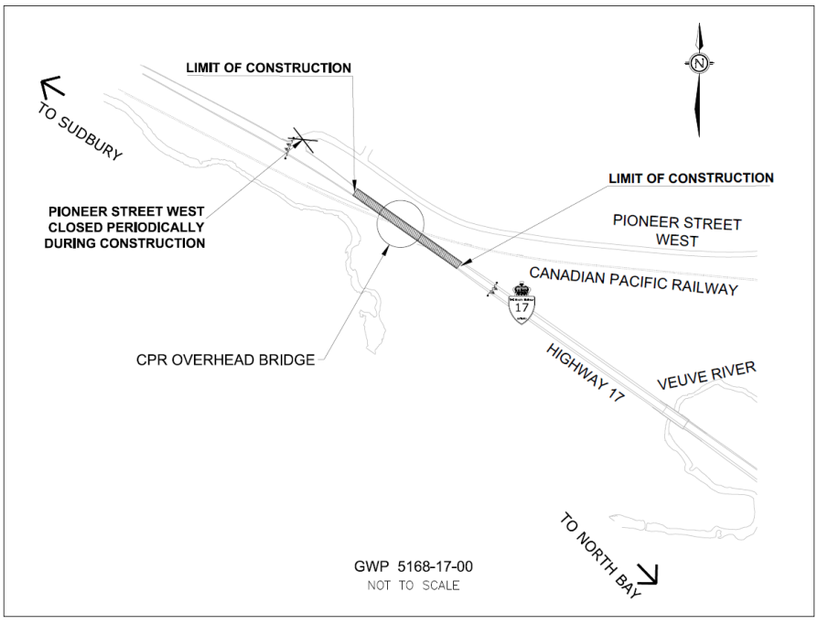
Les informations seront collectées conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. À l'exception des renseignements personnels, tous les commentaires feront partie du dossier public.

cc : Michele Bailey, gestionnaire de projet du MTO
Jennifer Newman, planificatrice environnementale du MTO
Sarah Merriam, planificatrice environnementale chez Parsons

# NOTICE OF TRANSPORTATION ENVIRONMENTAL STUDY REPORT (TESR) ADDENDUM AND COMPLETION
# REHABILITATION OF THE CPR OVERHEAD BRIDGE ON HIGHWAY 17
# GWP 5168-17-00

## THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained Parsons Inc. to undertake the detail design and Class Environmental Assessment (EA) Study for the rehabilitation of the CPR Overhead Bridge on Highway 17 in the Municipality of Markstay-Warren (GWP 5168-17-00).




A Transportation Environmental Study Report (TESR) was previously issued for the Rehabilitation of the CPR Overhead Bridge and Veuve River Bridge on Highway 17.

Since then, MTO has revised the project scope to include only the rehabilitation of the CPR Overhead Bridge to minimize traffic impacts on Highway 17 and avoid a staged detour through the Village of Markstay. The rehabilitation of the Veuve River Bridge is no longer included in this project. Additionally, MTO is recommending that during the rehabilitation of the CPR Overhead Bridge, traffic is managed using day and nighttime lane restrictions, speed reductions, and single lane closures to stage and manage traffic on Highway 17. A TESR Addendum has been issued to document these project changes and to describe the scope of work, the traffic management plan, and impacts and mitigation measures for the project.

## THE REVIEW & COMMENT PROCESS

This study followed the approved planning process for a Group 'B' project under the MTO Class EA for Provincial Transportation Facilities (2000). As per the Class EA process, the TESR Addendum is available for a 30-day public comment period from **November 1, 2021** to **November 30, 2021** at the following locations during regular business hours, or available electronically upon request through the project team contacts identified below:

**Municipality of Markstay-Warren**
P.O. Box 79
21 Main Street South
Markstay, ON P0M 2G0

**Markstay-Warren Public Library**
**Warren Branch**
Markstay-Warren Multi-Use Building
39 Lafontaine Street
Warren, ON P0H 2N0

**Markstay-Warren Public Library**
**Markstay Branch**
7 Pioneer Street East
Markstay, ON P0M 2G0

### Comments

Interested persons may provide written comments to our project team by **November 30, 2021**. All comments and concerns should be sent directly to the following contacts:

