

Notice of Study Commencement



AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

April 18, 2012

Contact Name
Contact Title
Company Name
Company Address
Company Address

Dear Contact Name:

**Re: Notice of Study Commencement
Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00, AECOM Project Number 60241599**

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment for a 23.5 km section of Highway 17 from Bonfield easterly to approximately the boundary between the Townships of Calvin and Papineau-Cameron, as shown in the attached Notice of Study Commencement.

The purpose of the study is to identify a recommended plan for a four-lane access controlled Highway 17 within the study limits with access restricted to interchange locations only. The study will include the development and evaluation of a range of reasonable alternatives, including improvements to the existing highway, new highway routes and / or combinations of the two. A Recommended Plan will be selected and designated at the completion of the study to assist municipalities, landowners and businesses with planning and development in the study area.

The study will follow the *Class Environmental Assessment for Provincial Transportation Facilities (2000)* process for a Group 'B' project.

External agency and public consultation will take place throughout the study. A Study Design Report (SDR) will be prepared at the outset of the study to describe the study process. The SDR will also provide an overview of the need and justification for the project and the planning alternatives to the undertaking. Upon completion of the study, a Transportation Environmental Study Report will be prepared and made available for public review.

The purpose of this letter is to advise you of the study commencement and invite your participation. A reply form is attached to provide us with preliminary information. It would be appreciated if you would complete and submit this form to the undersigned by **May 11, 2012**.

If you have any questions about the study, please don't hesitate to contact me at 1-800-668-1983 ext. 2251 or via email at brenda.jamieson@aecom.com.

Sincerely,
AECOM Canada Ltd.

Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM

Encl. Notice of Study Commencement

cc: Dheera Kantiya, MTO Project Manager
Heather Garbutt, MTO Environmental Planner
Fred Leech, AECOM Environmental Planner

Reply Form

Please reply by May 11, 2012

To: Brenda Jamieson, AECOM
Consultant Project Manager

Date: _____

Fax: (905) 668-0221

E-mail: brenda.jamieson@aecom.com

RE: Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00

NAME: _____

Use my contact information as the key project contact for future correspondence

TITLE: _____

GROUP/AGENCY: _____

ADDRESS: _____

POSTAL CODE: _____

PHONE: _____

FAX: _____

E-MAIL: _____

Please indicate the appropriate response:

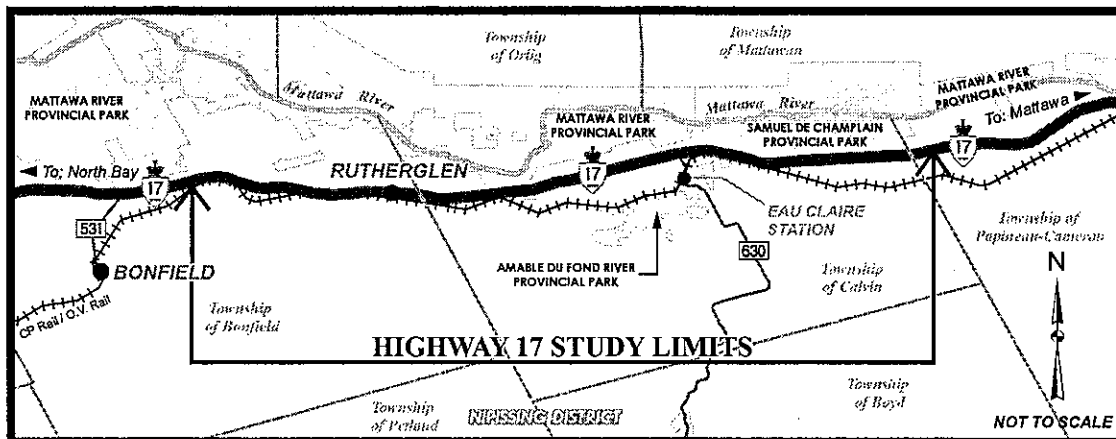
- I / my group / my agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- I / my group / my agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** me / my group / my agency from the Study mailing list

Area of interest or concern / preliminary comments:

ONTARIO GOVERNMENT NOTICE
NOTICE OF COMMENCEMENT FOR HIGHWAY 17 ROUTE PLANNING STUDY
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00

STUDY

The Ontario Ministry of Transportation has retained AECOM to undertake a Class Environmental Assessment to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations. The study will develop and evaluate a range of reasonable alternatives, including improvements to the existing highway, new highway routes and / or combinations of the two. The study limits are shown on the key plan.



PROCESS

The study will follow the *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* process for a Group 'B' project.

External agency and public consultation will take place throughout the study. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be posted and published at that time to explain the review process and identify the locations where the TESR is available for the 30-day public review period.

The consultation includes three Public Information Centres (PICs). The PICs will provide the public and interest groups an opportunity to discuss the study with members of the project team. Notices providing the time and location of the PICs will be posted on the project website www.highway17routeplanning.ca, published in local newspapers and sent to persons on the project mailing list.

COMMENTS

To obtain additional information, provide initial comments or to be placed on the mailing list, please contact:

Ms. Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM

300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Mr. Dheera Kantiya, M.Eng., P.Eng.
Project Manager

Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5260
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: Dheera.Kantiya@ontario.ca

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

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 be part of the public record.

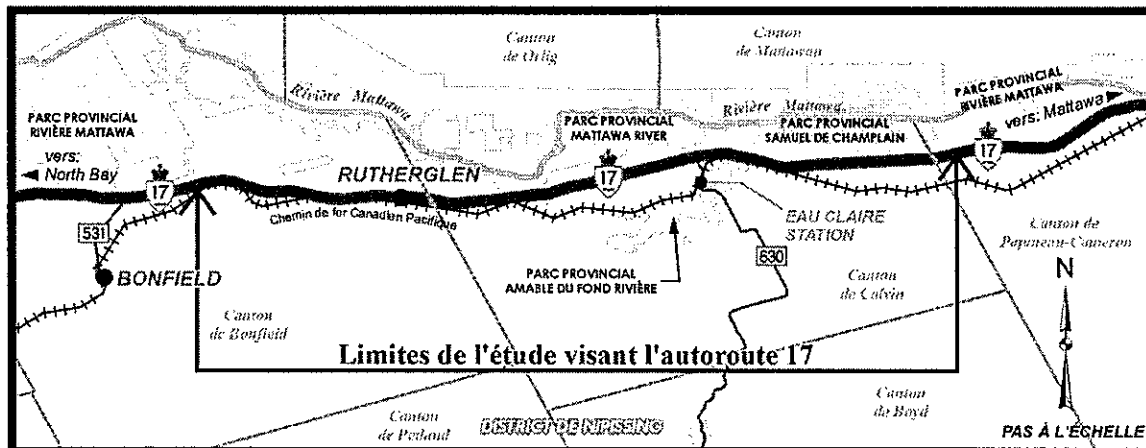
Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202, David LeBlanc (Courriel: David.LebLANC@aecom.com).



AVIS DE DÉBUT D'ÉTUDE
ÉTUDE DE PLANIFICATION POUR LE TRACÉ DE L'AUTOROUTE 17
De 2.2 km à l'est de l'autoroute 531 vers l'est jusqu'à 8.0 km à l'est de l'autoroute 630
G.W.P. 5670-10-00

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de AECOM pour effectuer une évaluation environnementale de portée générale pour identifier un plan recommandé pour une autoroute 17 à quatre voies à l'intérieur des limites de l'étude avec un accès restreint aux échangeurs seulement. L'étude mettra au point et évaluera une gamme de solutions de rechange raisonnables, y compris des améliorations à la route actuelle, de nouveaux tracés ou une combinaison des deux. Les limites de l'étude sont présentées sur le plan repère.



LE PROCESSUS

L'étude suivra le processus approuvé pour les projets du groupe « B » en vertu de l'*Évaluation environnementale de portée générale pour les installations provinciales de transport (2000)*.

Des consultations auprès d'organismes externes et du public seront menées tout au long de l'étude. Dès l'achèvement de l'étude, un rapport d'étude environnementale pour les transports (REET) sera rédigé et mis à la disposition du public. Un avis sera affiché et publié à ce temps pour expliquer le processus d'examen et d'identifier les emplacements où le REET sera disponible pour la période de 30 jours d'examen public.

La consultation comprend trois séances d'information publiques (SIP). Ces séances d'information offriront au public et aux groupes intéressés l'occasion de discuter de l'étude avec des membres de l'équipe du projet. Des avis indiquant les dates, heures et emplacements des SIP seront affichés sur le site Web du projet au www.highway17routeplanning.ca, publié dans les journaux locaux et transmis aux personnes inscrites sur la liste d'envoi.

COMMENTAIRES

Pour obtenir des renseignements supplémentaires, formuler des commentaires initiaux ou faire inscrire votre nom sur la liste d'envoi postal, veuillez communiquer avec:

Mme Brenda Jamieson, ing.
Chargé de projet de la firme
AECOM
300, rue Water
Whitby, ON L1N 9J2
Sans frais: 1-800-668-1983, poste 2202
Télé: 905-668-0221
Courriel: Brenda.Jamieson@aecom.com

M. Dheera Kantiya, ing.
Ingénieur principe de projet
Ministère des Transports, Région Nord-Est
447, avenue McKeown
North Bay, Ontario P1B 9S9
Tél: 705-497-6845
Sans frais: 1-800-461-9547
Télé: 705-497-5208
Courriel: Dheera.Kantiya@ontario.ca

Si vous avez des exigences d'accessibilité en vue de participer à ce projet s'il vous plaît contacter l'un des membres de l'équipe du projet énumérées ci-dessus.

Les renseignements recueillis seront utilisés 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 parti du domaine public.

Ms. Louise Knox
Director - Ontario Regional Office
Canadian Environmental Assessment Agency
55 St. Clair Avenue East
Room 907
Toronto, ON M4T 1M2

Mr. Rich Rudolph
Senior Habitat Biologist
Fisheries and Oceans Canada
1500 Paris Street
Unit 11
Sudbury, ON P3E 3B8

Ms. Karen Broughton
Habitat Coordinator
Fisheries and Oceans Canada - Northern Ontario District, Sudbury
Office
1500 Paris Street
Unit 11
Sudbury, ON P3E 3B8

Ms. Caroline Deary
NWP Officer
Transport Canada
28 Waubeek Street
Parry Sound, ON P2A 1B9

Mr. Rick Thomas
NWP Officer
Transport Canada
100 Front Street
Sarnia, ON N7T 2M4

Mr. Barry Putt
Regional Manager, Navigable Waters Protection
Transport Canada - Marine Safety
100 Front Street South
Sarnia, ON N7T 2M4

Project Co-ordinator
Canadian National Railway
Business Development and Real Estate
1 Administration Road, Floor 1
Concord, ON L4K 1B9

Ms. Li-Lian Lui
Specialist, Public Works
Canadian Pacific Railway
1290 Central Parkway West
Suite 700
Mississauga, ON L5C 4R3

Ms. Nancy Rosset
Economic Development Officer
FedNor
107 Shirreff Avenue
Suite 202
North Bay, ON P1B 7K8

Malliha Wilson
Director, Crown Law Office Civil
Ministry of the Attorney General
720 Bay Street
8th Floor
Toronto, ON M5G 2K1

Mr. John Sims
Regional Services Coordinator
Ministry of Citizenship and Immigration
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Paige Campbell
A/Archaeology Review Officer - Thunder Bay
Ministry of Tourism and Culture
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Nancy Recollet
Regional Advisor
Ministry of Tourism and Culture
Ontario Government Building
199 Larch Street, Suite 401
Sudbury, ON P3E 5P9

Mr. Kevin Buck
Area Supervisor - North Bay Area Office
Ministry of the Environment
191 Booth Road, Unit 16 & 17
North Bay, ON P1A 4K3

Ms. Laurie Brownlee
Planner
Ministry of Municipal Affairs & Housing
159 Cedar Street
Suite 401
Sudbury, ON P3E 6A5

Geauvreau Rebecca
Species at Risk Biologist
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Kyle Stanley
Management Biologist (OC)
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Randy McLaren
A/Nipissing Area Supervisor
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Dave Payne
District Manager
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Ms. Louise Brinkman
Manager - North Bay and Area
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Kathleen Thorne
A/Northern Development Officer
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Sharma Chetna
Northern Development Advisor, Natural Resources
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Anne Marie LeRoy
Northern Development Advisor, Business & Industry/Agriculture
Ministry of Northern Development, Mines and Forestry
280 Armstrong Street
PO Box 6002
New Liskeard, ON P0J 1P0

Marleau Dominique
Northern Development Officer
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Samuel de Champlain
Box 147
Mattawa, ON P0H 1V0

Mr. Raymond Lessard
Directeur de l'education
Conseil scolaire catholique Franco-Nord
681-C, rue Chippewa Ouest
North Bay, ON P1B 6G8

Michel Robineau
Directeur de l'education
Conseil scolaire de district du Nord-Est de l'Ontario
310, avenue Algonquin
North Bay, ON P1B 9T5

Ms. Lise McMillan
Administrator, Clerk Treasurer
Township of Bonfield
365 Highway 531
Bonfield, ON P0H 1E0

Ms. Linda Kovacs
Clerk / Treasurer
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Ms. Sandra Morin
Clerk / Treasurer
Township of Papineau-Cameron
4861 Highway 17 West
PO Box 630
Mattawa, ON P0H 1V0

Mr. Roger Labelle
CAO
Municipality of Powassan
466 Main Street
PO Box 250
Powassan, ON P0H 1Z0

Mr. Brian Tayler
General Manager
North Bay - Mattawa Conservation Authority
17 Janey Avenue
North Bay, ON P1C 1N1

Heli Vail
Director of Education
Near North District School Board
963 Airport Road
PO Box 3110
North Bay, ON P1B 8H1

Ms. Anna Marie Bitonti
Director of Education
Nipissing - Parry Sound Catholic District School Board
1140 Front Street
North Bay, ON P1B 6P2

Nipissing - Parry Sound Student Transportation Services
1870 Bond Street
Suite 201
North Bay, ON P1B 4V6

Mattawa Bonfield Economic Development Corporation
Corporation of the Town of Mattawa
160 Water Street
PO Box 390
Mattawa, ON P0H 1V0

Mr. Marc R. Picard
Manager / LPO
North Bay Central Ambulance Communications
North Bay General Hospital
750 Schollard Street
North Bay, ON P1B 5A4

Mr. Irving Sloss
A/Detachment Commander
Ontario Provincial Police - North Bay
867 Gormanville Road
Box 21012
North Bay, ON P1B 8L3

Mr. Ken Dokis
Commander
Anishinabek Police Service
RR#4 , Site 14 Comp. 26
26 Arts Lane
North Bay, ON P1B 8G5

Chief Thomas Raymond
Fire Chief
Township of Bonfield
107 Railway Street
Bonfield, ON P0H 1E0

Chief Ken Brewitt
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Fire Chief
Township of Papineau-Cameron
4861 Highway 17 West
PO Box 630
Mattawa, ON P0H 1V0

Chief Bill Cox
Municipality of Powassan
466 Main Street
PO Box 250
Powassan, ON P0H 1Z0

Ms. Monique Smith
MPP
Nipissing
165 Main Street East
North Bay, ON P1B 1A9

Ms. Brenda Isaman
Land Analyst Urban Development Community Safety and
Environment
TransCanada Pipelines
450 - 1st Street SW
PO Box 1000 Station M
Calgary, AB T2P 4K5

Field Supervisor - Northeast Zone 6
Hydro One
PO Box 3080
590 Graham Drive
North Bay, ON P1B 9L5

Mr. Timothy Beachey
Engineering
Bell Canada
250 McIntyre Street West
North Bay, ON P1B 2Y7

Chris Minor
Union Gas
PO Box 3040
North Bay, ON P1B 8K7

Mr. Brendan Paddick
Persona Communications
500 Barrydowne Road 15
Sudbury, ON P3A 3T3

**G.W.P. 5670-10-00
Highway 17 Route Planning Study (Bonfield Easterly)**

Responses to Notice of Study Commencement

Responses Received (May 30)	Response?	Comments	Interest in Providing Input?	Study Mailing List
Fisheries and Oceans Canada	Y	Follow MTO/DFOMNR protocol (contact Sudbury Office)	Not interested	Remove
Municipality of Calvin	Y	Access to Calvin Township at Hwy 630 and Boundary Road, both directions (east and west). Turn arounds for emergency vehicles.	Is interested	Keep
Mattawa Bonfield Economic Development Corporation	Y	Concerned about all topics and areas that pertain to the project especially route planning	Is interested	Keep
North Bay Central Ambulance Communications	Y	Ambulance and fire response in this area.	Is interested	Keep
Ontario Provincial Police - North Bay	Y	-	Not interested	Keep
TransCanada Pipelines	Y	-	Is interested	Keep
Nipissing First Nation	Y	La Vase Portage areas	Is interested	Keep

No Response (Agencies)

Canadian Environmental Assessment Agency
 Fisheries and Oceans Canada - Northern Ontario District, Sudbury Office
 Transport Canada
 Transport Canada - Marine Safety
 Canadian National Railway
 Canadian Pacific Railway
 FedNor
 Ministry of the Attorney General
 Ministry of Citizenship and Immigration
 Ministry of Tourism and Culture
 Ministry of the Environment
 Ministry of Municipal Affairs & Housing
 Ministry of Natural Resources
 Ministry of Northern Development, Mines and Forestry
 Samuel de Champlain
 Conseil scolaire catholique Franco-Norc
 Conseil scolaire de district du Nord-Est de l'Ontario

No Response (First Nations)

Aboriginal Affairs and Northern Development Canada
 Ministry of Aboriginal Affairs
 Anishinabek Nation: Union of Ontario Indians
 Algonquins of Ontario Consultation Office
 Metis Nation of Ontario, North Bay Metis Council
 Metis Nation of Ontario, Mattawa Interim Metis Council
 Temagami First Nation
 Timiskaming First Nation Council

Public Mailing List

7 private land owners on list
 2 requests for addition via the website
 20 local interest groups on list

Reply Form

Please reply by May 11, 2012

To: Brenda Jamieson, AECOM
Consultant Project Manager

Date: 2012/4/27

Fax: (905) 668-0221

E-mail: brenda.jamieson@aecom.com

RE: Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00

NAME: Carl Jorgensen

Use my contact information, as the key project contact for future correspondence

TITLE: kebin

GROUP/AGENCY: Fisheries & Oceans Canada

ADDRESS: SUDBURY

POSTAL CODE: _____

PHONE: 705-522-1697

FAX: _____

E-MAIL: ReferralsSudbury@dfo-mpo.gc.ca

Please indicate the appropriate response:

- I / my group / my agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- I / my group / my agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** me / my group / my agency from the Study mailing list

Area of interest or concern / preliminary comments:

- please follow the MTO/DFO/MNR
protocol to notify DFO of
works/undertakings in/near fish habitat.

*Sudbury office used
 also sent NOSC;
 no resp as yet (May 28)*

Reply Form

Please reply by May 11, 2012

To: Brenda Jamieson, AECOM
Consultant Project Manager

Date: May 9 2012

Fax: (905) 668-0221

E-mail: brenda.jamieson@aecom.com

RE: Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00

NAME: Chris Whalley.

Use my contact information as the key project contact for future correspondence

TITLE: Roads Superintendent.

GROUP/AGENCY: Municipality of Calvin Twp.

ADDRESS: 1355 Peddlers Drive, Mattawa Ont.

POSTAL CODE: P0H 1V0

PHONE: Office 705 744 2700 Garage 705 744 2210

FAX: 705 744 0309.

E-MAIL: roads@calvintownship.ca ^{or} clerk@calvintownship.ca

Please indicate the appropriate response:

- I / my group / my agency is interested in providing input regarding this Study. Please leave me on the Study Mailing List.
- I / my group / my agency is not interested in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please remove me / my group / my agency from the Study mailing list

Area of interest or concern / preliminary comments:

① Access to Calvin Twp. at Hwy 630 and Boundary rd in Calvin Twp. Both east and westerly directions.

② Turn arrounds for emergency vehicals.

60241599.2062

Reply Form

Please reply by May 11, 2012

To: Brenda Jamieson, AECOM
Consultant Project Manager

Date: May 8 2012

Fax: (905) 668-0221

E-mail: brenda.jamieson@aecom.com

RE: Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00

NAME: JASON McMARTIN - DIRECTOR OF ECONOMIC DEVELOPMENT

Use my contact information as the key project contact for future correspondence

TITLE: DIRECTOR OF ECONOMIC DEVELOPMENT

GROUP/AGENCY: MATTANA-BONFIELD ECONOMIC DEVELOPMENT CORPORATION

ADDRESS: 120 CHANT'PLEIN LAKE RD. P.O. Box 648

POSTAL CODE: MATTANA, ON P0H 1V0

PHONE: 705-744-5677

FAX: 705-744-3374

E-MAIL: jason@mattanavoyageurcountry.ca

Please indicate the appropriate response:

- I / my group / my agency is interested in providing input regarding this Study. Please leave me on the Study Mailing List.
- I / my group / my agency is not interested in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please remove me / my group / my agency from the Study mailing list

Area of interest or concern / preliminary comments:

CONCERNED ABOUT ALL TOPIC'S & AREA'S
THAT PERTAIN TO THIS PROJECT
* ESPECIALLY ROUTE PLANNING

Reply Form

Please reply by May 11, 2012

To: Brenda Jamieson, AECOM
Consultant Project Manager

Date: 27 Apr 2012

Fax: (905) 668-0221

E-mail: brenda.jamieson@aecom.com

RE: Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00

NAME: Marc Picard

Use my contact information as the key project contact for future correspondence

TITLE: Manager

GROUP/AGENCY: North Bay Central Ambulance Comm Ctr.

ADDRESS: c/o NBRHC 50 College Dr, North Bay ~~P1B0A4~~

POSTAL CODE: P1B 0A4

PHONE: 705 474-7426

FAX: 705 494-4979

E-MAIL: Marc.picard@nbrhc.on.ca
Marc.picard@ontario.ca

Please indicate the appropriate response:

- I / my group / my agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- I / my group / my agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** me / my group / my agency from the Study mailing list

Area of interest or concern / preliminary comments:

Ambulance + fire response in
this area.

Reply Form

Please reply by May 11, 2012

To: Brenda Jamieson, AECOM
Consultant Project Manager

Date: 01 MAY 12

Fax: (905) 668-0221

E-mail: brenda.jamieson@aecom.com

RE: Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00

NAME: Irving Sloss

Use my contact information as the key project contact for future correspondence

TITLE: Detachment Commander

Ontario Provincial Police

GROUP/AGENCY: 867 Gormanville Road

ADDRESS: North Bay, ON P1B 8G3

* Change in mailing address

POSTAL CODE:

PHONE: 705-495-3878

FAX: 705-495-3879

E-MAIL: irving.sloss@ontario.ca

Please indicate the appropriate response:

I / my group / my agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.

I / my group / my agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.

Please **remove** me / my group / my agency from the Study mailing list

Area of interest or concern / preliminary comments:

60241599.206.2

Reply Form

Please reply by May 11, 2012

To: Brenda Jamieson, AECOM
Consultant Project Manager

Date: May 1st, 2012

Fax: (905) 668-0221

E-mail: brenda.jamieson@aecom.com

RE: Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00

NAME: DARLENE PRESLEY

Use my contact information as the key project contact for future correspondence

TITLE: PROJECT MANAGER

GROUP/AGENCY: TRANSCANADA PIPELINES LIMITED, C/O LEHMAN & ASSOCIATES

ADDRESS: 97 COLLIER ST., BARRIE, ON

POSTAL CODE: L4M 1H2

PHONE: 705-727-0663, xt 21

FAX: 705-727-9217

E-MAIL: darlene@lehmanplan.ca

Please indicate the appropriate response:

- I / my group / my agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- I / my group / my agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** me / my group / my agency from the Study mailing list

Area of interest or concern / preliminary comments:

Reply Form
Please reply by May 11, 2012

To: Heather Garbutt
MTO, Supervisor, Environmental Section

Date: May 14/12

Fax: (705) 492-5208

E-mail: heather.garbutt@ontario.ca

RE: Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00

NAME: Marianna Couchie

Use my contact information as the key project contact for future correspondence

TITLE: Chief

GROUP/AGENCY: Nipissing First Nation

ADDRESS: 316 Semo Rd. Garden Village, Ont

POSTAL CODE: P2B 3K2

PHONE: 705-753-2050 Ext 1237

FAX: 705-753-0207

E-MAIL: mariannac@nfn.ca

Please indicate the appropriate response:

- I / my group / my agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- I / my group / my agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** me / my group / my agency from the Study mailing list

Area of interest or concern / preliminary comments:

La Vase Portage area.

Notice of Study Documentation



AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

August 10, 2012

«First_Name» «Last_Name»
«Title»
«Company»
«Address1»
«Address2»
«City», «Prov» «Post_Code»

Dear «Dear» «Last_Name»:

**Re: Notice of Filing of Study Design Report
Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00, AECOM Project Number 60241599**

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the attached Notice.

The purpose of the study is to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations. The study will develop and evaluate a range of reasonable alternatives, including improvements to the existing highway, new highway routes and / or combinations of the two. A Recommended Plan will be selected and designated at the completion of the study to assist municipalities, landowners and businesses with planning and development in the study area.

A Study Design Report (SDR) has been prepared in accordance with the requirements of the *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* process for a Group 'A' project. The SDR provides an overview of the need and justification for the project, the planning alternatives being considered and the EA process commitments such as consultation and documentation. The SDR will serve as the guide for these activities as the study progresses.

A Summary of Existing Environmental Conditions and Constraints Report has also been prepared to document existing environmental conditions and constraints within the study area based on secondary source information.

The SDR will be placed on the public record for a 30-day public review period, commencing August 16, 2012. The SDR and Summary of Existing Environmental Conditions and Constraints Report will be available at the review locations noted in the attached notice, as well as on the project website, www.highway17routeplanning.ca.

The project team is inviting agencies and interested stakeholders to review the SDR and Summary of Existing Environmental Conditions and Constraints Report. Comments are requested by **September 14, 2012**. Upon completion of the review period, the reports will be finalized, taking into consideration comments received.

If you have any questions about the study, please don't hesitate to contact me at 1-800-668-1983 ext. 2251 or via email at brenda.jamieson@aecom.com.

Sincerely,

AECOM Canada Ltd.
Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM

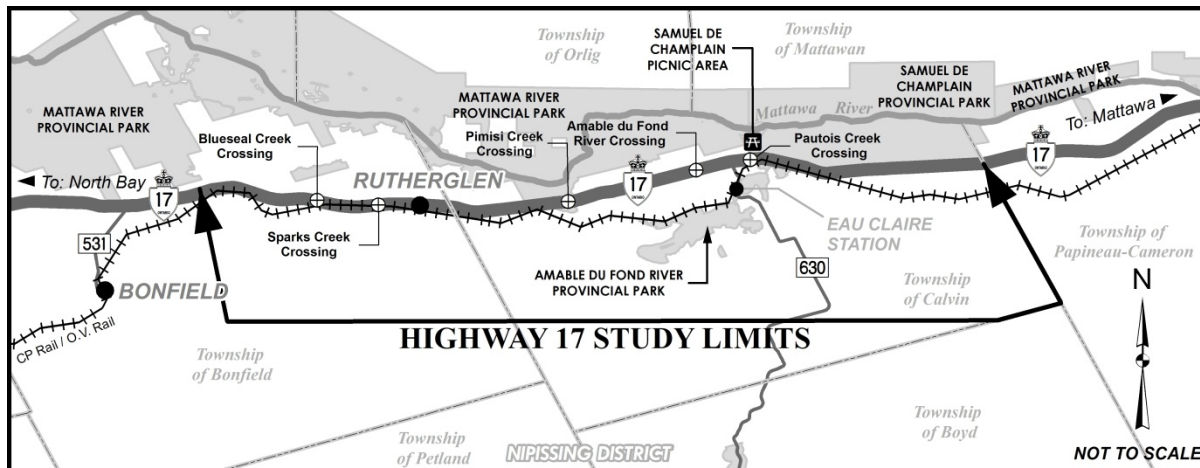
Encl. Notice of Filing of Study Design Report

cc: Dheera Kantiya, MTO Project Manager
Heather Garbutt, MTO Environmental Planner
Fred Leech, AECOM Environmental Planner

NOTICE OF FILING OF STUDY DESIGN REPORT
Highway 17 Route Planning Study
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00

THE STUDY

The Ontario Ministry of Transportation has retained AECOM to undertake a Class Environmental Assessment to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations. The study will develop and evaluate a range of reasonable alternatives, including improvements to the existing highway, new highway routes and / or combinations of the two. The study limits are shown on the key plan.



STUDY DOCUMENTATION

A Study Design Report (SDR) has been prepared in accordance with the requirements of the *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* process for a Group 'A' project. The SDR provides an overview of the need and justification for the project, the planning alternatives being considered and the EA process commitments such as consultation and documentation. The SDR will serve as the guide for these activities as the study progresses.

A Summary of Existing Environmental Conditions and Constraints Report has also been prepared to document existing environmental conditions and constraints within the study area based on secondary source information.

In accordance with the Class EA process, the SDR has been placed on the public record for a 30-day public review period, commencing August 16, 2012. The SDR and Summary of Existing Environmental Conditions and Constraints Report are available at the following locations, as well as on the project website, www.highway17routeplanning.ca:

**Township of Bonfield
Clerk's Office**

365 Highway 531, Bonfield
(705) 776-2641

Bonfield Public Library

365 Highway 531, Bonfield
(705) 776-2396

**Municipality of Calvin
Clerk / Administration Office**

1355 Peddlers Drive, RR 2, Mattawa
(705) 744-2700

Mattawa Public Library

370 Pine Street, Mattawa
(705) 744-5550

**Township of Papineau-Cameron
Clerk / Administration Office**

4861 Highway 17 West, Mattawa
(705) 744-5610

Ministry of Transportation

447 McKeown Avenue, North Bay
(705) 497-5260

Interested stakeholders are encouraged to review the SDR and Summary of Existing Environmental Conditions and Constraints Report and provide comments to the project team by **September 14, 2012**. Upon completion of the review period, the reports will be finalized, taking into consideration comments received.

PROCESS

External agency and public consultation will take place throughout the study. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be posted and published at that time to explain the review process and identify the locations where the TESR is available for the 30-day public review period.

The consultation includes three Public Information Centres (PICs). The PICs will provide the public and interest groups an opportunity to discuss the study with members of the project team. Notices providing the time and location of the PICs will be posted on the project website www.highway17routeplanning.ca, published in local newspapers and sent to persons on the project mailing list.

COMMENTS

To obtain additional information, provide comments or to be placed on the mailing list, please contact:

Ms. Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Mr. Dheera Kantiya, M.Eng., P.Eng.
Project Manager
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5260
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: Dheera.Kantiya@ontario.ca

If you have any accessibility requirements in order to participate in this project please contact one of the Project Team members listed above. 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 be part of the public record.

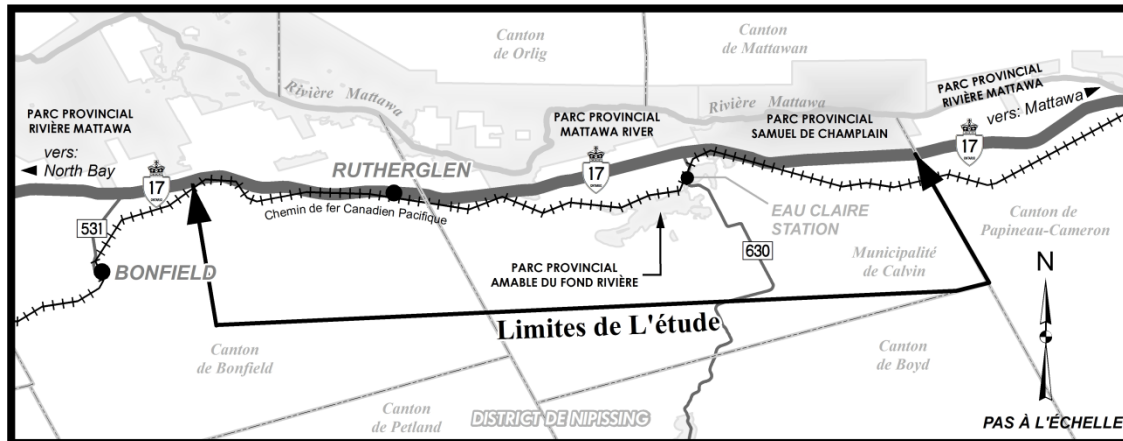
Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202, David LeBlanc (Courriel: David.LebLANC@aecom.com).



AVIS DE DÉPÔT DE RAPPORT DE CONCEPTION
ÉTUDE DE PLANIFICATION POUR LE TRACÉ DE L'AUTOROUTE 17
De 2.2 km à l'est de l'autoroute 531 vers l'est jusqu'à 8.0 km à l'est de l'autoroute 630
G.W.P. 5670-10-00

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de AECOM pour effectuer une évaluation environnementale de portée générale pour identifier un plan recommandé pour une autoroute 17 à quatre voies à l'intérieur des limites de l'étude avec un accès restreint aux échangeurs seulement. L'étude mettra au point et évaluera une gamme de solutions de rechange raisonnables, y compris des améliorations à la route actuelle, de nouveaux tracés ou une combinaison des deux. Les limites de l'étude sont présentées sur le plan repère.



DOCUMENTATION DE L'ÉTUDE

Le rapport de conception (RC) a été préparé conformément aux exigences de l'évaluation environnementale de portée générale pour les installations provinciales de transport (2000) pour un projet du groupe A. Ce rapport nous présente une vue d'ensemble des besoins et de la justification du projet, les solutions de rechange envisagées, et les engagements dans le cadre du processus de l'évaluation environnementale de portée générale, comme la consultation publique et la documentation. Le RC servira de guide à ces activités pendant que d'étude progresse.

Un rapport sommaire des conditions environnementales existantes et contraintes a également été préparé pour documenter les conditions écologiques et les contraintes au sein de la zone d'étude basée sur des informations de source secondaire.

Conformément au processus de l'évaluation environnementale de portée générale, le RC a été versé aux archives publiques pour une période d'examen de 30 jours débutant le 16 août 2012. Le RC et le rapport sommaire des conditions environnementales existantes et contraintes sont disponibles dans les endroits suivants, ainsi que sur le site Web du projet à l'adresse www.highway17routeplanning.ca:

Bureau du greffier du canton de Bonfield

365 Highway 531, Bonfield
(705) 776-2641

Bibliothèque publique de Bonfield

365 Highway 531, Bonfield
(705) 776-2396

Bureau municipal de la municipalité de Calvin

1355 Peddlers Drive, RR 2, Mattawa
(705) 744-2700

Bibliothèque publique de Mattawa

370 Pine Street, Mattawa
(705) 744-5550

Bureau d'administration et des greffiers du canton de Papineau-Cameron

4861 Highway 17 West, Mattawa
(705) 744-5610

Ministère des Transports

447 avenue McKeown, North Bay
(705) 497-5260

Les parties intéressées sont invitées à examiner le RC et le rapport sommaire des conditions environnementales existantes et contraintes et fournir des commentaires à l'équipe du projet le 14 septembre 2012. Une fois la période d'examen complétée, les rapports seront finalisés, tenant compte des commentaires reçus.

LE PROCESSUS

Des consultations auprès d'organismes externes et du public seront menées tout au long de l'étude. Dès l'achèvement de l'étude, un rapport d'étude environnementale pour les transports (REET) sera rédigé et mis à la disposition du public. Un avis sera affiché et publié à ce temps pour expliquer le processus d'examen et d'identifier les emplacements où le REET sera disponible pour la période de 30 jours d'examen public.

La consultation comprend trois séances d'information publiques (SIP). Ces séances d'information offriront au public et aux groupes intéressés l'occasion de discuter de l'étude avec des membres de l'équipe du projet. Des avis indiquant les dates, heures et emplacements des SIP seront affichés sur le site Web du projet au www.highway17routeplanning.ca, publié dans les journaux locaux et transmis aux personnes inscrites sur la liste d'envoi.

COMMENTAIRES

Pour obtenir des renseignements supplémentaires, formuler des commentaires ou faire inscrire votre nom sur la liste d'envoi postal, veuillez communiquer avec:

Mme Brenda Jamieson, ing.
Chargé de projet de la firme
AECOM
300, rue Water
Whitby, ON L1N 9J2
Sans frais: 1-800-668-1983, poste 2202
Télé: 905-668-0221
Courriel: Brenda.Jamieson@aecom.com

M. Dheera Kantiya, ing.
Ingénieur principe de projet
Ministère des Transports, Région Nord-Est
447, avenue McKeown
North Bay, Ontario P1B 9S9
Tél: 705-497-6845
Sans frais: 1-800-461-9547
Télé: 705-497-5208
Courriel: Dheera.Kantiya@ontario.ca

Si vous avez des exigences d'accessibilité en vue de participer à ce projet s'il vous plaît contacter l'un des membres de l'équipe du projet énumérées ci-dessus. Les renseignements recueillis seront utilisés 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 parti du domaine public.



Ms. Louise Knox
Director - Ontario Regional Office
Canadian Environmental Assessment Agency
55 St. Clair Avenue East
Room 907
Toronto, ON M4T 1M2

Mr. Rich Rudolph
Senior Habitat Biologist
Fisheries and Oceans Canada - Northern Ontario District
Sudbury Office
1500 Paris Street
Unit 11
Sudbury, ON P3E 3B8

Ms. Karen Broughton
Habitat Coordinator
Fisheries and Oceans Canada - Northern Ontario District
Sudbury Office
1500 Paris Street
Unit 11
Sudbury, ON P3E 3B8

Ms. Caroline Deary
NWP Officer
Transport Canada
28 Waubeek Street
Parry Sound, ON P2A 1B9

Mr. Rick Thomas
NWP Officer
Transport Canada
100 Front Street South
Sarnia, ON N7T 2M4

Mr. Barry Putt
Regional Manager, Navigable Waters Protection
Transport Canada - Marine Safety
100 Front Street South
Sarnia, ON N7T 2M4

Sir / Madam
Project Co-ordinator
Canadian National Railway
Business Development and Real Estate
1 Administration Road, Floor 1
Concord, ON L4K 1B9

Ms. Li-Lian Lui
Specialist, Public Works
Canadian Pacific Railway
1290 Central Parkway West
Suite 700
Mississauga, ON L5C 4R3

Ms. Nancy Rosset
Economic Development Officer
FedNor
107 Shirreff Avenue
Suite 202
North Bay, ON P1B 7K8

Sir / Madam Malliha Wilson
Director, Crown Law Office Civil
Ministry of the Attorney General
720 Bay Street
8th Floor
Toronto, ON M5G 2K1

Mr. John Sims
Regional Services Coordinator
Ministry of Citizenship and Immigration
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Paige Campbell
A/Archaeology Review Officer - Thunder Bay
Ministry of Tourism and Culture
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Nancy Recollet
Regional Advisor
Ministry of Tourism and Culture
Ontario Government Building
199 Larch Street, Suite 401
Sudbury, ON P3E 5P9

Mr. Kevin Buck
Area Supervisor - North Bay Area Office
Ministry of the Environment
191 Booth Road, Unit 16 & 17
North Bay, ON P1A 4K3

Ms. Laurie Brownlee
Planner
Ministry of Municipal Affairs & Housing
159 Cedar Street
Suite 401
Sudbury, ON P3E 6A5

Sir / Madam Geauvreau Rebecca
Species at Risk Biologist
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Kyle Stanley
Management Biologist (OC)
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Randy McLaren
A/Nipissing Area Supervisor
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Dave Payne
District Manager
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Ms. Louise Brinkman
Manager - North Bay and Area
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Kathleen Thorne
A/Northern Development Officer
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Sir / Madam Sharma Chetna
Northern Development Advisor, Natural Resources
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Anne Marie LeRoy
Northern Development Advisor, Business & Industry/Agriculture
Ministry of Northern Development, Mines and Forestry
280 Armstrong Street
PO Box 6002
New Liskeard, ON P0J 1P0

Sir / Madam Marleau Dominique
Northern Development Officer
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Sir / Madam
Samuel de Champlain
Box 147
Mattawa, ON P0H 1V0

Mr. Raymond Lessard
Directeur de l'education
Conseil scolaire catholique Franco-Nord
681-C, rue Chippewa Ouest
North Bay, ON P1B 6G8

Sir / Madam Michel Robineau
Directeur de l'education
Conseil scolaire de district du Nord-Est de l'Ontario
310, avenue Algonquin
North Bay, ON P1B 9T5

Ms. Lise McMillan
Administrator, Clerk Treasurer
Township of Bonfield
365 Highway 531
Bonfield, ON P0H 1E0

Ms. Linda Kovacs
Clerk / Treasurer
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Ms. Sandra Morin
Clerk / Treasurer
Township of Papineau-Cameron
4861 Highway 17 West
PO Box 630
Mattawa, ON P0H 1V0

Mr. Roger Labelle
CAO
Municipality of Powassan
466 Main Street
PO Box 250
Powassan, ON P0H 1Z0

Mr. Brian Tayler
General Manager
North Bay - Mattawa Conservation Authority
17 Janey Avenue
North Bay, ON P1C 1N1

Sir / Madam Heli Vail
Director of Education
Near North District School Board
963 Airport Road
PO Box 3110
North Bay, ON P1B 8H1

Ms. Anna Marie Bitonti
Director of Education
Nipissing - Parry Sound Catholic District School Board
1140 Front Street
North Bay, ON P1B 6P2

Sir / Madam
Nipissing - Parry Sound Student Transportation Services
1870 Bond Street
Suite 201
North Bay, ON P1B 4V6

Sir / Madam
Mattawa Bonfield Economic Development Corporation
Corporation of the Town of Mattawa
160 Water Street
PO Box 390
Mattawa, ON P0H 1V0

Mr. Marc R. Picard
Manager / LPO
North Bay Central Ambulance Communications
North Bay General Hospital
750 Schollard Street
North Bay, ON P1B 5A4

Mr. Irving Sloss
A/Detachment Commander
Ontario Provincial Police - North Bay
867 Gormanville Road
Box 21012
North Bay, ON P1B 8L3

Mr. Ken Dokis
Commander
Anishinabek Police Service
RR#4 , Site 14 Comp. 26
26 Arts Lane
North Bay, ON P1B 8G5

Chief Thomas Raymond
Fire Chief
Township of Bonfield
107 Railway Street
Bonfield, ON P0H 1E0

Chief Ken Brewitt
Fire Chief
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Sir / Madam
Fire Chief
Township of Papineau-Cameron
4861 Highway 17 West
PO Box 630
Mattawa, ON P0H 1V0

Chief Bill Cox
Fire Chief
Municipality of Powassan
466 Main Street
PO Box 250
Powassan, ON P0H 1Z0

Ms. Brenda Isaman
Land Analyst Urban Development Community Safety and
Environment
TransCanada Pipelines
450 - 1st Street SW
PO Box 1000 Station M
Calgary, AB T2P 4K5

Sir / Madam
Field Supervisor - Northeast Zone 6
Hydro One
PO Box 3080
590 Graham Drive
North Bay, ON P1B 9L5

Mr. Timothy Beachey
Engineering
Bell Canada
250 McIntyre Street West
North Bay, ON P1B 2Y7

Sir / Madam Chris Minor
Union Gas
PO Box 3040
North Bay, ON P1B 8K7

Mr. Brendan Paddick
Persona Communications
500 Barrydowne Road 15
Sudbury, ON P3A 3T3

Ministry of Transportation

Provincial Highways Management
Environmental Section
Northeastern Region
301-447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5467
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Section de l'environnement
Région du Nord-Est
301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5467
Télééc.: 705-497-5208



August 10, 2012

Patrick Madahbee
Grand Council Chief
Anishinabek Nation: Union of Ontario Indians
1 Miigizi Mikan
North Bay, ON P1B 8J8

Dear Grand Council Chief Madahbee:

**Re: Notice of Filing of Study Design Report
Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00**

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the attached Notice.

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The project team is inviting interested stakeholders to review the SDR and Summary of Existing Environmental Conditions and Constraints Report. Comments are requested by **September 14, 2012**. Upon completion of the review period, the reports will be finalized, taking into consideration comments received.

If you have any questions about the study, please don't hesitate to contact me.

Yours truly,



Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

cc: Roch Pilon, Dheera Kantiya, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joannis, Antoine First Nation
Janet Stavinga, Executive Director, Algonquins of Ontario

Encl'd: Notice of Filing of Study Design Report

Ministry of Transportation

Provincial Highways Management
Environmental Section
Northeastern Region
301-447 McKeown Avenue
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Ministère des Transports

Gestion des routes provinciales
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Région du Nord-Est
301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5467
Télééc.: 705-497-5208



August 10, 2012

Chief Roxanne Ayotte
Temagami First Nation
Temagami First Nation Administration
Bear Island, ON P0H 1C0

Dear Chief Ayotte:

**Re: Notice of Filing of Study Design Report
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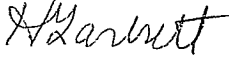
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Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

cc: Roch Pilon, Dheera Kantiya, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joanisse, Antoine First Nation
Janet Stavinga, Executive Director, Algonquins of Ontario

Encl'd: Notice of Filing of Study Design Report

Ministry of Transportation

Provincial Highways Management
Environmental Section
Northeastern Region
301-447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5467
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Section de l'environnement
Région du Nord-Est
301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5467
Télééc.: 705-497-5208



August 10, 2012

Chief Arden McBride
Timiskaming First Nation Council
24 Algonquin Avenue
Timiskaming First Nation
Notre-Dame-du-Nord, QC J0Z 3B0

Dear Chief McBride:

**Re: Notice of Filing of Study Design Report
Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00**

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Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

cc: Roch Pilon, Dheera Kantiya, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joannis, Antoine First Nation
Janet Stavinga, Executive Director, Algonquins of Ontario

Encl'd: Notice of Filing of Study Design Report

Ministry of Transportation

Provincial Highways Management
Environmental Section
Northeastern Region
301-447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5467
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Section de l'environnement
Région du Nord-Est
301-447, avenue McKeown
North Bay, ON P1B 9S9
Tél.: 705-497-5467
Télééc.: 705-497-5208



August 10, 2012

Richard Saunders
Special Projects Advisor
Ministry of Aboriginal Affairs
720 Bay Street
4th Floor
Toronto, ON M5G 2K1

Dear Mr. Saunders:

**Re: Notice of Filing of Study Design Report
Highway 17 Route Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00**

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A Summary of Existing Environmental Conditions and Constraints Report has also been prepared to document existing environmental conditions and constraints within the study area based on secondary source information.

The SDR will be placed on the public record for a 30-day public review period, commencing August 16, 2012. The SDR and Summary of Existing Environmental Conditions and Constraints Report will be

available at the review locations noted in the attached notice, as well as on the project website, www.highway17routeplanning.ca.

The project team is inviting interested stakeholders to review the SDR and Summary of Existing Environmental Conditions and Constraints Report. Comments are requested by **September 14, 2012**. Upon completion of the review period, the reports will be finalized, taking into consideration comments received.

If you have any questions about the study, please don't hesitate to contact me.

Yours truly,



Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

cc: Roch Pilon, Dheera Kantiya, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
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Télééc.: 705-497-5208



August 10, 2012

J.E. Hunton
Algonquins of Ontario Consultation Office
31 Riverside Drive
Suite 101
Pembroke, ON K8A 8R6

Dear Mr. Hunton:

**Re: Notice of Filing of Study Design Report
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August 10, 2012

Environment Unit

Re: Environment Assessment Coordination

Aboriginal Affairs and Northern Development Canada

25 St. Clair Avenue East

8th Floor

Toronto, ON M4T 1M2

Dear Sir/Madam:

**Re: Notice of Filing of Study Design Report
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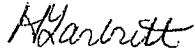
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August 10, 2012

Ms. Marianna Couchie
Nipissing First Nation
36 Semo Road
Garden Village, ON P2B 3K2

Dear Ms. Couchie:

**Re: Notice of Filing of Study Design Report
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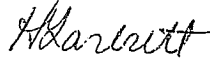
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August 10, 2012

Mr. Nelson Montreuil
Interim President
Metis Nation of Ontario, Mattawa Interim Metis Council
#16 Highway 630
Mattawa, ON P0H 1V0

Dear Mr. Montreuil:

**Re: Notice of Filing of Study Design Report
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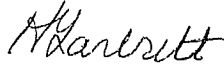
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Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
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Janet Stavinga, Executive Director, Algonquins of Ontario

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bcc: Meish Podlog, Ministry of Aboriginal Affairs
Stuart Jones, Ministry of Transportation, Eastern Region
Ministry of Transportation Ministère des Transports

Provincial Highways Management
Environmental Section
Northeastern Region
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August 10, 2012

Mr. Marc Laurin
President
Metis Nation of Ontario, North Bay Metis Council
101 Worthington Street East, #243
North Bay, ON P1B 1G5

Dear Mr. Laurin:

**Re: Notice of Filing of Study Design Report
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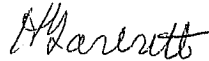
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Encl'd: Notice of Filing of Study Design Report

**G.W.P. 5670-10-00
Highway 17 Route Planning Study (Bonfield Easterly)**

**Responses to Notice of Study Documentation
(Study Design Report & Summary of Existing Conditions)**

Responses Received (Sept 11)	Comment Summary
Calvin Township	Exhibit 2-3: Location of Calvin Union Public Cemetery needs to be reviewed.
MNR	<p>General information regarding study area features provided.</p> <p>Numerous comments on terminology and minor revisions suggested to ensure consistency with Provincial Policy Statement.</p> <p>Minor corrections noted (watercourse temperature, habitat areas, additional SAR).</p> <p>Additional information / sources requested for Summary of Existing Conditions Report statements regarding presence of Northern brook lamprey in the study area and the supply of habitat areas for Moose.</p> <p>Enquiring if noise impacts on wildlife will be evaluated.</p>
Union Gas	Provided mapping of Union Gas facilities in the study area.
Eastlink (Personal Communications)	Confirmed no Eastlink facilities are within the study area.
Public / Resident	Concerned about property impacts with highway widening.

Docherty, Emma

From: Jamieson, Brenda
Sent: Tuesday, September 04, 2012 2:27 PM
To: Docherty, Emma; Leech, Fred
Subject: FW: Hwy 17 Route Planning Study

FYI / Action

From: Lynda Kovacs [<mailto:clerk@calvintownship.ca>]
Sent: August 29, 2012 10:28 AM
To: Jamieson, Brenda
Cc: Dheera Kantiya
Subject: Hwy 17 Route Planning Study

Good Morning;

The Municipality of Calvin has the Study Design Report in our office for a 30 day public review. This is the study of the highway from 2.2 km east of Hwy 531 easterly to 8 km east of Hwy 630.

I am not certain if this is important or not in the overall scheme of things from your perspective, but thought it should be noted that I have reviewed the documents provided and wish to forward the following information:

Highway 17 Route Planning Study; SUMMARY OF EXISTING ENVIRONMENTAL CONDITIONS AND CONSTRAINTS REPORT; Page 6; Exhibit 2-3; Item #2 Calvin Township Public Cemetery **Is incorrectly placed in the far eastern section of the municipality. The "Calvin Union Public Cemetery" is in fact located on Peacefull Lane, on part of Lot 20 Concession 4 on the westerly side of Hwy 630.**

Regards;

Lynda Kovacs

Clerk-Treasurer
Municipality of Calvin
phone: 705-744-2700
fax: 705-744-0309
email: clerk@calvintownship.ca



Ministry of Natural Resources **Ministère des richesses naturelles**
3301 Trout Lake Road 3301 chemin Trout Lake
North Bay, ON P1A 4L7 North Bay, ON P1A 4L7
Tel: (705) 475-5550 Tel: (705) 475-5550
Fax: (705) 475-5500 Fax: (705) 475-5500

North Bay Ministry of Natural Resources District
Study Design Report and Summary of Existing Environmental Conditions and Constraints Report (GWP 5670-10-00)
Bonfield easterly from 2.2 km east of Highway 531 to 8.0 km east of Highway 630
Review and Comments

Comments on Study Design Report

Page	Section	Comment
13	5.3	In the bullet points under ‘Principle 1’, the term “critical fish habitat” could be replaced with the term “fish habitat” to ensure the terminology used throughout the project’s lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .
13	5.3	In the bullet points under ‘Principle 1’, the term “Critical habitat of Species at Risk” could be replaced with the term “Species at Risk habitat” to ensure the terminology used throughout the project’s lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .
13	5.3	In the bullet points under ‘Principle 1’, the term “important wildlife areas” could be replaced with the term “significant wildlife habitat” to ensure the terminology used throughout the project’s lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .
14	5.3	Areas of Natural and Scientific Interest could be considered as a Natural Environment Factor in Exhibit 5-3.
14	5.3	Relevant Crown Land Use Policy Atlas Policy Reports could be considered as Land Use Factors in Exhibit 5-3.
16	6.1	The term “Key areas of wildlife habitat” could be replaced with “Significant wildlife habitat” to ensure the terminology used throughout the project’s lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .

Page Section Comment

16 6.1 The term “Significant wetland areas” could be replaced with “Provincially Significant Wetlands” to ensure the terminology used throughout the project’s lifecycle is consistent with the *Provincial Policy Statement* (2005).

27 10.2.1 The Provincial Policy Statement (2005) also protects Areas of Natural and Scientific Interest, aggregate resources, and fish habitat; each of these Natural Heritage features could be included with the features listed in section 10.2.1.

27 10.2.1 The term “important wildlife areas” could be replaced with the term “significant wildlife habitat” to ensure the terminology used throughout the project’s lifecycle is consistent with the *Provincial Policy Statement* (2005).

Comments on Summary of Existing Environmental Conditions and Constraints Report

Page Section Comment

2 1.0 In the bullet points under ‘Principle 1’, the term “critical fish habitat” could be replaced with the term “fish habitat” to ensure the terminology used throughout the project’s lifecycle is consistent with the *Provincial Policy Statement* (2005).

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3	2.0	The term “Key areas of wildlife habitat” could be replaced with “Significant wildlife habitat” to ensure the terminology used throughout the project’s lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .
3	2.0	The term “Significant wetland areas” could be replaced with “Provincially Significant Wetlands” to ensure the terminology used throughout the project’s lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .
		There are a number of features of interest associated with the water bodies and water courses within the study area; some general information on the features of interest is included below. <ul style="list-style-type: none"> • Blueseal Creek: The wetland area has not been evaluated according to the Ontario Wetland Evaluation System; however, it is believed that this wetland would be identified as a Provincially Significant Wetland if a formal evaluation were conducted. Also, this is a large wetland complex and the boundary of the wetland may have changed over time (parts of the wetland may be within or adjacent to the project boundaries). Blueseal Creek is cold water regime and the creek is connected to the project area. • Sparks (Sharpes) Creek: This creek originates from Sparks Lake which is a cold water lake containing Brook Trout. Sparks Creek is also cold water creek and likely contains Brook Trout. There is a documented Walleye spawning area where Sparks Creek meets Talon Lake. • Pimisi Bay: This is a warm water area, likely containing walleye and bass. The area also supports a number of recreation activities. • Amable Du Fond River: <ul style="list-style-type: none"> ○ There is a documented Walleye spawning area where the Amable Du Fond enters Smith Lake.

Page	Section	Comment
		<ul style="list-style-type: none"> ○ There is a Moose aquatic feeding area which runs along the Amable Du Fond from Smith Lake south. ○ The Amable Du Fond River is a well used recreational area for canoeists.
		<ul style="list-style-type: none"> ● Pautois Creek: This is a cold water fishery, which likely contains Brook Trout. ● Mattawa River: This is a warm water fishery which contains walleye, musky, pike and bass. The Mattawa River is likely to have high cultural heritage interests. ● Upper Johnson Lake: This is a warm water fishery containing pike and bass. ● Crooked Shoot: This is a warm water fishery. ● Smith Lake: This is a warm water fishery containing pike and bass ● Moore Lake: This is a warm water lake containing walleye, perch, bass and sunfish.
9	3.4	Sparkes (Sharps) Creek is a cold water fishery, not a warm water fishery.
9	3.4	Pautois Creek is a cold water fishery, not a warm water fishery.
9	3.4.1	Neither the MNR North Bay District SAR occurrence data nor NHIC include known occurrences of Northern brook lamprey within the study area. What is the source of this information?
9	3.4.1	The North Bay District Ministry of Natural Resources does not have any information which suggests that Aurora Trout are present within the study area.
11	3.6.2.1	There are Great Blue Heron nesting colonies located north of Moreau Road in the wetland area, in the south west corner of Smith Lake, and in the wetland just east of the entrance of Samuel de

Page Section Comment

Champlain Provincial Park.

11 3.6.2.3 Based on the species range of Jefferson Salamander, it is highly likely that the salamanders reported in the Jefferson-Blue Spotted Salamander Complex are Blue-spotted salamanders.

11 3.6.2.3 Staff at Samuel de Champlain Provincial Park tag and track Blanding's Turtles, they will have location data for the area. There are also numerous reports to North Bay District Ministry of Natural Resources Office of Blanding's Turtle, Snapping Turtle and Eastern Painted Turtle sightings along Highway 17 through the entire study area.

11 3.6.2.5 There are Moose Aquatic Feeding Areas present in the southern portion of the study area. Please provide supporting evidence for the following statement that is written in section 3.6.2.5 of the report: 'habitat for these animals is in reasonable supply'.

12 3.6.3 Bobolink are known to occur across the study area, indicating that suitable bobolink habitat is not limited to the western portion of the study area.

12 3.6.3 Barn swallows do not rely exclusively on agricultural fields for forage; therefore, barn swallow habitat may occur in areas without agricultural practices. Barn swallow may occur anywhere there are suitable nesting structures near open areas (e.g. agricultural land, wetlands, large forest openings, road right of ways).

12 3.6.3 There are several special concern species that should have been identified through screening (i.e. in the Breeding Bird Atlas or NHIC) in addition to milksnake. These include bald eagle, Canada warbler, common nighthawk, olive-sided flycatcher, and snapping turtle.

Page Section Comment

N/A 3.6.3 Though there is no known occurrence data, eastern hog-nosed snake (THR) and monarch butterfly (SC) are presumed to occur in the study area.

20 4.7 Some wildlife species are very sensitive to noise; will impacts to wildlife species caused by increased noise levels be evaluated?

Additional comments:

Wildlife

- The study area supports a large deer population. The MTO could consider strategies to reduce deer-vehicle collisions.
- Animal passage corridors have the potential to reduce animal-vehicle collisions, as well as reducing habitat fragmentation.

Forestry

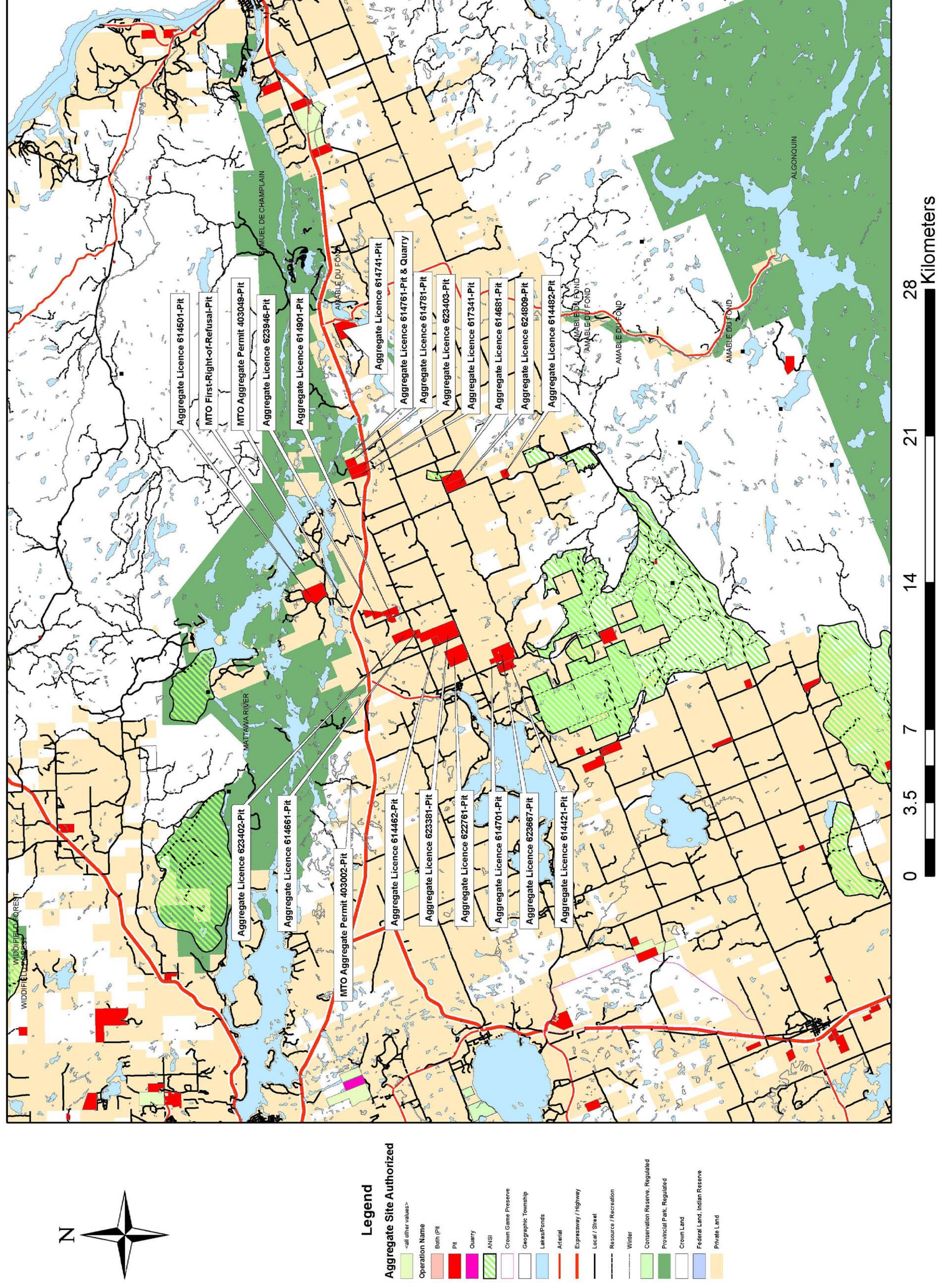
- There is a contingency harvest area immediately to the north of Highway 17 within the study area. The contingency area is in the current Nipissing Forest Management Plan (2009-2019) and will only be used if needed to replace selected harvest areas.
- The majority of the study area is Patent land; however, patent lands could contain reservations of trees to the Crown (some or all species).
- Wood directives may apply to merchantable wood cut on Crown land under licence to Nipissing Forest Resource Management.
- It is important to maintain access to roads south of Hwy 17 and to Columbia Forest Products, during and after the expansion project.

Aggregate Resources

- Figure 1 displays the location of all pits and quarries licensed or permitted under the *Aggregate Resources Act* (1990) within the study area. The project proponent should consider potential impacts to aggregate operations throughout the project planning and implementation process.

Figure 1: Aggregate Pits and Quarries within Study Limits

ARA Pits & Quarries Within Highway 17 Study Limits





AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

March 25, 2013

Mr. Adam King, M.R.M.
Planning Intern
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Dear Mr. King:

**Re: MNR Review and Comments Re: Notice of Filing of Study Design Report
Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00, AECOM Project Number 60241599**

Thank you for the comments you provided on the Study Design Report and the Summary of Existing Environmental Conditions and Constraints Report for the above-noted project. Community and stakeholder input is an important part of the study and your participation is appreciated.

Your comments were reviewed and considered by our study team to be very helpful in the finalisation of the reports, in consideration of all stakeholder comments. The attached table details how the study team has addressed your comments. As you can see, the additional information and data that was provided through your review of the Study Design Report and the Summary of Existing Environmental Conditions and Constraints Report has been incorporated directly into the study materials through revisions and updates to these documents. The final versions of these reports will be posted on the study website (www.hwy17corridorstudy.ca) for stakeholder reference.

Once again, thank you for the input you provided. We look forward to your continued involvement in the study process.

If you have any questions about the study, please don't hesitate to contact me at 1-800-668-1983 ext. 2251 or via email at brenda.jamieson@aecom.com.

Sincerely,
AECOM Canada Ltd.

Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM

cc: Dheera Kantiya, MTO Project Manager
Heather Garbutt, MTO Environmental Planner
Fred Leech, AECOM Environmental Planner

Study Team Response to MNR Review and Comments
Re: Notice of Filing of Study Design Report

Re: Comments on the Study Design Report			
Page	Section	Comment	Response
13	5.3	In the bullet points under 'Principle 1', the term "critical fish habitat" could be replaced with the term "fish habitat" to ensure the terminology used throughout the project's lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .	The report text has been changed to reflect these comments and ensure language is consistent with the PPS.
13	5.3	In the bullets points under 'Principle 1', the term "Critical habitat of Species at Risk" could be replaced with the term "Species at Risk habitat" to ensure the terminology used throughout the project's lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .	The report text has been changed to reflect these comments and ensure language is consistent with the PPS.
13	5.3	In the bullets points under 'Principle 1', the term "important wildlife areas" could be replaced with the term "significant wildlife habitat" to ensure the terminology used throughout the project's lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .	The report text has been changed to reflect these comments and ensure language is consistent with the PPS.
16 & 27	6.1 and 10.2.1	The term "Key areas of wildlife habitat" could be replaced with "Significant wildlife habitat" to ensure the terminology used throughout the project's lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i> .	The report text has been changed to reflect these comments and ensure language is consistent with the PPS.
27	10.2.1	The <i>Provincial Policy Statement (2005)</i> also protects Areas of Natural and Scientific Interest, aggregate resources, and fish habitat; each of these Natural Heritage features could be included with the features listed in section 10.2.1.	Agreed. These features were considered in the development of the existing conditions and Study Design Report and have been added to the report text within the noted sections.
14	5.3	Areas of Natural and Scientific Interest could be considered as a Natural Environment Factor in Exhibit 5-3.	The report text has been changed to reflect this comment.
14	5.3	Relevant Crown Land Use Policy Atlas Policy Reports could be considered as a Land Use Factor in Exhibit 5-3.	Agreed. These features were considered in the development of the existing conditions and Study Design Report. Impacts to Crown Lands in the study area will be considered and will be discussed with MNR during preliminary design of the recommended highway planning alternative.

Re: Comments on the Summary of Existing Environmental Conditions and Constraints Report			
Page	Section	Comment	Response
2	1.0	<p>In the bullet points under ‘Principle 1’, the terms</p> <p>“Critical fish habitat”</p> <p>“Critical habitat of Species at Risk”</p> <p>“Important wildlife areas”</p> <p>“Key areas of wildlife habitat”</p> <p>“Significant wetland areas”</p> <p>could be replaced with terms suggested to ensure the terminology used throughout the project’s lifecycle is consistent with the <i>Provincial Policy Statement (2005)</i>.</p>	<p>The report text has been changed to reflect these comments and ensure language is consistent with the PPS.</p>
8	3.3	<p>Blueseal Creek: The wetland area has not been evaluated according to the Ontario Wetland Evaluation System; however, it is believed that this wetland would be identified as a Provincially Significant Wetland if a formal evaluation were conducted. Also, this is a large wetland complex and the boundary of the wetland may have changed over time (parts of the wetland may be within or adjacent to the project boundaries). Blueseal Creek is cold water regime and the creek is connected to the project area.</p>	<p>Thank you for the information you have provided regarding various creek systems, water bodies and natural heritage features in the study area.</p> <p>The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.</p>
8	3.3	<p>Sparks (Sharps) Creek: This creek originates from Sparks Lake which is a cold water lake containing Brook Trout. Sparks Creek is also cold water creek and likely contains Brook Trout. There is a documented Walleye spawning area where Sparks Creek meets Talon Lake.</p>	<p>The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.</p>
8	3.3	<p>Pimisi Bay: This is a warm water area, likely containing walleye and bass. The area also supports a number of recreation activities.</p>	<p>The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.</p>
8	3.3	<p>Amable Du Fond River:</p> <ul style="list-style-type: none"> • There is documented Walleye spawning areas where the Amable Du Fond river enters Smith Lake. • There is a Moose aquatic feeding area which runs along the Amable Du Fond from Smith Lake south • The Amable Du Fond River is a well-used recreation area for canoeists. 	<p>The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.</p>

Re: Comments on the Summary of Existing Environmental Conditions and Constraints Report			
Page	Section	Comment	Response
8	3.3	Pautois creek: This is a cold water fishery, which likely contains Brook Trout.	The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.
8	3.3	Mattawa River: This is a warm water fishery which contains walleye, musky, pike, and bass. The Mattawa River is likely to have high cultural heritage interests.	The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.
8	3.3	Upper Johnson Lake: This is a warm water fishery containing pike and bass.	The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.
8	3.3	Crooked Shoot: This is a warm water fishery.	The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.
8	3.3	Smith Lake: This is a warm water fishery containing pike and bass.	The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.
8	3.3	Moore Lake: This is a warm water lake containing walleye, perch, bass, and sunfish.	The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.
9	3.4	Sparks (Sharps) Creek is a cold water fishery, not a warm water fishery.	The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.
9	3.4	Pautois Creek is a cold water fishery, not a warm water fishery.	The study team has recorded the information provided and the report text has been updated to reflect the comments provided as applicable to the preferred highway corridor.

Re: Comments on the Summary of Existing Environmental Conditions and Constraints Report

Page	Section	Comment	Response
9	3.4.1	Neither the MNR North Bay District SAR occurrence data nor NHIC include known occurrences of Northern brook lamprey within the study area. What is the source of this information?	The occurrence of Northern Brook Lamprey in the study area was identified in data collected through Fisheries and Oceans Canada and mapping compiled using North Bay-Mattawa Conservation Authority (MCA) data. Additional information has been requested from DFO and the MCA.
9	3.4.1	The North Bay District Ministry of Natural Resources does not have any information which suggests that Aurora Trout are present within the study area.	The occurrence of Aurora Trout in the study area was identified in data collected through Fisheries and Oceans Canada and mapping compiled using North Bay-Mattawa Conservation Authority (MCA) data. Additional information has been requested from DFO and MCA.
11	3.6.2.1	There are Great Blue Heron nesting colonies located north of Moreau Road in the wetland area, in the south west corner of Smith Lake, and in the wetland just east of the entrance of Samuel de Champlain Provincial Park.	Thank you for this information. It confirms current mapping and data the study team has on file.
11	3.6.2.3	Based on the species range of Jefferson Salamander, it is highly likely that the salamanders reported in the Jefferson-Blue Spotted Salamander Complex are Blue-spotted salamanders.	The report text associated with this species has been updated to reflect this comment.
11	3.6.2.3	Staff at Samuel de Champlain Provincial Park tag and track Blanding's Turtles, they will have location data for the area. There are also numerous reports to North Bay District Ministry of Natural Resources Office of Blanding's Turtle, Snapping Turtle and Eastern Painted Turtle sightings along Highway 17 through the entire study area.	The study team will contact representatives of the Samuel de Champlain Park and shall request additional information in regard to Blanding's Turtles.
11	3.6.2.5	There are Moose Aquatic Feeding Areas present in the southern portion of the study area. Please provide supporting evidence for the following statement that is written in section 3.6.2.5 of the report: 'habitat for these animals is in reasonable supply'.	The additional information has been added to the report mapping and text. The statement 'habitat for these animals is in reasonable supply' was incorporated based on the presence of suitable habitat for this species. The text in the report has been expanded to include MNR's comments that habitat for this species is found throughout the study area, particularly in the southern portions.
12	3.6.3	Bobolinks are known to occur across the study area, indicating that suitable bobolink habitat is not limited to the western portion of the study area.	The study team will update the text associated with this species to reflect the additional clarity you have provided.

Re: Comments on the Summary of Existing Environmental Conditions and Constraints Report

12	3.6.3	Barn swallows do not rely exclusively on agricultural fields for forage; therefore, barn swallow habitat may occur in areas without agricultural practices. Barn swallows may occur anywhere there are suitable nesting structures near open areas (e.g. agricultural land, wetlands, large forest openings, road right of ways).	The study team will update the text associated with this species to reflect the additional clarity you have provided.
12	3.6.3	There are several special concern species that should have been identified through screening (i.e. in the Breeding Bird Atlas or NHIC) in addition to milksnake. These include bald eagle, Canada warbler, common nighthawk, olive-sided flycatcher, and snapping turtle.	The study team will update the text associated with special concern species to reflect the additional information provided.
N/A	3.6.3	Though there is no known occurrence data, eastern hog-nosed snake (THR) and monarch butterfly (SC) are presumed to occur in the study area.	The study team will update the text associated with these species to reflect the information provided.
20	4.7	Some wildlife species are very sensitive to noise; will impacts to wildlife species caused by increased noise levels be evaluated?	Impacts to wildlife as a result of potential increase in noise levels will be considered at a high level in the analysis of the terrestrial environment. A detailed analysis of potential impacts is not possible given that studies regarding the implications of noise are still limited and conclusions about the nature and extent of effects are variable with noise effects and sensitivity to noise varying considerably.

Re: Additional comments regarding wildlife

Comment	Response
<p>The study area supports a larger deer population. The MTO could consider strategies to reduce deer-vehicle collisions.</p> <p>Animal passage corridors have the potential to reduce animal-vehicle collisions, as well as reducing habitat fragmentation</p>	<p>Opportunities to mitigate potential impacts on wildlife, specifically wildlife crossings of the corridor, will be examined during the preliminary design phase of the study once a preferred solution is identified.</p>

Re: Additional comments regarding forestry

Comment	Response
<p>There is a contingency harvest area immediately to the north of Highway 17 within the study area. The contingency area is in the current Nipissing Forest Management Plan (2009-2019) and will only be used if needed to replace selected harvest areas.</p>	<p>The full Forest Management Plan and mapping is unavailable from the Nipissing Forest Resource Management site. Please provide sited materials being referred to for future use during the study.</p>
<p>The majority of the study area is patent land; however, patent lands could contain reservations of trees to the Crown (some or all species).</p>	<p>Noted for future consideration during study.</p>
<p>Wood directives may apply to merchantable wood cut on Crown land under license to Nipissing Forest Resources Management.</p>	<p>Noted for future consideration during study.</p>
<p>It is important to maintain access to roads south of Highway 17 and to Columbia Forest Products, during and after the expansion project.</p>	<p>Agreed. This comment has been a key consideration during the formation of the existing conditions and Study Design Report; and continues to be a key consideration going forward.</p>

Re: Additional comments regarding aggregate resources

Comment	Response
<p>Figure 1 displays the location of all pits and quarries licensed or permitted under the <i>Aggregate Resources Act</i> (1990) within the study area. The project proponent should consider potential impacts to aggregate operations throughout the project planning and implementation process.</p>	<p>This comment has been a key consideration during the formation of the existing conditions and Study Design Report; and continues to be a key consideration going forward. Data and mapping regarding pits and quarries will be updated to reflect the mapping that has been provided.</p>

Public Information Centre #1

Ontario Ministry of Transportation

Highway 17 Planning Study

**From 2.2 km east of Highway 531 easterly to 8.0 km east
of Highway 630, GWP 5670-10-00**

Public Information Centre #1 Summary Report

AECOM

300 Water Street

Whitby, ON, Canada L1N 9J2

www.aecom.com

905 668 9363 tel

905 668 0221 fax

Project Number: 60241599

Date: April, 2013

Ce document hautement spécialisé n'est disponible qu'en anglais en vertu du règlement 411/97, qui en exempte l'application de la Loi sur les services en français. Pour de l'aide en français, veuillez communiquer avec le ministère des Transports, Bureau des services en français au : 905-704-2045 ou 905-704-2046.

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Appendix A. PIC #1 Ontario Government Notice (Newspaper Advertisement)

Appendix B. PIC #1 Notification Letter & Study Contact List

Appendix C. PIC #1 Presentation Material

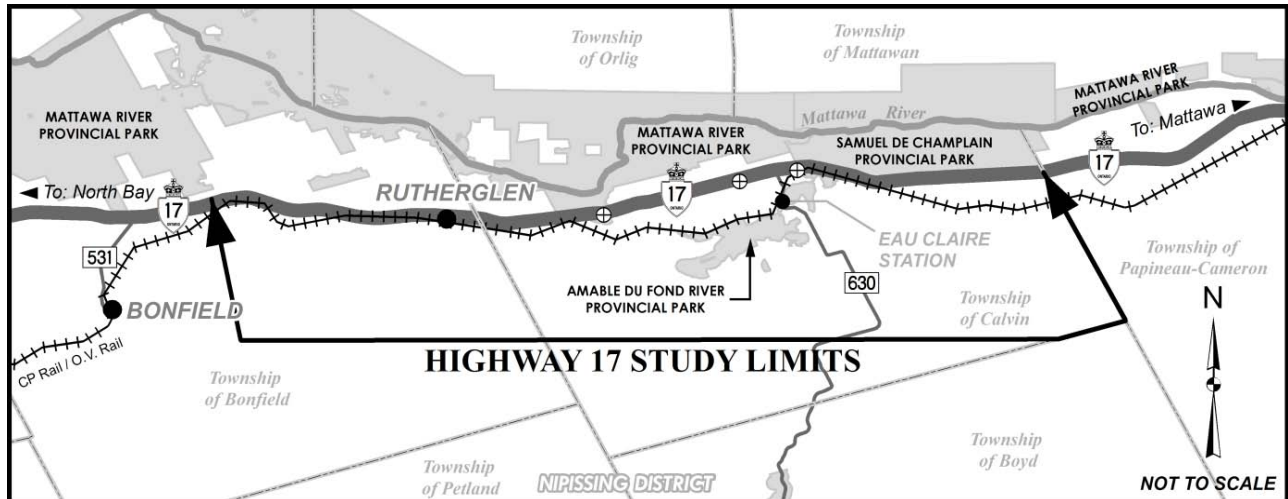
PIC Information Panels

Newsletter #1 – November, 2012

Appendix D. PIC #1 Comments Received

1. Introduction

The Ministry of Transportation (MTO) has retained AECOM to undertake a Route Planning, Preliminary Design and Class Environmental Assessment (Class EA) for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the key plan below.



The study is following the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) process stipulated for a Group 'A' project.

External agency and public consultation will take place throughout the study. Public Information Centres (PICs) are being held at key decision points during the study. The PICs will provide stakeholders with an opportunity to provide input and discuss the study with members of the project team.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be posted and published at that time to explain the review process and identify the locations where the TESR will be available for the 30-day public review period.

The purpose of this report is to summarize the consultation process completed for Public Information Centre #1 held on November 28, 2012. A copy of the Notice for Public Information Centre #1 (PIC #1) is provided in **Appendix A**.

2. Venue, Date and Time

The venue, date and time for PIC #1 was held on Wednesday November 28, 2012 at the Calvin Municipal Hall between 4:00 p.m. and 8:00 p.m. External agencies and government representatives had the option to attend the information centre one hour in advance of the general public (i.e. between 3:00 pm and 4:00 pm).

The PIC was held as a 'drop-in' style, open house format.

The venue was universally accessible as per the requirements of the *Ontarians with Disabilities Act*.

3. Notification

The PIC #1 Notice was published in the North Bay Nugget on Thursday November 15, 2012 and the Mattawa Recorder on Sunday November 11, 2012.

Notice of PIC #1 was mailed directly to individuals on the study mailing list on November 8, 2012. The Notice of PIC #1 was also circulated to approximately 1,100 households in the study area via a bulk mail drop processed through Canada Post.

The PIC #1 Notice and a letter inviting regulatory agencies and First Nations representatives to review the materials and meet with members of the Project Team between 3:00 p.m. and 4:00 p.m. was distributed by direct mail on November 8, 2012. A copy of the letter mailed to agencies and First Nations representatives is included in **Appendix B**.

4. PIC Purpose and Display Material

The purpose of PIC #1 was to provide the public with an opportunity to review and comment on the following:

- Transportation needs assessment;
- Selected transportation system alternatives;
- Selected highway corridor;
- Selected highway cross-section;
- Identified environmental conditions and constraints;
- Highway planning alternatives including:
 - Proposed areas of highway realignment and areas of highway widening;
 - Potential highway interchange locations; and
 - Potential service road locations.
- Proposed criteria for evaluation of highway planning alternatives.

The above information was presented on a series of 18 display boards, which were augmented by roll plans to show the highway planning alternatives superimposed upon aerial photographs of the study corridor. Stakeholders were provided with both a newsletter and a comment sheet, and the PIC information was posted to the study website (www.hwy17corridorstudy.ca) on Thursday November 29, 2012. A copy of the display boards and the study newsletter is included in **Appendix C**.

5. Staff Attendance

The following Ministry and Consultant staff were in attendance at the PIC:

- Dheera Kantiya, MTO Senior Project Engineer;
- Roch Pilon, MTO Area Engineer;
- Heather Garbutt, MTO Senior Environmental Planner;
- Leann Smith-Chadbourn, MTO Property Agent;
- Brenda Jamieson, AECOM Project Manager;
- Jon Newman, AECOM Senior Project Engineer;
- Fred Leech, AECOM Senior Environmental Planner;

- Cécile Leblanc, AECOM Environmental Planner.

6. Stakeholder Attendance and Summary of Comments Received

Nineteen (19) people attended PIC #1, including 3 municipal council members, 2 municipal staff members and 2 representatives from the Ministry of Natural Resources (MNR).

Comment sheets were available for attendees to submit written comments at the PIC or to take away for submission at a later date. Comments were submitted by two attendees at the PIC event and both requested copies of some of the material on display. Copies of the requested materials were sent by mail following the PIC and included:

- Township of Bonfield requested a set of the “half-size” roll plans showing the highway planning alternatives. A copy of the requested information was provided for reference and public review.
- Township of Bonfield requested a copy of the reference documents identified in Section 8.5 of the study ‘Existing Environmental Conditions and Constraints Report’, since they would provide a good ongoing reference document for the Township. A copy of the requested information was provided for reference and public review.

No additional comments were submitted during the PIC #1 comment period, which ended on January 4, 2013. A summary of the comments received through discussions at the PIC and via the comment sheets is provided below. Copies of the comments received through PIC #1 are provided in **Appendix D**.

- Comments on Highway Planning Alternatives:
 - Comments on the highway planning alternatives presented ranged from “badly needed...I am scared to drive on that highway” to “leave it the way it is to preserve the northern Ontario essence of the area”, with the majority of PIC attendees indicating that they were supportive of the highway planning alternatives presented.
 - With respect to highway widening alternatives, Municipality of Calvin staff indicated they prefer the north widening alternative because it has the least impact on their tax base because fewer properties would be displaced; while MNR staff indicated they prefer the south widening alternative because it avoids impacts to a meander belt of the Pautios Creek located just north of the existing highway, and appears to have lower overall potential natural environment impacts.
 - Municipality of Calvin staff indicated they would like median turn-around provisions for emergency response vehicle use.
 - No additional alignment or interchange alternatives were identified by stakeholders who attended the event or who reviewed the material presented at PIC #1.
- Comments on Existing Conditions:
 - MNR Park staff indicated they would provide additional information regarding Blanding Turtles and a deer highway “super-crossing”, and pointed out that the park has a licensed sewage disposal facility just north of Highway 17 near Patois Creek.
 - MNR Park staff indicated that secondary source information showing snowmobile trails through the park is incorrect, because motorized vehicles smaller than family cars are not permitted, and that the snowmobile trail along Highway 17 is “problematic” because of driving conditions.

- Municipality of Calvin staff provided information regarding artesian well conditions at two locations, potential need for access from Highway 17 to two lakes near Columbia Forest Products, the status of current bridge work on Highway 630 and requested lighting at the Highway 17/630 intersection.
- A member of the general public indicated that two properties south of Highway 11 near Sta. 22+000 are residential rather than commercial use.
- Comments on Potential Impacts:
 - One property owner indicated that if the realignment alternative through his property is selected, he would have no trouble with it because the property is large enough to rebuild elsewhere.
 - One business owner felt that realignment alternatives would result in a very significant loss of business because of loss of highway exposure.
 - One business owner indicated that closure of the Pimisi Bay roadside park would eliminate an important launching location for Mattawa River canoe trips, and would have significant impact on the viability of their canoe rental business.
- Comments on First Nations Consultation/Engagement:
 - One Council member asked if consultation with local First Nations was planned, and was pleased to be advised that this was an important component of the study plan.

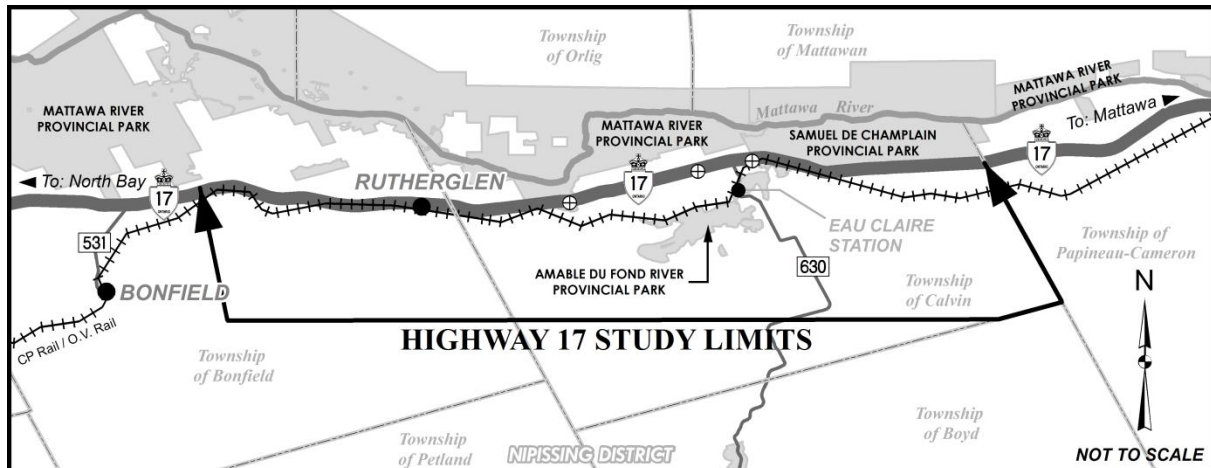
Appendix A.

Ontario Government Notice (Newspaper Advertisement)

NOTICE OF PUBLIC INFORMATION CENTRE #1
Highway 17 Planning Study
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment to identify a recommended plan for a four-lane Highway 17 within the study limits, with access restricted to interchange locations. The study limits are shown on the key plan below.



PROCESS

The study is following the *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* process stipulated for a Group 'A' project.

External agency and public consultation will take place throughout the study. Public Information Centres (PICs) will be held at key decision points during the study. The PICs will provide stakeholders with an opportunity to provide input and discuss the study with members of the project team.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be posted and published at that time to explain the review process and identify the locations where the TESR will be available for the 30-day public review period.

PUBLIC INFORMATION CENTRE #1

The public is invited to attend PIC #1 to review and provide comment on the following:

- transportation needs assessment;
- selected transportation system alternatives;
- selected highway corridor;
- selected highway cross-section;
- identified environmental conditions and constraints;
- highway planning alternatives which include:
 - proposed areas of highway realignment and areas of highway widening;
 - potential highway interchange locations; and
 - potential service road locations.
- proposed criteria for evaluation of highway planning alternatives.

Wednesday November 28, 2012
Calvin Municipal Hall
1355 Peddlers Drive, Mattawa, ON
4:00 p.m. to 8:00 p.m.

Drop-in style open house format

Information to be presented at this PIC will be available on the project website (www.highway17routeplanning.ca) beginning on November 29, 2012.

COMMENTS

Your comments on the information presented at PIC #1 are requested by **January 4, 2013** so they can be considered in the evaluation of highway planning alternatives and the selection of a preferred alternative.

To obtain additional information, provide comments or to be placed on the mailing list, please contact:

Ms. Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Mr. Dheera Kantiya, M.Eng., P.Eng.
Senior Project Engineer
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5260
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: Dheera.Kantiya@ontario.ca

If you have any accessibility requirements in order to participate in this project please contact one of the Project Team members listed above. 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 be part of the public record.

Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202, David LeBlanc (Courriel: David.LebLANC@aecom.com).



Appendix B.

Notification Letter & Study Contact List



AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

November 8, 2012

Contact Name
Contact Title
Company Name
Company Address
Company Address

Dear **Contact Name**:

**Re: Notice of Public Information Centre #1
Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00, AECOM Project Number 60241599**

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the attached Notice. The purpose of the study is to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations.

A Public Information Centre is scheduled for Wednesday November 28, 2012 to provide stakeholders with an opportunity to review and provide comment on the Draft Study Design Report and the highway planning alternatives which include proposed areas of highway realignment and areas of highway widening, potential interchange locations and potential service road locations.

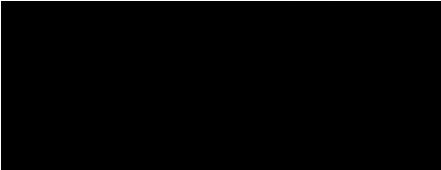
The information presented at the PIC will be available on the project website (www.highway17routeplanning.ca), beginning on November 29, 2012. Comments are requested by January 4, 2013 so they can be considered as the study moves forward.

A copy of the Notice of PIC #1 is enclosed for your reference.

The PIC hours will be from 4:00 pm to 8:00 pm. External agencies and government representatives have the option to attend the information centre one hour in advance of the general public (i.e. between 3:00 pm and 4:00 pm).

If you have any questions about the study, please don't hesitate to contact me at 1-800-668-1983 ext. 2251 or via email at brenda.jamieson@aecom.com.

Sincerely,
AECOM Canada Ltd.



Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM

Encl. Notice of Public Information Centre #1

cc: Dheera Kantiya, MTO Project Manager
Heather Garbutt, MTO Environmental Planner
Fred Leech, AECOM Environmental Planner

Federal Agencies

Ms. Louise Knox
Director - Ontario Regional Office
Canadian Environmental Assessment Agency
55 St. Clair Avenue East, Room 907
Toronto, ON
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Appendix C.

PIC Information Panels

Newsletter #1 – November, 2012

HIGHWAY 17 PLANNING STUDY

From east of Bonfield to
east of Samuel de Champlain Park

GWP 5670-10-00

Public Information Centre #1

November 28, 2012

ÉTUDE DE PLANIFICATION POUR L'AUTOROUTE 17

De l'est de Bonfield à l'est du parc
provincial Samuel de Champlain

GWP 5670-10-00

Séance d'information publique (SIP) n°1

28 novembre 2012

PLEASE SIGN IN

Welcome to the first Public Information Centre for the Highway 17 Planning Study from 2.2 km east of Highway 531, easterly to 8.0 km east of Highway 630, for approximately 23.5 km. This is one of three separate Highway 17 planning studies between North Bay and the Nipissing/Renfrew boundary.

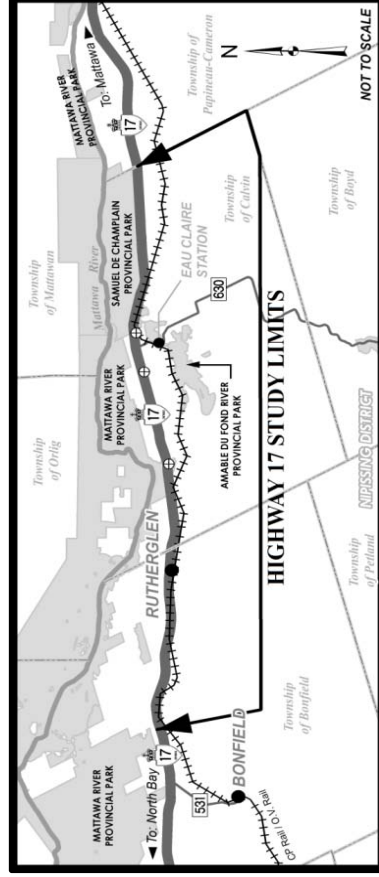
The **Purpose of the Study** is to select a recommended plan for a four-lane Highway 17 from east of Bonfield to the boundary road between the Townships of Calvin and Papineau-Cameron.

Purpose of Public Information Centre #1

- Introduce the study process and schedule
- Present and obtain input on:
 - transportation needs assessment
 - selected transportation system alternatives
 - selected highway corridor
 - selected typical highway cross-section
 - identified environmental conditions and constraints
 - highway planning alternatives which include: proposed areas of highway realignment and areas of highway widening; potential highway interchange locations; and potential service road locations
 - proposed criteria for evaluation of highway planning alternatives
- Present the Draft Study Design Report and the Summary of Existing Environmental Conditions and Constraints Report (released August 2012) that provide the details for much of the above

The information presented today is draft and subject to change as a result of ongoing technical studies and comments provided by stakeholders. Following the review period, all comments received will be considered in finalizing the draft material.