**Jan Wieczorek, P.Eng.**
Parsons Project Manager
625 Cochrane Drive, Suite 500
Markham, ON L3R 9R9
Tel: 905-917-3251
Email: Jan.Wieczorek@parsons.com

**Michele Bailey, P.Eng.**
MTO Senior Project Engineer
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel: 705-497-5260
Email: Michele.Bailey@ontario.ca

### Requests to the Ministry of the Environment, Conservation and Parks

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

Ontario

Notice First Published: October 27, 2021

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

The request should be sent in writing or by email to the following as well as to the project contacts above:

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

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

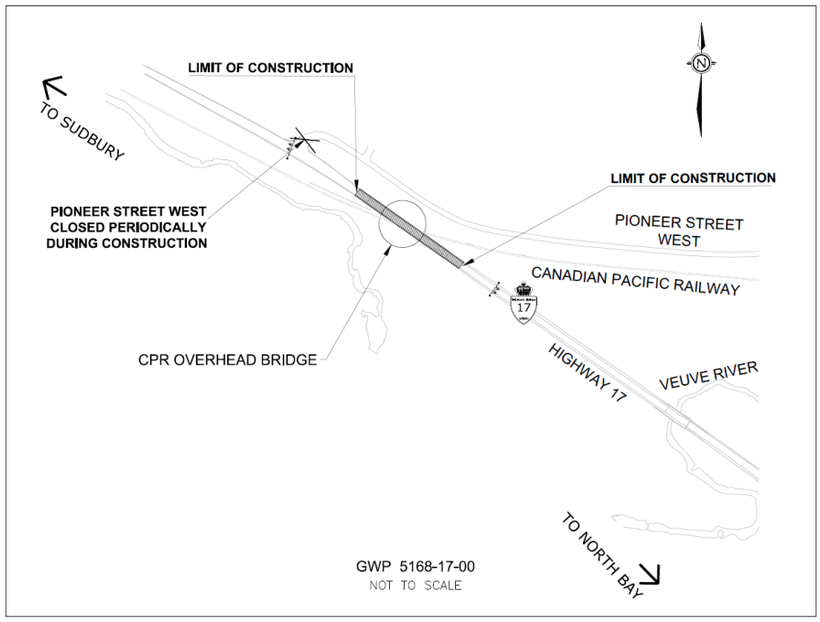
Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* and the *Access to Information Act*. With the exception of personal information, all comments will become part of the public record.

To discuss this project in French please contact Meriem Farsi at 438-924-3121 or Meriem.Farsi@parsons.com.

# Avis d'addenda et d'achèvement du rapport d'étude environnementale sur les transports
# Remise en état du pont surplombant le CFCP sur l'autoroute 17
# GWP 5168-17-00

## LE PROJET

Le **ministère des Transports de l'Ontario (MTO)** a retenu les services de **Parsons Inc.** pour entreprendre l'étude de conception détaillée et d'évaluation environnementale de portée générale pour la remise en état du pont surplombant le CFCP sur l'autoroute 17, dans la municipalité de Markstay-Warren (GWP 5168-17-00).




Un rapport d'étude environnementale sur les transports a déjà été publié pour la remise en état du pont surplombant le CFCP et du pont de la rivière Veuve sur l'autoroute 17.

Depuis, le MTO a révisé la portée du projet afin de n'inclure que la remise en état du pont surplombant le CFCP afin de minimiser l'incidence sur la circulation sur l'autoroute 17 et éviter un détour dans le village de Markstay. La remise en état du pont surplombant la rivière Veuve ne fait plus partie de ce projet. De plus, le MTO recommande que, pendant la remise en état du pont surplombant le CFCP, la circulation soit gérée au moyen de restrictions des voies de jour et de nuit, de réductions de vitesse et de fermetures de voies uniques afin d'organiser et de gérer la circulation sur l'autoroute 17. Un addenda au rapport d'étude environnementale sur les transports a été publié afin de documenter ces changements au projet et de décrire l'étendue des travaux, le plan de gestion de la circulation, et les impacts et les mesures d'atténuation du projet.

## LE PROCESSUS D'EXAMEN ET DE FORMULATION DES COMMENTAIRES

Cette étude a respecté le processus de planification approuvé pour les projets du groupe « B » dans le cadre de l'Évaluation environnementale pour les installations provinciales de transport (2000) du MTO. Conformément au processus d'évaluation environnementale de portée générale, l'addenda au rapport d'étude environnementale sur les transports sera accessible pour une période d'examen de 30 jours du **1er novembre 2021** au **30 novembre 2021** aux emplacements suivants, durant les heures normales d'ouverture, ainsi que par voie électronique sur demande auprès des personnes-ressources de l'équipe du projet indiquées ci-dessous :

**Municipalité de Markstay-Warren**
C.P. 79
21, rue Main Sud
Markstay (Ontario) P0M 2G0

**Bibliothèque publique de Markstay-Warren, succursale de Warren**
Bâtiment polyvalent de Markstay-Warren
39, rue Lafontaine
Warren (Ontario) P0H 2N0

**Bibliothèque publique de Markstay-Warren, succursale de Markstay**
7, rue Pioneer Est
Markstay (Ontario) P0M 2G0

## COMMENTAIRES

Les personnes intéressées peuvent fournir leurs commentaires par écrit à notre équipe du projet au plus tard le **30 novembre 2021**. Tous les commentaires et les préoccupations doivent être envoyés directement aux personnes suivantes :

**Jan Wieczorek, ing.**
Gestionnaire de projets chez Parsons
625, route Cochrane, bureau 500
Markham (Ontario) L3R 9R9
Tél. : 905 917-3251
Courriel : Jan.Wieczorek@parsons.com

**Michele Bailey, ing.**
Ingénieure principale de projet du MTO
447, avenue McKeown
North Bay (Ontario) P1B 9S9
Téléphone : 705 497-5260
Courriel : Michele.Bailey@ontario.ca

### Demandes présentées au ministère de l'Environnement, de la Protection de la nature et des Parcs

En outre, il est possible de demander au ministère de l'Environnement, de la Protection de la nature et des Parcs un ordre exigeant un niveau d'étude plus élevé (c'est-à-dire exigeant l'approbation d'une évaluation

environnementale individuelle ou complète avant de pouvoir aller de l'avant), ou l'imposition de conditions (p. ex. exiger des études supplémentaires), uniquement sur le motif que l'ordre demandé pourrait prévenir, atténuer ou corriger les effets néfastes sur les droits des Autochtones bénéficiant d'une protection constitutionnelle ou sur des droits conférés par traité. Par conséquent, les demandes présentées sur d'autres motifs ne seront pas prises en compte. Les demandes doivent comprendre les coordonnées du demandeur et le nom complet du ministère.

Les demandes doivent préciser le type d'ordre demandé (demande de conditions supplémentaires ou d'évaluation environnementale individuelle ou complète), la façon dont l'ordre peut prévenir, atténuer ou corriger les effets néfastes possibles, et toute information à l'appui de la demande. Ainsi, le ministère sera en mesure d'examiner la demande de façon efficace.

Toute demande doit être envoyée par écrit ou par courriel à l'adresse suivante, ainsi qu'aux personnes-ressources du projet ci-dessus :

**Ministère de l'Environnement, de la Protection de la nature et des Parcs**
Ministère de l'Environnement, de la Protection de la nature et des Parcs
777, rue Bay, 5e étage
Toronto (Ontario) M7A 2J3
Courriel : minister.mecp@ontario.ca

**Directeur, Division des évaluations environnementales**
Ministère de l'Environnement, de la Protection de la nature et des Parcs
135, avenue St. Clair O, 1er étage
Toronto (Ontario) M4V 1P5
Courriel : EABDirector@ontario.ca

*L'information sera recueillie conformément à la Loi sur l'accès à l'information et la protection de la vie privée et à la Loi sur l'accès à l'information.* Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public.

Pour obtenir de l'information en français sur le projet, veuillez prendre contact avec Meriem Farsi au 438 924-3121 ou à Meriem.Farsi@parsons.com.