Ministry of Transportation and AECOM staff are available today to answer your questions.



INSCRIVEZ-VOUS S'IL VOUS PLAÎT

Bienvenue à la première séance d'information publique (SIP) sur l'étude de planification pour le tronçon de la route 17 qui débute 2,2 km à l'est de l'autoroute 531 et se termine 8 km à l'est de l'autoroute 630, pour une longueur totale d'environ 23,5 km. Il s'agit de l'une des trois études de planification en lien avec l'autoroute 17 entre North Bay et les limites de Nipissing / Renfrew.

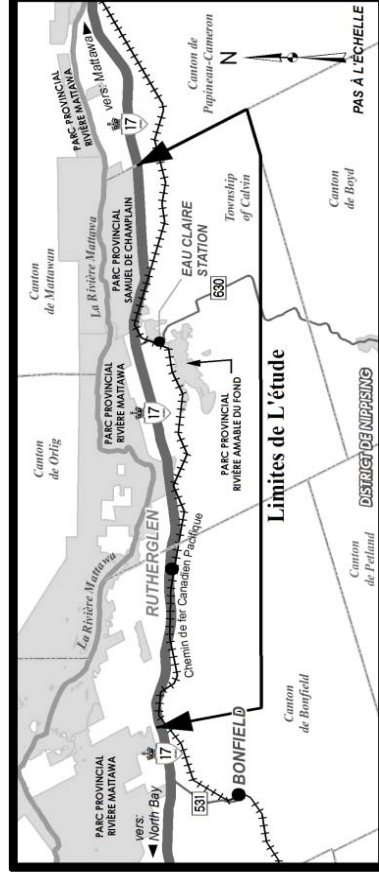
Le but de l'étude est d'élaborer un plan pour une autoroute à quatre voies, à partir de l'est de Bonfield jusqu'à la route qui délimite les cantons de Calvin et de Papineau-Cameron.

But de la séance d'information publique n ° 1

- Présenter le déroulement de l'étude et l'échéancier
- Présenter et obtenir des commentaires sur:
 - l'évaluation des besoins de transport;
 - certaines solutions de rechange du système de transport;
 - corridor de la route choisi;
 - section transversale sélectionnées de l'autoroute;
 - les conditions environnementales et les contraintes identifiées;
 - la planification des alternatives comprenant les zones proposées de réalignement des routes et des zones d'élargissement de la route, les emplacements potentiels des échangeurs de la route, et les emplacements potentiels des voies de desserte
 - critères proposés pour l'évaluation des solutions de rechange de planification de route.
- Présenter le rapport de conception et le rapport sommaire des conditions environnementales existantes et contraintes (achevés en août 2012) qui fournissent les détails pour une grande partie de ce qui précède.

Les informations présentées aujourd'hui sont préliminaires et susceptibles d'être modifiées à la suite des études techniques en cours et des commentaires fournis par les intervenants. Après la période d'analyse, tous les commentaires reçus seront pris en compte dans la finalisation du matériel.

Le ministère des Transports et le personnel d'AECOM sont disponibles aujourd'hui pour répondre à vos questions.



Class Environmental Assessment (EA) for Provincial Transportation Facilities

The study for this section of Highway 17 complies with the process for Group 'A' projects, which are undertakings that involve major realignments and bypasses under the 'Class Environmental Assessment (EA) for Provincial Transportation Facilities'.

The EA study process is based on a sequence of decision-making steps in which alternatives are assessed at an increasing level of detail, starting with a broad perspective and narrowing to a more focused perspective as the study progresses.

Key Steps in the Study Process

Key steps in the study process and tasks completed so far for this project are shown below.

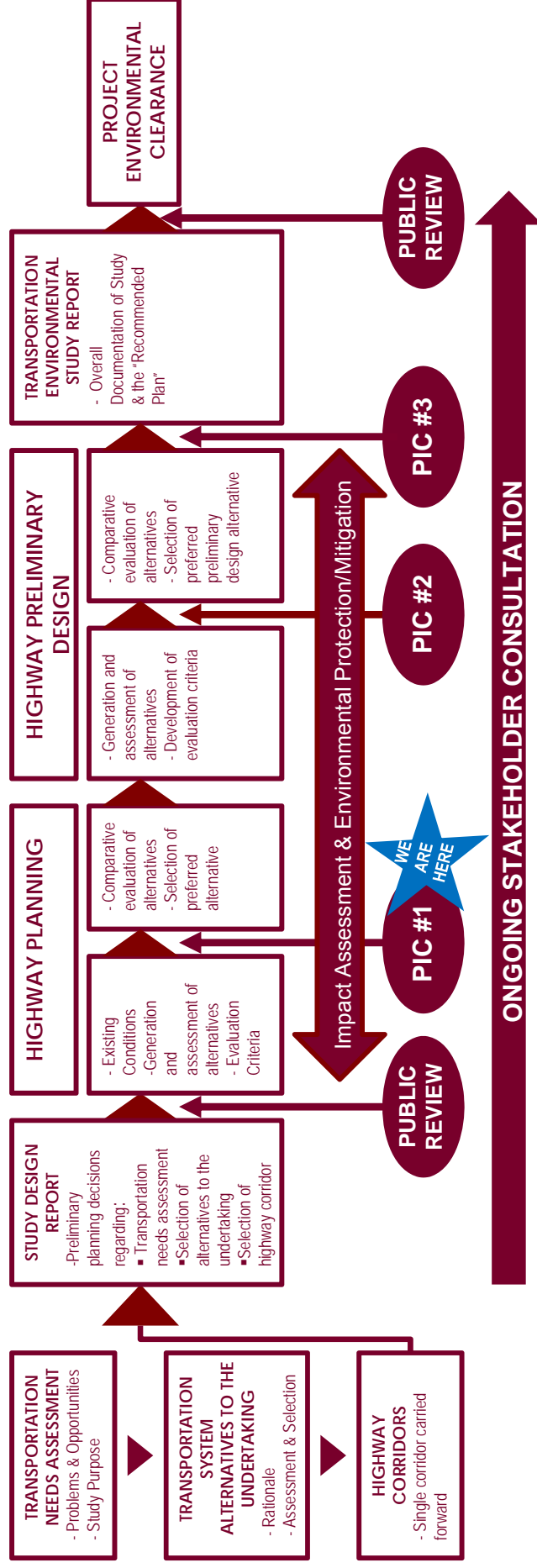
Évaluation environnementale de portée générale pour les installations provinciales de transport

L'étude de cette section de l'autoroute 17 est conforme au processus appliqué aux projets du groupe « A », qui sont des projets impliquant des réajustements majeurs de tracés et des contournements régis par l'Évaluation environnementale de portée générale pour les installations provinciales de transport.

Le processus de l'étude d'évaluation environnementale est basé sur une séquence d'étapes décisionnelles où les alternatives sont évaluées à un niveau de détail croissant, en commençant par une perspective large et en adoptant une perspective plus ciblée à mesure que l'étude progresse.

Principales étapes de l'étude

Les principales étapes de l'étude et les tâches réalisées à ce jour pour ce projet sont présentées ci-dessous.



Role and Function of Highway 17

Highway 17 traverses northern Ontario, providing a strategic link in the Trans-Canada Highway. Besides providing for basic travel needs for residents as well as visitors to the area, this section of Highway 17 provides a transportation corridor for other travellers and long haul trucks from eastern Canada to northern Ontario and western Canada.

The long-term vision for Highway 17 is a four lane highway from Sault Ste. Marie to Ottawa. Widening Highway 17 will result in a more reliable, safe and convenient provincial network which will better support the tourism and recreation industry, and the economy locally and throughout northern Ontario.

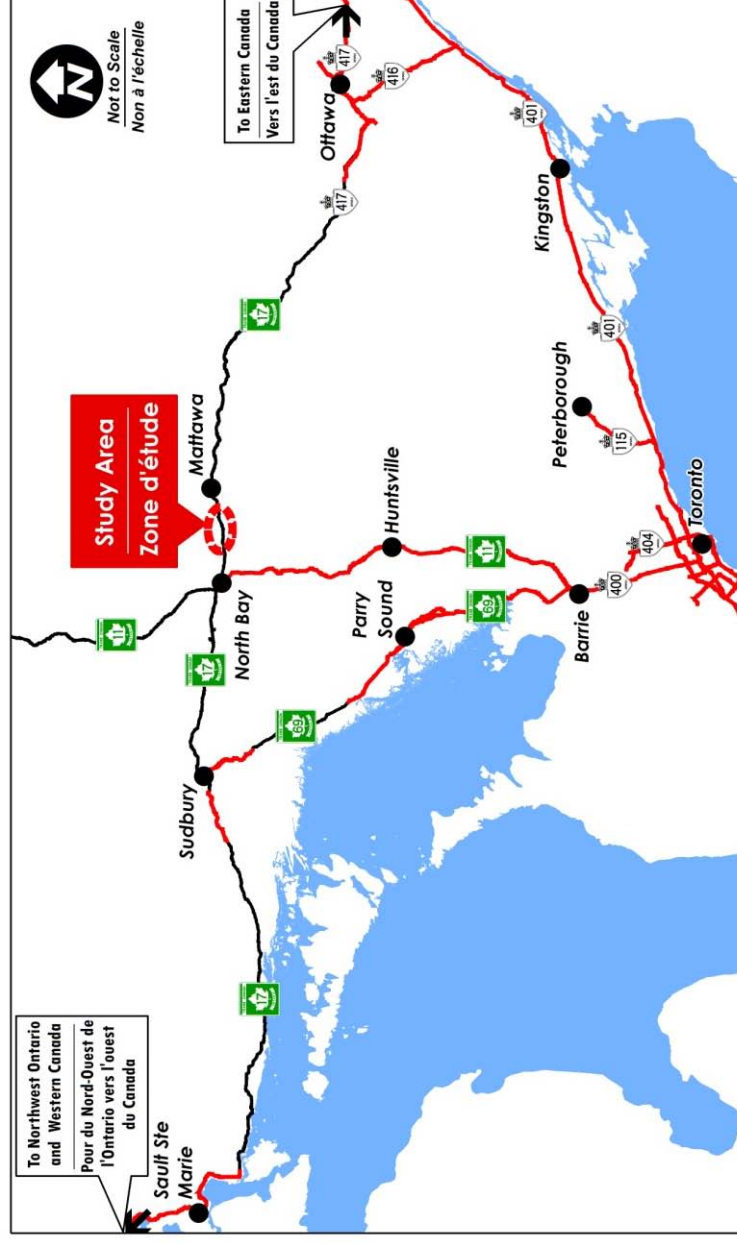
Highways with four lanes or more in the vicinity of Highway 17 are shown on the plan below in red.

Rôle et fonction de la route 17

L'autoroute 17 traverse le nord de l'Ontario et est un maillon stratégique de la route transcanadienne. En plus de répondre aux besoins fondamentaux de déplacements pour les résidents et les visiteurs de la région, ce tronçon de l'autoroute 17 constitue un corridor de transport pour les autres voyageurs et les camions long-courrier reliant l'est du Canada au nord de l'Ontario et à l'ouest du Canada.

La vision à long terme pour la route 17 est une autoroute à quatre voies reliant Sault-Sainte-Marie à Ottawa. L'élargissement de l'autoroute 17 se traduira par un réseau provincial plus fiable, sûr et pratique qui permettra de soutenir davantage l'industrie du tourisme et des loisirs, ainsi que l'économie locale et du nord de l'Ontario.

Les autoroutes à quatre voies ou plus dans le voisinage de l'autoroute 17 sont représentées sur le plan ci-dessous en rouge.



Traffic Projections / Highway Operations

The desired operating range for a two-lane highway is 1,200 vehicles per hour (two-way) or less. By 2035, the peak hour volume is projected to exceed 1,200 vehicles per hour (two-way). Additional capacity is required to accommodate the increasing traffic volumes.

Prévision de trafic / Fonctionnement du réseau routier

Les débits de circulation souhaités pour une route à deux voies sont de 1 200 véhicules par heure (dans les deux sens) ou moins. En 2035, le débit pendant l'heure de pointe devrait dépasser les 1 200 véhicules par heure (dans les deux sens). Une augmentation de la capacité est nécessaire pour tenir compte des débits de circulation croissants.

Traffic Projections	Time Period (Year)				
	2008	2012	2015	2025	2035
Average Annual Daily Traffic (AADT)	4,900	5,075	5,700	7,000	8,200
Summer Average Daily Traffic (SADT)	6,050	6,363	7,100	8,700	10,200
Peak Hourly Volume (PHV)*	735	760	860	1,050	1,240

* PHV=15% of AADT

Highway Collision Overview

The current collision rate within the study area is 0.8 reportable collisions annually per every million vehicle kilometers travelled (MVKM), which is slightly higher than the provincial rate of 0.7.

Vue d'ensemble de la sécurité sur l'autoroute

Le taux d'accidents déclarés actuel au sein de la zone d'étude est de 0,8 accident par million de véhicules-kilomètres parcourus par année, ce qui est légèrement plus élevé que le taux provincial de 0,7.

Number and Severity of Highway Collisions in the 2004 through 2010 Period				
Year	Fatal	Injury	Property Damage Only (PDO)	Grand Total
2004		4	21	25
2005		2	23	25
2006	1	3	30	34
2007		7	30	37
2008	1	7	20	28
2009		5	24	29
2010		8	13	21
Grand Total	2	36	161	199*

*71 of the 199 collisions were single vehicle collisions with animals

Breakdown by Collision Category in the 2004 through 2010 Period				
Severity	Initial Impact Type	Lighting Condition	Environment Condition	Road Surface Condition
Fatal: 2 Injury: 36 PDO: 161	Single Vehicle: 168 Approach: 3 (2 fatal) Rear End: 16 Sideswipe: 9 Angle: 1 Turning: 2	Dawn: 6 Daylight: 102 Dusk: 13 Dark: 78	Clear: 130 Rain: 12 Snow: 38 Other: 19	Dry: 101 Wet: 34 Slippery: 64

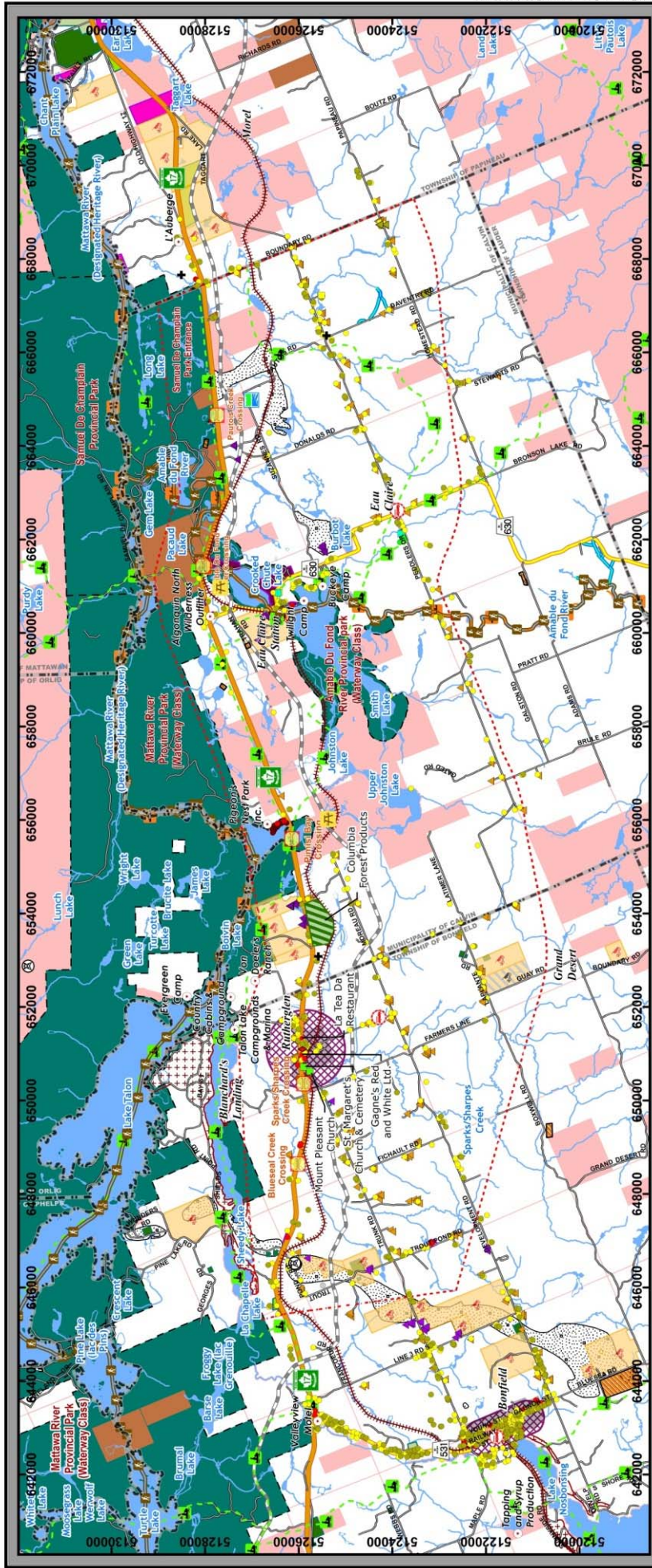
Alternatives (to the undertaking) were identified which could address the transportation needs for the study area. The screening level evaluation of these alternatives is detailed below, and the recommended alternative involves widening / improving and / or realigning sections of Highway 17.

Les alternatives susceptibles de répondre aux besoins de transport de la zone d'étude ont été identifiées. L'évaluation préalable de ces alternatives est détaillée ci-dessous, et la solution recommandée consiste à élargir / améliorer et/ou revoir le tracé de certaines sections de l'autoroute 17.

ALTERNATIVES TO THE UNDERTAKING						
SCREENING CRITERIA	Do Nothing	Optimize the Existing Transportation System (TDM and TSM)	Expanded/New Non Road Infrastructure (Transit, Freight Rail, Passenger Rail)	Widen/Improve Existing Municipal Arterial Roads or New Municipal Roads	Widen/Improve Sections of Existing Highway	Realign Sections of Highway 17
LONG TERM NEEDS (Recognizing that in this area, highways will continue to be the major means of transportation)						
Highway 17 Traffic Congestion Reduced	Congestion would increase as traffic volumes increase over long term.			Minor traffic congestion reduction on Highway 17 due to diversion of some traffic to municipal roads.	Traffic congestion would be reduced on Highway 17 due to significant capacity improvements.	
Highway 17 Road Safety Improved	Road safety on Highway 17 would decrease over long term due to increased potential for collisions as traffic volumes increase.			Minor road safety improvement on Highway 17 due to diversion of some traffic to municipal roads.	Road safety would improve on Highway 17 due to design and capacity improvements.	
Serve Local Needs	Alternatives would not service local needs over the long term due to increased congestion on Highway 17.				Would service local needs over the long term due to decreased traffic congestion and increased road safety over the long term.	
Construction Staging	Not applicable.	Construction can be staged in appropriate stand-alone segments.			Since private entrances to highway would be eliminated, changed access via municipal roads and service roads would be required.	
MINIMIZE IMPACT						
Minimize Economic Impact	Alternatives do not enhance economic growth in the study area and northern Ontario, and do not support area tourism focus. No changes in local highway access to impact current highway businesses.				Alternatives enhance economic growth both in the study area and northern Ontario, and do support area tourism focus.	
Minimize Natural Environmental Impact	No impact.	Minimal impact.	Minimal impact since existing corridors for other modes considered adequate.	Degree of impact would relate to scope of the improvement, which municipal studies would work towards mitigating.	Since major widening could not be accommodated through Rutherglen, highway realignment would impact current highway businesses.	
Minimize Socio/Cultural Effects					Degree of impact would relate to scope of the improvement, which this study would work towards mitigating.	
CONSISTENT WITH EXISTING SYSTEMS						
Existing Corridor Available	No change to use of existing Highway 17 corridor.	Minimal change in use of Highway 17 corridor.	Since highways will continue to be the major means of transportation, existing corridors for other modes considered adequate. Some additional infrastructure required at local access points	Since existing municipal roads are not continuous in an east-west direction through the study area, this would require construction of new segments of municipal roads to "fill in the gaps".	Existing highway right-of-way could not accommodate major widening through Rutherglen	Highway realignments could be accomplished where widening of existing highway is not possible.
Requires Different Modes	Travel modes would continue to be cars, trucks and buses		Although highways will continue to be the major means of transportation, would result in minor shift to transit, freight rail, passenger rail.	Travel modes continue to be cars, trucks and buses.		Travel modes would continue to be cars, trucks and buses.
Cost Effective	Not cost effective. Although there is no capital cost, area transportation needs are not addressed.	Not cost effective. Although capital cost is low, area transportation needs are not addressed.	Not cost effective. Although capital cost is moderate, area transportation needs are not addressed.	Not cost effective. Although capital cost is moderate, area transportation needs are not addressed.	More costly solution. Economic benefits to the area and improved highway capacity, operation and safety offset capital costs.	More costly solution. Economic benefits to the area and improved highway capacity, operation and safety offset capital costs.
COMMENTS	Alternatives would not adequately address area's long term needs as highways will continue to be the major means of transportation. Alternatives are not consistent with the long-term strategy to provide a 4-lane freeway extending from Highway 416 in Ottawa to Sault Ste Marie.				Alternatives would address area's long term needs as highways will continue to be the major means of transportation.	Alternatives are consistent with the long-term strategy to provide a 4-lane freeway extending from Highway 416 in Ottawa to Sault Ste Marie.
RECOMMENDATION	Eliminate from further consideration			Carry forward for further analysis		
Combinations of the above						

Highway 17

Socio-economic Environment / Milieu socio-économique



Highway 17
Environmental Assessment
Socio-Economic Existing Conditions and Constraints Map
9/2/2012
Project #: 40241599
AECOM

LEGEND

	Municipal Boundary		Waste Management Site		Publicly Acquired Crown Land		Highway		Cemetery		Study Area Buildings
	Undeveloped Area		Designated Community Improvement Area		Crown Land		Arterial		Church		Farm Structure
	Waterbody		Designated Recreational Area		Designated Aggregate Removal Area		Collector		School		Institutional Structure
	Developed Area		Highway 17 Study Area		Municipally Constructed Drain		Local		Industrial Structure		Solar Collector
	Provincial Park		Employment Areas		Provincial Park Picnic Area		Railway		Commercial Structure		Residence
	Active Aggregate Site		Commercial - Local		Provincial Park Entrance		Canoe Path		Recreational Structure		Sec. Structure
	Inactive Aggregate Site		Commercial - Highway & Service		Tourism Destination		Snowmobile Trail		Industrial - Recreational		Camping Structure
	Watercourse		Industrial - General		Fire Station		Trails		Industrial - Heavy		Communications Building
	Crossing		Industrial - Restricted				Trans Canada Pipeline		Unknown Structure		Communications Tower
	Communications Tower						Utility Platform				

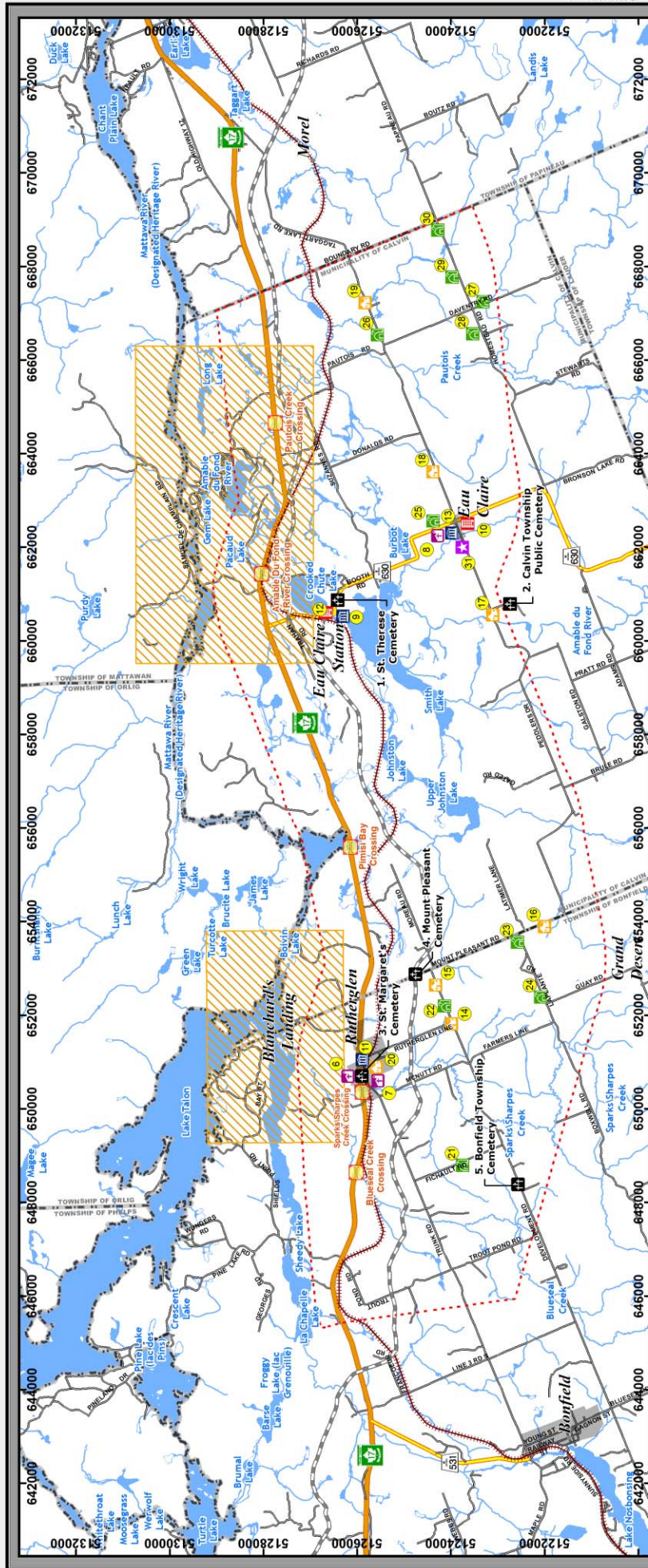
Note: For Agricultural Land, refer to: "Natural Environment Existing Conditions and Constraints Map".

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NAD 1983 UTM Zone 17N

0 1 2 4 KM

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Highway 17
Environmental Assessment

Cultural Environment Existing Conditions and Constraints Map

9/2/2012
Project #: 60241599

LEGEND

	Municipal Boundary		Highway
	Undefined		Arterial
	Waterbody		Collector
	Settlement or Developed Area		Local
	Watercourse Crossing		Railway
	Area Containing Registered Archaeological Sites		Trans Canada Pipeline
	Details provided in Summary of Existing Environmental Conditions and Constraints Report		
	Highway 17 Study Area		

Heritage Buildings

	Cemetery
	Church with Potential Heritage Resource Attributes
	Former Public Building with Potential Heritage Resource Attributes
	Former Commercial Building with Potential Heritage Resource Attributes
	Residential Property with Potential Heritage Resource Attributes
	Farm Property with Potential Heritage Resource Attributes
	Cultural Landscape

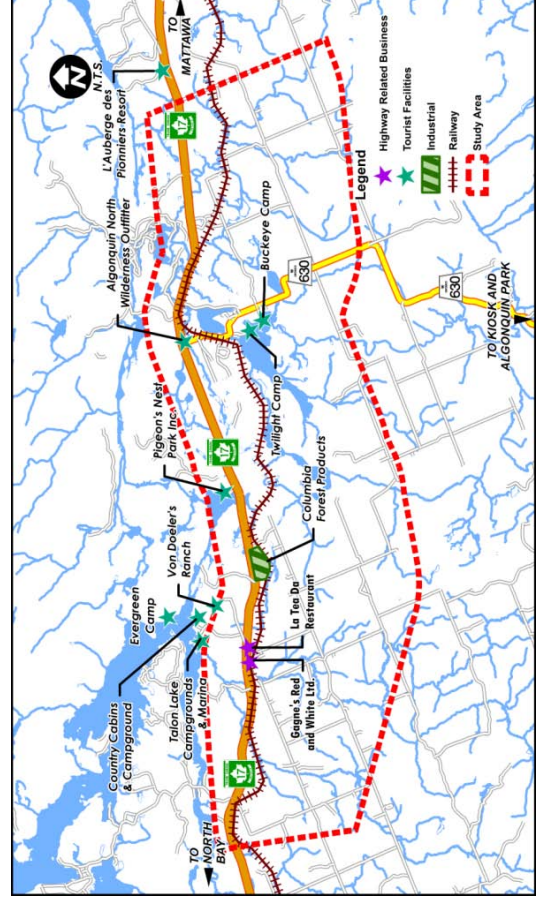
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NAD 1983 UTM Zone 17N

Business Name	Tourist Facilities	Services
Pigeon's Nest Park Inc	<ul style="list-style-type: none"> • Campground 	
Country Cabins & Campground	<ul style="list-style-type: none"> • Campground • Holiday cabins 	<ul style="list-style-type: none"> • Fishing trips • Boat rentals
Talon Lake Campground & Marina	<ul style="list-style-type: none"> • Campground • Cottages 	<ul style="list-style-type: none"> • Water taxis • Bait and fishing tackle • General store
Buckeye Camp	<ul style="list-style-type: none"> • Boat/canoe rental • Campground • Cabins 	<ul style="list-style-type: none"> • Fishing • Boating • Hiking
Van Doeler's Ranch	<ul style="list-style-type: none"> • Horse riding • Cabins 	<ul style="list-style-type: none"> • Campground • Horse riding trails
L'Auberge des Pionniers Resort	<ul style="list-style-type: none"> • Cabins • Fishing • Boating • Canoe/kayak rental 	<ul style="list-style-type: none"> • Hiking trails • Skiing • Snowshoeing • Snowmobiling
Twilight Camp	<ul style="list-style-type: none"> • Campground • Cottages 	<ul style="list-style-type: none"> • Boating • Motor rentals • Canoe rentals
Algonquin North Wilderness Outfitter	<ul style="list-style-type: none"> • Guided Canoe and Portage trips 	
Highway Related Businesses		
Gagne's Red and White Ltd	<ul style="list-style-type: none"> • Gas station • Post office 	<ul style="list-style-type: none"> • General store • LCBO
La Tea Da Restaurant	<ul style="list-style-type: none"> • Restaurant/cafe 	<ul style="list-style-type: none"> • Art Gallery
Industrial		
Columbia Forest Products	<ul style="list-style-type: none"> • Wood manufacturer 	

Nom d'entreprise	Installations touristiques	Services
Pigeon's Nest Park Inc	<ul style="list-style-type: none"> • Terrain de camping 	
Country Cabins & Campground	<ul style="list-style-type: none"> • Terrain de camping • Chalets de vacances 	<ul style="list-style-type: none"> • Voyages de pêche • Location de bateaux
Talon Lake Campground & Marina	<ul style="list-style-type: none"> • Terrain de camping • Chalets 	<ul style="list-style-type: none"> • Bateaux-taxis • Appâts et articles de pêche • Magasin général
Buckeye Camp	<ul style="list-style-type: none"> • Location de bateaux et de canots • Terrain de camping • Chalets 	<ul style="list-style-type: none"> • Pêche • Navigation de plaisance • Randonnées
Van Doeler's Ranch	<ul style="list-style-type: none"> • Équitation • Chalets 	<ul style="list-style-type: none"> • Terrain de camping • Sentiers de randonnée équestre
L'Auberge des Pionniers Resort	<ul style="list-style-type: none"> • Chalets • Pêche • Navigation de plaisance • Location de canots et de kayaks 	<ul style="list-style-type: none"> • Sentiers de randonnée • Ski • Raquettes • Motoneige
Twilight Camp	<ul style="list-style-type: none"> • Terrain de camping • Chalets 	<ul style="list-style-type: none"> • Navigation de plaisance • Location de motorisés
Algonquin North Wilderness Outfitter	<ul style="list-style-type: none"> • Balades en canot guidées et portage 	<ul style="list-style-type: none"> • Location de canots
Entreprises de type autoroutier		
Gagne's Red and White Ltd	<ul style="list-style-type: none"> • Station d'essence • Bureau de poste 	<ul style="list-style-type: none"> • Magasin général • LCBO
La Tea Da Restaurant	<ul style="list-style-type: none"> • Restaurant/ café 	<ul style="list-style-type: none"> • Galerie d'art
Industries		
Columbia Forest Products	<ul style="list-style-type: none"> • Industrie forestière 	



Principles for Generation of Highway Planning Alternatives

The generation of highway planning alternatives considers constraints and opportunities according to the following principles:

1. Minimize impacts to significant natural features, functions, systems and communities
2. Minimize impacts to existing and planned (approved under Official Plans) population and employment areas
3. Transportation service criteria:
 - a. Generate alternatives that are efficient and direct, while meeting standards for design; and
 - b. Select alternatives that address the transportation problems and transportation opportunities

In the Rutherglen and Amable du Fond areas, widening of the existing highway is not possible due to physical constraints and environmental conditions. Realignment alternatives were therefore generated for these areas. The highway planning alternatives developed for the study area are presented on the plans on the tables.

Principes guidant l'élaboration des options de planification routiers pour l'autoroute

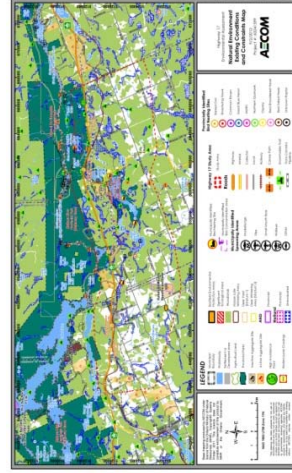
L'élaboration des alternatives de planification pour l'autoroute tient compte des contraintes et des opportunités selon les principes suivants:

1. Minimiser les impacts sur les éléments naturels importants, les fonctions, les systèmes et les communautés
2. Minimiser les impacts sur les zones de population et d'emplois existantes et prévues (approuvées en vertu de plans officiels)
3. Critères en lien avec le service de transport:
 - a. Élaborer des alternatives efficaces et directes, tout en respectant les normes de conception
 - b. Sélectionner des alternatives qui répondent aux problèmes et aux possibilités de transport

Dans la région de Rutherglen et d'Amable du Fond, l'élargissement de la route existante n'est pas possible en raison des contraintes physiques et des conditions environnementales. Des alternatives consistant à revoir le tracé ont donc été élaborées pour ces zones. Les options de planification pour l'autoroute développées pour la zone d'étude sont présentées sur les plans disponibles sur les tables.

Process for Generation of Realignment Alternatives / Le Processus

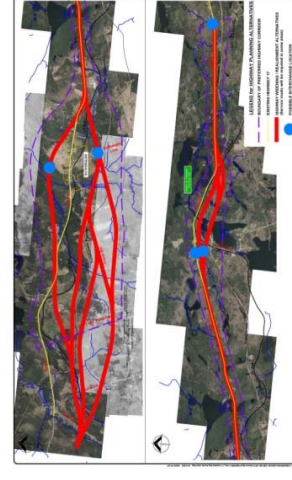
Identify existing conditions and constraints within study area / Identifier les conditions et les contraintes actuelles dans la zone d'étude



Specify design standards (horizontal and vertical alignment parameters) and potential start and end points / Spécifiez les normes de conception et les points de début et de fin potentiels



Generate realignment alternatives using QUANTM software which considers terrain and constraints / Élaborer des alternatives utilisant du logiciel de planification du tracé (QUANTM)



Create realignment alternatives based on alignment trends identified in QUANTM / Produire des alternatives en fonction des tendances d'alignement

Highway 17

Highway Planning Alternatives / Options de planification pour l'autoroute

Typical Cross Section

The cross-section being carried forward for both widened and realigned sections of Highway 17 is:

- a freeway with two lanes in each direction
- a 30m median within a 110m right-of-way
- access restricted to interchange locations
- new service roads in some areas

Coupe transversale retenue pour l'autoroute

La coupe transversale adoptée pour les deux sections de l'autoroute faisant l'objet d'un élargissement ou d'une révision du tracé est:

- Une autoroute à deux voies dans chaque direction
- Un terre-plein central de 30m à l'intérieur d'une emprise de 110m
- Accès permis uniquement au niveau des échangeurs
- Nouvelles voies de desserte à certains endroits

Potential Interchange and Service Road Locations

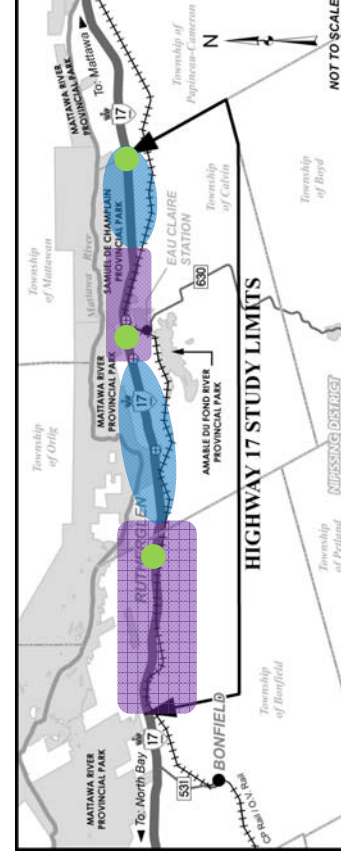
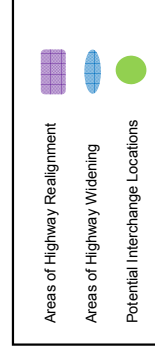
Highway interchanges are being considered at three locations: Rutherglen Line; Highway 630; and Boundary Road.

The highway cross-section results in the loss of direct access from the highway to abutting lands. In some areas, restoration of this local access may not be practical. In other areas, local access may be restored via service roads.

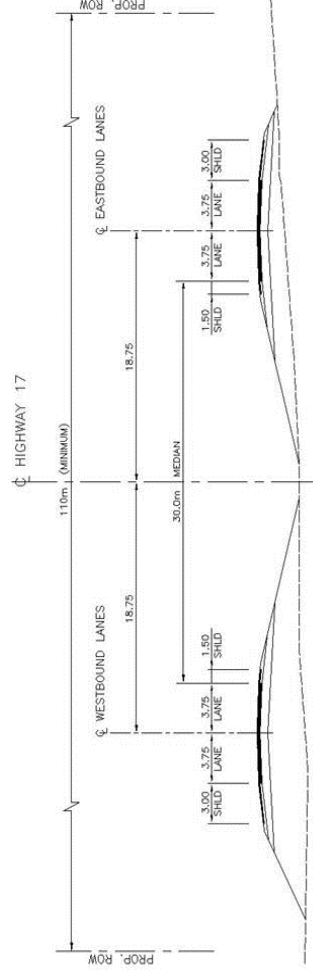
Two service road alternatives are being considered:

- convert existing Highway 17 to a service road to the north side of the freeway; or
- convert existing Highway 17 to a service road on the south side of the freeway.

The service road alternatives and the potential locations for highway interchanges are shown below and presented in greater detail on the plans on the tables.



Les options de voies de desserte et les emplacements potentiels pour les échangeurs autoroutiers sont présentés ci-dessous ainsi que sur les plans disponibles sur les tables.



Emplacements potentiels des échangeurs et des voies de desserte

Des échangeurs autoroutiers sont à l'étude à trois endroits: Rutherglen Line, autoroute 630 et chemin Boundary.

La coupe transversale de l'autoroute entraîne la perte de l'accès direct de l'autoroute aux terrains attenants. Dans certaines régions, la restauration de cet accès local peut ne pas être réalisable. Dans d'autres zones, l'accès local peut être rétabli par le biais de voies de desserte.

Deux options de voies de desserte sont à l'étude:

- Convertir l'autoroute 17 existante à une voie de desserte du côté nord de l'autoroute
- Convertir l'autoroute 17 existante à une voie de desserte du côté sud de l'autoroute

The criteria proposed to be used in the evaluation of highway planning alternatives are listed below.

Natural Environmental Factors
Fish and fish habitat, including Species at Risk
Vegetation, including Species at Risk
Wetlands
Wildlife and wildlife habitat, including Species at Risk
Surface water
Groundwater
Socio-Economic / Land Use Factors
Residential
Commercial / business
Provincial parks
Community / recreational / tourist facilities
Contaminated properties / waste management
Highway noise
Air quality
Aggregates and mineral resources
Water wells
Cultural Environment Factors
Built heritage and cultural landscapes
Archaeology
Transportation Factors
Accommodation of long term planning objectives
Accommodation of projected traffic demand
Enhancement of safety
Traffic operations on municipal roads and intersections
Design consistency with geometric standards for Ontario
Travel time / out of way travel
Cost Factor
Cost, including construction, utility relocation and property requirements
Constructability Factor
Existing traffic flow and operations accommodated during construction
Availability of staged construction

Les critères proposés pour être utilisés dans l'évaluation des options de planification pour l'autoroute sont énumérés ci-dessous.

Facteurs naturels
Poissons et leur habitat, y compris les espèces en péril
Végétation, y compris les espèces en péril
Milieux humides
Faune et son habitat, y compris les espèces en péril
Eau de surface
Eau souterraine
Facteurs socio-économiques et utilisation du sol
Usages résidentiels
Usages commerciaux / entreprises
Parcs provinciaux
Installations communautaires, récréatives et touristiques
Propriétés contaminées / gestion des déchets
Bruit
Qualité de l'air
Agrégats et ressources minérales
Puits d'eau
Facteurs culturels
Patrimoine bâti et paysages culturels
Archéologie
Facteurs en lien avec le transport
Respect des objectifs de planification de long terme
Prise en compte de la demande prévue de circulation
Amélioration de la sécurité
Fonctionnement du réseau routier municipal et des intersections
Cohérence avec les normes géométriques de l'Ontario
Durée des déplacements et détours
Facteur de coût
Coût, y compris la construction, le déplacement des services publics et les exigences foncières
Facteur de constructibilité
Maintien des débits et du fonctionnement actuel pendant la construction
Disponibilité de la construction échelonnée

Following this Public Information Centre, the Project Team will:

1. Respond to comments received through the release of the Study Design Report and the PIC #1 consultation process
2. Make changes to the information presented as a result of new information and comments received from stakeholders, as appropriate
3. Finalize the 'Study Design Report' and the 'Summary of Existing Environmental Conditions and Constraints Report'
4. Assess / evaluate the highway planning alternatives, and identify a preferred alternative
5. Prepare for Public Information Centre #2 to present:
 - Evaluation of highway planning alternatives and selection of the preferred alternative
 - Impacts of preferred planning alternative on highway related businesses including those in Rutherglen
 - Generation of preliminary design alternatives for the preferred planning alternative
 - Proposed criteria for evaluation of preliminary design alternatives

Après cette séance d'information publique, l'équipe du projet aura pour mission de:

1. Répondre aux commentaires reçus suite à la publication du Rapport de conception de l'étude et dans le cadre de la première série d'activités de consultation (dont la SIP No.1)
2. Apporter des modifications à l'information présentée en fonction des nouvelles informations et des commentaires reçus des intervenants, le cas échéant
3. Finaliser le Rapport de conception de l'étude et le rapport sommaire des conditions environnementales existantes et contraintes
4. Évaluer les alternatives de planification de l'autoroute et identifier une option privilégiée
5. Préparer la deuxième séance d'information publique afin de présenter:
 - L'évaluation des options de planification routiers de l'autoroute et l'option privilégiée
 - Les impacts de la solution de planification privilégiée sur les entreprises, y compris celles qui sont localisées à Rutherglen
 - L'élaboration d'alternatives de conception préliminaires pour l'option de planification privilégiée
 - Les critères proposés pour l'évaluation des alternatives de conception préliminaires

Information presented today is also available on the project website: www.highway17routeplanning.ca

Les informations présentées aujourd'hui sont aussi disponibles en ligne sur le site Web du projet: www.highway17routeplanning.ca

Please visit the project website for study update

S'il vous plaît visitez le site Web du projet pour les mises à jour de l'étude

Thank you for participating in today's PIC

Your comments are important to us. Interested stakeholders are encouraged to provide comments to the Project Team by **January 4, 2013**.

To obtain additional information, provide comments or to be placed on the mailing list, please:

- Place your Comment Sheet in the box provided tonight
- Submit your Comment Sheet to the Project Team by:
 - Writing the Project Team (c/o AECOM, 300 Water Street, Whitby ON L1N 9J2)
 - Faxing the Project Team (c/o AECOM at 905.668.0221)
 - Emailing the Project Team through the web site at www.highway17routeplanning.ca
- Contact one of the following:

Ms. Brenda Jamieson, P. Eng.

Consultant Project Manager / Chargée de projet
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Merci de votre participation à la SIP

Vos commentaires sont importants pour nous. Les parties intéressées sont encouragées à faire parvenir leurs commentaires à l'équipe de projet d'ici le **4 Janvier 2013**.

Pour obtenir des renseignements supplémentaires, formuler des commentaires ou vous inscrire sur la liste d'envoi, s'il vous plaît:

- Placez votre feuille de commentaires dans la boîte prévue à cet effet
- Remettez votre feuille de commentaires à l'équipe de projet par:
 - Courriel (c/o AECOM, 300, rue Water, Whitby ON L1N 9J2)
 - Télécopie (c/o AECOM au 905.668.0221)
 - Courriel, par le biais du site Web à l'adresse www.highway17routeplanning.ca
- Communiquez avec l'un des membres de l'équipe suivants:

Mr. Dheera Kantiya, M.Eng., P.Eng.

Senior Project Engineer / Ingénieur de projet sénior
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5260
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: Dheera.Kantiya@ontario.ca

Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202, David LeBlanc (Courriel: David.Leblanc@aecom.com).

FREEDOM OF INFORMATION & PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation (MTO) in meeting the requirements of the provincial Environmental Assessment Act and the "Class Environmental Assessment for Provincial Transportation Facilities". This material will be maintained on file for use during the study and may be included in the study 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 be part of the public record.

ACCÈS À L'INFORMATION ET PROTECTION DE LA VIE PRIVÉE

Les renseignements recueillis au cours de cette étude serviront à aider le ministère des Transports de l'Ontario (MTO) à satisfaire aux exigences de la Loi provinciale sur les évaluations environnementales. Ils demeureront aux dossiers pour être utilisés pendant la durée de l'étude et pourront être inclus dans la documentation sur l'étude.

Les renseignements recueillis seront utilisés 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 deviendront du domaine public.

Évaluation des besoins de transport

L'autoroute 17 traverse le nord de l'Ontario et est un maillon stratégique de la route transcanadienne. En plus de répondre aux besoins fondamentaux de déplacements pour les résidents et les visiteurs de la région, ce tronçon de l'autoroute 17 constitue un corridor de transport pour les autres voyageurs et les camions long-courrier reliant l'est du Canada au nord de l'Ontario et à l'ouest du Canada. La vision à long terme pour la route 17 est une autoroute à quatre voies reliant Sault-Sainte-Marie à Ottawa. L'élargissement de l'autoroute 17 se traduira par un réseau provincial plus fiable, sûr et pratique qui permettra de soutenir davantage l'industrie du tourisme et des loisirs, ainsi que l'économie locale et du nord de l'Ontario.

Certaines solutions de rechange du système de transport

L'évaluation des alternatives pour le système de transport a été effectuée pour l'examen et commentaire public. Les solutions de rechange du système de transport qui ont été mis au rebut sont "do nothing", "optimize the existing transportation system", "expanded/new rail and transit", et "improved municipal roads". Les solutions de rechange du système de transport reporté pour une étude plus approfondie sont:

- élargissez / améliorer des sections de l'autoroute existante
- fournir des sections de tracé révisé
- fournir des échangeurs aux points de connexion majeurs
- fournir des nouvelles voies de desserte pour certaines zones

Corridor autoroutier sélectionné

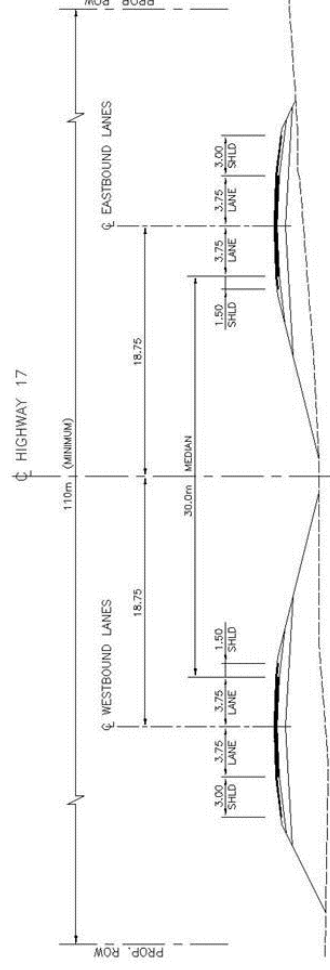
Sur la base des contraintes identifiées dans la zone d'étude pour ce tronçon de l'autoroute 17, seul un corridor autoroutier (comme indiqué sur la page suivante) a été reporté pour la génération d'alternatives de planification pour l'autoroute, en attendant les commentaires public. En raison des impacts très importants que cela engendrerait sur la communauté, l'élargissement de l'autoroute 17 dans la traversée de Rutherglen n'est pas une option raisonnable.

Options de planification pour l'autoroute

Les options de planification pour l'autoroute pour les solutions de rechange du système de transport reporté pour une étude plus approfondie sont présentées à la page suivante.

Section transversale sélectionnées de l'autoroute

La coupe transversale adoptée pour les deux sections de l'autoroute faisant l'objet d'un élargissement ou d'une révision du tracé est une autoroute à deux voies dans chaque direction; un terre-plein central de 30m à l'intérieur d'une emprise de 110 m; accès permis uniquement au niveau des échangeurs; et nouvelles voies de desserte à certains endroits. Une autoroute coupe transversale typique est disponible en dessous.



Contacts étude

Pour obtenir des renseignements supplémentaires, formuler des commentaires ou faire inscrire votre nom sur la liste d'envoi postal, visitez le site Web du projet ou veuillez communiquer avec:

Mme Brenda Jamieson, ing.
Chargé de projet de la firme
AECOM
300, rue Water, Whitby, ON L1N 9J2
Sans frais: 1-800-668-1983, poste 2202
Télé: 905-668-0221
Courriel: Brenda.Jamieson@aecom.com

M. Dheera Kantiya, ing.
Ingénieur principe de projet
Ministère des Transports, Région Nord-Est
447, avenue McKeown, North Bay, ON P1B 9S9
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Sans frais: 1-800-461-9547 Télé: 705-497-5208
Courriel: Dheera.Kantiya@ontario.ca

Introduction et But de l'étude

Le ministère des Transports de l'Ontario (MTO) a retenu les services de AECOM pour effectuer une étude de planification pour l'autoroute et l'évaluation environnementale de portée générale pour un tronçon de l'autoroute 17 (23,5 km) à partir de l'est de Bonfield jusqu'à la route qui délimite les cantons de Calvin et de Papineau-Cameron. Il s'agit de l'une des trois études de planification en lien avec l'autoroute 17 entre North Bay et les limites de Nipissing / Renfrew.

Le but de l'étude est d'élaborer un plan pour une autoroute à quatre voies dans les limites de l'étude incluant des segments d'élargissement / d'amélioration de l'autoroute existante et des segments de tracé révisé, voies de desserte à certains endroits et accès permis uniquement au niveau des échangeurs.

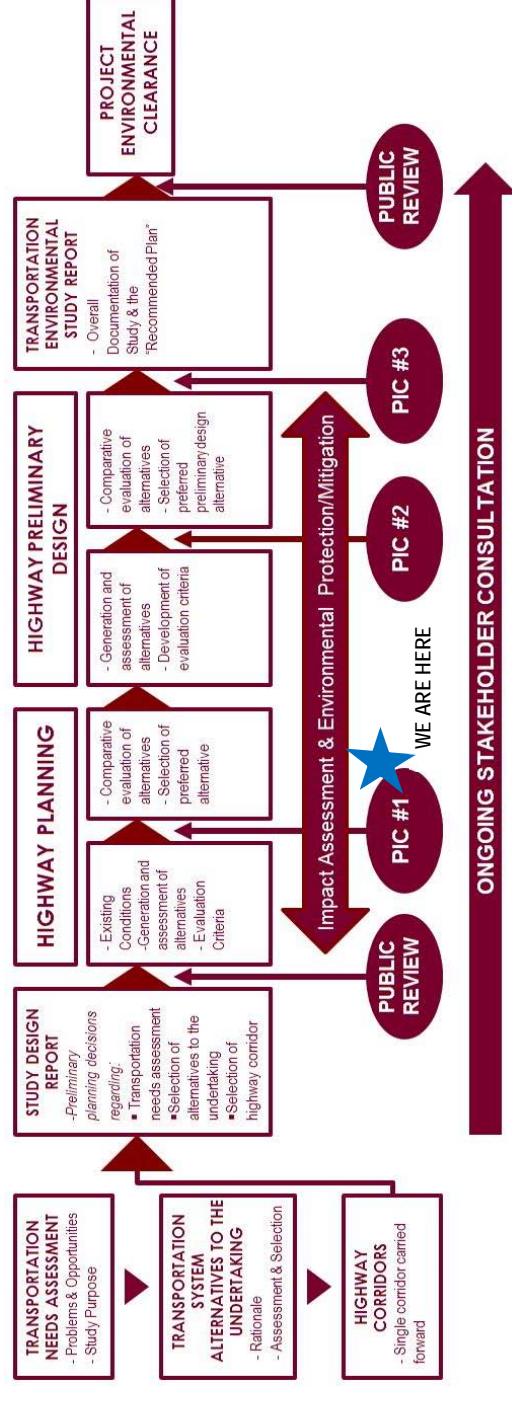
Évaluation environnementale de portée générale pour les installations provinciales de transport

L'étude de cette section de l'autoroute 17 est conforme au processus appliqué aux projets du groupe « A », qui sont des projets impliquant des réajustements majeurs de tracés et des contournements régis par l'Évaluation environnementale de portée générale pour les installations provinciales de transport.

Le processus de l'étude d'évaluation environnementale est basé sur une séquence d'étapes décisionnelles où les alternatives sont évaluées à un niveau de détail croissant, en commençant par une perspective large et en adoptant une perspective plus ciblée à mesure que l'étude progresse. Dès l'achèvement de l'étude, un rapport d'étude environnementale pour les transports (REET) sera mis à la disposition du public.

Principales étapes de l'étude

Les principales étapes de l'étude et les tâches réalisées à ce jour pour ce projet sont présentées ci-dessous. L'étude devrait être complétée d'ici l'été de 2014.



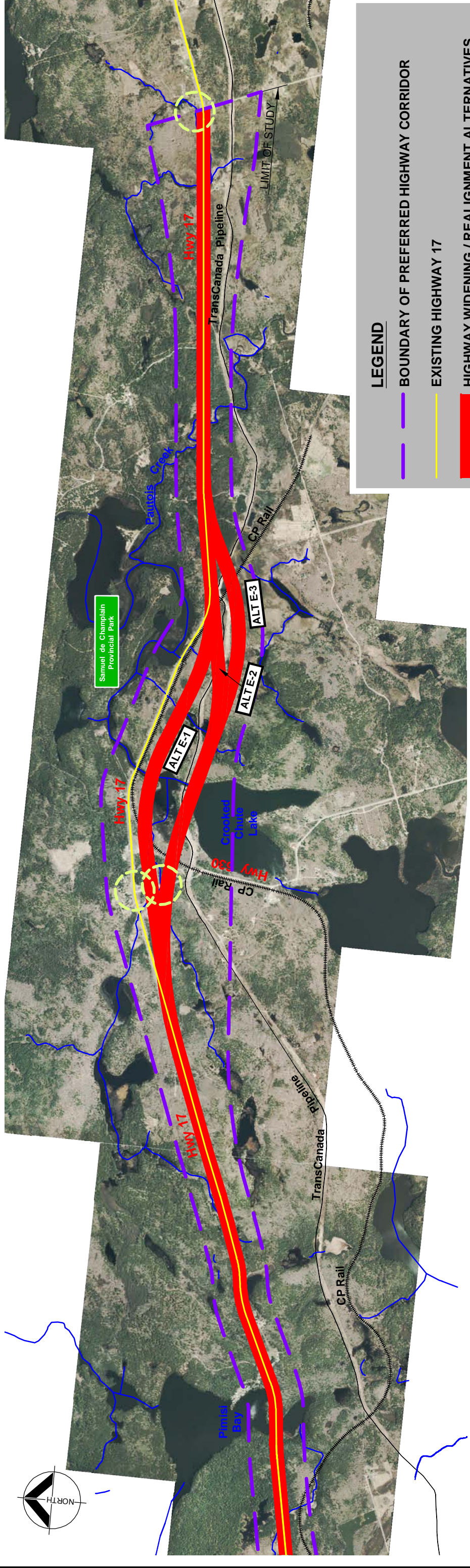
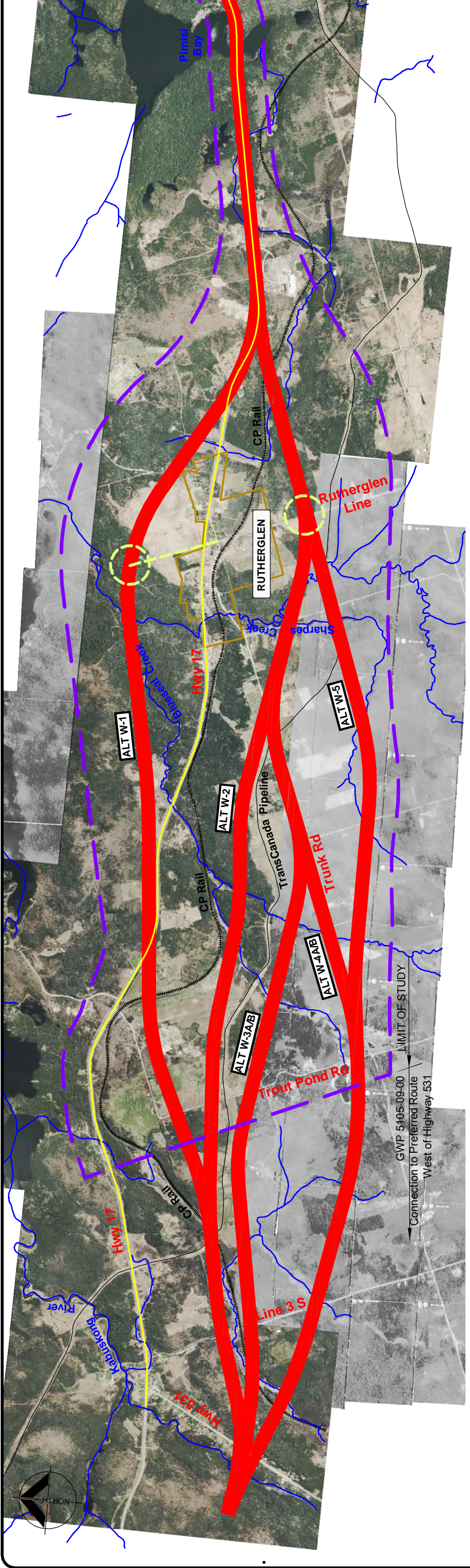
Le rapport de conception

Le rapport de conception a été placé du domaine public en août 2012 pour l'examen et commentaire public. Ce rapport fournit:





- processus d'étude proposé;
- les décisions de planification qui ont été faites sur une base préliminaire:
 - l'évaluation des besoins de transport;
 - certaines solutions de rechange du système de transport;
 - corridor de la route choisi;
 - section transversale sélectionnées de l'autoroute;
- la base pour aller de l'avant avec confiance étude dès que tous les commentaires ont été pris.

Le rapport sommaire des conditions environnementales existantes et contraintes

Un rapport sommaire des conditions environnementales existantes et contraintes a été placé du domaine public en août 2012 pour l'examen et commentaire public. Ce rapport fournit une description et la cartographie des contraintes dans les milieux naturels, socio-économiques, culturels et de transport. Ces contraintes sont envisagées dans la production et l'évaluation des options de planification pour l'autoroute.



LEGEND

-  BOUNDARY OF PREFERRED HIGHWAY CORRIDOR
-  EXISTING HIGHWAY 17
-  HIGHWAY WIDENING / REALIGNMENT ALTERNATIVES
(Service roads will be required in some areas)
-  POSSIBLE INTERCHANGE LOCATION

L'option de planification recommandée pour l'autoroute

- L'option de planification recommandée pour l'autoroute (comme indiqué sur la page suivante) comprend:
- le réaligement de l'autoroute 17 au sud à partir de l'autoroute 531 jusqu'à l'est de Rutherglen
 - l'élargissement et le réaligement de l'autoroute 17 au sud à partir de l'est de Rutherglen jusqu'à l'ouest de l'autoroute 630
 - le réaligement de l'autoroute 17 au sud à partir de l'ouest de l'autoroute 630 jusqu'à l'ouest de Pautois Creek
 - l'élargissement de l'autoroute 17 au sud à partir de l'ouest de Pautois Creek jusqu'à la limite de l'étude est (juste à l'est du chemin Boundary)
 - les échangeurs à Rutherglen Line, l'autoroute 630 et le chemin Boundary
 - la fermeture de l'autoroute 17 existante à partir de l'est de l'autoroute 630 jusqu'à l'entrée du parc Samuel de Champlain
 - la rétention de l'autoroute 17 existante comme une voie de service à tous les autres emplacements
 - les culs-de-sac au chemin Trout Pond et au chemin McNutt

La conception préliminaire

La conception préliminaire consiste à définir l'option de planification sélectionnée pour l'autoroute de façon plus détaillée, qui, pour ce projet, comprend:

- les alignements horizontaux et verticaux
- la coupe transversale de l'autoroute
- le traitement des traverses de la route (carrefours à niveaux différents / cul-de-sac)
- la largeur du droit de passage de la route principale et de la route de service et points d'échange
- les exigences de propriété préliminaires
- les exigences de drainage (passages de cours d'eau et une stratégie préliminaire de gestion des eaux pluviales)
- les exigences d'éclairage de plateformes
- la protection de l'environnement et les mesures d'atténuation

Prochaines étapes

Après cette séance d'information publique, l'équipe du projet aura pour mission de:

- Répondre aux commentaires reçus dans le cadre de la deuxième série d'activités de consultation (dont la SIP n° 2)
- Apporter des modifications à l'information présentée en fonction des nouvelles informations et des commentaires reçus des intervenants, le cas échéant
- Confirmer ou affiner l'option de planification recommandée pour l'autoroute
- Démarrer la conception préliminaire de l'option de planification recommandée pour l'autoroute
- Préparer la troisième séance d'information publique afin de présenter la conception préliminaire de l'option de planification recommandée pour l'autoroute

Contacts étude

Pour obtenir des renseignements supplémentaires, formuler des commentaires ou faire inscrire votre nom sur la liste d'envoi postal, visitez le site Web du projet ou veuillez communiquer avec:

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Introduction et But de l'étude

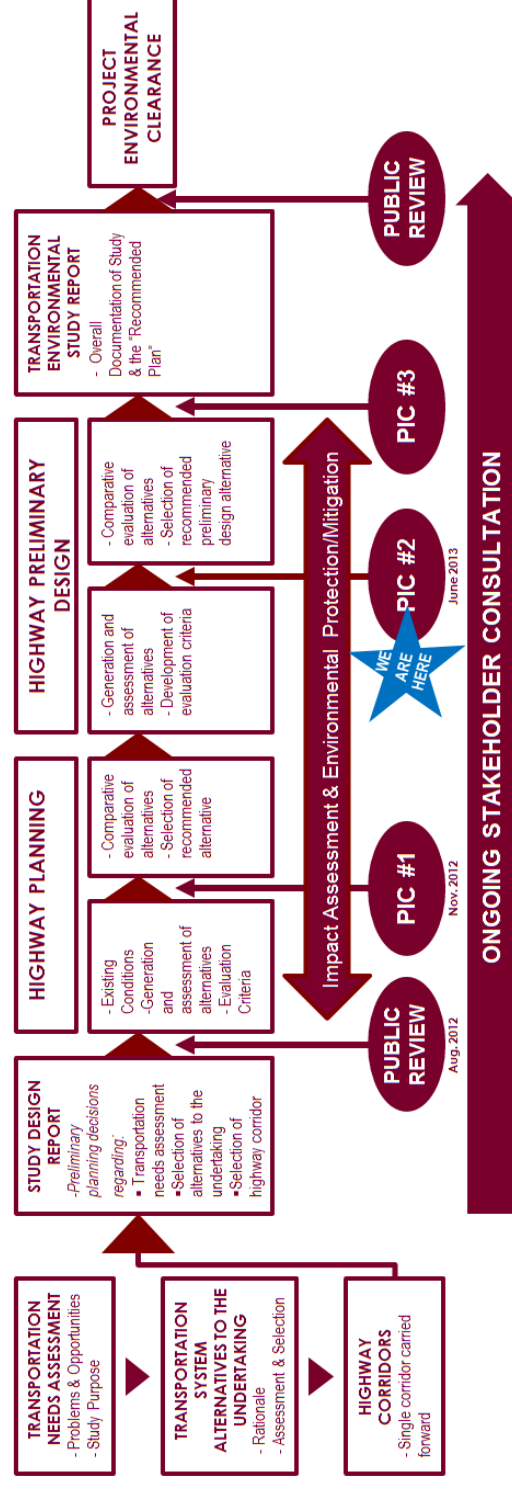
Le ministère des Transports de l'Ontario (MTO) a retenu les services de AECOM pour effectuer une étude de planification pour l'autoroute et l'évaluation environnementale de portée générale pour un tronçon de l'autoroute 17 (23,5 km) à partir de l'est de Bonfield jusqu'à la route qui délimite les cantons de Calvin et de Papineau-Cameron. Il s'agit de l'une des trois études de planification en lien avec l'autoroute 17 entre North Bay et les limites de Nipissing / Renfrew. Le but de l'étude est d'élaborer un plan pour une autoroute à quatre voies dans les limites de l'étude incluant des segments d'élargissement / d'amélioration de l'autoroute existante et des segments de tracé révisé, voies de desserte à certains endroits et accès permis uniquement au niveau des échangeurs.

Évaluation environnementale de portée générale pour les installations provinciales de transport

L'étude de cette section de l'autoroute 17 est conforme au processus appliqué aux projets du groupe « A », qui sont des projets impliquant des réajustements majeurs de tracés et des contournements régis par l'Évaluation environnementale de portée générale pour les installations provinciales de transport.

Le processus de l'étude d'évaluation environnementale est basé sur une séquence d'étapes décisionnelles où les alternatives sont évaluées à un niveau de détail croissant, en commençant par une perspective large et en adoptant une perspective plus ciblée à mesure que l'étude progresse. Dès l'achèvement de l'étude, un rapport d'étude environnementale pour les transports (REET) sera mis à la disposition du public.

Les principales étapes de l'étude et les tâches réalisées à ce jour pour ce projet sont présentées ci-dessous. L'étude devrait être complétée d'ici l'été de 2014.



Séance d'information publique n° 2

Depuis la Séance d'information publique n° 1 (tenue en novembre 2012), l'équipe de projet a répondu aux commentaires émis et aux questions posées durant ce processus de consultation, et elle a finalisé le Rapport de conception de l'étude en réponse aux commentaires reçus. L'équipe de projet a aussi raffiné les options de planification pour l'autoroute présentées lors de la Séance d'information publique n° 1, a complété l'analyse et l'évaluation de celles-ci, et a ensuite identifié l'option privilégiée (voir pages 2 et 3).

SIP n° 2 se tiendra à présenter et obtenir des commentaires sur:

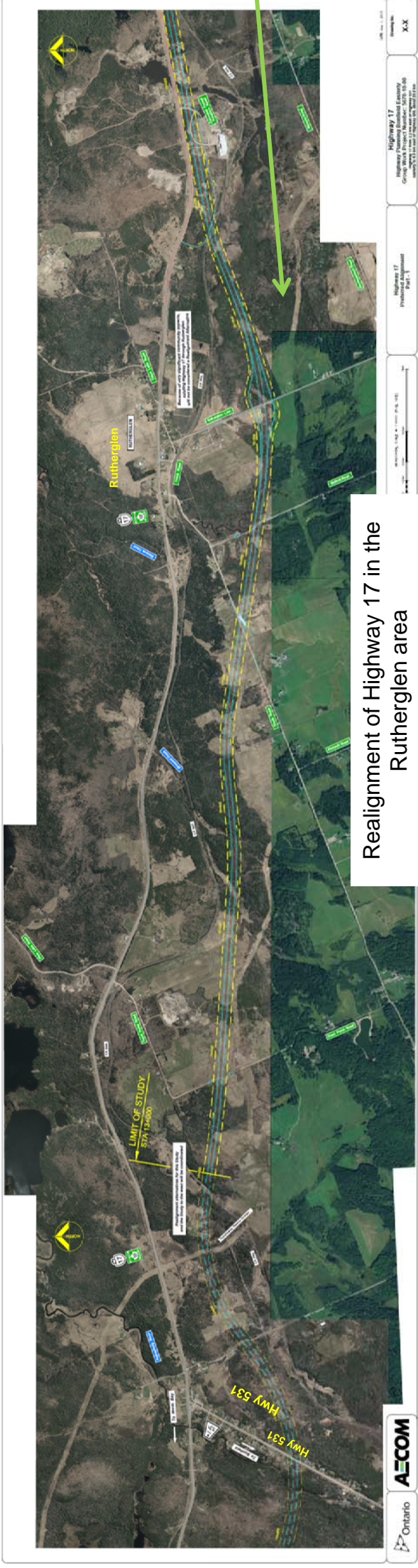
- l'évaluation des options de réaligement et d'élargissement de l'autoroute (y compris les voies de desserte)
- l'option de planification recommandée pour l'autoroute
- les options de configuration des échangeurs pour Rutherglen Line, l'autoroute 630 et le chemin Boundary
- l'évaluation des options de configuration des échangeurs et la configuration recommandée pour chaque échangeur
- les culs-de-sac recommandés aux chemins Trout Pond et McNutt
- la recommandation de la fermeture de l'autoroute 17 existante à partir de l'est de l'autoroute 630 jusqu'à l'entrée du parc Samuel de Champlain.

L'information présentée lors des Séances d'information publiques n° 1 et 2 est disponible sur le site Web de l'étude. Nous encourageons les parties prenantes intéressées à faire parvenir leurs commentaires sur le matériel présenté à la Séance d'information publique n° 2 à l'équipe de projet d'ici le **26 juillet 2013**.

Highway 17

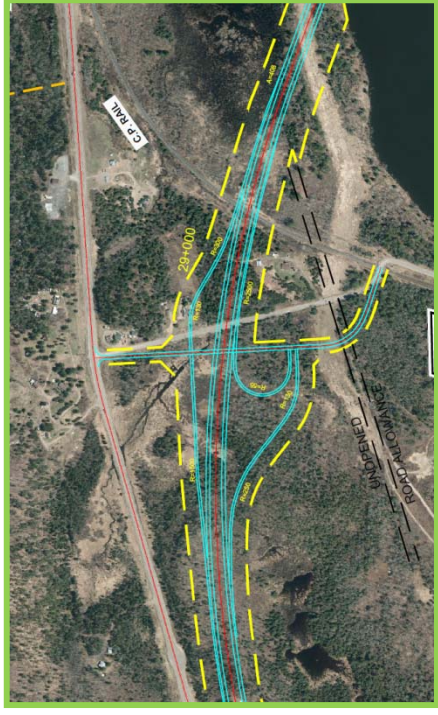
L'option de planification recommandée pour l'autoroute

L'option de planification recommandée pour l'autoroute est indiqué sur les plans ci-dessous...



Realignment of Highway 17 in the Rutherglen area

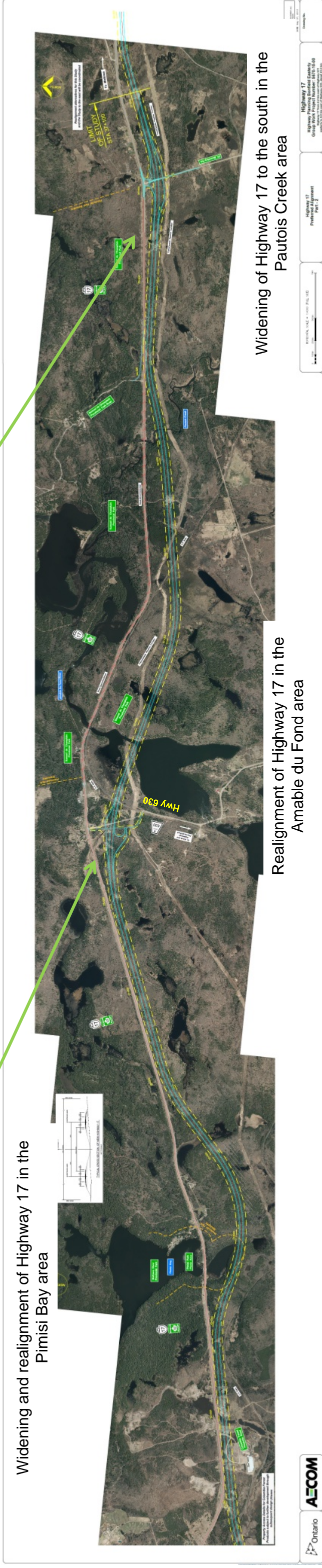
Rutherglen Line Interchange Diamond Configuration



Highway 630 Interchange North side Diamond South side Parclo A2 Configuration



Boundary Road Interchange Diamond - Roundabout Configuration



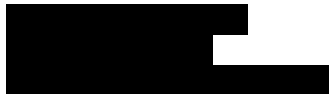
Widening and realignment of Highway 17 in the Pimisi Bay area

Realignment of Highway 17 in the Amable du Fond area

Widening of Highway 17 to the south in the Pautois Creek area

Appendix D.
Comments Received

December 4, 2012



Dear Ms. [REDACTED]:

**Re: Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
Public Information Centre #1**

As requested, please find attached a plan illustrating the realignment alternatives under consideration in the vicinity of Highway 630. We have also enclosed an enlargement of the plan for the existing Highway 17 / Highway 630 area.

Should you require additional information and/or wish to discuss this study further, please do not hesitate to contact the undersigned or Mr. Dheera Kantiya, the MTO Project Manager, at 1-800-461-9547 or via e-mail at Dheera.Kantiya@ontario.ca.

Sincerely,
AECOM Canada Ltd.

Brenda Jamieson, P.Eng.
Consultant Project Manager
Brenda.Jamieson@aecom.com
1-800-668-1983 ext. 2251

Attachment: 11" by 17" Plans, East Realignment Alternatives

cc: D. Kantiya, MTO
F. Leech, AECOM

**PUBLIC INFORMATION CENTRE #1
COMMENT SHEET**

Wednesday November 28, 2012

Please Print

Same information requested
for Pinnac Bay Park.

1) Please provide a copy of the aerial photograph
showing all alternatives at the intersection
of existing Highway 17 at Highway 630
with focus on Trading Post @ SE corner.

2) For each alternative, please explain the "footprint"
impact to the Trading Post building and its
entrances.

3) Pinnac Bay roadside Park is a key
staging point for canoe launching
for Mattawa river trips. This is critical
to the viability of the Trading Post
business.

4) Opposed to any of the alternatives because
believe that the change will destroy the
northern Ontario "essence" associated with
the current highway & the basis of what our
business represents.

→ The area as it is constitutes a "gem".

→ Would appreciate, ^{our family} being able to meet
with the project team to discuss
alternatives and our concerns

January 17, 2012




Dear 


**Re: Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
Public Information Centre #1**



Thank you for the comments you provided through the PIC #1 consultation process for the above-noted project. Community and stakeholder input is an important part of the study and your participation is appreciated.

The Highway 17 Planning and Class Environmental Assessment (EA) Study is being undertaken to identify a recommended plan for a four-lane access controlled Highway 17 from Bonfield easterly to the Boundary Road between the Townships of Calvin and Papineau-Cameron (from 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630) with access restricted to interchange locations. This is a highway planning and preliminary design study for which the primary focus is on obtaining environmental clearance so the Highway 17 corridor can be protected, and over the interim, assist MTO in making smart investment decisions until highway expansion is programmed for construction.

Your comments and concerns were carefully reviewed and considered by our study team. The study team responses to your concerns are provided below.

For each alternative, please explain the "footprint" impacts to the  building and its entrances.

Footprint impacts refer to the edges of right-of-way that are required in order to implement the highway widening and realignment alternatives. The preliminary footprint impacts to the  based on the alternatives presented at PIC #1 are:

- Alternative 1: the  buildings and entrances are displaced by the footprint requirements of the mainline highway and the interchange proposed at Highway 17 / Highway 630
- Alternatives 2 and 3: the  building furthest south is displaced by the footprint requirements of the interchange proposed at Highway 17 / Highway 630

The alternatives for highway widening and highway realignment will be refined based upon stakeholder input and additional study team work. This will provide the basis for identifying right-of-way requirements and the associated impacts to be considered and documented in the evaluation of highway planning alternatives. The evaluation of alternatives for widened and realigned sections of Highway 17 will be based on a number of criteria under six broad factor areas, specifically the natural environment, socio-economic / land, cultural environment, transportation, cost and constructability.

The evaluation results and the recommended highway planning alternative will be presented at PIC #2. Following PIC#2, the recommended highway planning alternative will be refined based upon stakeholder input and additional study team work. This will provide the basis for developing the preliminary design, including mitigation measures to address identified impacts. In addition, once a preferred highway planning alternative is selected, a study of its impacts on highway related businesses will be undertaken.

Pimisi Bay roadside park is a key staging point for canoes launching for Mattawa River trips. This is critical to the viability of the [REDACTED] business.

Based on the highway widening and realignment alternatives presented at PIC #1, the existing access to Pimisi Bay under the South Side Widening scenario is maintained with access provided via existing Highway 17 which will be converted to a service road. Under the North Side Widening alternative, the existing access to Pimisi Bay would be displaced (closed). During preliminary design of the preferred highway planning alternative, opportunities to relocate and replace the access point to Pimisi Bay will be reviewed and an alternative access point identified, if necessary.

Opposed to any of the alternatives because believe that the change will destroy the Northern Ontario 'essence' associated with the current highway and the basis of what our business represents. The area as it is constitutes a 'gem'.

Once a preferred highway planning alternative has been selected and during preliminary design, the study includes the development of a conceptual landscape composition plan. This plan will be developed by all environmental disciplines (natural, social, cultural and technical) based on the assessment of impacts and to identify mitigation measures. The landscape composition plan will be prepared in consideration of surrounding land uses, sensitive viewer groups (e.g. adjacent residential and tourist related uses) and the study location so as to identify mitigation plan which best addresses impacts and maintains the existing conditions in the study area.

The conceptual landscape composition plan will be presented at PIC #3 for stakeholder review and comment.

Would appreciate our family being able to discuss alternatives and our comments.

I will contact you shortly to arrange a meeting to discuss the study and your concerns. In the meantime, should you require additional information and/or wish to discuss this study further, please do not hesitate to contact the undersigned or Mr. Dheera Kantiya, the MTO Project Manager, at 1-800-461-9547 or via e-mail at Dheera.Kantiya@ontario.ca.

Once again, thank you for the comments you provided and your interest in this study.

Sincerely,
AECOM Canada Ltd.

Brenda Jamieson, P.Eng.
Consultant Project Manager
Brenda.Jamieson@aecom.com
1-800-668-1983 ext. 2251

cc: D. Kantiya, MTO
F. Leech, AECOM

Public Information Centre #2

Ontario Ministry of Transportation

Highway 17 Planning Study

**From 2.2 km east of Highway 531 easterly to 8.0 km east
of Highway 630, GWP 5670-10-00**

Public Information Centre #2 Summary Report

AECOM

300 Water Street

Whitby, ON, Canada L1N 9J2

www.aecom.com

905 668 9363 tel

905 668 0221 fax

Project Number: 60241599

Date: September, 2013

Ce document hautement spécialisé n'est disponible qu'en anglais en vertu du règlement 411/97, qui en exempte l'application de la Loi sur les services en français. Pour de l'aide en français, veuillez communiquer avec le ministère des Transports, Bureau des services en français au : 905-704-2045 ou 905-704-2046.

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Appendix A. PIC #2 Ontario Government Notice (Newspaper Advertisement)

Appendix B. PIC #2 Notification Letter & Study Contact List

Appendix C. PIC #2 Presentation Material

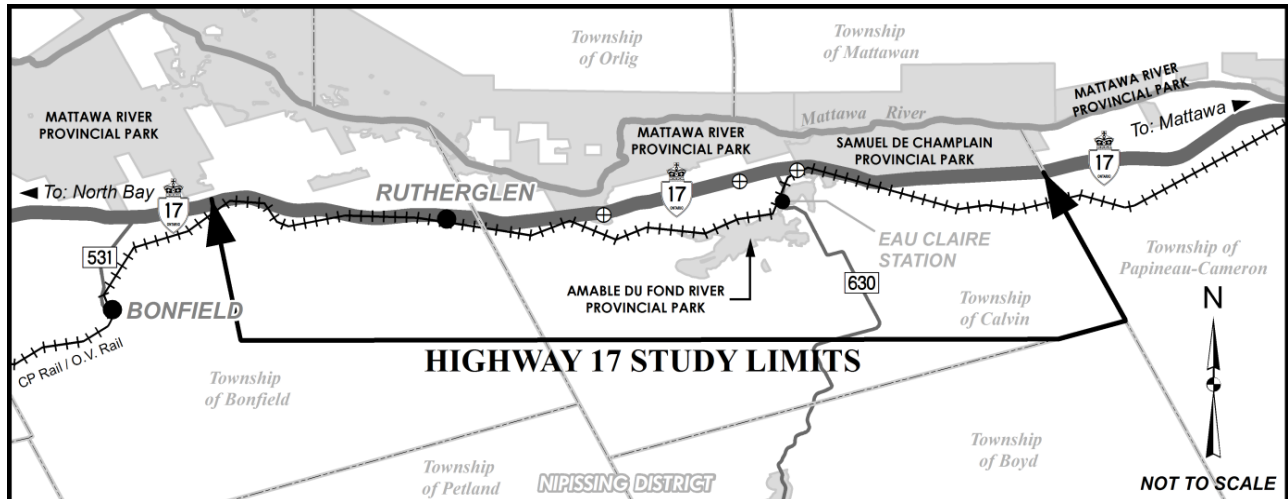
PIC Information Panels

Newsletter #2 – June, 2013

Appendix D. PIC #2 Comments and Study Team Responses

1. Introduction

The Ministry of Transportation (MTO) has retained AECOM to undertake a Route Planning, Preliminary Design and Class Environmental Assessment (Class EA) for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the key plan below.



The study is following the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) process stipulated for a Group 'A' project.

External agency and public consultation will take place throughout the study. Public Information Centres (PICs) are being held at key decision points during the study. The PICs will provide stakeholders with an opportunity to provide input and discuss the study with members of the project team.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be mailed to contacts on the Study mailing list and published in local newspapers to identify the locations where the TESR will be available for a 30-day public review period and to explain the review process, including the opportunity to request a "Bump Up" of the project for any stakeholders who have serious, unresolved concerns with the study and its recommendations.

The purpose of this report is to summarize the consultation process completed for the second PIC for the study, PIC #2 which was held on June 26, 2013. A copy of the Notice for PIC #2 is provided in **Appendix A**.

2. Venue, Date and Time

PIC #2 was held on Wednesday June 26, 2013 at the Calvin Municipal Hall between 4:00 p.m. and 8:00 p.m. External agencies and government representatives had the option to attend the information centre one hour in advance of the general public (i.e. between 3:00 pm and 4:00 pm).

The PIC was held as a 'drop-in' style, open house format.

The venue was universally accessible as per the requirements of the *Ontarians with Disabilities Act*.

3. Notification

The PIC #2 Notice was published in the North Bay Nugget on Thursday June 9, 2013 and the Mattawa Recorder on Sunday June 22, 2013.

Notice of PIC #2 was mailed directly to individuals on the study mailing list on June 9, 2013. The Notice of PIC #2 was also circulated to approximately 1,100 households in the study area via a bulk mail drop processed through Canada Post.

The PIC #2 Notice and a letter inviting regulatory agencies and First Nations representatives to review the materials and meet with members of the Project Team between 3:00 p.m. and 4:00 p.m. was distributed by direct mail on June 6, 2013. A copy of the letter mailed to agencies and First Nations representatives is included in **Appendix B**.

4. PIC Purpose and Display Material

The purpose of the PIC was to provide stakeholders with the opportunity to review and provide comment on:

- evaluation of highway realignment and highway widening (including service roads) alternatives;
- recommended highway planning alternative;
- interchange configuration alternatives for Rutherglen Line, Highway 630 and Boundary Road;
- evaluation of interchange configuration alternatives and recommended configuration for each interchange;
- cul-de-sacs recommended at Trout Pond Road and McNutt Road; and
- recommended closure of existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance.

The above information was presented on a series of 11 display boards, which were augmented by roll plans to show the recommended highway planning alternative, including interchanges and service roads, superimposed upon aerial photographs of the study corridor. Stakeholders were provided with both a newsletter and a comment sheet, and the PIC information was posted to the study web site (www.hwy17corridorstudy.ca) on Thursday June 27, 2013. A copy of the display boards and the study newsletter is included in **Appendix C**.

5. Staff Attendance

The following Ministry and Consultant staff were in attendance at the PIC:

- Dheera Kantiya, MTO Senior Project Engineer;
- Heather Garbutt, MTO Senior Environmental Planner;
- Kelly Boudreau, MTO Property Agent;
- Greg Smith, MTO Property Agent;
- Brenda Jamieson, AECOM Project Manager;
- Jon Newman, AECOM Senior Project Engineer;
- Fred Leech, AECOM Senior Environmental Planner;
- Scott Beeson, AECOM Project Engineer (French language service).

6. Stakeholder Attendance and Summary of Comments Received

Sixty-three people attended PIC #2 including, 3 municipal Council members, 5 municipal staff, a reporter from the Mattawa Recorder who spoke with members of the public, and the Manager of the Samuel de Champlain Provincial Park.

Comment sheets were available for attendees to submit written comments at the PIC or to take away for submission at a later date. Comments were submitted by sixteen attendees at the PIC event and four requests were made for copies of some of the material on display which focused on mapping of specific properties and the proximity of the Preferred Plan. Copies of the requested materials were sent by mail following the PIC. Four additional comments were submitted during the PIC #2 comment period which ended on July 26, 2013.

A summary of the comments received through discussions at the PIC and via the comment sheets is provided below.

- Concern about cul-de-sacs, in particular at Trout Pond Road, regarding impact on local traffic patterns / movement, emergency response, movement of agricultural equipment and snow plow route efficiency
- Mixed feelings about roundabout at Boundary Road; all agreed that Parclo A4 configuration was not appropriate due to footprint impacts
- Information from property owner regarding contamination on their property from a train derailment in the late 1990's which has not been cleaned up
- Concern by owner of a large agricultural operations (> than 1000 acres) and potential impacts associated with severances
- Samuel de Champlain Park Manager was supportive of widening to the south and indicated support for the study team's suggestion to meet and develop principles for the North Service Road and the segment to be decommissioned for used in both the TESR and the next Park Plan (eg. ownership, maintenance, park boundary revision, access to campground area west of existing park entrance)
- Business owners in the area, including the Manager of Columbia Forest Products Property noted importance of maintaining access to existing Highway 17 for large trucks, concerns regarding visibility and impacts associated with reduced exposure to traffic
- Some concern was raised regarding First Nations traditional hunting concerns and concerns with respect to access across the highway for wildlife and First Nations
- Concerns were expressed about condition of existing Highway 630 pavement – almost undriveable; needs to be fixed before winter conditions make it impassable
- Impacted property owners dismayed about lack of clarity on implementation timing for the “long-term” planning and expressed Interest in various property acquisition scenarios
- Some owners suggested possible alignment refinements to miss them but for most part understood that the refinements may not necessarily correct the problems (i.e. house could remain but access not feasible; refinements will result in other impacts; refinements may not be technically feasible)

Responses to the PIC #2 comments were issued by the study team November 11, 2013. A copy of the comments submitted and the study team responses is included in **Appendix D**.

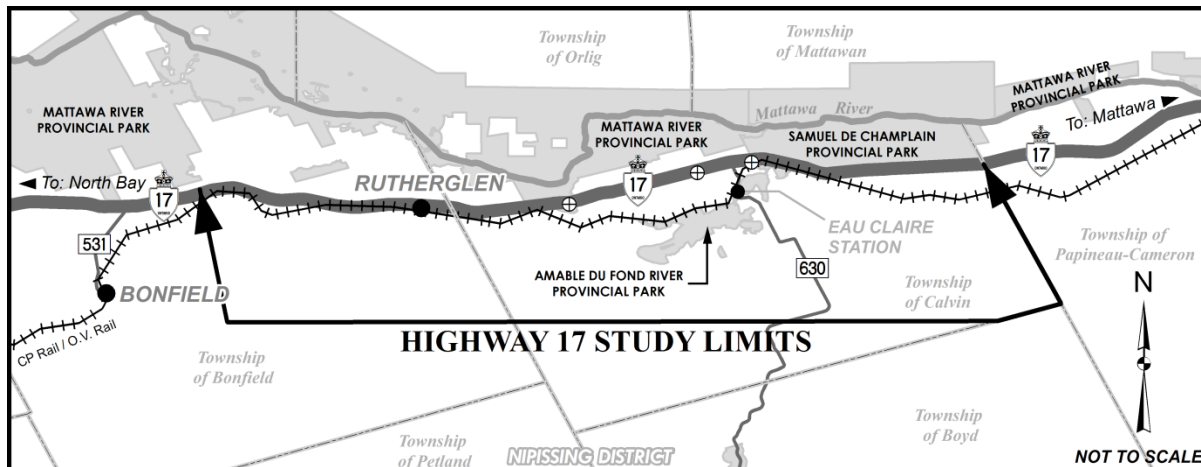
Appendix A.

Ontario Government Notice (Newspaper Advertisement)

NOTICE OF PUBLIC INFORMATION CENTRE #2
Highway 17 Planning Study
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment to identify a recommended plan for a four-lane Highway 17 within the study limits, with access restricted to interchange locations. The study limits are shown on the key plan below.



PROCESS

The study is following the *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* process stipulated for a Group 'A' project.

External agency and public consultation will take place throughout the study. Public Information Centres (PICs) are held at key decision points during the study to provide stakeholders with an opportunity to provide input and discuss the study with members of the project team.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be posted and published at that time to explain the review process and identify the locations where the TESR will be available for the 30-day public review period.

PUBLIC INFORMATION CENTRE #2

In consideration of the comments received at the first PIC (held on November 28, 2012), the Project Team has confirmed the preferred alternative involves improvements to the existing highway, including segments of widened highway and segments of realigned highway, with access restricted to interchange locations.

Since PIC #1, the Project Team has completed the analysis and evaluation of the widening and realignment alternatives and has identified a preferred highway planning alternative.

The public is invited to attend PIC #2 to review and provide comment on the following:

- evaluation of highway realignment and highway widening (including service roads) alternatives;
- recommended highway planning alternative;
- interchange configuration alternatives for Rutherglen Line, Highway 630 and Boundary Road;
- evaluation of interchange configuration alternatives and recommended configuration for each interchange
- cul-de-sacs recommended at Trout Pond Road and McNutt Road; and
- recommended closure of existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance.

Wednesday June 26, 2013
Calvin Municipal Hall
1355 Peddlers Drive, Mattawa, ON
4:00 p.m. to 8:00 p.m.

Drop-in style open house format

Information to be presented at this PIC will be available on the project website (www.highway17routeplanning.ca) beginning on June 27, 2013.

The Project Team will be conducting a Business Impact Study during the next phase of the study. Business owners in the study area are encouraged to attend PIC #2 to review the materials being presented and discuss the study with members of the Project Team.

COMMENTS

Your comments on the information presented at PIC #2 are requested by **July 26, 2013** so they can be considered in the confirmation of the recommended alternative and the development of the preliminary design.

To obtain additional information, provide comments or to be placed on the mailing list, please contact:

Ms. Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Mr. Dheera Kantiya, M.Eng., P.Eng.
Senior Project Engineer
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5260
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: Dheera.Kantiya@ontario.ca

If you have any accessibility requirements in order to participate in this project please contact one of the Project Team members listed above. 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 be part of the public record.

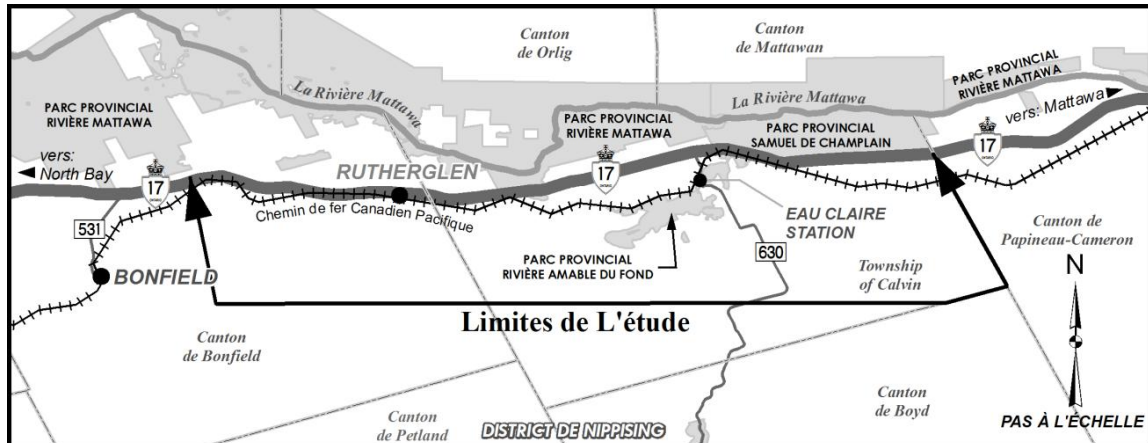
Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202,
David LeBlanc (Courriel: David.LebLANC@aecom.com).



AVIS DE SÉANCE D'INFORMATION PUBLIQUE N° 2
ÉTUDE DE PLANIFICATION POUR LE TRACÉ DE L'AUTOROUTE 17
De 2.2 km à l'est de l'autoroute 531 vers l'est jusqu'à 8.0 km à l'est de l'autoroute 630
G.W.P. 5670-10-00

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de AECOM pour effectuer une évaluation environnementale de portée générale pour identifier un plan recommandé pour une autoroute 17 à quatre voies à l'intérieur des limites de l'étude avec un accès restreint aux échangeurs seulement. Les limites de l'étude sont présentées sur le plan repère.



LE PROCESSUS

L'étude suit le processus approuvé pour les projets du groupe « A » en vertu de l'Évaluation environnementale de portée générale pour les installations provinciales de transport (2000).

Des consultations auprès d'organismes externes et du public seront menées tout au long de l'étude. Des séances d'information publique (SIP) seront tenues aux points de décision principaux pendant l'étude. Ces séances d'information offriront au public et aux groupes intéressés l'occasion de discuter de l'étude avec des membres de l'équipe de projet.

Dès l'achèvement de l'étude, un rapport d'étude environnementale pour les transports (REET) sera rédigé et mis à la disposition du public. Un avis sera affiché et publié à ce t emps pour expliquer le processus d'examen et d'identifier les emplacements où le REET sera disponible pour la période de 30 jours d'examen public.

SÉANCE D'INFORMATION PUBLIQUE N° 2

En tenant compte des commentaires reçus lors de la première SIP (qui s'est tenue le 28 novembre 2012), l'équipe de projet a confirmé que la solution privilégiée consiste à améliorer l'autoroute existante, y compris des segments où l'autoroute est élargie et des segments où le tracé est révisé, avec un accès restreint aux échangeurs seulement.

Depuis la SIP n° 2, l'équipe de projet a complété l'analyse et l'évaluation des alternatives d'élargissement et de réalignement, et a identifié une option de planification privilégiée pour l'autoroute.

Le public est invité à assister à la SIP n° 2 afin d'examiner et de commenter les points suivants:

- l'évaluation des alternatives de réalignement et d'élargissement de l'autoroute (y compris les voies de desserte);
- l'option de planification recommandée pour l'autoroute;
- les alternatives de configuration des échangeurs pour Rutherglen Line, l'autoroute 630 et le chemin Boundary;
- l'évaluation des alternatives de configuration des échangeurs et la configuration recommandée pour chaque échangeur;
- les culs-de-sac recommandés au chemin Trout Pond et au chemin McNutt; et
- la recommandation de la fermeture de l'autoroute 17 existante à partir de l'est de l'autoroute 630 jusqu'à l'entrée du parc Samuel de Champlain.

Le mercredi 26 juin 2013
Calvin Municipal Hall
1355, Peddlers Drive, Mattawa
De 16 h à 20 h

La SIP prendra la forme d'une séance d'accueil de types portes ouvertes.

L'information exposée à l'occasion de la SIP sera affichés sur le site Web du projet (www.highway17routeplanning.ca) début le 27 juin 2013.

L'équipe de projet procédera à une étude d'impact des entreprises au cours de la prochaine phase de l'étude. Les propriétaires d'entreprises dans la zone d'étude sont encouragés à participer à la SIP n° 2 pour examiner les documents présentés et discuter de l'étude avec les membres de l'équipe de projet.

COMMENTAIRES

Nous vous prions de présenter vos commentaires sur les informations présentées à la SIP avant le 26 juillet 2013, afin qu'ils puissent être pris en compte dans la confirmation de la solution recommandée et le développement de la conception préliminaire. Pour obtenir des renseignements supplémentaires, formuler des commentaires ou faire inscrire votre nom sur la liste d'envoi postal, veuillez communiquer avec:

Mme Brenda Jamieson, ing.
Chargé de projet de la firme
AECOM
300, rue Water
Whitby, ON L1N 9J2
Sans frais: 1-800-668-1983, poste 2202
Télé: 905-668-0221
Courriel: Brenda.Jamieson@aecom.com

M. Dheera Kantiya, ing.
Ingénieur principe de projet
Ministère des Transports, Région Nord-Est
447, avenue McKeown
North Bay, Ontario P1B 9S9
Tél: 705-497-6845
Sans frais: 1-800-461-9547
Télé: 705-497-5208
Courriel: Dheera.Kantiya@ontario.ca

Si vous avez des exigences d'accessibilité en vue de participer à ce projet s'il vous plaît contacter l'un des membres de l'équipe du projet énumérées ci-dessus. Les renseignements recueillis seront utilisés 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 parti du domaine public.

Appendix B.

Notification Letter & Study Contact List



AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

June 6, 2013

Contact Name
Contact Title
Company Name
Company Address
Company Address

Dear Contact Name:

**Re: Notice of Public Information Centre #2
Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00, AECOM Project Number 60241599**

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the attached Notice. The purpose of the study is to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations.

In consideration of the comments received at the first PIC (held on November 28, 2012), the Project Team has confirmed the preferred alternative involves improvements to the existing highway, including segments of widened highway and segments of realigned highway, with access restricted to interchange locations. Since PIC #1, the Project Team has completed the analysis and evaluation of the widening and realignment alternatives and has identified a preferred highway planning alternative.

A Public Information Centre (PIC #2) is scheduled for Wednesday June 26, 2013 to provide stakeholders with an opportunity to review and provide comment on the:

- evaluation of highway realignment and highway widening (including service roads) alternatives;
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- cul-de-sacs recommended at Trout Pond Road and McNutt Road; and
- recommended closure of existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance.

The information presented at the PIC will be available on the project website (www.highway17routeplanning.ca), beginning on June 27, 2013. Comments are requested by July 26, 2013 so they can be considered as the study moves forward.

A copy of the Notice of PIC #2 is enclosed for your reference.

The PIC hours will be from 4:00 pm to 8:00 pm. External agencies and government representatives have the option to attend the information centre one hour in advance of the general public (i.e. between 3:00 pm and 4:00 pm).

If you have any questions about the study, please don't hesitate to contact me at 1-800-668-1983 ext. 2251 or via email at brenda.jamieson@aecom.com.

Sincerely,
AECOM Canada Ltd.



Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM

Encl. Notice of Public Information Centre #2

cc: Dheera Kantiya, MTO Project Manager
Heather Garbutt, MTO Environmental Planner
Fred Leech, AECOM Environmental Planner

Ms. Louise Knox
Director - Ontario Regional Office
Canadian Environmental Assessment Agency
55 St. Clair Avenue East
Room 907
Toronto, ON M4T 1M2

Mr. Rich Rudolph
Senior Habitat Biologist
Fisheries and Oceans Canada
1500 Paris Street
Unit 11
Sudbury, ON P3E 3B8

Ms. Karen Broughton
Habitat Coordinator
Fisheries and Oceans Canada - Northern Ontario District,
Sudbury Office
1500 Paris Street
Unit 11
Sudbury, ON P3E 3B8

Ms. Caroline Deary
NWP Officer
Transport Canada
28 Waubeek Street
Parry Sound, ON P2A 1B9

Mr. Rick Thomas
NWP Officer
Transport Canada
100 Front Street
Sarnia, ON N7T 2M4

Mr. Barry Putt
Regional Manager, Navigable Waters Protection
Transport Canada - Marine Safety
100 Front Street South
Sarnia, ON N7T 2M4

Sir / Madam
Project Co-ordinator
Canadian National Railway
Business Development and Real Estate
1 Administration Road, Floor 1
Concord, ON L4K 1B9

Ms. Li-Lian Lui
Specialist, Public Works
Canadian Pacific Railway
1290 Central Parkway West
Suite 700
Mississauga, ON L5C 4R3

Ms. Nancy Rosset
Economic Development Officer
FedNor
107 Shirreff Avenue
Suite 202
North Bay, ON P1B 7K8

Mr. John Sims
Regional Services Coordinator
Ministry of Citizenship and Immigration
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Paige Campbell
A/Archaeology Review Officer - Thunder Bay
Ministry of Tourism, Culture and Sport
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Amy Didrikson
Heritage Planner (Culture Services Unit)
Ministry of Tourism, Culture and Sport
401 Bay Street
Suite 1700
Toronto, ON M7A 0A7

Ms. Laurie Brownlee
Planner
Ministry of Municipal Affairs & Housing
159 Cedar Street
Suite 401
Sudbury, ON P3E 6A5

Mr. Kyle Stanley
Management Biologist (OC)
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Dave Payne
District Manager
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Ms. Nancy Recollet
Regional Advisor
Ministry of Tourism, Culture and Sport
Ontario Government Building
199 Larch Street, Suite 401
Sudbury, ON P3E 5P9

Mr. Kevin Buck
Area Supervisor - North Bay Area Office
Ministry of the Environment
191 Booth Road, Unit 16 & 17
North Bay, ON P1A 4K3

Ms. Rebecca Geauvreau
Species at Risk Biologist
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Randy McLaren
A/Nipissing Area Supervisor
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Ms. Louise Brinkman
Manager - North Bay and Area
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Kathleen Thorne
A/Northern Development Officer
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Anne Marie LeRoy
Northern Development Advisor, Business &
Industry/Agriculture
Ministry of Northern Development, Mines and Forestry
280 Armstrong Street
PO Box 6002
New Liskeard, ON P0J 1P0

Sir / Madam
Samuel de Champlain
Box 147
Mattawa, ON P0H 1V0

Mr. Michael Nacieu
Mattawa / Ottawa River Park
6905 Highway 17 East
Calvin, ON P0H 1V0

Sir / Madam Michel Robineau
Directeur de l'education
Conseil scolaire de district du Nord-Est de l'Ontario
310, avenue Algonquin
North Bay, ON P1B 9T5

Ms. Chetna Sharma
Northern Development Advisor, Natural Resources
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Dominique Marleau
Northern Development Officer
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Mr. Kieth Mewett
Samuel de Champlain
6905 Highway 17 East
Calvin, ON P0H 1V0

Mr. Raymond Lessard
Directeur de l'education
Conseil scolaire catholique Franco-Nord
681-C, rue Chippewa Ouest
North Bay, ON P1B 6G8

Ms. Lise McMillan
Administrator, Clerk Treasurer
Township of Bonfield
365 Highway 531
Bonfield, ON P0H 1E0

Ms. Linda Kovacs
Clerk / Treasurer
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Mr. Chris Whalluy
Roads
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Ms. Sandra Morin
Clerk / Treasurer
Township of Papineau-Cameron
4861 Highway 17 West
PO Box 630
Mattawa, ON P0H 1V0

Mr. Roger Labelle
CAO
Municipality of Powassan
466 Main Street
PO Box 250
Powassan, ON P0H 1Z0

Mr. Brian Tayler
General Manager
North Bay - Mattawa Conservation Authority
17 Janey Avenue
North Bay, ON P1C 1N1

Mr. Geoff Botting
Director of Education
Near North District School Board
963 Airport Road
PO Box 3110
North Bay, ON P1B 8H1

Ms. Barbara McCool
Chair - Board of Trustees
Nipissing - Parry Sound Catholic District School Board
1000 High Street
North Bay, ON P1B 6S6

Sir / Madam
Nipissing - Parry Sound Student Transportation Services
1870 Bond Street
Suite 201
North Bay, ON P1B 4V6

Sir / Madam
Mattawa Bonfield Economic Development Corporation
Corporation of the Town of Mattawa
160 Water Street
PO Box 390
Mattawa, ON P0H 1V0

Mr. Marc R. Picard
Manager / LPO
North Bay Central Ambulance Communications
North Bay General Hospital
750 Schollard Street
North Bay, ON P1B 5A4

Mr. Irving Sloss
A/Detachment Commander
Ontario Provincial Police - North Bay
867 Gormanville Road
Box 21012
North Bay, ON P1B 8L3

Chief Thomas Raymond
Fire Chief
Township of Bonfield
107 Railway Street
Bonfield, ON P0H 1E0

Fire Chief
Township of Papineau-Cameron
4861 Highway 17 West
PO Box 630
Mattawa, ON P0H 1V0

Ms. Brenda Isaman
Land Analyst Urban Development Community Safety and
Environment
TransCanada Pipelines
450 - 1st Street SW
PO Box 1000 Station M
Calgary, AB T2P 4K5

Mr. Timothy Beachey
Engineering
Bell Canada
250 McIntyre Street West
North Bay, ON P1B 2Y7

Mr. Ken Dokis
Commander
Anishinabek Police Service
RR#4 , Site 14 Comp. 26
26 Arts Lane
North Bay, ON P1B 8G5

Chief Ken Brewitt
Fire Chief
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Chief Bill Cox
Fire Chief
Municipality of Powassan
466 Main Street
PO Box 250
Powassan, ON P0H 1Z0

Sir / Madam
Field Supervisor - Northeast Zone 6
Hydro One
PO Box 3080
590 Graham Drive
North Bay, ON P1B 9L5

Mr. Ted Wright
Union Gas
PO Box 3040
North Bay, ON P1B 8K7

Mr. Brendan Paddick
Persona Communications
500 Barrydowne Road 15
Sudbury, ON P3A 3T3

Ministry of Transportation

Provincial Highways Management
Northeastern Region
Environmental Section
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5205
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Région du Nord-Est
Bureau de l'environnement
447, avenue McKeown
North Bay, Ontario P1B 9S9
Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



June 5, 2013

Environment Unit
Re: Environment Assessment Coordination
Aboriginal Affairs and Northern Development Canada
25 St. Clair Avenue East
8th Floor
Toronto, ON M4T 1M2

Dear Sir/Madam:

**Re: Notice of Public Information Centre #2
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G.W.P. 5670-10-00**

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If you have any questions about the study, please don't hesitate to contact me.

Yours truly,

Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

cc: Roch Pilon, Dheera Kantiya, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joannis, Antoine First Nation
Janet Stavinga, Executive Director, Algonquins of Ontario

Encl'd: Notice of Public Information Centre #2

Ministry of Transportation

Provincial Highways Management
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447 McKeown Avenue
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Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



June 5, 2013

Francois Lechance
Program and Policy Advisor
Ministry of Aboriginal Affairs
160 Bloor Street East
Suite 400
Toronto, ON M7A 2E1

Dear Sir/Madam:

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Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



June 5, 2013

Patrick Madahbee
Grand Council Chief
Anishinabek Nation: Union of Ontario Indians
1 Miigizi Mikan
North Bay, ON P1B 8J8

Dear Grand Council Chief Madahbee:

**Re: Notice of Public Information Centre #2
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Brenda Jamieson, Fred Leech, AECOM
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Janet Stavinga, Executive Director, Algonquins of Ontario

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Ministry of Transportation

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Northeastern Region
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447 McKeown Avenue
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Tél.: 705-497-5205
Télééc.: 705-497-5208



June 5, 2013

Janet Stavinga
Executive Director
Algonquins of Ontario Consultation Office
31 Riverside Drive
Suite 101
Pembroke, ON K8A 8R6

Dear Ms. Stavinga:

**Re: Notice of Public Information Centre #2
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Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

cc: Roch Pilon, Dheera Kantiya, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joanisse, Antoine First Nation

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Ministry of Transportation

Provincial Highways Management
Northeastern Region
Environmental Section
447 McKeown Avenue
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447, avenue McKeown
North Bay, Ontario P1B 9S9
Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



June 5, 2013

Ms. Marianna Couchie
Nipissing First Nation
36 Semo Road
Garden Village, ON P2B 3K2

Dear Ms. Couchie:

**Re: Notice of Public Information Centre #2
Highway 17 Planning Study, Bonfield Easterly
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Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

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Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joannis, Antoine First Nation
Janet Stavinga, Executive Director, Algonquins of Ontario

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Ministry of Transportation

Provincial Highways Management
Northeastern Region
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Ministère des Transports

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Région du Nord-Est
Bureau de l'environnement
447, avenue McKeown
North Bay, Ontario P1B 9S9
Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



June 5, 2013

Mr. Marc Laurin
President
Metis Nation of Ontario, North Bay Metis Council
101 Worthington Street East, #243
North Bay, ON P1B 1G5

Dear Mr. Laurin:

**Re: Notice of Public Information Centre #2
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Northeastern Region
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Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



June 5, 2013

Mr. Nelson Montreuil
Interim President
Metis Nation of Ontario, Mattawa Interim Metis Council
#16 Highway 630
Mattawa, ON P0H 1V0

Dear Mr. Montreuil:

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From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00**

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the attached Notice. The purpose of the study is to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations.

In consideration of the comments received at the first PIC (held on November 28, 2012), the Project Team has confirmed the preferred alternative involves improvements to the existing highway, including segments of widened highway and segments of realigned highway, with access restricted to interchange locations. Since PIC #1, the Project Team has completed the analysis and evaluation of the widening and realignment alternatives and has identified a preferred highway planning alternative.

A Public Information Centre (PIC #2) is scheduled for Wednesday June 26, 2013 to provide stakeholders with an opportunity to review and provide comment on the:

- evaluation of highway realignment and highway widening (including service roads) alternatives;
- recommended highway planning alternative;
- interchange configuration alternatives for Rutherglen Line, Highway 630 and Boundary Road;
- evaluation of interchange configuration alternatives and recommended configuration for each interchange;
- cul-de-sacs recommended at Trout Pond Road and McNutt Road; and
- recommended closure of existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance.

The information presented at the PIC will be available on the project website (www.highway17routeplanning.ca), beginning on June 27, 2013. Comments are requested by July 26, 2013 so they can be considered as the study moves forward.

A copy of the Notice of PIC #2 is enclosed for your reference.

If you have any questions about the study, please don't hesitate to contact me.

Yours truly,

Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

cc: Roch Pilon, Dheera Kantiya, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joanisse, Antoine First Nation
Janet Stavinga, Executive Director, Algonquins of Ontario

Encl'd: Notice of Public Information Centre #2

Ministry of Transportation

Provincial Highways Management
Northeastern Region
Environmental Section
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5205
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Région du Nord-Est
Bureau de l'environnement
447, avenue McKeown
North Bay, Ontario P1B 9S9
Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



June 5, 2013

Chief Roxanne Ayotte
Temagami First Nation
Temagami First Nation Administration
Bear Island, ON P0H 1C0

Dear Chief Ayotte:

**Re: Notice of Public Information Centre #2
Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00**

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June 5, 2013

Chief Terance McBride
Timiskaming First Nation Council
24 Algonquin Avenue
Timiskaming First Nation
Notre-Dame-du-Nord, QC J0Z 3B0

Dear Chief McBride:

**Re: Notice of Public Information Centre #2
Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00**

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Encl'd: Notice of Public Information Centre #2

Appendix C.

PIC #2 Information Panels

Newsletter #2 – January, 2014

HIGHWAY 17 PLANNING STUDY

**From east of Bonfield to
east of Samuel de Champlain Park**

GWP 5670-10-00

Public Information Centre #2

June 26, 2013

**ÉTUDE DE PLANIFICATION POUR
L'AUTOROUTE 17**

**De l'est de Bonfield à l'est du parc
provincial Samuel de Champlain**

GWP 5670-10-00

Séance d'information publique (SIP) n° 2

26 juin 2013

PLEASE SIGN IN

Welcome to the second Public Information Centre for the Highway 17 Planning Study from 2.2 km east of Highway 531, easterly to 8.0 km east of Highway 630, a distance of approximately 23.5 km. This is one of three separate Highway 17 planning studies between North Bay and the Nipissing/Renfrew boundary.

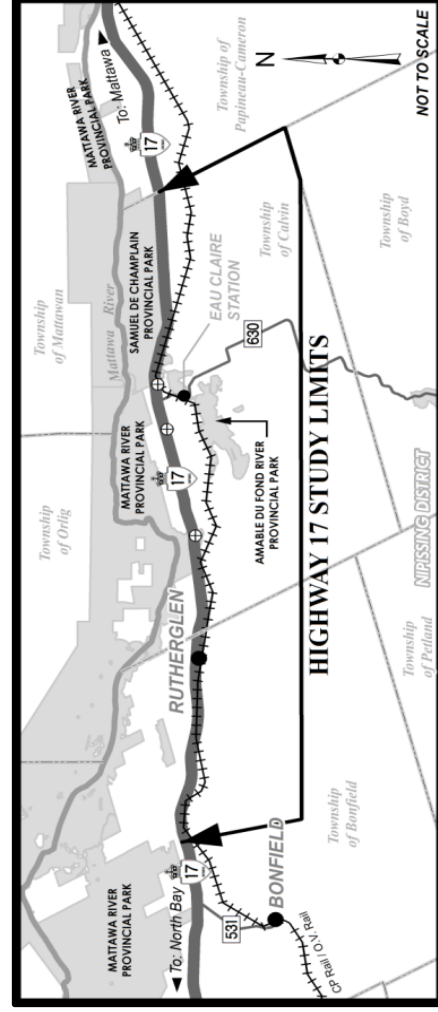
The **Purpose of the Study** is to select a recommended plan for a four-lane divided Highway 17 from east of Bonfield to the boundary road between the Townships of Calvin and Papineau-Cameron, with access restricted to interchange locations.

Purpose of Public Information Centre #2

- Present the study process and schedule
- Present and obtain input on:
 - evaluation of highway realignment and highway widening (including service roads) alternatives
 - recommended highway planning alternative
 - interchange configuration alternatives for Rutherglen Line, Highway 630 and Boundary Road
 - evaluation of interchange configuration alternatives and recommended configuration at each interchange
 - cul-de-sacs recommended at Trout Pond Road and McNutt Road
 - recommended closure of existing Highway 17 from east of Highway 630 to Samuel De Champlain Park entrance.

The information presented today is draft and subject to change as a result of ongoing technical studies and comments provided by stakeholders. Following the review period, all comments received will be considered in finalizing the draft material.

Ministry of Transportation and AECOM staff are available today to answer your questions.



INSCRIVEZ-VOUS S'IL VOUS PLAÎT

Bienvenue à la deuxième séance d'information publique (SIP) sur l'étude de planification pour le tronçon de l'autoroute 17 qui débute 2,2 km à l'est de l'autoroute 531 et se termine 8 km à l'est de l'autoroute 630, pour une longueur totale d'environ 23,5 km. Il s'agit de l'une des trois études de planification en lien avec l'autoroute 17 entre North Bay et les limites de Nipissing / Renfrew.

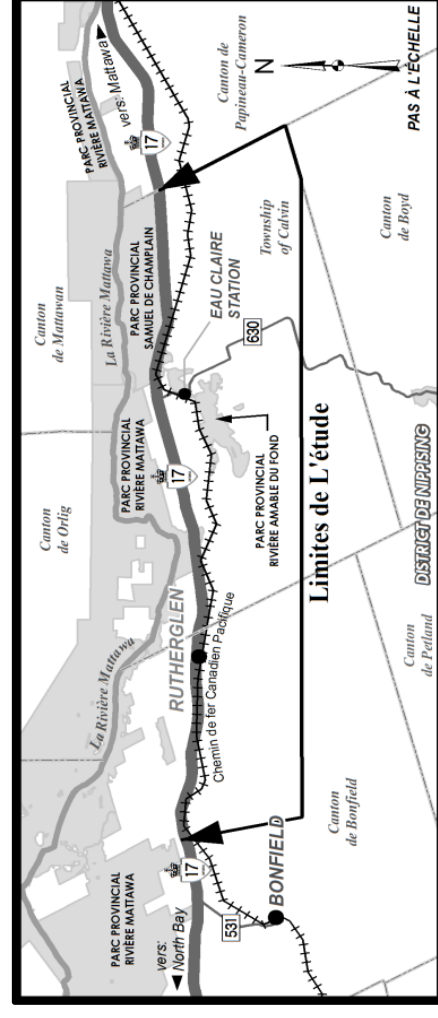
Le but de l'étude est d'élaborer un plan pour une autoroute à quatre voies, à partir de l'est de Bonfield jusqu'à la route qui délimite les cantons de Calvin et de Papineau-Cameron.

But de la séance d'information publique n° 2

- Présenter le déroulement de l'étude et l'échéancier
- Présenter et obtenir des commentaires sur:
 - l'évaluation des options de réalignement et d'élargissement de l'autoroute (y compris les voies de desserte)
 - l'option de planification recommandée pour l'autoroute
 - les options de configuration des échangeurs pour Rutherglen Line, l'autoroute 630 et le chemin Boundary
 - l'évaluation des options de configuration des échangeurs et la configuration recommandée pour chaque échangeur
 - les culs-de-sac recommandés aux chemins Trout Pond et McNutt
 - la recommandation de la fermeture de l'autoroute 17 existante à partir de l'est de l'autoroute 630 jusqu'à l'entrée du parc Samuel de Champlain.

Les informations présentées aujourd'hui sont préliminaires et susceptibles d'être modifiées à la suite des études techniques en cours et des commentaires fournis par les intervenants. Après la période d'analyse, tous les commentaires reçus seront pris en compte dans la finalisation du matériel.

Le ministère des Transports et le personnel d'AECOM sont disponibles aujourd'hui pour répondre à vos questions.



Class Environmental Assessment (EA) for Provincial Transportation Facilities

The study for this section of Highway 17 complies with the process for Group 'A' projects, which are undertakings that involve major realignments and bypasses under the 'Class Environmental Assessment (EA) for Provincial Transportation Facilities'.

The EA study process is based on a sequence of decision-making steps in which alternatives are assessed at an increasing level of detail, starting with a broad perspective and narrowing to a more focused perspective as the study progresses.

Key Steps in the Study Process

Key steps in the study process and tasks completed so far for this project are shown below.

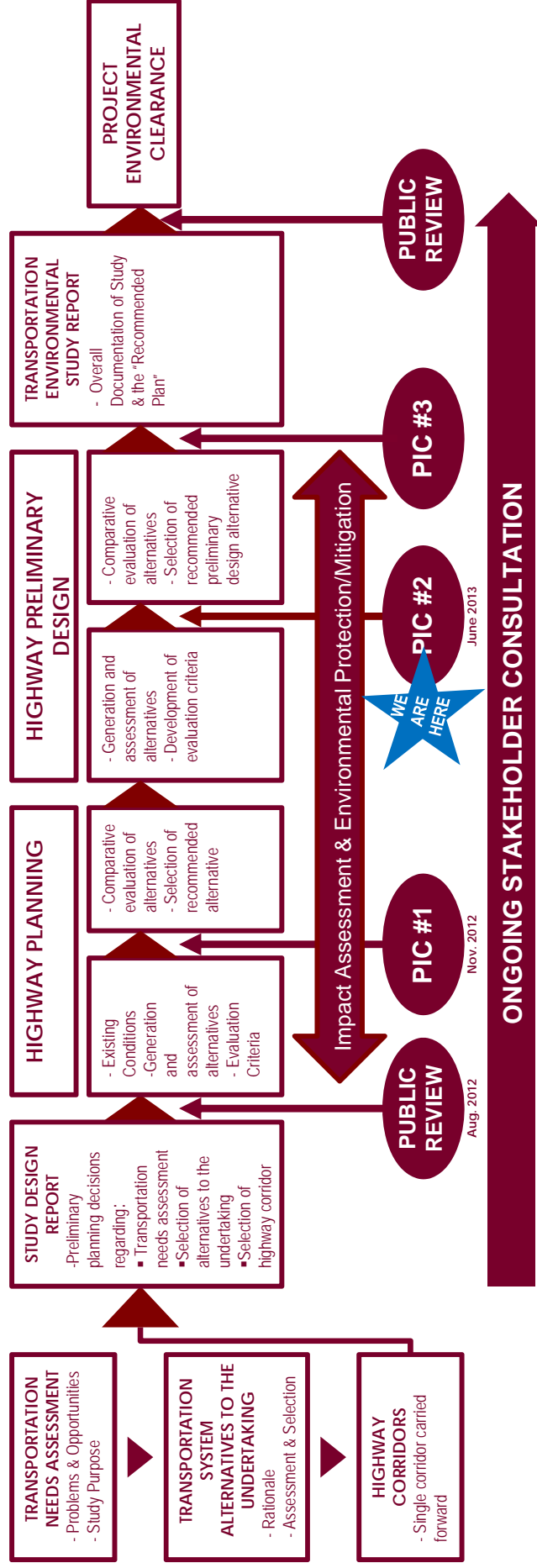
Évaluation environnementale de portée générale pour les installations provinciales de transport

L'étude de cette section de l'autoroute 17 est conforme au processus appliqué aux projets du groupe « A », qui sont des projets impliquant des réajustements majeurs de tracés et des contournements régis par l'Évaluation environnementale de portée générale pour les installations provinciales de transport.

Le processus de l'étude d'évaluation environnementale est basé sur une séquence d'étapes décisionnelles où les alternatives sont évaluées à un niveau de détail croissant, en commençant par une perspective large et en adoptant une perspective plus ciblée à mesure que l'étude progresse.

Principales étapes de l'étude

Les principales étapes de l'étude et les tâches réalisées à ce jour pour ce projet sont présentées ci-dessous.



Role and Function of Highway 17

The long-term vision for Highway 17 is a four lane divided highway from Sault Ste. Marie to Ottawa. This will result in a more reliable, safe and convenient provincial network which will better support the tourism and recreation industry, and the economy locally and throughout northern Ontario.

Traffic Projections / Highway Operations / Collision Rate

The desired operating range for a two-lane highway is 1,200 vehicles per hour (two-way) or less. The peak hour volume for Highway 17 within the study limits is projected to exceed 1,200 vehicles per hour (two-way) by 2035. Additional capacity is required to accommodate the increasing traffic volumes.

The current collision rate within the study area is 0.8 reportable collisions annually per every million vehicle kilometers travelled (MVKM), which is slightly higher than the provincial rate of 0.7.

Assessment and Selection of Transportation System Alternatives

Alternatives (to the undertaking) were identified which could address the transportation needs for the study area. A screening level evaluation of these alternatives was completed and presented in the Study Design Report. The recommended alternative, which was presented at PIC #1, includes:

- segments of widening / improving the existing highway, including service roads in some areas
- segments of realigned highway

Selected Highway Corridor

A single highway corridor (shown below) was identified based on the physical constraints and environmental conditions identified within the study area.

Rôle et fonction de l'autoroute 17

La vision à long terme pour l'autoroute 17 est une autoroute à quatre voies reliant Sault-Sainte-Marie à Ottawa. L'élargissement de l'autoroute 17 se traduira par un réseau provincial plus fiable, sûr et pratique qui permettra de soutenir davantage l'industrie du tourisme et des loisirs, ainsi que l'économie locale et du nord de l'Ontario.

Prévision de trafic / Fonctionnement du réseau routier / Taux de collisions

Les débits de circulation souhaités pour une route à deux voies sont de 1 200 véhicules par heure (dans les deux sens) ou moins. En 2035, le débit pendant l'heure de pointe devrait dépasser les 1 200 véhicules par heure (dans les deux sens). Une augmentation de la capacité est nécessaire pour tenir compte des débits de circulation croissants.

Le taux d'accidents déclarés actuel au sein de la zone d'étude est de 0,8 accident par million de véhicules-kilomètres parcourus par année, ce qui est légèrement plus élevé que le taux provincial de 0,7.

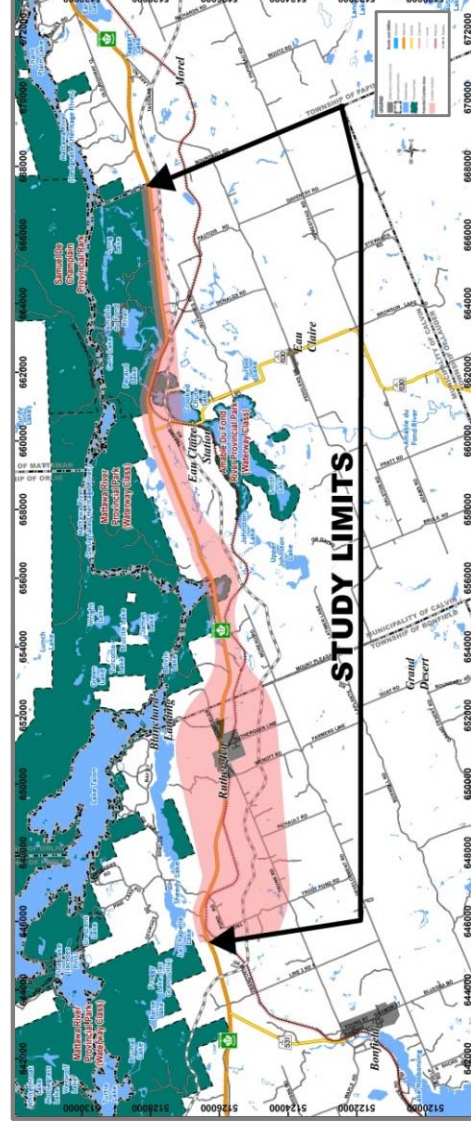
Évaluation et sélection des options pour le système de transport

Les options susceptibles de répondre aux besoins de transport de la zone d'étude ont été identifiées. L'évaluation préalable de ces options a été complétée et présentée dans le rapport de conception de l'étude. La solution recommandée, qui a été présentée au SIP n° 2, comprend:

- les segments de l'élargissement / l'amélioration de l'autoroute existante, y compris les voies de desserte dans certaines régions
- les segments où le tracé est révisé

Corridor autoroutier sélectionné

Seul un corridor autoroutier (comme le montre la carte ci-dessous) a été identifié sur la base des contraintes physiques et des conditions environnementales identifiées dans la zone d'étude.



Highway 17

Highway Planning Alternatives / Options de planification pour l'autoroute

Highway Planning Alternatives

The generation of highway planning alternatives considered physical constraints and environmental conditions. In the Rutherglen and Amable du Fond areas, widening of the existing highway is not possible due to physical constraints and environmental conditions. Therefore, realignment alternatives were generated for these two areas while widening alternatives were generated for the Pimisi Bay and Pautois Creek areas as shown below.

Selected Highway Cross Section

The selected cross-section for both widened and realigned sections of Highway 17 is:

- a freeway with two lanes in each direction
- a 30m median within a 110m right-of-way
- access restricted to interchanges at Rutherglen Line, Highway 630 and Boundary Road

The selected cross-section results in the loss of direct access from the highway to abutting lands. In some areas of highway widening, restoration of this local access is not practical. In some areas, local access will be restored via service roads.

Options de planification pour l'autoroute

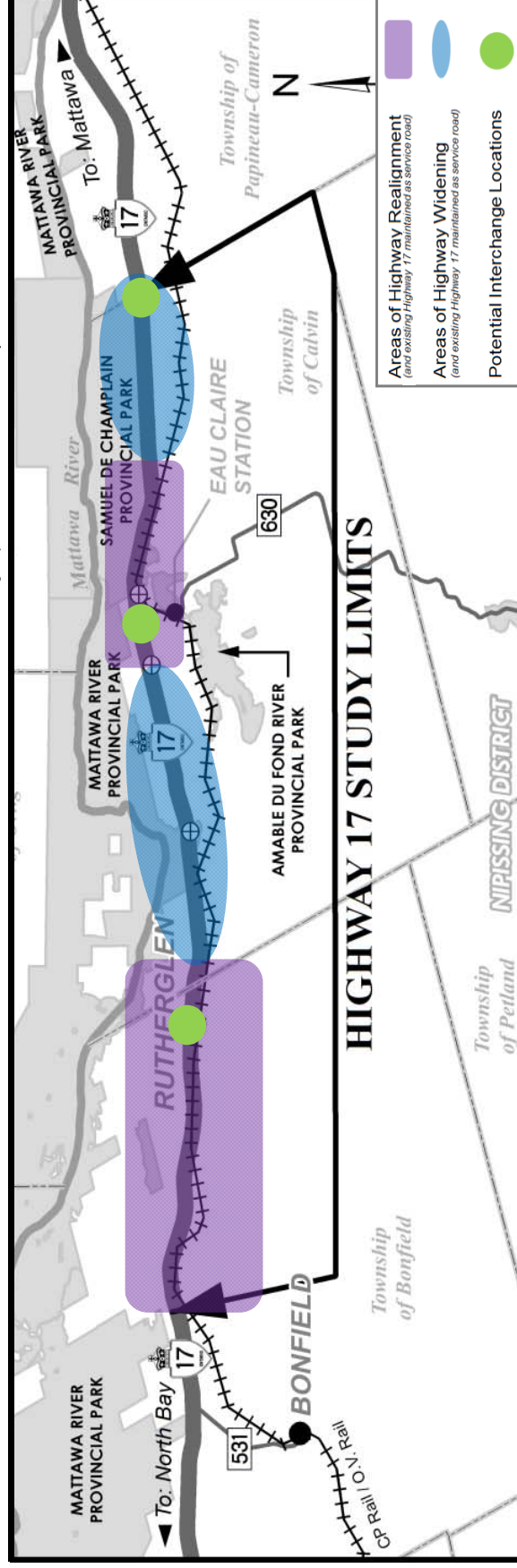
L'élaboration des options de planification pour l'autoroute a tenu compte des contraintes physiques et des conditions environnementales. Dans les régions de Rutherglen et d'Amable du Fond, l'élargissement de l'autoroute existante n'est pas possible en raison des contraintes physiques et des conditions environnementales. Par conséquent, les solutions de réaligement ont été générées pour ces deux régions, tandis que les solutions d'élargissement ont été générées pour les régions de Pimisi Bay et de Pautois Creek, comme indiqué ci-dessous.

Coupe transversale sélectionnée de l'autoroute

La coupe transversale sélectionnée pour les deux tronçons de l'autoroute 17 faisant l'objet d'un élargissement ou d'une révision du tracé est:

- une autoroute à deux voies dans chaque direction
- un terre-plein central de 30m à l'intérieur d'une emprise de 110m
- un accès permis uniquement au niveau des échangeurs à Rutherglen Line, l'autoroute 630 et le chemin Boundary

La coupe transversale de l'autoroute entraîne la perte de l'accès direct de l'autoroute aux terrains attenants. Dans certaines régions de l'élargissement de la route, la restauration de cet accès local n'est pas pratique. Dans certaines régions, l'accès local sera restauré par des voies de desserte.



Evaluation of Highway Planning Alternatives

The evaluation of highway planning alternatives was completed on a comparative basis for each of the four highway realignment and widening alternative areas (with associated interchanges and service roads).

The comparative evaluation identified a recommended highway planning alternative for each highway realignment and widening area according to the potential impacts to:

- Natural Environment Factors
- Socio-Economic / Land Use Factors
- Cultural Factors
- Transportation Factors
- Cost and Constructability Considerations

The evaluation of highway planning alternatives is summarized on the next four information boards, with the detailed evaluation tables available for review on the 'resources table'.

The recommended highway planning alternative for each realignment and widening area is presented on the plans on the tables.

L'évaluation des options de planification pour l'autoroute

L'évaluation des options de planification pour l'autoroute a été achevée sur une base comparative pour chacun des quatre réalignement de l'autoroute et les zones alternatives d'élargissement (avec échangeurs associés et des voies de service).

L'évaluation comparative a identifié une option de planification recommandée pour l'autoroute pour chaque réalignement de l'autoroute et de la zone d'élargissement selon les impacts potentiels sur:

- les facteurs environnementaux naturels
- les facteurs socio-économiques et utilisation du sol
- les facteurs culturels
- les facteurs en lien avec le transport
- les facteurs de coût et de constructibilité

L'évaluation des options de planification pour l'autoroute est résumée sur les quatre prochains panneaux d'information, avec les tableaux d'évaluation détaillés disponibles pour examen du « tableau des ressources ».

L'option de planification recommandée pour l'autoroute pour chaque réalignement et de la zone d'élargissement est présentée sur les plans sur les tableaux.

Process for Evaluation of Highway Planning Alternatives / Processus d'évaluation des options de planification pour l'autoroute

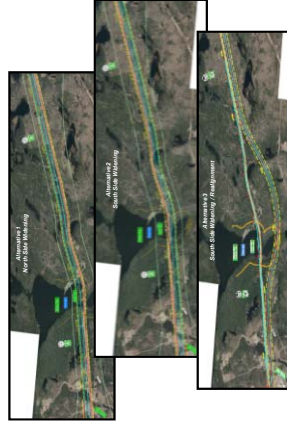
Confirm existing conditions and constraints within realignment and widening areas / Confirmer les conditions et les contraintes existantes dans les zones de réalignement et d'élargissement

Natural Constraints in the Pimisi Bay Area



Refine highway realignment and widening alternatives in consideration of additional information and stakeholder input from PIC #1 / Affiner le réalignement de l'autoroute et les alternatives d'élargissement en tenant compte des informations supplémentaires et des intervenants du SIP n° 1

Additional Highway Planning Alternative Generated near Pimisi Bay



Comparatively evaluate highway planning alternatives according to refined criteria / Procéder à une évaluation comparative des options de planification pour l'autoroute en fonction de critères

Assessment and Evaluation of Highway Planning Alternatives For Pimisi Bay Area

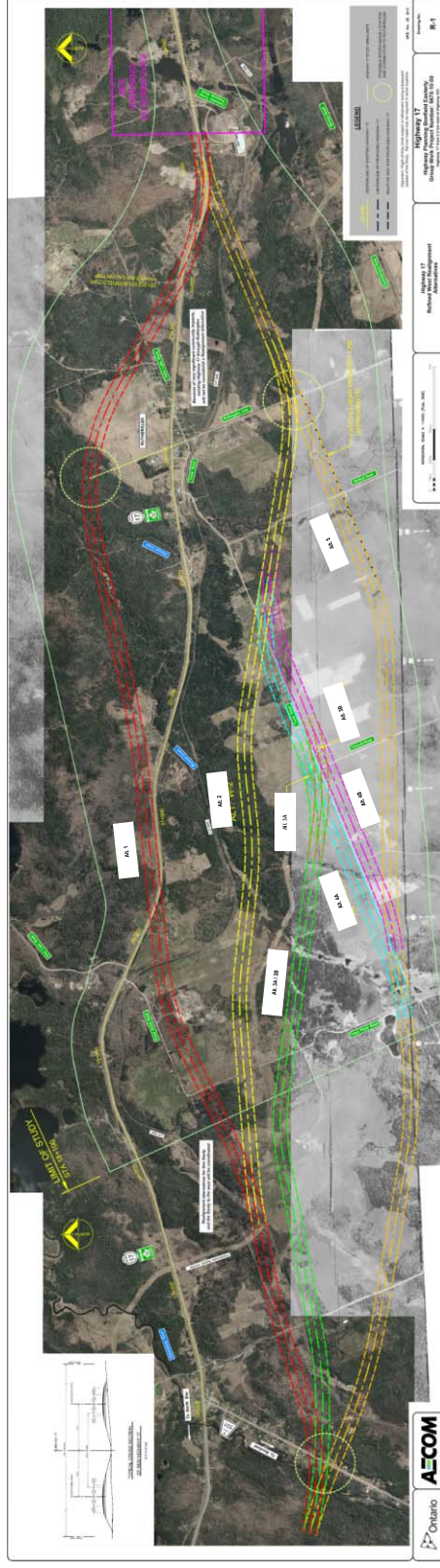
Alternative	Natural Environment		Socio-Economic / Land Use		Cultural		Transportation		Cost and Constructability	
	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score	Score	Weighted Score
Alternative 1	8	16	7	14	6	12	9	18	5	10
Alternative 2	7	14	8	16	7	14	8	16	6	12
Alternative 3	6	12	9	18	8	16	7	14	7	14
Alternative 4	5	10	6	12	9	18	8	16	8	16
Alternative 5	4	8	5	10	10	20	9	18	9	18

Recommended Highway Planning Alternative for Pimisi Bay Area



Rutherglen Area - Realignment Alternatives

From Highway 531 to east of Rutherglen, seven realignment alternatives were generated and each included an interchange at Rutherglen Line, as shown on the plan below.



La région de Rutherglen - des options de réalignement

De l'autoroute 531 à l'est de Rutherglen, sept options de réalignement ont été générées et chacune comprenait un échangeur à Rutherglen Line, comme indiqué sur le plan ci-dessous.

Recommended Rutherglen Area Realignment Alternative

Alternative 2, shown below, is the recommended alternative in the Rutherglen area as it:

- Results in least overall impacts to Natural Environment (fish and fish habitat);
- Results in least overall impacts to Socio-Economic Environment (residential and agricultural buildings); and
- Is equally preferred relative to other alternatives from a Cultural Environment, Transportation, Cost and Constructability perspective.

L'option de réalignement recommandée pour la région de Rutherglen

L'option 2, présentée ci-dessous, est la solution recommandée dans la région de Rutherglen comme:

- elle génère en moins d'impacts globaux sur l'environnement naturel (poisson et l'habitat du poisson);
- elle génère en moins d'impacts globaux sur l'environnement socio-économique (bâtiments résidentiels et de l'agriculture); et
- elle est également privilégiée par rapport à d'autres options en ce qui a trait à l'environnement culturel, aux transports, aux coûts et à la constructibilité.



Pimisi Bay Area - Widening Alternatives

Widening alternatives for the Pimisi Bay area, from east of Rutherglen to west of Highway 630, are shown on the plans below. Two widening alternatives and one widening / realignment alternative were generated and each included retention of existing Highway 17 as a local service road.

La région de Pimisi Bay - des options d'élargissement

Les options d'élargissement pour la région de Pimisi Bay, à partir de l'est de Rutherglen jusqu'à l'ouest de l'autoroute 630, sont indiquées sur les plans ci-dessous. Deux options d'élargissement et une élargissement / réalignement options ont été générées et chacune comprend une rétention de l'autoroute 17 existante comme une route de service locale.

**Alternative 1
North Side Widening**



**Alternative 2
South Side Widening**



Recommended Alternative / L'option recommandée

**Alternative 3
South Side Widening / Realignment**



Recommended Pimisi Bay Area Widening Alternative

Alternative 3, which includes segments of realigned and widened highway to the south with existing Highway 17 maintained as a service road on the north side of the highway, is the recommended alternative in the Pimisi Bay area as it:

- Results in least impacts to Natural Environment (fish/fish habitat, woodlands, wetlands and wildlife habitat);
- Results in least impacts to Socio-Economic Environment (residential and commercial structures, provincial parks, aggregate areas and tourist areas (Pimisi Bay picnic area));
- Results in least impacts to Transportation Environment (access to Pimisi Bay and associated picnic area is maintained); and
- Results in fewer constructability issues and has the lowest construction cost.

L'option d'élargissement recommandée pour la région de Pimisi Bay

L'option 3, qui comprend des tronçons de l'autoroute réorganisée et élargi vers le sud et l'autoroute 17 existante maintenue comme une voie de desserte sur le côté nord de la route, est la solution recommandée dans la région de Pimisi Bay comme elle:

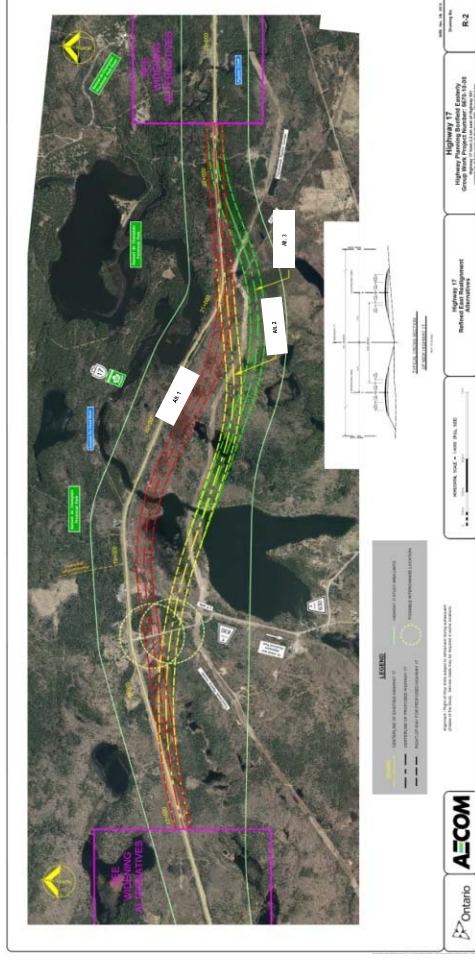
- génère moins d'impacts sur l'environnement naturel (poissons / habitat du poisson, forêts, milieux humides et habitats de la faune);
- génère moins d'impacts sur l'environnement socio-économique (structures résidentielles et commerciales, parcs provinciaux, régions globales et les régions touristiques (aire de pique-nique Pimisi Bay));
- génère moins d'impacts sur l'environnement des transports (accès à Pimisi Bay et à la zone de adjacente pique-nique maintenu), et
- génère moins de problèmes de constructibilité et génère des coûts de construction moindres.

Amable du Fond Area - Realignment Alternatives

From west of Highway 630 to west of Pautois Creek, three realignment alternatives were generated, each with an interchange at Highway 630, as shown on the plan below.

La région d'Amable du Fond - des options de réalignement

De l'ouest de l'autoroute 630 à l'ouest de Pautois Creek, trois options de réalignement ont été générées, chacune avec un échangeur à l'autoroute 630, comme indiqué sur le plan ci-dessous.



Recommended Amable du Fond Area Realignment Alternative

Alternative 3, as shown on the plan below, is the recommended alternative in the Amable du Fond area as it:

- Results in least impacts to Socio-Economic Environment (commercial / industrial and residential properties);
- Results in less complex construction staging and traffic maintenance during construction relative to other alternatives; and
- Is equally preferred relative to other alternatives from a Cultural Environment, Transportation, and Cost perspective.

L'option de réalignement recommandée pour la région d'Amable du Fond

L'option 3, ci-dessous, est la solution recommandée dans la région d'Amable du Fond comme elle:

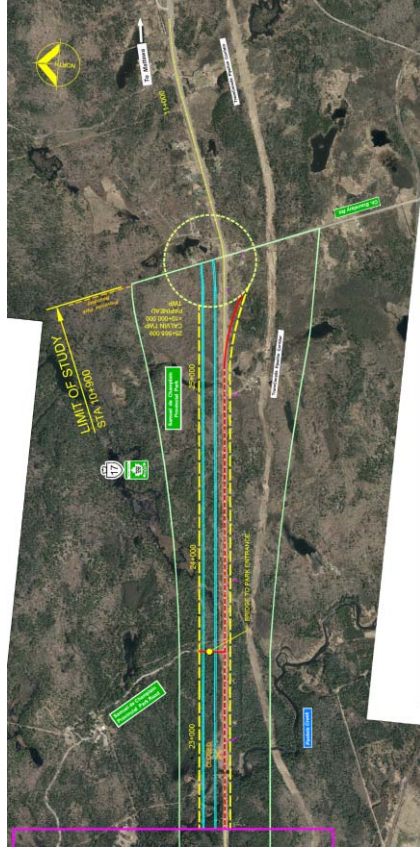
- génère moins d'impacts sur l'environnement socio-économique (propriétés commerciales / industrielles et résidentielles);
- génère moins mises en scènes complexes de la construction et du maintien de la circulation pendant la construction par rapport à d'autres options;
- est également privilégiée par rapport à d'autres options en ce qui a trait à l'environnement culturel, aux transports et aux coûts.



Pautois Creek Area - Widening Alternatives

From west of Pautois Creek to the east study limit, two widening alternatives were generated, each with a service road and an interchange at Boundary Road, as shown on the plans below.

**Alternative 1
North Side Widening**



Recommended Pautois Creek Area Widening Alternative

Alternative 2, which includes widening of the highway to the south with existing Highway 17 maintained as a service road on the north side, is recommended in the Pautois Creek area as it:

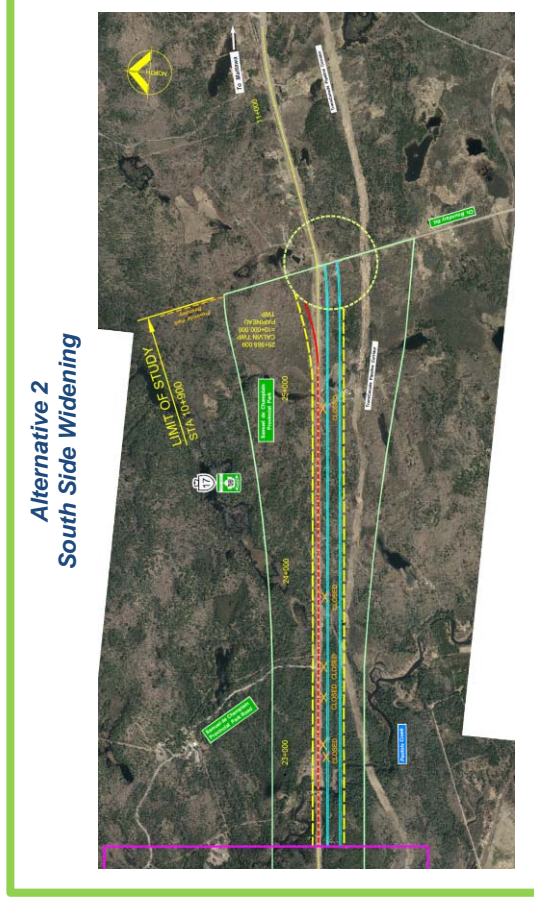
- Results in least impacts to Natural Environment (woodlands and wildlife habitat);
- Results in least impacts to Socio-Economic Environment (provincial parks);
- Has a lower construction cost;
- Results in less complex construction staging and traffic maintenance during construction relative to the north side widening alternative; and
- Is equally preferred relative to other alternatives from a Cultural Environment and Transportation perspective.

La région de Pautois Creek - des options d'élargissement

De l'ouest de Pautois Creek à la limite de l'étude est, deux options d'élargissement ont été générées, chacune avec une voie de desserte et un échangeur au chemin Boundary, comme montré sur les plans ci-dessous.

Recommended Alternative / L'option recommandée

**Alternative 2
South Side Widening**



L'option d'élargissement recommandée pour la région de Pautois Creek

L'option 2, qui comprend l'élargissement de la l'autoroute vers le sud et l'autoroute 17 existante maintenue comme une voie de desserte sur le côté nord, est recommandée dans la région de Pautois Creek comme elle:

- génère moins d'impacts sur l'environnement naturel (forêts et habitats de la faune);
- génère moins d'impacts sur l'environnement socio-économique (parcs provinciaux);
- a un coût de construction moindre;
- génère moins de mises en scènes complexe de la construction et du maintien de la circulation pendant la construction relative d'option d'élargissement du côté nord; et
- est également par rapport à d'autres options en ce qui a trait à l'environnement culturel et aux transports.

Interchange Configuration Alternatives

Interchanges are proposed at three locations: Rutherford Line; Highway 630; and Boundary Road. Alternative configurations for each interchange location were generated and comparatively evaluated using the same criteria developed to assess highway planning alternatives in order to identify a recommended configuration at each location.

The evaluation of alternative interchange configurations is summarized below and on the next two information boards, with the detailed evaluation tables available for review on the 'resources table'.

Rutherford Line Interchange Configuration Alternatives

Three alternative interchange configurations were generated for the Rutherford Line location as shown below (note: large scale version of alternative plans available on tables).

Les options de configuration des échangeurs

Les échangeurs sont proposés à trois endroits: Rutherford Line, l'autoroute 630 et le chemin Boundary. D'autres configurations pour chaque emplacement de l'échangeur ont été générées évaluées selon les mêmes critères établis pour évaluer les options de planification d'autoroute afin d'identifier une configuration recommandée pour chaque emplacement.

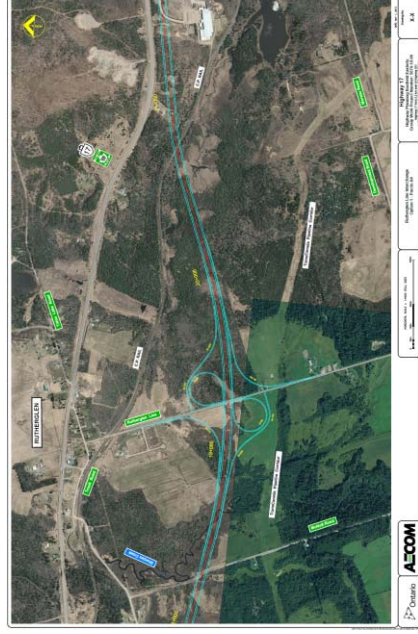
L'évaluation des options de configuration des échangeurs est résumée ci-dessous et sur les deux prochains panneaux d'information, avec les tableaux d'évaluation détaillés disponibles pour examen du tableaux des ressources.

Les options de configuration des échangeurs pour Rutherford Line

Trois options de configuration des échangeurs ont été générées pour l'emplacement de Rutherford Line comme indiqué ci-dessous (note versions à grande échelle des plans de rechange disponibles sur les tableaux).

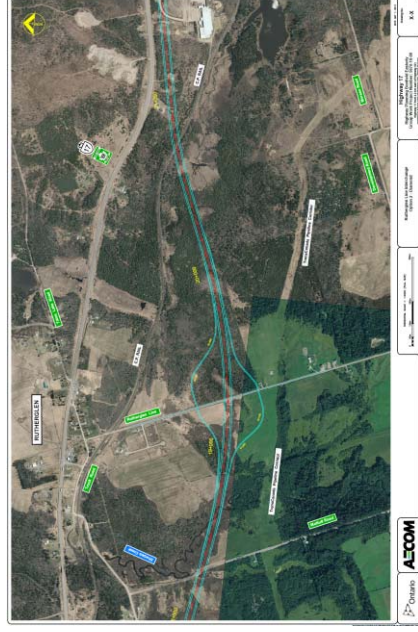
Alternative 1

Parclo A-4 Configuration



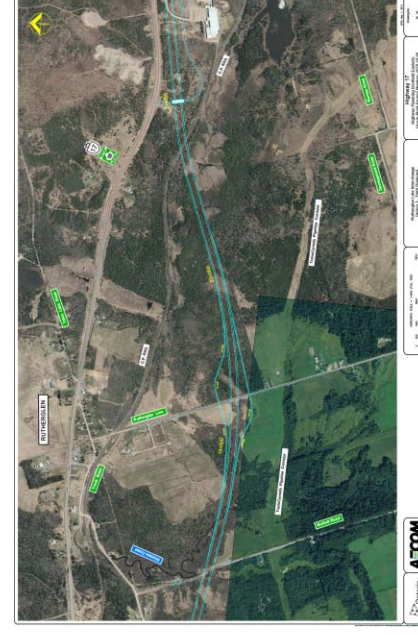
Alternative 2

Diamond Configuration (protects for inner loop ramps)



Alternative 3

Diamond Configuration (precludes inner loop ramps)



Recommended Alternative / L'option recommandée

Recommended Rutherford Line Interchange Configuration

Alternative 3 is recommended as it:

- Results in least impacts to Natural Environment (woodland area);
- Results in least impacts to Socio-Economic Environment (agriculture);
- Results in least impacts to Cultural Environment (archaeology);
- Has a lower construction cost; and
- Is equally preferred relative to other alternatives from a Transportation and Constructability perspective.

La configuration de l'échangeur recommandée pour Rutherford Line

L'option 3 est recommandée car elle:

- génère moins d'impacts sur l'environnement naturel (zone boisée);
- génère moins d'impacts sur l'environnement socio-économique (agriculture);
- génère moins d'impacts sur l'environnement culturel (archéologie);
- a un coût de construction moindre;
- est également privilégiée par rapport aux autres options en ce qui a trait au transport et à la constructibilité.

Highway 630 Interchange Configuration Alternatives

Five alternative interchange configurations were generated for the Highway 630 location as shown below (note: large scale version of alternative plans available on tables).

Les options de configuration des échangeurs pour l'autoroute 630

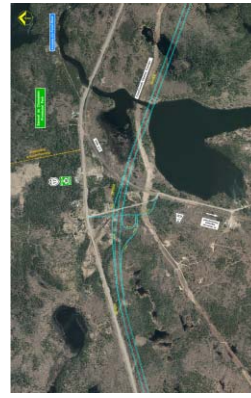
Cinq options de configuration des échangeurs ont été générées pour l'emplacement de l'autoroute 630, comme indiqué ci-dessous (note les versions à grande échelle des plans de rechange sont disponibles sur les tableaux).

Recommended Alternative / L'option recommandée

Alternative 1
Diamond Configuration



Alternative 2
North side Diamond
South side Parclo A2 Configuration



Alternative 3
North side Diamond Roundabout
South side Parclo A2 Configuration



Alternative 4
Diamond
Roundabout Configuration



Alternative 5
North side Buttonhook
South side Parclo A2 Configuration



Recommended Highway 630 Interchange Configuration

Alternative 2, with a diamond on the north side and a Parclo A2 configuration on the south side, is recommended as it:

- Is equally or more preferred relative to other alternatives from a Natural Environment, Socio-Economic Environment, Cultural Environment, Transportation and Constructability perspective; and
- Has a lower construction cost.

La configuration l'échangeur recommandée pour l'autoroute 630

L'option 2, avec un diamant sur le côté nord et une configuration de Parclo A2 sur le côté sud, est recommandée car elle:

- est privilégiée autant ou plus que les autres options en ce qui a trait à l'environnement naturel, l'environnement socio-économique, l'environnement culturel, au transport et à la constructibilité; et
- a un coût de construction moindre.

Boundary Road Interchange Configuration Alternatives

Three alternative interchange configurations were generated for the Boundary Road location as shown below (note: large scale version of alternative plans available on tables).

Les options de configuration des échangeurs pour le chemin Boundary

Trois options de configuration des échangeurs ont été générées pour l'emplacement au chemin Boundary, comme indiqué ci-dessous (note les versions à grande échelle des plans de rechange sont disponibles sur les tableaux).

**Alternative 1
Parclo A4 Configuration**



**Alternative 2
Diamond – Roundabout Configuration**



**Alternative 3
Diamond – Buttonhook Configuration**



Recommended Alternative / L'option recommandée

Recommended Boundary Road Interchange Configuration

Alternative 2, the diamond – roundabout configuration, is recommended as it:

- Results in least impacts to Socio-Economic Environment (residential homes displaced);
- Has a lower construction cost; and
- Is equally or more preferred relative to other alternatives from a Natural Environment, Cultural Environment, Transportation and Constructability perspective.

La configuration de l'échangeur recommandée pour le chemin Boundary

L'option 2, le diamant - configuration rond-point, est recommandée car elle:

- génère moins d'impacts sur l'environnement socio-économique (résidences déplacées);
- a un coût de construction moindre;
- est privilégiée autant ou plus que les autres alternatives en ce qui a trait à l'environnement naturel, l'environnement culturel, au transport et à la constructibilité.

Highway 17

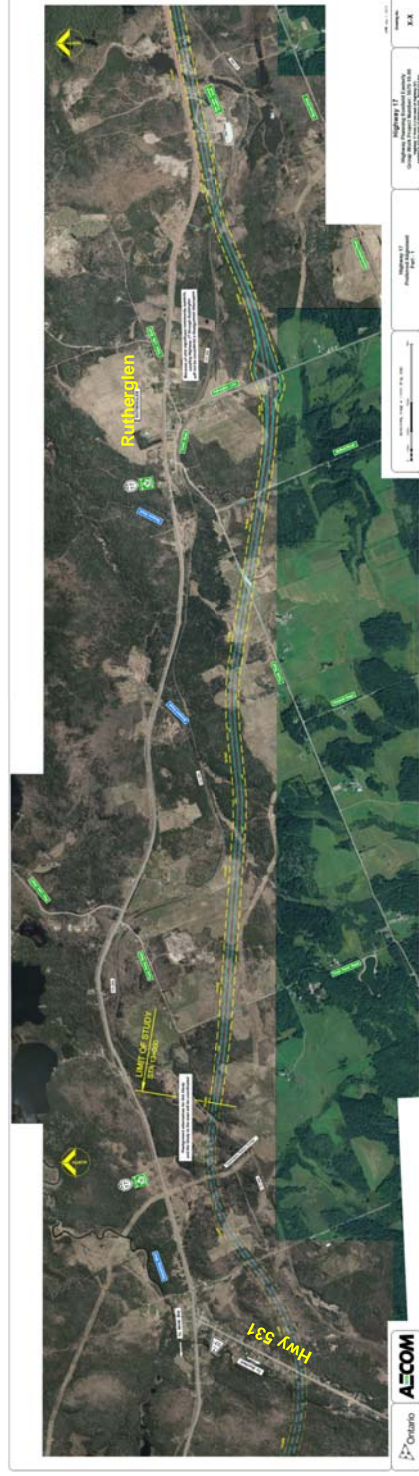
Recommended Highway Planning Alternative / L'option de planification recommandée pour l'autoroute

The recommended highway planning alternative is presented on the plans on the tables. The recommended alternative includes:

- Realignment of Highway 17 to the south from Highway 531 to east of Rutherglen
- Widening and realignment of Highway 17 to the south from east of Rutherglen to west of Highway 630
- Realignment of Highway 17 to the south from west of Highway 630 to west of Pautois Creek
- Widening of Highway 17 to the south from west of Pautois Creek to the east study limit (just east of Boundary Road)
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road
- Closure of existing Highway 17 from east of Highway 630 to the entrance to Samuel de Champlain Park
- Retention of existing Highway 17 as a service road at all other locations
- Cul-de-sacs at Trout Pond Road and McNutt Road

L'option de planification recommandée pour l'autoroute est présentée sur les plans sur les tableaux. L'option recommandée comprend:

- Le réalignement de l'autoroute 17 au sud à partir de l'autoroute 531 jusqu' à l'est de Rutherglen
- l'élargissement et le réalignement de l'autoroute 17 au sud à partir de l'est de Rutherglen jusqu' à l'ouest de l'autoroute 630
- le réalignement de l'autoroute 17 au sud à partir de l'ouest de l'autoroute 630 jusqu' à l'ouest de Pautois Creek
- l'élargissement de l'autoroute 17 au sud à partir de l'ouest de Pautois Creek jusqu' à la limite de l'étude est (juste à l'est du chemin Boundary)
- les échangeurs à Rutherglen Line, l'autoroute 630 et le chemin Boundary
- la fermeture de l'autoroute 17 existante à partir de l'est de l'autoroute 630 jusqu'à l'entrée du parc Samuel de Champlain
- la rétention de l'autoroute 17 existante comme une voie de service à tous les autres emplacements
- les culs-de-sac au chemin Trout Pond et au chemin McNutt



Following this Public Information Centre, the Project Team will:

1. Respond to comments received through the PIC #2 consultation process
2. Make changes to the information presented as a result of new information and comments received from stakeholders, as appropriate
3. Confirm and / or refine the recommended highway planning alternative
4. Initiate preliminary design of the recommended highway planning alternative
5. Prepare for Public Information Centre #3 to present the Preliminary Design for the recommended highway planning alternative

Preliminary Design

Preliminary design involves defining the selected highway planning alternative in greater detail, which for this project, includes:

- Horizontal and vertical alignments
- Highway cross section
- Crossing road treatments (grade separations / cul-de-sacs)
- Right-of-way width for main highway and associated service road and interchange locations
- Preliminary property requirements
- Drainage requirements (watercourse crossings and a preliminary stormwater management strategy)
- Roadway lighting requirements
- Environmental protection and mitigation measures

Information presented today is also available on the project website: www.highway17routeplanning.ca

Please visit the project website for study updates

Après cette séance d'information publique, l'équipe du projet aura pour mission de:

1. Répondre aux commentaires reçus dans le cadre de la deuxième série d'activités de consultation (dont la SIP n° 2)
2. Apporter des modifications à l'information présentée en fonction des nouvelles informations et des commentaires reçus des intervenants, le cas échéant
3. Confirmer ou affiner l'option de planification recommandée pour l'autoroute
4. Démarrer la conception préliminaire de l'option de planification recommandée pour l'autoroute
5. Préparer la troisième séance d'information publique afin de présenter la conception préliminaire de l'option de planification recommandée pour l'autoroute

La conception préliminaire

La conception préliminaire consiste à définir l'option de planification sélectionnée pour l'autoroute de façon plus détaillée, qui, pour ce projet, comprend:

- les alignements horizontaux et verticaux
- la coupe transversale de l'autoroute
- le traitement des traverses de la route (carrefours à niveaux différents / cul-de-sac)
- la largeur du droit de passage de la route principale et de la route de service et points d'échange
- les exigences de propriété préliminaires
- les exigences de drainage (passages de cours d'eau et une stratégie préliminaire de gestion des eaux pluviales)
- les exigences d'éclairage de plateformes
- la protection de l'environnement et les mesures d'atténuation

Les informations présentées aujourd'hui sont aussi disponibles en ligne sur le site Web du projet: www.highway17routeplanning.ca

Veillez visiter le site Web du projet pour les mises à jour de l'étude

Thank you for participating in today's PIC

Your comments are important to us. Interested stakeholders are encouraged to provide comments to the Project Team by **July 26, 2013**.

To obtain additional information, provide comments or to be placed on the mailing list, please:

- Place your Comment Sheet in the box provided tonight
- Submit your Comment Sheet to the Project Team by:
 - Writing the Project Team (c/o AECOM, 300 Water Street, Whitby ON L1N 9J2)
 - Faxing the Project Team (c/o AECOM at 905.668.0221)
 - Emailing the Project Team through the web site at www.highway17routeplanning.ca
- Contact one of the following:

Ms. Brenda Jamieson, P. Eng.

Consultant Project Manager / Chargée de projet
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202, David LeBlanc (Courriel: David.Leblanc@aecom.com).

FREEDOM OF INFORMATION & PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation (MTO) in meeting the requirements of the provincial Environmental Assessment Act and the "Class Environmental Assessment for Provincial Transportation Facilities". This material will be maintained on file for use during the study and may be included in the study 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 be part of the public record.

Merci de votre participation à la SIP d'aujourd'hui

Vos commentaires sont importants pour nous. Les parties intéressées sont encouragées à faire parvenir leurs commentaires à l'équipe de projet d'ici le **26 juillet 2013**.

Pour obtenir des renseignements supplémentaires, formuler des commentaires ou vous inscrire sur la liste d'envoi, s'il vous plaît:

- Placez votre feuille de commentaires dans la boîte prévue à cet effet
- Remettez votre feuille de commentaires à l'équipe de projet par:
 - Courrier (c/o AECOM, 300, rue Water, Whitby ON L1N 9J2)
 - Télécopie (c/o AECOM au 905.668.0221)
 - Courriel, par le biais du site Web à l'adresse www.highway17routeplanning.ca
- Communiquez avec l'un des membres de l'équipe suivants:

Mr. Dheera Kantiya, M.Eng., P.Eng.

Senior Project Engineer / Ingénieur de projet senior
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5260
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: Dheera.Kantiya@ontario.ca

ACCÈS À L'INFORMATION ET PROTECTION DE LA VIE PRIVÉE

Les renseignements recueillis au cours de cette étude serviront à aider le ministère des Transports de l'Ontario (MTO) à satisfaire aux exigences de la Loi provinciale sur les évaluations environnementales. Ils demeureront aux dossiers pour être utilisés pendant la durée de l'étude et pourront être inclus dans la documentation sur l'étude.

Les renseignements recueillis seront utilisés 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 deviendront du domaine public.

RECOMMENDED HIGHWAY PLANNING ALTERNATIVE

The recommended highway planning alternative for the study area (as shown on the plan on pages 2 and 3) includes:

- Realignment of Highway 17 to the south from Highway 531 to east of Rutherglen
- Widening and realignment of Highway 17 to the south from east of Rutherglen to west of Highway 630
- Realignment of Highway 17 to the south from west of Highway 630 to west of Pautois Creek
- Widening of Highway 17 to the south from west of Pautois Creek to the east study limit (just east of Boundary Road)
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road
- Closure of existing Highway 17 from east of Highway 630 to the entrance of Samuel de Champlain Park entrance
- Retention of existing Highway 17 as a service road at all other locations
- Cul-de-sacs at Trout Pond Road and McNutt Road

PRELIMINARY DESIGN

Preliminary design involves defining the selected highway planning alternative in greater detail, which for this project, will include:

- Horizontal and vertical alignments
- Highway cross section
- Crossing road treatments (grade separations / cul-de-sacs)
- Right-of-way width for main highway and associated service road and interchange locations
- Preliminary property requirements
- Drainage requirements (watercourse crossings and a preliminary stormwater management strategy)
- Roadway lighting requirements
- Environmental protection and mitigation measures

NEXT STEPS

Following PIC #2 the Project Team will:

- Respond to comments received through the PIC #2 consultation process
- Make changes to the information presented as a result of new information and comments received from stakeholders, as appropriate
- Confirm and / or refine the recommended highway planning alternative
- Initiate preliminary design of the recommended highway planning alternative
- Prepare for Public Information Centre #3 to present the Preliminary Design for the recommended highway planning alternative

STUDY CONTACTS

To obtain additional information, provide comments or to be placed on the mailing list, please visit the study website or contact:

Ms. Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM
300 Water Street
Whitby, ON L1N 9J2
Tel: 905-668-9363
Toll Free: 1-800-668-1983
Fax: 905-668-0221
Email: Brenda.Jamieson@aecom.com

Mr. Dheera Kantiya, M.Eng., P.Eng.
Senior Project Engineer
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
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Toll Free: 1-800-461-9547
Fax: 705.497.5208
Email: Dheera.Kantiya@ontario.ca



PURPOSE OF THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a highway planning and Class Environmental Assessment study for a 23.5 km section of Highway 17 from east of Bonfield to the boundary road between the Townships of Calvin and Papineau-Cameron. This is one of three separate Highway 17 planning studies between North Bay and the Nipissing/Renfrew boundary.

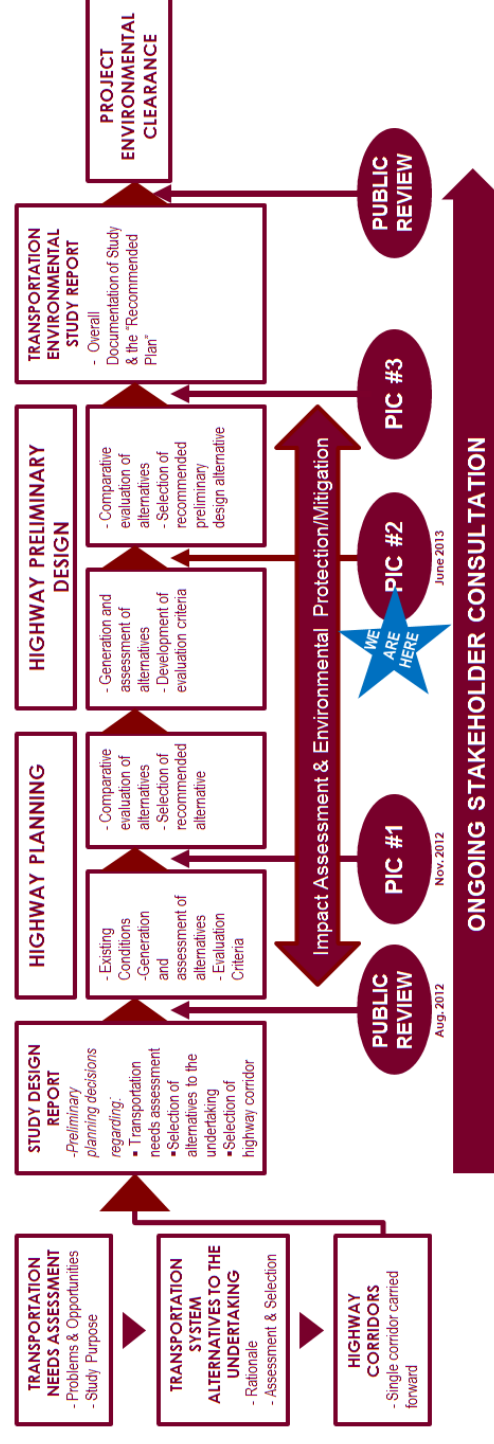
The purpose of the study is to select a recommended plan for a four-lane Highway 17 within the study limits, including sections of widening / improvement to the existing highway, sections of realigned highway, service roads in some areas and access restricted to interchange locations.

STUDY PROCESS

The study for this section of Highway 17 complies with the process for Group 'A' projects, which are undertakings that involve major realignments and bypasses under the 'Class Environmental Assessment (EA) for Provincial Transportation Facilities'.

The EA study process is based on a sequence of decision-making steps in which alternatives are assessed at an increasing level of detail, starting with a broad perspective and narrowing to a more focused perspective as the study progresses. Upon study completion, a Transportation Environmental Study Report will be made available for review.

Key steps in the study process and tasks completed so far for this project are shown below. The study is scheduled to be completed by the summer of 2014.



PUBLIC INFORMATION CENTRE #2

Since PIC #1 (held in November 2012), the Project Team has responded to comments and questions raised through that consultation process and has finalized the Study Design Report in response to input received. The Project Team has also refined the highway planning alternatives presented at PIC #1 and completed the assessment and evaluation of highway planning alternatives and identified a preferred highway planning alternative (as shown on pages 2 and 3).

PIC #2 is being held to present and obtain input on:

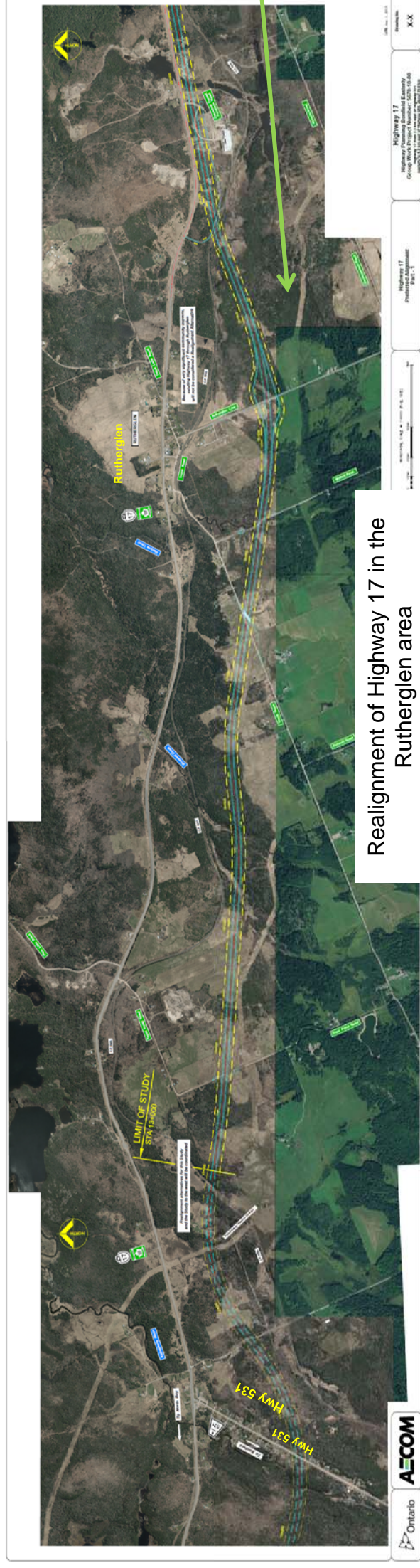
- evaluation of highway realignment and highway widening (including service roads) alternatives
- recommended highway planning alternative
- interchange configuration alternatives for Rutherglen Line, Highway 630 and Boundary Road
- evaluation of interchange configuration alternatives and recommended configuration at each interchange
- cul-de-sacs recommended at Trout Pond Road and McNutt Road
- recommended closure of existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance

The information presented at PIC #1 and PIC #2 is available on the study website. Interested stakeholders are encouraged to provide comments on the material presented at PIC #2 to the Project Team by **July 26, 2013**.

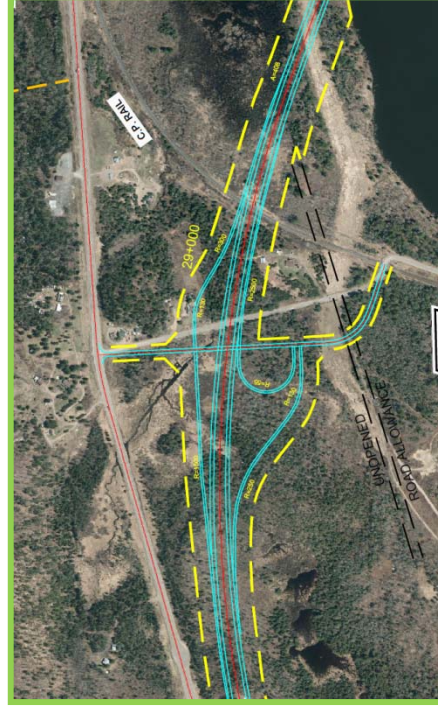
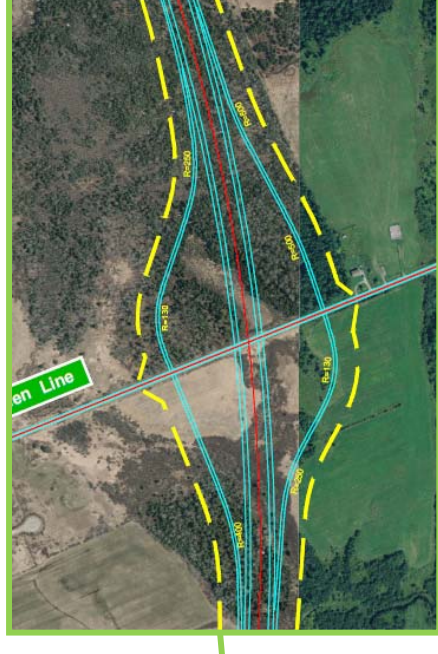
Highway 17

Recommended Highway Planning Alternative

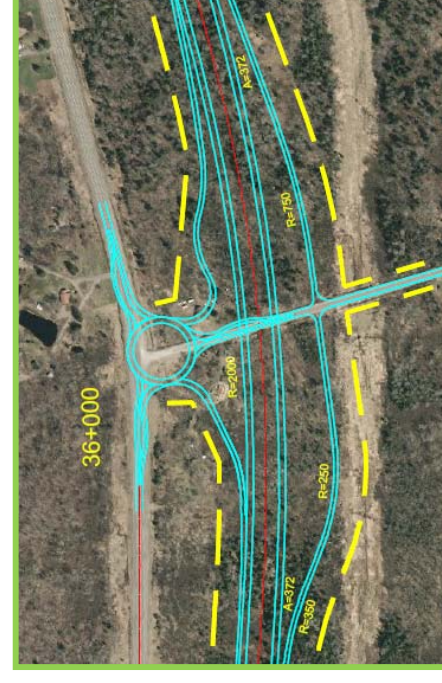
The recommended highway planning alternative for the study area is shown on the plans below.



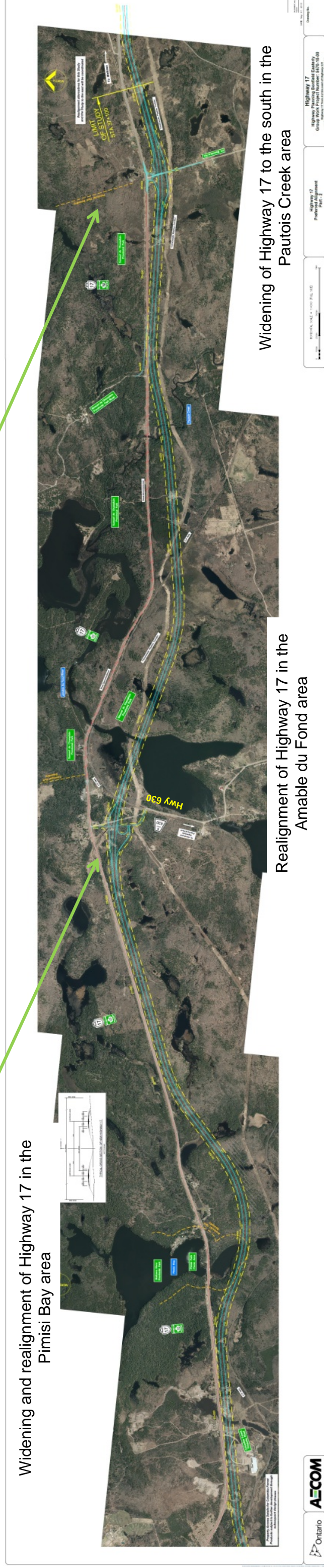
Rutherglen Line Interchange Diamond Configuration



Highway 630 Interchange North side Diamond South side Parclo A2 Configuration



Boundary Road Interchange Diamond - Roundabout Configuration



L'option de planification recommandée pour l'autoroute

- L'option de planification recommandée pour l'autoroute (comme indiqué sur la page suivante) comprend:
- le réaligement de l'autoroute 17 au sud à partir de l'autoroute 531 jusqu'à l'est de Rutherglen
 - l'élargissement et le réaligement de l'autoroute 17 au sud à partir de l'est de Rutherglen jusqu'à l'ouest de l'autoroute 630
 - le réaligement de l'autoroute 17 au sud à partir de l'ouest de l'autoroute 630 jusqu'à l'ouest de Pautois Creek
 - l'élargissement de l'autoroute 17 au sud à partir de l'ouest de Pautois Creek jusqu'à la limite de l'étude est (juste à l'est du chemin Boundary)
 - les échangeurs à Rutherglen Line, l'autoroute 630 et le chemin Boundary
 - la fermeture de l'autoroute 17 existante à partir de l'est de l'autoroute 630 jusqu'à l'entrée du parc Samuel de Champlain
 - la rétention de l'autoroute 17 existante comme une voie de service à tous les autres emplacements
 - les culs-de-sac au chemin Trout Pond et au chemin McNutt

La conception préliminaire

La conception préliminaire consiste à définir l'option de planification sélectionnée pour l'autoroute de façon plus détaillée, qui, pour ce projet, comprend:

- les alignements horizontaux et verticaux
- la coupe transversale de l'autoroute
- le traitement des traverses de la route (carrefours à niveaux différents / cul-de-sac)
- la largeur du droit de passage de la route principale et de la route de service et points d'échange
- les exigences de propriété préliminaires
- les exigences de drainage (passages de cours d'eau et une stratégie préliminaire de gestion des eaux pluviales)
- les exigences d'éclairage de plateformes
- la protection de l'environnement et les mesures d'atténuation

Prochaines étapes

Après cette séance d'information publique, l'équipe du projet aura pour mission de:

- Répondre aux commentaires reçus dans le cadre de la deuxième série d'activités de consultation (dont la SIP n° 2)
- Apporter des modifications à l'information présentée en fonction des nouvelles informations et des commentaires reçus des intervenants, le cas échéant
- Confirmer ou affiner l'option de planification recommandée pour l'autoroute
- Démarrer la conception préliminaire de l'option de planification recommandée pour l'autoroute
- Préparer la troisième séance d'information publique afin de présenter la conception préliminaire de l'option de planification recommandée pour l'autoroute

Contacts étude

Pour obtenir des renseignements supplémentaires, formuler des commentaires ou faire inscrire votre nom sur la liste d'envoi postal, visitez le site Web du projet ou veuillez communiquer avec:

Mme Brenda Jamieson, ing.
Chargé de projet de la firme
AECOM
300, rue Water, Whitby, ON L1N 9J2
Sans frais: 1-800-668-1983, poste 2202
Télé: 905-668-0221

Courriel: Brenda.Jamieson@aecom.com

M. Dheera Kantiya, ing.
Ingénieur principe de projet
Ministère des Transports, Région Nord-Est
447, avenue McKeown, North Bay, ON P1B 9S9
Tél: 705-497-6845
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Courriel: Dheera.Kantiya@ontario.ca

Introduction et But de l'étude

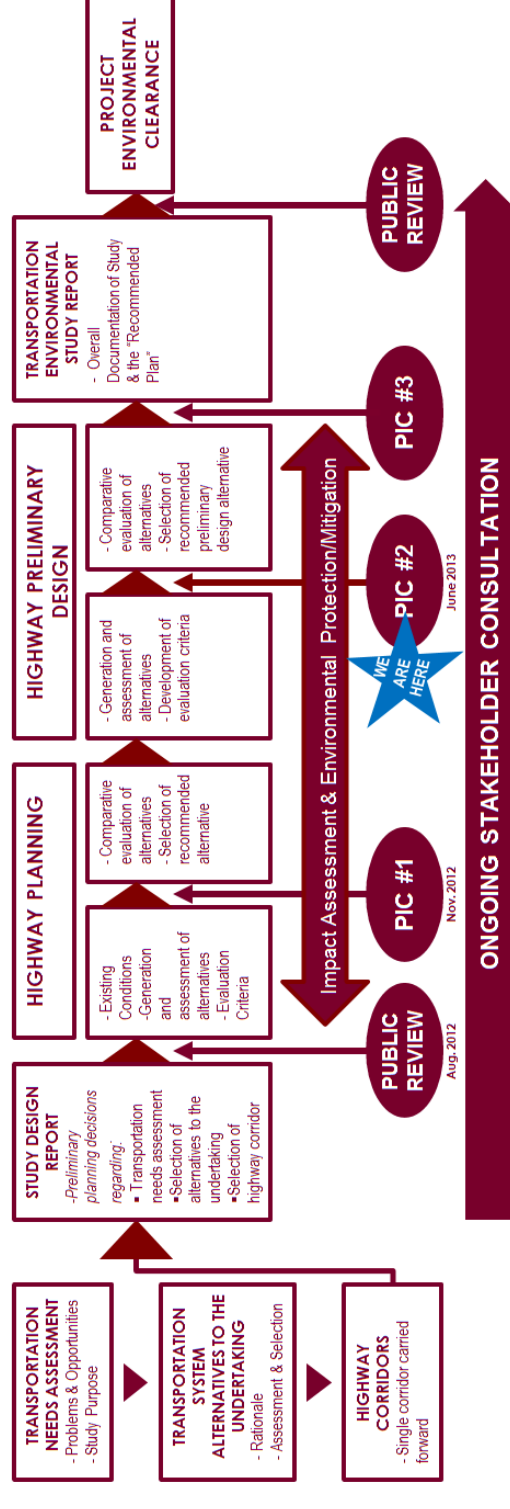
Le ministère des Transports de l'Ontario (MTO) a retenu les services de AECOM pour effectuer une étude de planification pour l'autoroute et l'évaluation environnementale de portée générale pour un tronçon de l'autoroute 17 (23,5 km) à partir de l'est de Bonfield jusqu'à la route qui délimite les cantons de Calvin et de Papineau-Cameron. Il s'agit de l'une des trois études de planification en lien avec l'autoroute 17 entre North Bay et les limites de Nipissing / Renfrew. Le but de l'étude est d'élaborer un plan pour une autoroute à quatre voies dans les limites de l'étude incluant des segments d'élargissement / d'amélioration de l'autoroute existante et des segments de tracé révisé, voies de desserte à certains endroits et accès permis uniquement au niveau des échangeurs.

Évaluation environnementale de portée générale pour les installations provinciales de transport

L'étude de cette section de l'autoroute 17 est conforme au processus appliqué aux projets du groupe « A », qui sont des projets impliquant des réajustements majeurs de tracés et des contournements régis par l'Évaluation environnementale de portée générale pour les installations provinciales de transport.

Le processus de l'étude d'évaluation environnementale est basé sur une séquence d'étapes décisionnelles où les alternatives sont évaluées à un niveau de détail croissant, en commençant par une perspective large et en adoptant une perspective plus ciblée à mesure que l'étude progresse. Dès l'achèvement de l'étude, un rapport d'étude environnementale pour les transports (REET) sera mis à la disposition du public.

Les principales étapes de l'étude et les tâches réalisées à ce jour pour ce projet sont présentées ci-dessous. L'étude devrait être complétée d'ici l'été de 2014.



Séance d'information publique n° 2

Depuis la Séance d'information publique n° 1 (tenue en novembre 2012), l'équipe de projet a répondu aux commentaires émis et aux questions posées durant ce processus de consultation, et elle a finalisé le Rapport de conception de l'étude en réponse aux commentaires reçus. L'équipe de projet a aussi raffiné les options de planification pour l'autoroute présentées lors de la Séance d'information publique n° 1, a complété l'analyse et l'évaluation de celles-ci, et a ensuite identifié l'option privilégiée (voir pages 2 et 3).

SIP n° 2 se tiendra à présenter et obtenir des commentaires sur:

- l'évaluation des options de réaligement et d'élargissement de l'autoroute (y compris les voies de desserte)
- l'option de planification recommandée pour l'autoroute
- les options de configuration des échangeurs pour Rutherglen Line, l'autoroute 630 et le chemin Boundary
- l'évaluation des options de configuration des échangeurs et la configuration recommandée pour chaque échangeur
- les culs-de-sac recommandés aux chemins Trout Pond et McNutt
- la recommandation de la fermeture de l'autoroute 17 existante à partir de l'est de l'autoroute 630 jusqu'à l'entrée du parc Samuel de Champlain.

L'information présentée lors des Séances d'information publiques n° 1 et 2 est disponible sur le site Web de l'étude. Nous encourageons les parties prenantes intéressées à faire parvenir leurs commentaires sur le matériel présenté à la Séance d'information publique n° 2 à l'équipe de projet d'ici le **26 juillet 2013**.

Appendix D.

PIC #2 Comments and Study Team Responses

Comments	Study Team Response
<p>I've been spending considerable time and money improving my getaway property at [redacted] Highway 17 East (Calvin township). I'm curious as to how this project could affect me.</p>	<p>Based on mapping available to the study team via the municipal website, a plan illustrating the alignment of the recommended highway planning alternative in relation to the approximate location of your property is attached. The proposed new highway is situated south of existing Highway 17 through this area so your property will not be directly impacted by the proposed improvements. More detailed plans of the recommended highway planning alternative and additional information regarding how the recommended alignment was determined are available on the study website (www.hwy17corridorstudy.ca).</p>
<p>Owns property along the existing highway on the south side. Was unable to attend the PIC but viewed the latest plans at the municipal office. It appears his garage is impacted. Mapping of the recommended highway alternative in this area requested.</p>	<p><i>Email response and excerpt from the recommended highway planning alternative plan sent by email July 18, 2013.</i></p>
<p>We spoke at the public info session in Calvin Township last week. I represented the Columbia Forest Products mill in Rutherglen. At the time we discussed the impact of the new proposed route into the property of CFP. Can you still send me a copy of the proposed plan specifically as to how it impacts our yard please?</p>	<p><i>Email response and excerpt from the recommended highway planning alternative plan sent by email July 2, 2013.</i></p>
<p>We operate a beef and grain farm that will be impacted by the new highway. Our home and yards are on the north side of the existing Highway 17 (approximately 500 acres). We also own 500 acres on the south side starting at Trout Pond Road and going east. The main access for our property is Trout Pond Road. If the new highway goes in the proposed spot it will split our property in two and for us to access the south side will require us to travel to Rutherglen or Bonfield (531) and come back on Trunk Road. Also our cattle will have to be trucked round. We spoke to the engineer about an agricultural underpass. We also rent property on Trout Pond Road that will be on both south and north sides of the new highway. In regard to an underpass, the widest piece of equipment is 16-18 foot and 11-12 foot high.</p>	<p>Your concerns regarding the impacts of the recommended highway planning alternative on your property and agricultural operations have been documented. Recommendations for crossing roads were made in consideration of the need to provide continuous and balanced access for north-south and east-west travel. The recommendations were supported by analysis of traffic conditions in the area and were also made in consideration of agricultural and emergency services access to and via these connections. As you have noted, the recommended treatment for Trout Pond Road is to cul-de-sac it at the proposed highway given the proximity of other local crossing roads in the area which will remain open to provide access across the highway in this area. The recommended treatment for Trout Pond Road will be reviewed in consideration of the comments received at PIC #2 and in consultation with municipal staff. Opportunities to provide access via an agricultural underpass at this</p>

Comments	Study Team Response
<p>At stn 15+200 through ~ 1999, train embankment resulted in the release of pulp and paper sludge and nickel concentrate and other precious metal. MOE or OVR placed a monitoring well but have not returned. Area is sterile of any vegetation, smells terrible and is expanding towards the small creek at the bottom of the railway embankment. Cattle are in this field so the owner must be contacted before any property access.</p> <p>Additional questions regarding wildlife fencing and schedule for next PIC event.</p>	<p>location will be reviewed during preliminary design of the recommended highway planning alternative. Thank you for the information regarding a spill in the vicinity of your property. As part of the Highway 17 Planning and Class EA Study, the study team has undertaken a Contamination Overview Study which included a review of all available background data (including MOE's records). Additional work to understand the potential for contamination through the study area will include completing a windshield survey of lands and identifying areas and / or properties which have the potential for site contamination. Any lands impacted by the recommended highway planning alternative that are found to be contaminated will be documented for future development of a remediation plan.</p>
<p>My property (shared with my mother and brother) will be into a 1/3 and 2/3 chunks by the proposed route past the Crooked Chute / Kiosk interchange. I'm concerned about what to do with the top third, which will have no access. I'd appreciate 3 copies (paper) and an emailed copy that I can share with my family immediately. The section between Kiosk and Boundary Road is the area of concern.</p>	<p><i>Email and mailed response and excerpt from the recommended highway planning alternative plan (x 3) sent July 5, 2013.</i> The north portion of your property will be landlocked between the existing railway corridor and the proposed new highway corridor. Decisions regarding the purchase of property which is landlocked by the recommended highway planning alternative will be made through discussions with those property owners and the study team during preliminary design, and will consider whether or not it is feasible to provide alternate access to landlocked parcels.</p>

Comments	Study Team Response
<p>Will the setback from Highway 17 to [REDACTED] (i.e. Highway 630) change when the new highway is built? Well done – better than expected.</p>	<p>The study team understands from conversation during PIC #2 that the term ‘set back’ refers to the required distance between the existing Highway 17 and Highway 630 right-of-way boundaries and the [REDACTED] property and associated buildings. The recommended highway planning alternative in this location, as presented at PIC #2, involves a realignment of Highway 17 to the south. As such, no changes to the location of existing Highway 17 are proposed and no adjustments to the ‘set back’ from the existing highway to the [REDACTED] property are anticipated. A very slight realignment of Highway 630 to the west (away from the [REDACTED] property) is proposed to accommodate the recommended interchange configuration. As such, a small increase in the ‘set back’ from Highway 630 to the [REDACTED] property is anticipated. The new realigned Highway 17 in this location will result in the highway running to the south of the Algonquin North property and does result in some property being required in order to accommodate the recommended interchange configuration for realigned Highway 17 and Highway 630. The right-of-way and associated horizontal and vertical alignment of the recommended highway planning alternative will be defined in greater detail during preliminary design and will be the subject of PIC #3, tentatively scheduled for January 2014.</p>
<p>Our property is located at [REDACTED] Trout Pond Road which is currently located in the very centre of the newly proposed highway. We are directly across Trout Pond Road from the cell tower for Rogers. We are going to be significantly impacted by this decision. This 10 acre parcel has been passed down from my family and lies within a 100 acre parcel owned by my parents and grandparents. We chose this piece from the larger piece due to its innate beauty and the fact that it fell within the centre of the larger piece so that we had lots of room for our family to grow. I do not want to live in close proximity to the highway in any sense. We just built our house 2-3 years ago and we chose every element to meet our current and future needs. We also run a business from our home and any future planning for that will also of course be severely impacted. We were concerned at the simplest that we would be unable to access the highway due to the cul-de-sacs on Trout Pond Road. This however, is our</p>	<p>Your concerns regarding the impacts of the recommended highway planning alternative on your property, to your family’s connection to the property, and to the surrounding area are understood and have been documented. The study team takes all stakeholder concerns seriously and as you have noted, your property will be affected by the recommended highway planning alternative, subject to the study receiving environmental clearance. The recommended highway planning alternative in the vicinity of your property was chosen for a variety of reasons including: it results in least overall impacts to Natural Environment (fish and fish habitat); has the least overall impacts to Socio-Economic Environment (residential and agricultural buildings); and was equally preferred relative to other alternatives from a Cultural Environment, Transportation, Cost and Constructability perspective. Further details on the assessment and evaluation of route alternatives can be found on the study website</p>

Comments	Study Team Response
<p>worst case scenario. Our impacts are significant and my connection to the property is gone. Even if it went around our house (should any modifications be made) we would be even more unhappy to live next to the highway. I have a lifelong history here and made all of our future plans based on many, many elements. This plan will greatly impact the plans we make in the future. I appreciate the world progresses, but we wanted to raise our family in a place that was connected to our history and that is obviously not going to stand in the face of progress. This community is where my parents were raised and my grandparents before them, but obviously my son may be the last of our family that will live in this place. This may be business decisions but they impact the roots of our community.</p>	<p>(www.hwy17corridorstudy.ca). As the study proceeds, we will continue to work with residents who are impacted by the recommended planning alternative to ensure we fully understand their concerns. We will be striving to mitigate impacts, taking into consideration input from the public and other stakeholders throughout the study process. During the next phase of the study, plans for the recommended alignment will be developed in more detail and property requirements will be finalized. The results of this work will be presented at PIC #3, tentatively scheduled for January 2014, for public review and comment.</p>
<p>I attended the last consultation meeting in Kiosk and was informed at that point (according to your aerial photographs) that the proposed highway expansion will basically run directly through the center of my family's third generation property. If this proposed option stays on course my 1 year old son will not get the opportunity to make this land his own ... and the new home we built less than 3 years ago will be lost. I made my comments known through your process of filling out a sheet of comments at the consultation meeting; however, I am curious about something that we did not discuss that evening. Is there an indication anywhere in your reports / draft study design that indicates the cell tower directly across the road from our house? I see the Bell tower indicated close to the current Hwy 17 access point, but the second tower that is located directly across from our home does not seem to be indicated. I want to be sure that every possible factor is included in this decision making process so I am adding this to my comments.</p>	<p>The study team is aware of the tower located immediately opposite your home and has included it in the design considerations completed to date for the recommended highway planning alternative. The study team is in contact with the local utility providers in the study area and is communicating with them throughout the study. Impacts to the tower will be confirmed during the next phase of the study as plans for the recommended alignment are developed in more detail and property requirements finalized.</p>
<p>Now that the highway is going through, does it black out any hunting areas? We spoke to Kelly Boudreau regarding the Rutherglen Line interchange. We are pleased that traffic will have the ability to turn off and access our long standing (35+ years) business. We are continuing to grow our business and are genuinely concerned about the business impact because</p>	<p>Potential impacts to hunting areas will be assessed during the next stage of the study process. As part of the study's next phase of work, a Business Impact Study will be undertaken based upon the recommended highway planning alternative. The focus will be highway-related businesses. The business impact study will be based upon a questionnaire that business operators will be</p>

Comments	Study Team Response
<p>of the loss of impulse business and curb appeal. We want to be assured that there will be some form of monetary compensation if we prove business loss. As an operating business, we would request that more definitive time frame be provided for future business planning.</p>	<p>requested to complete in order to inform the study team of business characteristics, customer characteristics, potential impacts of the recommended highway planning alternative and potential mitigation for those impacts. For more information regarding property acquisition and compensation please contact the Ministry's regional office at (705) 472-7900. At the present time, there is no timeline or funding for the implementation of the project since the study is not yet complete. The Ministry will monitor traffic operations on the highway in order to determine when the improvements are to be implemented as the forecasted needs become realized. During later phases of the study process, a strategy will be developed with respect to when and where the identified improvements should be implemented over the 20-year planning horizon. While an implementation strategy will be developed for the recommended improvements, the actual construction timing will be subject to the availability of funding.</p>
<p>This will be a definite deterrent for my business at [redacted] but with proper signage to our business from the 4-lane and keeping the service road, we will strive to keep our business alive.</p>	<p>As part of the study's next phase of work, a Business Impact Study will be undertaken based upon the recommended highway planning alternative. The focus will be highway-related businesses. The business impact study will be based upon a questionnaire that business operators will be requested to complete in order to inform the study team of business characteristics, customer characteristics, potential impacts of the recommended highway planning alternative, and potential mitigation for those impacts.</p>
<p>To inform for access to pits on Trout Pond Road – if closed to cul-de-sacs for the new proposed 4-lane route – would be disastrous for property owners and for sale of aggregates. I, as a pit owner, and also for farmers, [would have difficulty crossing] the highway with farm machinery from Pine Lake Road to Trunk Road. Also, for fire protection and police calls for Pine Lake and Kaliskong Bay areas, [the highway] will create ten minutes or more [additional travel time making it] time consuming to access this area. By making bridges for access on Trout Pond Road [you] will eliminate the need for heavy trucks hauling further along municipal roads, thus increasing the costs for the municipalities for going to North Bay, entering Highway 17 at Bonfield off old Highway 17 to go east then off old Highway 17 at Rutherglen onto new Highway 17.</p>	<p>Your concerns regarding the impacts of the recommended highway planning alternative on your property and the surrounding area have been documented. Recommendations for crossing roads were made in consideration of the need to provide continuous and balanced access for north-south and east-west travel. The recommendations were supported by analysis of traffic conditions in the area and were also made in consideration of agricultural and emergency services access to and via these connections. As you have noted, the recommended treatment for Trout Pond Road is to cul-de-sac it at the proposed highway given the proximity of other local crossing roads in the area which will remain open and which will provide access in this area. The recommended treatment for Trout Pond Road will be reviewed in consideration of the comments received at PIC #2 and in</p>

Comments	Study Team Response
<p>After reviewing the preferred plan of June 26, 2013, I feel this route will not have any impact on the OFSC / Bonfield SC trail system as all trails are south of this section and north of Old Highway 17 with no crossings in this plan. Please keep the representatives noted informed as to any further progress and acknowledge receipt of these comments by email. My property is located at [redacted] Trunk Road. The proposed highway alignment will sever my property and land lock the segment north of the proposed highway. I understand that this is a long-term planning study. Please advise me of the proposed mitigation for land locked parcels and the proposed date for start of detail design and property acquisition. Please send a copy of this comment sheet.</p>	<p>consultation with municipal and emergency response staff. Thank you for your comments regarding the recommended highway planning alternative and the associated avoidance of potential for impacts to the OFSC / Bonfield SC trail system. You have been added to the study's mailing list and will receive notices regarding upcoming events such as the Public Information Centre (PIC) and study documentation as it becomes available. A copy of your comment sheet is enclosed for your records. Decisions regarding the purchase of property which is landlocked by the recommended highway planning alternative will be made through discussions with those property owners and the study team during preliminary design, and will consider whether or not it is feasible to provide alternate access to landlocked parcels. At the present time, there is no timeline or funding for the implementation of the project since the study is not yet complete. The Ministry will monitor traffic operations on the highway in order to determine when the improvements are to be implemented as the forecasted needs become realized. During later phases of the study process, a strategy will be developed with respect to when and where the identified improvements should be implemented over the 30-year planning horizon. While an implementation strategy will be developed for the recommended improvements, the actual construction timing will be subject to the availability of funding.</p>
<p>Concerned that since the first PIC, the only communication is the notice to announce PIC 2 – arriving to find out that the proposed alignment goes through our house. There should have been advanced notification of the significant impact on property owners. The project team and consultants should revisit the proposed alignment to move the new highway to the north of the current Highway 17 from Highway 630 to the Samuel de Champlain provincial park roadway so existing Highway 17 is used as a service road. Consideration should be given to revisiting proposed alignment south of the railway line and meeting up with the existing alignment close to the park entrance and keeping existing Highway 17 as a service road.</p>	<p>Your concerns regarding the impacts of the recommended highway planning alternative on your property have been documented. The study team makes every effort to contact those who could be potentially impacted by the recommendations of the study and its status and operates with an open door policy to all who wish to ask questions or obtain information. During the next phase of the study, plans for the recommended alignment will be developed in more detail which may result in some minor revisions to the recommended alignment to further avoid and/or mitigate identified impacts. Property impacts and access requirements will also be reviewed in greater detail. In particular, we will be reviewing opportunities to refine the alignment in the vicinity of your property to reduce potential impacts. Another Public Information Centre (PIC) will be held during the next phase of the study to present more detailed information about the recommended plan and obtain feedback from stakeholders and the public.</p>

Comments	Study Team Response
<p>Since the November PIC there has been no communication other than for this PIC. We had to attend here to find out our property was to be consumed in this plan. There should be direct communication with property owners whose property is planned to be taken. The team should revisit the proposed alignment to move the highway north of the existing Highway 17 from Highway 630 to the Samuel de Champlain entrance, leaving existing 17 as a service road. The team should revisit the proposed alignment to move the highway further south of the railway line to then meet with the existing alignment near the park entrance leaving existing Highway 17 as a service road.</p>	<p>We confirm that you are on the study contact list to be advised of the next PIC and future release of study documentation.</p> <p>Your concerns regarding the impacts of the recommended highway planning alternative on your property have been documented. The study team makes every effort to contact those who could be potentially impacted by the recommendations of the study and its status and operates with an open door policy to all who wish to ask questions or obtain information.</p> <p>During the next phase of the study, plans for the recommended alignment will be developed in more detail which may result in some minor revisions to the recommended alignment to further avoid and/or mitigate identified impacts. Property impacts and access requirements will also be reviewed in greater detail. In particular, we will be reviewing opportunities to refine the alignment in the vicinity of your property to reduce potential impacts. Another Public Information Centre (PIC) will be held during the next phase of the study to present more detailed information about the recommended plan and obtain feedback from stakeholders and the public. We confirm that you are on the study contact list to be advised of the next PIC and future release of study documentation.</p>
<p>Please send me a copy of this comment sheet.</p> <p>Please send me an 11 by 17 of the plan for the area at Crooked Chute Lake showing the proposed highway alignment and the entire lake. Please provide lot fabric showing property lines for the same area. Please confirm that the bridge over the Amable Du Fond River at the north end of Crooked Chute Lake will:</p> <ul style="list-style-type: none"> - Retain private road access along the east side of the river. - Protect for road access along the west side of the river for continuing of existing private road along south side of pipeline from Highway 630 to river and along west side of river to north of pipeline. <p>Regarding First Nations, traditional hunting in the Crooked Chute Lake area:</p> <ul style="list-style-type: none"> - Access from north to south and vice versa needs to be provided for wildlife crossings and First Nations at bridge and culvert locations. - Please confirm that mitigation for impacts to traditional use will not be constrained to crown land only. 	<p>A plan illustrating the alignment of the recommended highway planning alternative in relation to Crooked Chute Lake is enclosed. More detailed plans of the recommended highway planning alternative and additional information regarding how the recommended alignment was determined are available on the study website (www.hwy17corridorstudy.ca).</p> <p>Your comments regarding the bridge over the Amable du Fond River at the north end of Crooked Chute Lake are noted, and will be taken into consideration during the development of the preliminary design in this area. As part of the recommended highway planning alternative, it has been recommended that existing Highway 17 be closed (decommissioned) from just east of Highway 630 to the entrance of Samuel de Champlain Park. The segment of road recommended for closure / decommissioning includes the existing bridge over the Amable du Fond River. The access located approximately 200m west of the bridge will remain open and continue to provide access to the group campsites located to the north. During the preliminary design phase of the study, plans for the recommended alignment will be developed in more detail which may result</p>

Comments	Study Team Response
<p>The primary concern I have with the corridor as proposed relates only to the proposed cul-de-sac of Trout Pond Road. Due to line roads Fichault and McNutt not currently connecting to the current Highway 17, I feel it is essential that Trout Pond Road be maintained as continuous.</p> <p>This will permit farm operations a north-south access point as the currently proposed Highway 531 and Rutherglen Line cross overs are too far apart to be reasonable travel for farm operations.</p> <p>Farmers will also require livestock type fencing along right of ways.</p>	<p>in some minor revisions to the recommended alignment to further avoid and/or mitigate identified impacts. Property impacts and access requirements will also be reviewed in greater detail.</p> <p>Crossings of the recommended alternative, including wildlife crossings, will be provided along the recommended highway alternative where feasible and appropriate. Consideration of such crossings is not limited to Crown Land.</p> <p>Another Public Information Centre (PIC) will be held during the next phase of the study to present more detailed information about the recommended alternative and obtain feedback from stakeholders and the public.</p>
<p>Recommendations for crossing roads were made in consideration of the need to provide continuous and balanced access for north-south and east-west travel. The recommendations were supported by analysis of traffic conditions in the area and were also made in consideration of agricultural and emergency services access to and via these connections. As you have noted, the recommended treatment for Trout Pond Road is to cul-de-sac it at the recommended highway alternative given the proximity of other local roads in the area which will remain open and which will provide access in this area. The recommended treatment for Trout Pond Road will be reviewed in consideration of the comments received at PIC #2 and in consultation with municipal staff.</p>	<p>Recommendations for crossing roads were made in consideration of the need to provide continuous and balanced access for north-south and east-west travel. The recommendations were supported by analysis of traffic conditions in the area and were also made in consideration of agricultural and emergency services access to and via these connections. As you have noted, the recommended treatment for Trout Pond Road is to cul-de-sac it at the recommended highway alternative given the proximity of other local roads in the area which will remain open and which will provide access in this area. The recommended treatment for Trout Pond Road will be reviewed in consideration of the comments received at PIC #2 and in consultation with municipal staff.</p>
<p>Will Highway 630 be resurfaced after the construction of the [proposed] bridge given the condition of the road and if so, between what two points?</p>	<p>Following the completion of the current bridge construction works south of Highway 17, the Ministry is planning to resurface a segment of Highway 630. The limits of the resurfacing work have not yet been defined. When the recommended plan is implemented, Highway 630 within the limits of the proposed interchange will be reconstructed, resulting in a newly paved surface.</p>
<p>Thank you for hosting the meeting at Calvin Hall on June 26, 2013 regarding the recommended highway alternative.</p> <p>I am against the whole idea of four laning highway 17 in this area due to low population density and the excessive cost to tax payers to build it.</p> <p>I also feel there should be a study on the affects to residences, businesses and communities before any such plan is implemented. We could be looking at business properties devalued, residence living on old dilapidated roads and now struggling communities disappearing altogether.</p> <p>I think that the safety issue put forward could be addressed if money was put into improving existing highways with better maintenance and upgrades</p>	<p>Your opposition to the widening and / or realignment of Highway 17 and concerns regarding the proposed roundabout at Boundary Road have been noted, along with your concerns regarding the maintenance of the existing roadway infrastructure.</p> <p>The need for improvements to Highway 17 through the study area was established at the outset of the study. The Province of Ontario is committed to provide and maintain a safe and efficient transportation system throughout Ontario. Highway 17 has been characterized as having several issues that require the attention of the Ministry (MTO). These issues/concerns are defined in general terms as including the need to</p>

Comments	Study Team Response
<p>to problem areas. In our area even simple resurfacing is left to go years beyond the reasonable time. Travel highway 630 as an example of this or the stretch on Hwy 17 between Bonfield and Corbeil.</p> <p>In detail, I have many concerns with your proposed plan. My biggest concern is the proposal of a roundabout at Boundary Road and old hwy 17. Because most of the traffic coming off westbound 17 will be headed south on Boundary Road I feel that this is an unnecessary hindrance to traffic flow as the plan directs traffic northward and around. I can see people actually drive against traffic at the roundabout to save time. Some lessons should be taken from the poor design of the roundabout in the town of Mattawa.</p> <p>As to the intersection of Highway 630 and Highway 17 I am confused as to why northbound traffic on highway 630 exits west when going east. Your plan does not address the overall quality of secondary highways like 630 in this area.</p> <p>It also ignores the real possibility that the railway may not even be there by the time this highway is built.</p> <p>At the meeting I was disappointed with the overall quality of the maps. I expected them to show actual overpasses where they exist not just lines crossing.</p> <p>As this study must be costing taxpayers a lot of money I hope that there will be more attention to these details in the future.</p> <p>I also feel that potential service locations should be included in the map. This is a problem on the new highway 11 heading south of North Bay where there isn't any service stations on the highway for hundreds of kilometers.</p> <p>Although the big picture looks impressive we have to consider that the economic impact of this will be negative to many.</p> <p>Thank you for the opportunity to provide my input but as it stands I say" thanks but no thanks".</p>	<p>improve highway safety and provide additional highway traffic capacity that will be required for the 20-year planning horizon to 2035.</p> <p>This Class Environmental Assessment (EA) study process is based on a sequence of decision-making steps in which alternatives are assessed at an increasing level of detail as they become more focused.</p> <p>Alternatives to widening and / or realigning Highway 17 in the study area were considered and evaluated at the outset of the study and presented at PIC #1. Widening and / or realigning Highway 17 was identified as the preferred alternative as it was the only alternative which would adequately meet the long-term needs within the study area.</p> <p>The criteria with which alternatives were assessed are generally focused under three broad principles:</p> <ol style="list-style-type: none"> 1. Minimize impacts to significant natural features, functions, systems and communities; 2. Minimize impacts to existing and planned (approved under Official Plans) population and employment areas; and 3. Transportation service criteria. <p>These principles and the criteria developed under them include consideration of potential impacts to features such as businesses, residential uses, community cohesion and impacts on the existing roads within the study area.</p> <p>As part of the study's next phase of work, a Business Impact Study will be undertaken based upon the recommended highway planning alternative. The focus will be highway-related businesses.</p> <p>More information regarding the EA process, the generation and evaluation of alternatives and the work completed to date is available on the study website (www.hwy17corridorstudy.ca).</p>
<p>If the highway is taking that route I want a buffer zone between my farm and the highway. If you stay in the back corner of my property that would give me a buffer zone of approximately 150' between highway fence and fields. Noise pollution is a big deal for humans and animals. If you could go farther north that would be even better.</p> <p>According to your map the highway comes out to the edge of my back fields – (do not want that) – I was told the highway is 400' wide. I hope that</p>	<p>Your concerns regarding the impacts of the recommended highway planning alternative on your property and the surrounding area have been documented, and will be considered during the development of the preliminary design.</p> <p>The study team takes all stakeholder concerns seriously and as you have noted, your property will be affected by the recommended highway planning alternative, subject to environmental approval.</p>

Comments	Study Team Response
<p>is from fence to fence (total distance in width). On [redacted] – you will be destroying my sugar bush of maple syrup. On [redacted] you will be dividing a licensed aggregate resource. I also feel Trout Pond Road should stay a through road for emergency vehicles, farmers equipment and township sand and gravel. Trout Pond Road is almost half way between Bonfield Highway 531 and Rutherglen Line. *added diagrams to better explain myself.</p>	<p>The recommended highway planning alternative in the vicinity of your property was chosen for a variety of reasons including: it results in least overall impacts to Natural Environment (fish and fish habitat); has the least overall impacts to Socio-Economic Environment (residential and agricultural buildings); and was equally preferred relative to other alternatives from a Cultural Environment, Transportation, Cost and Constructability perspective. Further details on the assessment and evaluation of route alternatives can be found on the study website (www.hwy17corridorstudy.ca). As you have noted, the recommended treatment for Trout Pond Road is to cul-de-sac it at the recommended highway alternative given the proximity of other local roads in the area which will remain open and which will provide access in this area. The recommended treatment for Trout Pond Road will be reviewed in consideration of the comments received at PIC #2 and in consultation with municipal staff. As the study proceeds, we will continue to work with property owners who are impacted by the recommended planning alternative to ensure we fully understand their concerns. We will be striving to mitigate impacts, taking into consideration input from the public and other stakeholders throughout the study process. During the next phase of the study, plans for the recommended alignment will be developed in more detail and property requirements will be finalized. Another Public Information Centre (PIC) will be held during the next phase of the study to present more detailed information about the alignment and obtain feedback from stakeholders and the public.</p>
<p>I live at [redacted] Highway 17 East, directly on Pimisi Bay and am very concerned about the environmental impact on Pimisi Bay and my property. I am totally against any four lane development right on the Mattawa River Provincial Park (Heritage River) which is Pimisi Bay. I would like to see the four lane highway developed as far away from Pimisi Bay as possible. The negative effect on the natural habitat and ecosystems of the Mattawa River will be catastrophic. The Mattawa River Provincial Park and heritage River needs to be protected. Please inform me when the next meeting will be held. I have accessibility requirements.</p>	<p>A plan illustrating the alignment of the recommended highway planning alternative in relation to Pimisi Bay is enclosed. The recommended highway planning alternative in the vicinity of Pimisi Bay was chosen for a variety of reasons including: it results in the least overall impacts to Natural Environment (fish/fish habitat, woodlands, wetlands and wildlife habitat); results in least impacts to Socio-Economic Environment (residential and commercial structures, provincial parks, aggregate areas and tourist areas (Pimisi Bay picnic area)); results in least impacts to Transportation Environment with access to Pimisi Bay and the associated picnic area is maintained; and it results in fewer constructability issues and the lowest construction cost. During the next phase of the study (preliminary design), plans for the</p>

Comments	Study Team Response
	<p>recommended alignment will be developed in more detail and property requirements will be finalized. The results of this work will be presented at PIC #3, tentatively scheduled for January 2014, for public review and comment.</p> <p>Your comments regarding potential impacts to the natural environment are noted, and will be taken into consideration during the development of the preliminary design and mitigation measures identified for this area. You have been added to the study's mailing list and will receive notices regarding upcoming events such as the Public Information Centre (PIC) and study documentation as it becomes available.</p>

Public Information Centre #3

Ontario Ministry of Transportation

Highway 17 Planning Study

**From 2.2 km east of Highway 531 easterly to 8.0 km east
of Highway 630, GWP 5670-10-00**

Public Information Centre #3 Summary Report

AECOM

300 Water Street

Whitby, ON, Canada L1N 9J2

www.aecom.com

905 668 9363 tel

905 668 0221 fax

Project Number: 60241599

Date: April, 2014

Ce document hautement spécialisé n'est disponible qu'en anglais en vertu du règlement 411/97, qui en exempte l'application de la Loi sur les services en français. Pour de l'aide en français, veuillez communiquer avec le ministère des Transports, Bureau des services en français au : 905-704-2045 ou 905-704-2046.

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Appendix A. PIC #3 Ontario Government Notice (Newspaper Advertisement)

Appendix B. PIC #3 Notification Letter & Study Contact List

Appendix C. PIC #3 Presentation Material

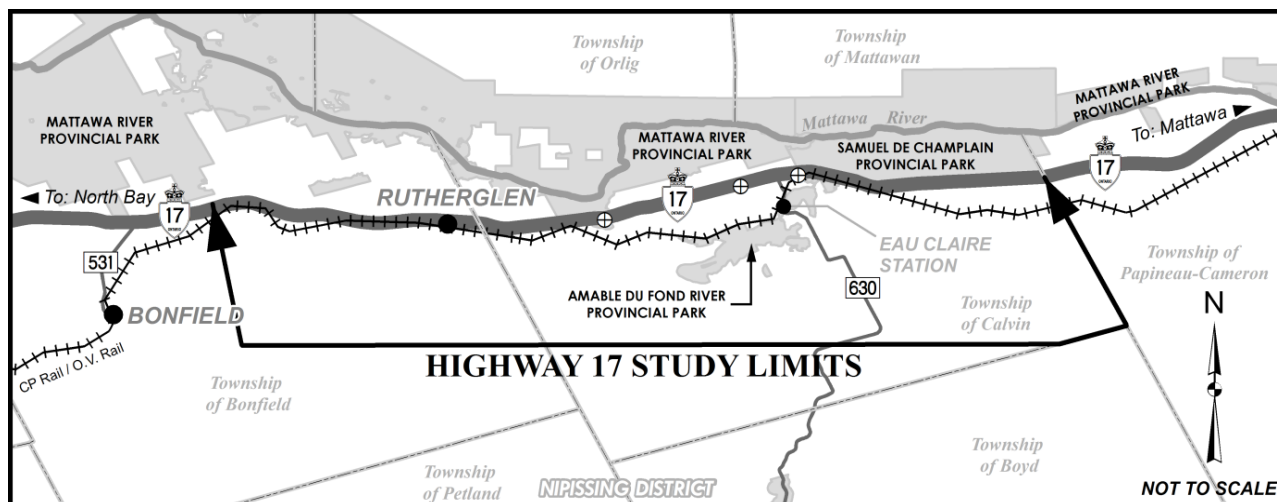
PIC Information Panels

Newsletter #3 – January, 2014

Appendix D. PIC #3 Comments and Study Team Responses

1. Introduction

The Ministry of Transportation (MTO) has retained AECOM to undertake a Route Planning, Preliminary Design and Class Environmental Assessment (Class EA) for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the key plan below.



The study is following the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) process stipulated for a Group 'A' project.

External agency and public consultation will take place throughout the study. Public Information Centres (PICs) are being held at key decision points during the study. The PICs will provide stakeholders with an opportunity to provide input and discuss the study with members of the project team.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be mailed to contacts on the Study mailing list and published in local newspapers to identify the locations where the TESR will be available for a 30-day public review period and to explain the review process, including the opportunity to request a "Bump Up" of the project for any stakeholders who have serious, unresolved concerns with the study and its recommendations.

The purpose of this report is to summarize the consultation process completed for the final PIC for the study, PIC #3 which was held on January 30, 2014. A copy of the Notice for PIC #3 is provided in **Appendix A**.

2. Venue, Date and Time

PIC #3 was held on Thursday January 30, 2014 at the Calvin Municipal Hall between 4:00 p.m. and 8:00 p.m. External agencies and government representatives had the option to attend the information centre one hour in advance of the general public (i.e. between 3:00 pm and 4:00 pm).

The PIC was held as a 'drop-in' style, open house format.

The venue was universally accessible as per the requirements of the *Ontarians with Disabilities Act*.

3. Notification

The PIC #3 Notice was published in the North Bay Nugget on Thursday January 16, 2014 and the Mattawa Recorder on Sunday January 12, 2014.

Notice of PIC #1 was mailed directly to individuals on the study mailing list on January 15, 2014. The Notice of PIC #3 was also circulated to approximately 1,100 households in the study area via a bulk mail drop processed through Canada Post.

The PIC #1 Notice and a letter inviting regulatory agencies and First Nations representatives to review the materials and meet with members of the Project Team between 3:00 p.m. and 4:00 p.m. was distributed by direct mail on January 13, 2014. A copy of the letter mailed to agencies and First Nations representatives is included in **Appendix B**.

4. PIC Purpose and Display Material

The purpose of PIC #3 was to provide the public with an opportunity to review and comment on the Preferred Plan and the preliminary mitigation measures and strategies developed to address potential impacts. PIC #3 also provided an opportunity for people to comment on refinements to the recommended highway planning alternative that the Project Team had made in consideration of the comments received at the previous PIC.

The above information was presented on a series of 10 display boards, which were augmented by roll plans to show the Preferred Plan superimposed upon aerial photographs of the study corridor. Stakeholders were provided with both a newsletter and a comment sheet, and the PIC information was posted to the study website (www.hwy17corridorstudy.ca) on Thursday January 30, 2014. A copy of the display boards and the study newsletter is included in **Appendix C**.

5. Staff Attendance

The following Ministry and Consultant staff were in attendance at the PIC:

- Dheera Kantiya, MTO Senior Project Engineer;
- Roch Pilon, MTO Area Engineer;
- Heather Garbutt, MTO Senior Environmental Planner;
- Raymond Hong, MTO Traffic Engineer;
- Susan Hermann, MTO Property Agent;
- Brenda Jamieson, AECOM Project Manager;
- Jon Newman, AECOM Senior Project Engineer;
- Fred Leech, AECOM Senior Environmental Planner;
- Elizabeth Gilbert, AECOM Engineer in Training.

6. Stakeholder Attendance and Summary of Comments Received

Thirty-nine people attended PIC #3.

Comment sheets were available for attendees to submit written comments at the PIC or to take away for submission at a later date. Comments were submitted by eight attendees at the PIC event and five requests

were made for copies of some of the material on display which focused on mapping of specific properties and the proximity of the Preferred Plan. Copies of the requested materials were sent by mail following the PIC.

Two additional comments were submitted during the PIC #3 comment period which ended on February 28, 2014. A summary of the comments received through discussions at the PIC and via the comment sheets is provided below.

- Please consider a different alignment where there are less houses and no houses:
 - The highway could be moved to pass north of Algonquin Park where there are far fewer people living.
 - You could leave the highway near Deux River – Bush Creek area and connect Highway 11 near the Powassan area.
- My property is impacted and I will have no access based on this alignment:
 - Can you provide access to the back of my property.
 - Re-open road easement from Highway 630 to the west or else property will be landlocked.
- We have reviewed the proposed realignment plan from PIC 3 and are very disappointed and concerned.
 - The PIC 3 proposal shows total disruption to addition properties, previously seemingly not affected, and leaves us with a considerable loss of our lands and a country home now facing the underbelly of a four-lane bridge over a railway track.
 - We strongly suggest that you go back to the PIC 2 proposal, take out our homes, leave other properties alone and we will move on.

Responses to the PIC #3 comments were issued by the study team April XX, 2014. A copy of the comments submitted and the study team responses is included in **Appendix D**.

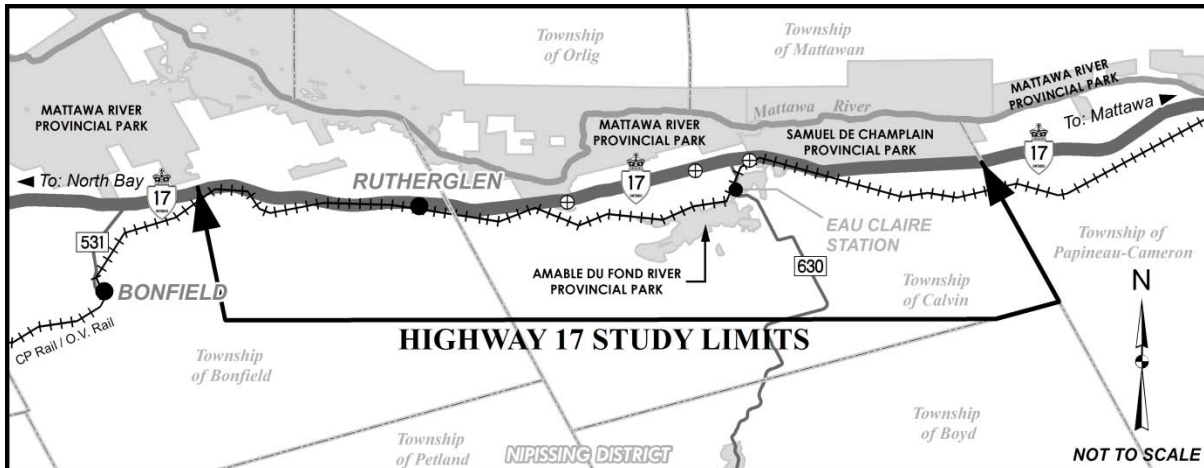
Appendix A.

Ontario Government Notice (Newspaper Advertisement)

NOTICE OF PUBLIC INFORMATION CENTRE #3
Highway 17 Planning Study
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment to identify a Recommended Plan for a four-lane Highway 17 within the study limits, with access restricted to interchange locations. The study limits are shown on the key plan below.



PROCESS

The study is following the *Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* process stipulated for a Group 'A' project.

External agency and public consultation will take place throughout the study. Public Information Centres (PICs) are held at key decision points during the study to provide stakeholders with an opportunity to provide input and discuss the study with members of the project team.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review. Notices will be mailed to contacts on the Study mailing list and published in local newspapers to identify the locations where the TESR will be available for a 30-day public review period and to explain the review process, including the opportunity to request a "Bump Up" of the project for any stakeholders who have serious, unresolved concerns with the study and its recommendations.

PUBLIC INFORMATION CENTRE #3

The public is invited to attend the final PIC for the study which is being held to present the Preferred Plan and the preliminary mitigation measures and strategies developed to address potential impacts.

In consideration of the comments received at PIC #2, (held in June, 2013) the Project Team has refined the recommended highway planning alternative and completed preliminary design of the Preferred Plan.

The Preferred Plan for improvements to Highway 17 within the study limits includes:

- Realignment or widening of Highway 17 from east of Highway 531 to east of Boundary Road;
- Closure of existing Highway 17 from east of Highway 630 to west of Pautois Creek;
- Retention of existing Highway 17 as a service road at all other locations;
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road;
- A grade separation at Trout Pond Road and Trunk Road; and
- A cul-de-sac at McNutt Road.

PIC #3 is being held:

Thursday January 30, 2014
Calvin Municipal Hall
1355 Peddlers Drive, Mattawa, ON
4:00 p.m. to 8:00 p.m.

Drop-in style open house format

Information to be presented at this PIC will be available on the project website (www.highway17routeplanning.ca) beginning on January 30, 2014.

COMMENTS

Your comments on the information presented at PIC #3 are requested by **February 28, 2014** so they can be considered in the finalization of the Recommended Plan and the completion of the TESR.

To obtain additional information, provide comments or to be placed on the mailing list, please contact:

Ms. Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Ms. Heather Garbutt
Senior Environmental Planner, Environment Section
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5205
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: heather.garbutt@ontario.ca

If you have any accessibility requirements in order to participate in this project please contact one of the Project Team members listed above. 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 be part of the public record.

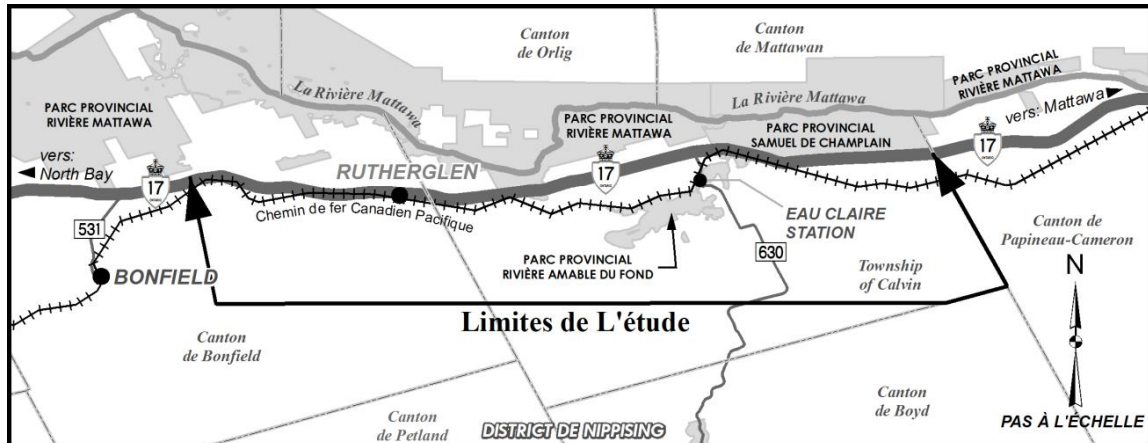
Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202,
David LeBlanc (Courriel: David.LebLANC@aecom.com).



AVIS DE SÉANCE D'INFORMATION PUBLIQUE N° 2
ÉTUDE DE PLANIFICATION POUR LE TRACÉ DE L'AUTOROUTE 17
De 2.2 km à l'est de l'autoroute 531 vers l'est jusqu'à 8.0 km à l'est de l'autoroute 630
G.W.P. 5670-10-00

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de AECOM pour effectuer une évaluation environnementale de portée générale pour identifier un plan recommandé pour une autoroute 17 à quatre voies à l'intérieur des limites de l'étude avec un accès restreint aux échangeurs seulement. Les limites de l'étude sont présentées sur le plan repère.



LE PROCESSUS

L'étude suit le processus approuvé pour les projets du groupe « A » en vertu de l'Évaluation environnementale de portée générale pour les installations provinciales de transport (2000).

Des consultations auprès d'organismes externes et du public seront menées tout au long de l'étude. Des séances d'information publique (SIP) seront tenues aux points de décision principaux pendant l'étude. Ces séances d'information offriront au public et aux groupes intéressés l'occasion de discuter de l'étude avec des membres de l'équipe de projet.

Dès l'achèvement de l'étude, un rapport d'étude environnementale pour les transports (REET) sera rédigé et mis à la disposition du public. Un avis sera affiché et publié à ce temps pour expliquer le processus d'examen et d'identifier les emplacements où le REET sera disponible pour la période de 30 jours d'examen public.

SÉANCE D'INFORMATION PUBLIQUE N° 2

En tenant compte des commentaires reçus lors de la première SIP (qui s'est tenue le 28 novembre 2012), l'équipe de projet a confirmé que la solution privilégiée consiste à améliorer l'autoroute existante, y compris des segments où l'autoroute est élargie et des segments où le tracé est révisé, avec un accès restreint aux échangeurs seulement.

Depuis la SIP n° 2, l'équipe de projet a complété l'analyse et l'évaluation des alternatives d'élargissement et de réalignement, et a identifié une option de planification privilégiée pour l'autoroute.

Le public est invité à assister à la SIP n° 2 afin d'examiner et de commenter les points suivants:

- l'évaluation des alternatives de réalignement et d'élargissement de l'autoroute (y compris les voies de desserte);
- l'option de planification recommandée pour l'autoroute;
- les alternatives de configuration des échangeurs pour Rutherglen Line, l'autoroute 630 et le chemin Boundary;
- l'évaluation des alternatives de configuration des échangeurs et la configuration recommandée pour chaque échangeur;
- les culs-de-sac recommandés au chemin Trout Pond et au chemin McNutt; et
- la recommandation de la fermeture de l'autoroute 17 existante à partir de l'est de l'autoroute 630 jusqu'à l'entrée du parc Samuel de Champlain.

Le mercredi 26 juin 2013
Calvin Municipal Hall
1355, Peddlers Drive, Mattawa
De 16 h à 20 h

La SIP prendra la forme d'une séance d'accueil de types portes ouvertes.

L'information exposée à l'occasion de la SIP sera affichés sur le site Web du projet (www.highway17routeplanning.ca) début le 27 juin 2013.

L'équipe de projet procédera à une étude d'impact des entreprises au cours de la prochaine phase de l'étude. Les propriétaires d'entreprises dans la zone d'étude sont encouragés à participer à la SIP n° 2 pour examiner les documents présentés et discuter de l'étude avec les membres de l'équipe de projet.

COMMENTAIRES

Nous vous prions de présenter vos commentaires sur les informations présentées à la SIP avant le 26 juillet 2013, afin qu'ils puissent être pris en compte dans la confirmation de la solution recommandée et le développement de la conception préliminaire. Pour obtenir des renseignements supplémentaires, formuler des commentaires ou faire inscrire votre nom sur la liste d'envoi postal, veuillez communiquer avec:

Mme Brenda Jamieson, ing.
Chargé de projet de la firme
AECOM
300, rue Water
Whitby, ON L1N 9J2
Sans frais: 1-800-668-1983, poste 2202
Télé: 905-668-0221
Courriel: Brenda.Jamieson@aecom.com

M. Dheera Kantiya, ing.
Ingénieur principe de projet
Ministère des Transports, Région Nord-Est
447, avenue McKeown
North Bay, Ontario P1B 9S9
Tél: 705-497-6845
Sans frais: 1-800-461-9547
Télé: 705-497-5208
Courriel: Dheera.Kantiya@ontario.ca

Si vous avez des exigences d'accessibilité en vue de participer à ce projet s'il vous plaît contacter l'un des membres de l'équipe du projet énumérées ci-dessus. Les renseignements recueillis seront utilisés 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 parti du domaine public.

Appendix B.

Notification Letter & Study Contact List



AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

January 10, 2014 (Agency letter)

Contact Name
Contact Title
Company Name
Company Address
Company Address

Dear Contact Name:

**Re: Notice of Public Information Centre #3
Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
GWP 5670-10-00, AECOM Project Number 60241599**

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the attached Notice. The purpose of the study is to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations.

In consideration of the comments received at the second PIC (held on June 26, 2013), the Project Team has refined the recommended highway planning alternative and completed preliminary design of the improvements to the existing highway in order to identify the Preferred Plan.

The final PIC for the study is scheduled for **Thursday January 30, 2014** to provide stakeholders within an opportunity to review and comment on the Preferred Plan and the preliminary mitigation measures and strategies developed to address potential impacts.

The Preferred Plan for improvements to Highway 17 within the study limits includes:

- Realignment or widening of Highway 17 from east of Highway 531 to east of Boundary Road;
- Closure of existing Highway 17 from east of Highway 630 to west of Pautois Creek;
- Retention of existing Highway 17 as a service road at all other locations;
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road;
- A grade separation at Trout Pond Road and Trunk Road; and
- A cul-de-sac at McNutt Road.

The information presented at the PIC will be available on the project website (www.highway17routeplanning.ca), beginning on January 30, 2014. Comments are requested by **February 28, 2014** so they can be considered in the finalization of the Recommended Plan and the

completion of the Transportation Environmental Study Report (TESR) which will be the subject of future correspondence.

A copy of the Notice of PIC #3 is enclosed for your reference.

The PIC hours will be from 4:00 pm to 8:00 pm. External agencies and government representatives have the option to attend the information centre one hour in advance of the general public (i.e. between 3:00 pm and 4:00 pm).

If you have any questions about the study, please don't hesitate to contact me at 1-800-668-1983 ext. 2251 or via email at brenda.jamieson@aecom.com.

Sincerely,

AECOM Canada Ltd.
Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM

cc: Thanga Murugesu, MTO Project Manager
Heather Garbutt, MTO Environmental Planner
Fred Leech, AECOM Environmental Planner

Encl. Notice of Public Information Centre #3

Ms. Louise Knox
Director - Ontario Regional Office
Canadian Environmental Assessment Agency
55 St. Clair Avenue East
Room 907
Toronto, ON M4T 1M2

Mr. Rich Rudolph
Senior Habitat Biologist
Fisheries and Oceans Canada
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Unit 11
Sudbury, ON P3E 3B8

Ms. Karen Broughton
Habitat Coordinator
Fisheries and Oceans Canada - Northern Ontario District,
Sudbury Office
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NWP Officer
Transport Canada
28 Waubeek Street
Parry Sound, ON P2A 1B9

Mr. Rick Thomas
NWP Officer
Transport Canada
100 Front Street
Sarnia, ON N7T 2M4

Mr. Barry Putt
Regional Manager, Navigable Waters Protection
Transport Canada - Marine Safety
100 Front Street South
Sarnia, ON N7T 2M4

Sir / Madam
Project Co-ordinator
Canadian National Railway
Business Development and Real Estate
1 Administration Road, Floor 1
Concord, ON L4K 1B9

Ms. Li-Lian Lui
Specialist, Public Works
Canadian Pacific Railway
1290 Central Parkway West
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Mississauga, ON L5C 4R3

Ms. Nancy Rosset
Economic Development Officer
FedNor
107 Shirreff Avenue
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Mr. John Sims
Regional Services Coordinator
Ministry of Citizenship and Immigration
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Paige Campbell
A/Archaeology Review Officer - Thunder Bay
Ministry of Tourism, Culture and Sport
435 James Street South
Suite 334
Thunder Bay, ON P7E 6S7

Ms. Nancy Recollet
Regional Advisor
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Ontario Government Building
199 Larch Street, Suite 401
Sudbury, ON P3E 5P9

Ms. Amy Didrikson
Heritage Planner (Culture Services Unit)
Ministry of Tourism, Culture and Sport
401 Bay Street
Suite 1700
Toronto, ON M7A 0A7

Mr. Kevin Buck
Area Supervisor - North Bay Area Office
Ministry of the Environment
191 Booth Road, Unit 16 & 17
North Bay, ON P1A 4K3

Ms. Laurie Brownlee
Planner
Ministry of Municipal Affairs & Housing
159 Cedar Street
Suite 401
Sudbury, ON P3E 6A5

Ms. Rebecca Geauvreau
Species at Risk Biologist
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Kyle Stanley
Management Biologist (OC)
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Randy McLaren
A/Nipissing Area Supervisor
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Mr. Dave Payne
District Manager
Ministry of Natural Resources
3301 Trout Lake Road
North Bay, ON P1A 4L7

Ms. Louise Brinkman
Manager - North Bay and Area
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Kathleen Thorne
A/Northern Development Officer
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Chetna Sharma
Northern Development Advisor, Natural Resources
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Ms. Anne Marie LeRoy
Northern Development Advisor, Business &
Industry/Agriculture
Ministry of Northern Development, Mines and Forestry
280 Armstrong Street
PO Box 6002
New Liskeard, ON P0J 1P0

Ms. Dominique Marleau
Northern Development Officer
Ministry of Northern Development, Mines and Forestry
447 McKeown Avenue
Suite 203
North Bay, ON P1B 9S9

Sir / Madam
Samuel de Champlain
Box 147
Mattawa, ON P0H 1V0

Mr. Kieth Mewett
Samuel de Champlain
6905 Highway 17 East
Calvin, ON P0H 1V0

Mr. Michael Nacleu
Mattawa / Ottawa River Park
6905 Highway 17 East
Calvin, ON P0H 1V0

Mr. Raymond Lessard
Directeur de l'education
Conseil scolaire catholique Franco-Nord
681-C, rue Chippewa Ouest
North Bay, ON P1B 6G8

Sir / Madam Michel Robineau
Directeur de l'education
Conseil scolaire de district du Nord-Est de l'Ontario
310, avenue Algonquin
North Bay, ON P1B 9T5

Ms. Lise McMillan
Administrator, Clerk Treasurer
Township of Bonfield
365 Highway 531
Bonfield, ON P0H 1E0

Ms. Linda Kovacs
Clerk / Treasurer
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Mr. Chris Whalluy
Roads
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Mr. Jason McMartin
Clerk / Treasurer
Township of Papineau-Cameron
4861 Highway 17 West
PO Box 630
Mattawa, ON P0H 1V0

Mr. Roger Labelle
CAO
Municipality of Powassan
466 Main Street
PO Box 250
Powassan, ON P0H 1Z0

Mr. Brian Tayler
General Manager
North Bay - Mattawa Conservation Authority
17 Janey Avenue
North Bay, ON P1C 1N1

Mr. Geoff Botting
Director of Education
Near North District School Board
963 Airport Road
PO Box 3110
North Bay, ON P1B 8H1

Ms. Barbara McCool
Chair - Board of Trustees
Nipissing - Parry Sound Catholic District School Board
1000 High Street
North Bay, ON P1B 6S6

Sir / Madam
Nipissing - Parry Sound Student Transportation Services
1870 Bond Street
Suite 201
North Bay, ON P1B 4V6

Sir / Madam
Mattawa Bonfield Economic Development Corporation
Corporation of the Town of Mattawa
160 Water Street
PO Box 390
Mattawa, ON P0H 1V0

Mr. Marc R. Picard
Manager / LPO
North Bay Central Ambulance Communications
North Bay General Hospital
750 Schollard Street
North Bay, ON P1B 5A4

Mr. Irving Sloss
A/Detachment Commander
Ontario Provincial Police - North Bay
867 Gormanville Road
North Bay, ON P1B 8G3

Chief Thomas Raymond
Fire Chief
Township of Bonfield
107 Railway Street
Bonfield, ON P0H 1E0

Fire Chief
Township of Papineau-Cameron
4861 Highway 17 West
PO Box 630
Mattawa, ON P0H 1V0

Ms. Brenda Isaman
Land Analyst Urban Development Community Safety and
Environment
TransCanada Pipelines
450 - 1st Street SW
PO Box 1000 Station M
Calgary, AB T2P 4K5

Mr. Timothy Beachey
Engineering
Bell Canada
250 McIntyre Street West
North Bay, ON P1B 2Y7

Mr. Ken Dokis
Commander
Anishinabek Police Service
RR#4 , Site 14 Comp. 26
26 Arts Lane
North Bay, ON P1B 8G5

Chief Ken Brewitt
Fire Chief
Municipality of Calvin
1355 Peddlers Drive
RR #2
Mattawa, ON P0H 1V0

Chief Bill Cox
Fire Chief
Municipality of Powassan
466 Main Street
PO Box 250
Powassan, ON P0H 1Z0

Sir / Madam
Field Supervisor - Northeast Zone 6
Hydro One
PO Box 3080
590 Graham Drive
North Bay, ON P1B 9L5

Mr. Ted Wright
Union Gas
PO Box 3040
North Bay, ON P1B 8K7

Mr. Brendan Paddick
Persona Communications
500 Barrydowne Road 15
Sudbury, ON P3A 3T3

Ministry of Transportation

Provincial Highways Management
Northeastern Region
Environmental Section
447 McKeown Avenue
North Bay, ON P1B 9S9
Tel.: 705-497-5205
Fax.: 705-497-5208

Ministère des Transports

Gestion des routes provinciales
Région du Nord-Est
Bureau de l'environnement
447, avenue McKeown
North Bay, Ontario P1B 9S9
Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



January 10, 2014

Environment Unit

Re: Environment Assessment Coordination
Aboriginal Affairs and Northern Development Canada
25 St. Clair Avenue East
8th Floor
Toronto, ON M4T 1M2

Dear Sir/Madam:

**Re: Notice of Public Information Centre #3
Highway 17 Planning Study, Bonfield Easterly
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00**

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a Class Environmental Assessment for a 23.5 km section of Highway 17 from Bonfield easterly to the boundary road between the Townships of Calvin and Papineau-Cameron, as shown in the attached Notice. The purpose of the study is to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations.

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A copy of the Notice of PIC #3 is enclosed for your reference.

If you have any questions about the study, please don't hesitate to contact me.

Yours truly,

Ms. Heather Garbutt
Senior Environmental Planner, Environmental Section

cc: Roch Pilon, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joanisse, Antoine First Nation
Janet Stavinga, Executive Director, Algonquins of Ontario

Encl'd: Notice of Public Information Centre #3

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Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



January 10, 2014

Francois Lechance
Program and Policy Advisor
Ministry of Aboriginal Affairs
160 Bloor Street East
Suite 400
Toronto, ON M7A 2E1

Dear Sir/Madam:

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Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



January 10, 2014

Patrick Madahbee
Grand Council Chief
Anishinabek Nation: Union of Ontario Indians
1 Miigizi Mikan
North Bay, ON P1B 8J8

Dear Grand Council Chief Madahbee:

**Re: Notice of Public Information Centre #3
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G.W.P. 5670-10-00**

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Janet Stavinga, Executive Director, Algonquins of Ontario

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Toronto ON M7A 1Y7
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January 10, 2014

Janet Stavinga
Executive Director
Algonquins of Ontario Consultation Office
31 Riverside Drive
Suite 101
Pembroke, ON K8A 8R6

Dear Ms. Stavinga:

**Re: Notice of Public Information Centre #3
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Janet Stavinga, Executive Director, Algonquins of Ontario

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North Bay, Ontario P1B 9S9
Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



January 10, 2014

Ms. Marianna Couchie
Nipissing First Nation
36 Semo Road
Garden Village, ON P2B 3K2

Dear Ms. Couchie:

**Re: Notice of Public Information Centre #3
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Senior Environmental Planner, Environmental Section

cc: Roch Pilon, MTO
Brenda Jamieson, Fred Leech, AECOM
Chief Clifford Bastien Jr, Mattawa / North Bay Algonquin First Nation
Chief Dave Joannis, Antoine First Nation
Janet Stavinga, Executive Director, Algonquins of Ontario

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Ministry of Transportation

Provincial Highways Management
Northeastern Region
Environmental Section
447 McKeown Avenue
North Bay, ON P1B 9S9
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447, avenue McKeown
North Bay, Ontario P1B 9S9
Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



January 10, 2014

Mr. Marc Laurin
President
Metis Nation of Ontario, North Bay Metis Council
101 Worthington Street East, #243
North Bay, ON P1B 1G5

Dear Mr. Laurin:

**Re: Notice of Public Information Centre #3
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447, avenue McKeown
North Bay, Ontario P1B 9S9
Toronto ON M7A 1Y7
Tél.: 705-497-5205
Télééc.: 705-497-5208



January 10, 2014

Mr. Nelson Montreuil
Interim President
Metis Nation of Ontario, Mattawa Interim Metis Council
#16 Highway 630
Mattawa, ON P0H 1V0

Dear Mr. Montreuil:

**Re: Notice of Public Information Centre #3
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G.W.P. 5670-10-00**

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January 10, 2014

Chief Roxanne Ayotte
Temagami First Nation
Temagami First Nation Administration
Bear Island, ON P0H 1C0

Dear Chief Ayotte:

**Re: Notice of Public Information Centre #3
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Toronto ON M7A 1Y7
Tél.: 705-497-5205
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January 10, 2014

Chief Terance McBride
Timiskaming First Nation Council
24 Algonquin Avenue
Timiskaming First Nation
Notre-Dame-du-Nord, QC J0Z 3B0

Dear Chief McBride:

**Re: Notice of Public Information Centre #3
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Janet Stavinga, Executive Director, Algonquins of Ontario

Encl'd: Notice of Public Information Centre #3

Appendix C.

PIC #3 Information Panels

Newsletter #3 – January, 2014

HIGHWAY 17 PLANNING STUDY

**From east of Bonfield to
east of Samuel de Champlain Park**

GWP 5670-10-00

Public Information Centre (PIC) #3

January 30, 2014

**ÉTUDE DE PLANIFICATION POUR
L'AUTOROUTE 17**

**De l'est de Bonfield à l'est du parc
provincial Samuel de Champlain**

GWP 5670-10-00

Séance d'information publique (SIP) n° 3

30 janvier 2014

PLEASE SIGN IN

Welcome to the third and final Public Information Centre for the Highway 17 Planning Study from 2.2 km east of Highway 531, easterly to 8.0 km east of Highway 630, a distance of approximately 23.5 km. This is one of three separate Highway 17 planning studies between North Bay and the Nipissing/Renfrew boundary.

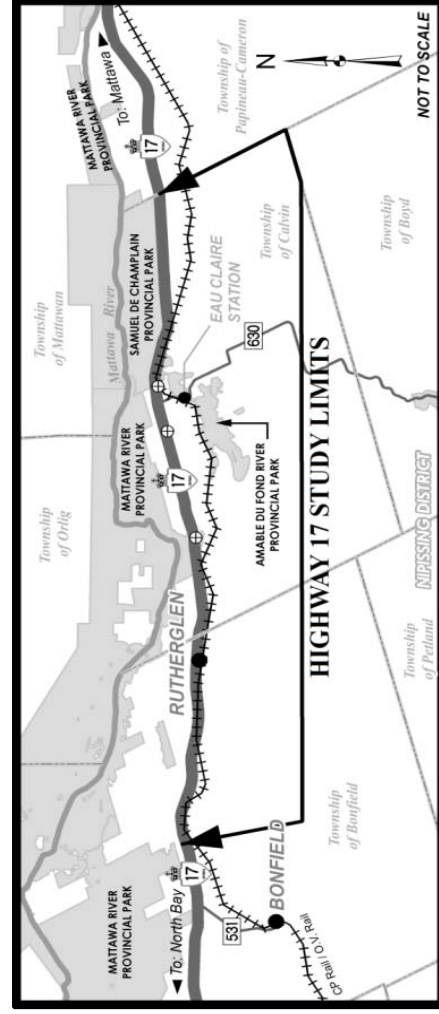
The **Purpose of the Study** is to select a recommended plan for a four-lane divided Highway 17 from east of Bonfield to the boundary road between the Townships of Calvin and Papineau-Cameron, with access restricted to interchange locations.

Purpose of Public Information Centre #3

- Present the study process and schedule
- Present and obtain input on:
 - Refinements to the recommended highway planning alternative
 - Preliminary design of the Preferred Plan which includes:
 - Realignment of Highway 17 from Highway 531 to east of Rutherglen;
 - Widening and realignment of Highway 17 from east of Rutherglen to west of Highway 630;
 - Realignment of Highway 17 from west of Highway 630 to west of Pautois Creek;
 - Widening of Highway 17 from west of Pautois Creek to the east study limit;
 - Closure of existing Highway 17 from east of Highway 630 to west of Pautois Creek;
 - Retention of existing Highway 17 as a service road at all other locations;
 - Interchanges at Rutherglen Line, Highway 630 and Boundary Road;
 - Grade separations at Trout Pond Road and Trunk Road; and
 - A cul-de-sac at McNutt Road.

The information presented today is draft and subject to change as a result of ongoing technical studies and comments provided by stakeholders. Following the review period, all comments received will be considered in finalizing the Preliminary Design and Preferred Plan.

Ministry of Transportation and AECOM staff are available today to answer your questions.



INSCRIVEZ-VOUS S'IL VOUS PLAÎT

Bienvenue sur le troisième et dernier séance d'information publique (SIP) sur l'étude de planification pour le tronçon de l'autoroute 17 qui débute 2,2 km à l'est de l'autoroute 531 et se termine 8 km à l'est de l'autoroute 630, pour une longueur totale d'environ 23,5 km. Il s'agit de l'une des trois études de planification en lien avec l'autoroute 17 entre North Bay et les limites de Nipissing / Renfrew.

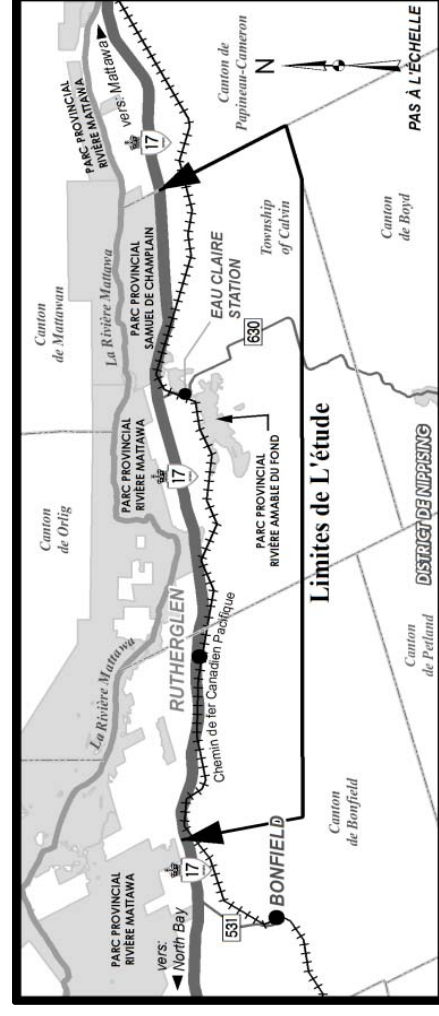
Le **but de l'étude** est d'élaborer un plan pour une autoroute à quatre voies, à partir de l'est de Bonfield jusqu'à la route qui délimite les cantons de Calvin et de Papineau-Cameron.

But de la séance d'information publique n° 3

- Présenter le déroulement de l'étude et l'échéancier
- Présenter et obtenir des commentaires sur:
 - Les améliorations apportées à l'option recommandée pour la planification de l'autoroute
 - La conception préliminaire du plan préféré incluant :
 - Le réalignement de l'autoroute 17 de l'autoroute 531 à l'est de Rutherglen;
 - L'élargissement et le réalignement de l'autoroute 17 de l'est de Rutherglen à l'ouest de l'autoroute 630;
 - Le réalignement de l'autoroute 17 de l'ouest de l'autoroute 630 à l'ouest de Pautois Creek;
 - L'élargissement de l'autoroute 17 de l'ouest de Pautois Creek à la limite est de l'étude;
 - La fermeture de l'autoroute 17 existante de l'est de l'autoroute 630 à l'ouest de Pautois Creek;
 - Le maintien de l'autoroute 17 en tant que route de desserte à tous les autres emplacements;
 - Les échangeurs routiers pour Rutherglen Line, l'autoroute 630 et le chemin Boundary;
 - Un dénivellement aux chemins Trout Pond et Trunk; et
 - Un cul-de-sac au chemin McNutt.

Les informations présentées aujourd'hui sont préliminaires et susceptibles d'être modifiées à la suite des études techniques en cours et des commentaires fournis par les intervenants. Après la période d'analyse, tous les commentaires reçus seront pris en compte dans la finalisation de la conception préliminaire et du plan préféré.

Le ministère des Transports et le personnel d'AECOM sont disponibles aujourd'hui pour répondre à vos questions.



Class Environmental Assessment (EA) for Provincial Transportation Facilities

The study for this section of Highway 17 complies with the process for Group 'A' projects, which are undertakings that involve major realignments and bypasses under the 'Class Environmental Assessment (EA) for Provincial Transportation Facilities'.

The EA study process is based on a sequence of decision-making steps in which alternatives are assessed at an increasing level of detail, starting with a broad perspective and narrowing to a more focused perspective as the study progresses.

Key Steps in the Study Process

Key steps in the study process and tasks completed so far for this project are shown below.

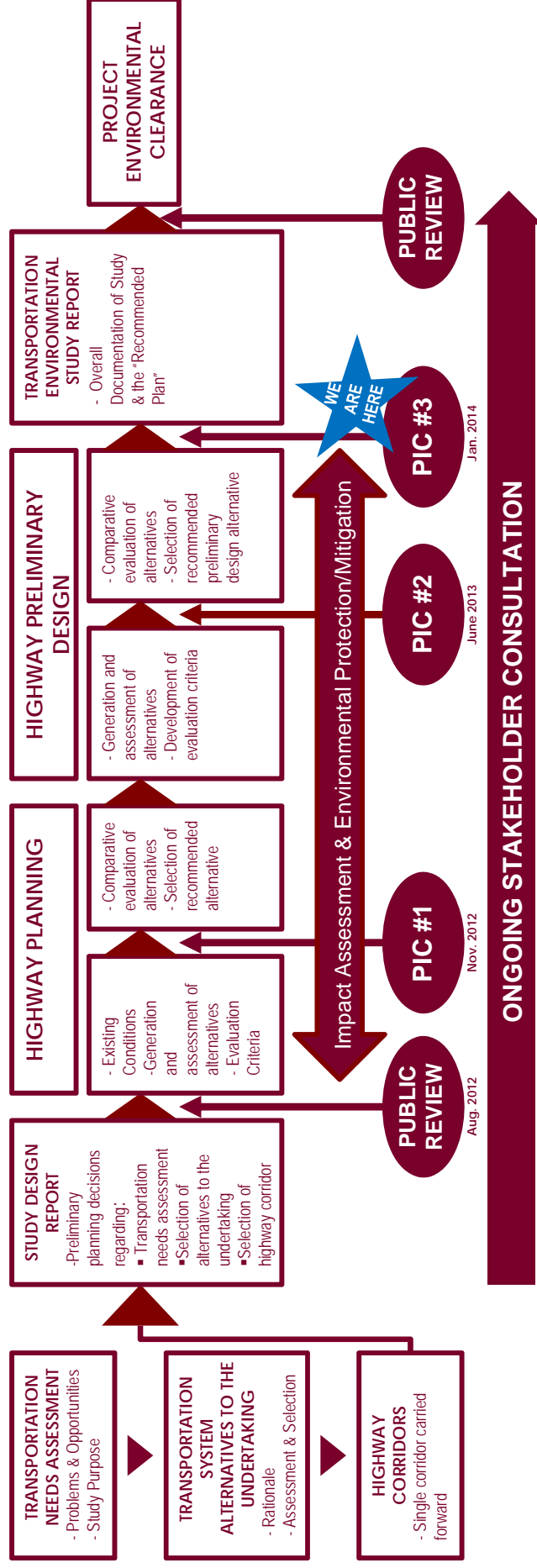
Évaluation environnementale de portée générale pour les installations provinciales de transport

L'étude de cette section de l'autoroute 17 est conforme au processus appliqué aux projets du groupe « A », qui sont des projets impliquant des réajustements majeurs de tracés et des contournements régis par l'Évaluation environnementale de portée générale pour les installations provinciales de transport.

Le processus de l'étude d'évaluation environnementale est basé sur une séquence d'étapes décisionnelles où les alternatives sont évaluées à un niveau de détail croissant, en commençant par une perspective large et en adoptant une perspective plus ciblée à mesure que l'étude progresse.

Principales étapes de l'étude

Les principales étapes de l'étude et les tâches réalisées à ce jour pour ce projet sont présentées ci-dessous.



Role and Function of Highway 17

The long-term vision for Highway 17 is a four lane divided highway from Sault Ste. Marie to Ottawa. This will result in a more reliable, safe and convenient provincial network which will better support the tourism and recreation industry, and the economy locally and throughout northern Ontario.

Traffic Projections / Highway Operations / Collision Rate

The desired operating range for a two-lane highway is 1,200 vehicles per hour (two-way) or less. The peak hour volume for Highway 17 within the study limits is projected to exceed 1,200 vehicles per hour (two-way) by 2035. Additional capacity is required to accommodate the increasing traffic volumes.

The current collision rate within the study area is 0.8 reportable collisions annually per every million vehicle kilometers travelled (MVKM), which is slightly higher than the provincial rate of 0.7.

Assessment and Selection of Transportation System Alternatives

Alternatives (to the undertaking) were identified which could address the transportation needs for the study area. A screening level evaluation of these alternatives was completed and presented in the Study Design Report. The recommended alternative, which was presented at PIC #1, includes:

- segments of widening / improving the existing highway, including service roads in some areas
- segments of realigned highway

Selected Highway Corridor

A single highway corridor (shown below) was identified based on the physical constraints and environmental conditions identified within the study area.

Rôle et fonction de l'autoroute 17

La vision à long terme pour l'autoroute 17 est une autoroute à quatre voies reliant Sault-Sainte-Marie à Ottawa. L'élargissement de l'autoroute 17 se traduira par un réseau provincial plus fiable, sûr et pratique qui permettra de soutenir davantage l'industrie du tourisme et des loisirs, ainsi que l'économie locale et du nord de l'Ontario.

Prévision de trafic / Fonctionnement du réseau routier / Taux de collisions

Les débits de circulation souhaités pour une route à deux voies sont de 1 200 véhicules par heure (dans les deux sens) ou moins. En 2035, le débit pendant l'heure de pointe devrait dépasser les 1 200 véhicules par heure (dans les deux sens). Une augmentation de la capacité est nécessaire pour tenir compte des débits de circulation croissants.

Le taux d'accidents déclarés actuel au sein de la zone d'étude est de 0,8 accident par million de véhicules-kilomètres parcourus par année, ce qui est légèrement plus élevé que le taux provincial de 0,7.

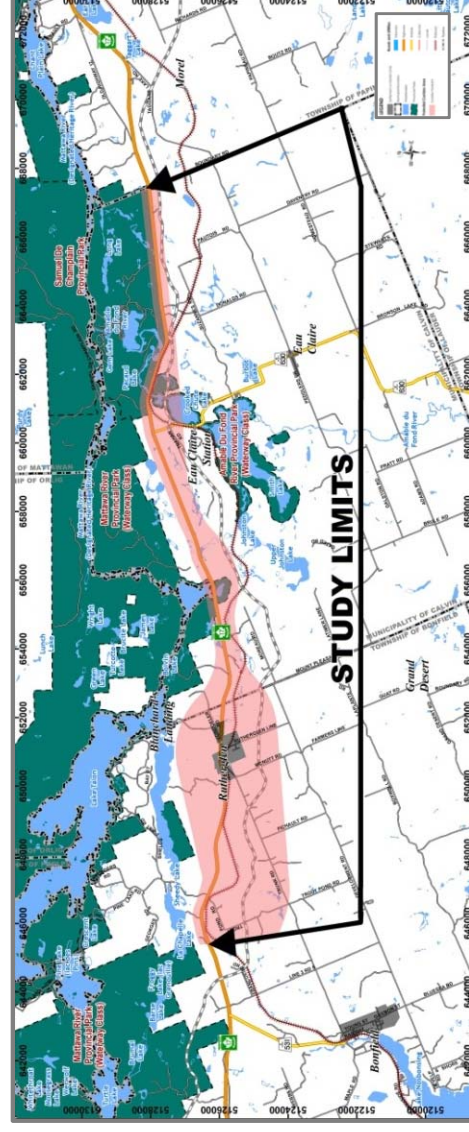
Évaluation et sélection des options pour le système de transport

Les options susceptibles de répondre aux besoins de transport de la zone d'étude ont été identifiées. L'évaluation préalable de ces options a été complétée et présentée dans le rapport de conception de l'étude. La solution recommandée, qui a été présentée au SIP n° 2, comprend:

- les segments de l'élargissement / l'amélioration de l'autoroute existante, y compris les voies de desserte dans certaines régions
- les segments où le tracé est révisé

Corridor autoroutier sélectionné

Seul un corridor autoroutier (comme le montre la carte ci-dessous) a été identifié sur la base des contraintes physiques et des conditions environnementales identifiées dans la zone d'étude.



Highway Planning Alternatives

The generation of highway planning alternatives considered physical constraints and environmental conditions. In the Rutherglen and Amable du Fond areas, widening of the existing highway is not possible due to physical constraints and environmental conditions. Therefore, realignment alternatives were generated for these two areas while widening alternatives were generated for the Pimisi Bay and Pautois Creek areas.

Evaluation of Highway Planning Alternatives

The evaluation of highway planning alternatives was completed on a comparative basis for each of the four highway realignment and widening alternative areas (with associated interchanges and service roads).

The comparative evaluation identified a recommended highway planning alternative for each highway realignment and widening area according to the potential impacts to natural environment, socio-economic / land use, cultural and transportation factors and cost and constructability considerations.

Recommended Highway Planning Alternative

The Recommended Highway Planning Alternative (shown below) was presented for stakeholder review and comment at PIC #2 (held in June 2013).

**Options de planification pour l'autoroute**

L'élaboration des options de planification pour l'autoroute a tenu compte des contraintes physiques et des conditions environnementales. Dans les régions de Rutherglen et d'Amable du Fond, l'élargissement de l'autoroute existante n'est pas possible en raison des contraintes physiques et des conditions environnementales. Par conséquent, les solutions de réaligement ont été générées pour ces deux régions, tandis que les solutions d'élargissement ont été générées pour les régions de Pimisi Bay et de Pautois Creek.

L'évaluation des options de planification pour l'autoroute

L'évaluation des options de planification pour l'autoroute a été achevée sur une base comparative pour chacun des quatre réaligements de l'autoroute et les zones alternatives d'élargissement (avec échangeurs associés et des voies de service).

L'évaluation comparative a identifié une option de planification recommandée pour l'autoroute pour chaque réaligement de l'autoroute et de la zone d'élargissement selon les impacts potentiels sur les facteurs environnementaux naturels, socio-économiques et utilisation du sol, culturels, le transport et les facteurs de coût et de constructibilité.

L'option de planification recommandée pour l'autoroute

L'option de planification recommandée pour l'autoroute (comme le montre la carte ci-dessous) a été présentée pour l'examen et la formulation de commentaires par les parties intéressées lors de la SIP n° 2, qui a eu lieu en juin 2013.

In response to the comments and questions raised through the PIC #2 consultation process, 3 refinements to the Recommended Highway Planning Alternative were incorporated into the Preferred Plan as detailed below.

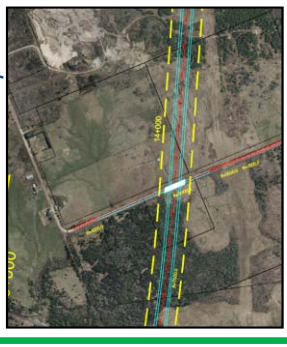
Trout Pond Road

At PIC #2, it was recommended that Trout Pond Road be closed at the new highway with a cul-de-sac provided north and south of the highway corridor. In response to municipal and public input, a grade separation will be provided at Trout Pond Road to provide access across the highway in this area.

Previous Recommendation (PIC #2)
Trout Pond Road Cul-de-sac



Refinement – Preferred Plan
Trout Pond Road Grade Separated



Chemin Trout Pond

Lors de la SIP n° 2, on recommandait la fermeture du chemin Trout Pond à l'aide d'un cul-de-sac au nord et d'un cul-de-sac au sud du nouveau corridor autoroutier. En réponse aux commentaires émis par le public et les municipalités, un dénivellement sera fourni au chemin Trout Pond afin de conserver l'accès en permettant aux automobilistes de croiser l'autoroute à cet endroit.

Alignment of Highway 17 west of Pautois Creek

The potential for refining the realignment of Highway 17 west of Pautois Creek was reviewed in order to reduce impacts. As a result, impacts to two residential properties were reduced.

L'alignement de l'autoroute 17 à l'ouest de Pautois Creek

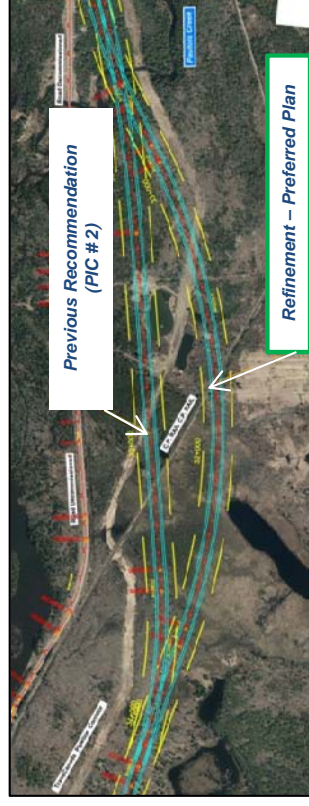
Des améliorations possibles au réaligement de l'autoroute 17 à l'ouest de Pautois Creek ont été évaluées afin d'atténuer les répercussions. En conséquence, les répercussions sur deux propriétés résidentielles ont été réduites.

Existing Highway 17 west of Samuel de Champlain Provincial Park Entrance

At PIC #2, it was recommended that existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance be decommissioned. In response to stakeholder input and given the proposed realignment of the new Highway 17 corridor west of Pautois Creek (described above), existing Highway 17 will be retained from approximately 1 km west of Pautois Creek to Boundary Road. This refinement maintains access to the Park's group camping area and emergency egress and maintains access to the two residential properties west of Pautois Creek.

L'autoroute 17 existante à l'ouest de l'entrée du Parc provincial Samuel de Champlain

Lors de la SIP n° 2, on recommandait que l'autoroute 17 de l'est de l'autoroute 630 à l'entrée du Parc Samuel de Champlain soit mise hors service. En réponse aux commentaires émis par les parties intéressées et compte tenu du réaligement du nouveau corridor autoroutier à l'ouest de Pautois Creek (décrit ci-haut), l'autoroute 17 existante sera maintenue d'environ 1 km à l'ouest de Pautois Creek jusqu'au chemin Boundary. Ces améliorations conservent l'accès à l'aire de camping de groupe du Parc et à l'évacuation d'urgence ainsi que l'accès aux deux propriétés résidentielles à l'ouest de Pautois Creek.



Previous Recommendation (PIC #2)
Existing Highway 17 Decommissioned at Entrance to Samuel de Champlain Park



Refinement – Preferred Plan
Existing Highway 17 Decommissioned west Pautois Creek



The Project Team has completed Preliminary Design of the Preferred Plan for improvements to Highway 17 within the study limits as shown below. The Preferred Plan includes:

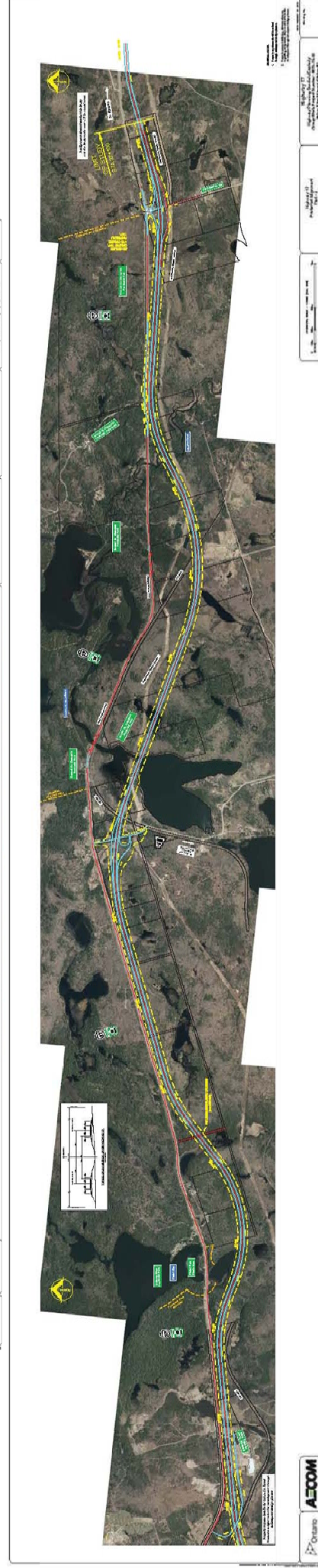
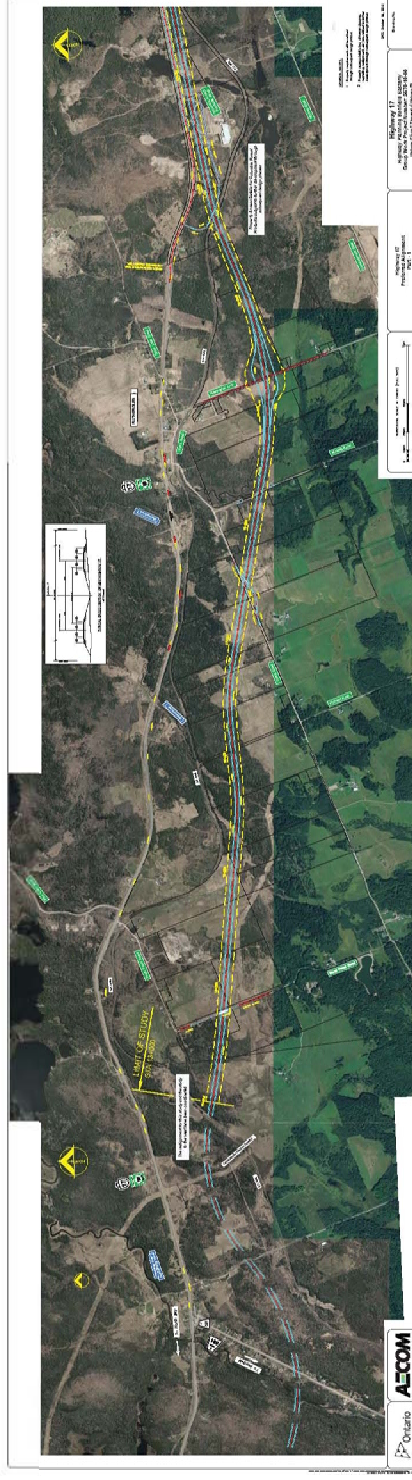
- Realignment of Highway 17 from Highway 531 to east of Rutherglen;
- Widening and realignment of Highway 17 from east of Rutherglen to west of Highway 630;
- Realignment of Highway 17 from west of Highway 630 to west of Pautois Creek;
- Widening of Highway 17 from west of Pautois Creek to the east study limit (just east of Boundary Road);
- Closure of existing Highway 17 from east of Highway 630 to west of Pautois Creek;
- Retention of existing Highway 17 as a service road at all other locations;
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road with illumination provided at the interchanges;
- Grade separations at Trout Pond Road and Trunk Road; and
- A cul-de-sac at McNutt Road.

Larger copies of the Preliminary Design Plans are on the tables.

L'équipe de projet a complété la conception préliminaire du plan préféré des améliorations à apporter à l'autoroute 17 à l'intérieur des limites de l'étude, tel qu'indiqué ci-dessous. Le plan préféré inclut :

- Le réaligement de l'autoroute 17 de l'autoroute 531 à l'est de Rutherglen;
- L'élargissement et le réaligement de l'autoroute 17 de l'est de Rutherglen à l'ouest de l'autoroute 630;
- Le réaligement de l'autoroute 17 de l'ouest de l'autoroute 630 à l'ouest de Pautois Creek;
- L'élargissement de l'autoroute 17 de l'ouest de Pautois Creek à la limite est de l'étude (à l'est du chemin Boundary);
- La fermeture de l'autoroute 17 existante de l'est de l'autoroute 630 à l'ouest de Pautois Creek;
- Le maintien de l'autoroute 17 en tant que route de desserte à tous les autres emplacements;
- Les échangeurs routiers pour Rutherglen Line, l'autoroute 630 et le chemin Boundary avec illumination à les échangeurs routiers;
- Un dénivellement aux chemins Trout Pond et Trunk; et
- Un cul-de-sac au chemin McNutt.

Des plans grand format du concept préliminaire sont placés sur les tables.



Potential environmental impacts associated with the Preferred Plan have been identified. Environmental mitigation and protection measures are applied to address negative effects of a project on the environment. Preliminary mitigation measures have been developed to address key impacts as detailed below. These measures will be further developed during a future Detail Design study.

Les effets environnementaux possibles associés au plan préféré ont été identifiés. Des mesures d'atténuation et de protection de l'environnement sont mises en application afin d'adresser les effets négatifs qui peuvent être engendrés par un projet. Des mesures d'atténuation préliminaires ont été développées afin d'adresser les principaux effets négatifs, tel que décrits ci-dessous. Ces mesures seront développées davantage dans l'étude de conception détaillée à venir.

Factor / Criteria Potentially Impacted	Impacts Associated with the Preferred Plan	Environmental Mitigation and Protection Measures
Natural Environment		
Fish and fish habitat	21 crossings (14 evaluated sites, 7 sites un-evaluated due to access) with all 14 evaluated sites having potential to be direct and/or indirect fish habitat, 1 of which was identified as having high potential for aquatic Species At Risk (SAR)	<ul style="list-style-type: none"> ✓ Design bridges and culverts to minimize impacts to watercourses and their banks and retain as much riparian vegetation as possible. ✓ Provide natural channel form and substrates, and adequate fish passage. ✓ Plant riparian vegetation upstream and downstream of watercourse crossings. ✓ Develop erosion and sediment control and other measures to prevent entry of deleterious materials to watercourses.
Vegetation, designated areas, wetlands and areas of wildlife habitat	Approximately 295 ha of vegetation is displaced, including 18 ha of PSW, 34 ha of unevaluated wetland, 110 ha of deer wintering area and 185 ha of forest with 1 vegetative SAR present	<ul style="list-style-type: none"> ✓ Protect significant trees and areas of vegetation to the extent possible. ✓ Limit areas in which construction work and associated contractor staging areas are permitted to occur and disturb retained vegetation. ✓ Schedule/constrain construction activities such as tree clearing/felling, structure removal/repair that may impact bird nesting to occur outside period during which disturbance is prohibited. ✓ Design bridges and culverts to provide for wildlife passage, where appropriate and investigate additional opportunities to provide wildlife crossings during detail design. ✓ Protect retained wildlife habitat areas from construction access and damage. ✓ A permit under the Endangered Species Act will be obtained from the MNR prior to construction if required.
Water Wells	4 water wells displaced and 16 within 150m of preferred plan	<ul style="list-style-type: none"> ✓ Address well replacement as part of property negotiation, and monitor nearby wells for water quantity and quality prior to and during construction. ✓ Respond to well complaints during construction.
Socio-Economic / Land Use		
Property Impacts, including residential, commercial, agricultural, recreational / tourist facilities, provincial parks	80 properties impacted	
	33 buildings displaced, including 10 residential homes, 3 commercial / industrial buildings, 7 agricultural structures, 8 secondary structures and 4 camping structures Approximately 61 ha of Canada Land Inventory (CLI) Class 1, 2 and 3 soils displaced Approximately 12 ha of provincial park land displaced 4 trails crossed (canoe, snowmobile, pedestrian)	<ul style="list-style-type: none"> ✓ Conduct discussions with impacted property owners, and acquire property, with negotiations carried out on a market value basis as the project proceeds into the detailed design phase. ✓ Protect for access to and across the highway in accordance with MTO standards and EA commitments, including crossing road treatments as detailed on the Preliminary Design drawings. ✓ For business areas impacted by changes to highway access, develop (in consultation with municipality and local businesses) a highway signing strategy in accordance with Ministry policies.
Contaminated properties / waste management	Potentially contaminated land required Surplus and waste materials generated from highway construction	<ul style="list-style-type: none"> ✓ Complete Phase I and, if required Phase II Environmental Site Assessment (ESA) during detail design for all property required where potential for contamination has been identified ✓ Manage surplus and waste materials according to applicable standards and statutory requirements
Noise	Noise from construction equipment and vehicles during construction	<ul style="list-style-type: none"> ✓ Require contractor to maintain equipment in an operating condition that prevents unnecessary noise and restrict idling of equipment to the minimum necessary to perform the specified work.
Cultural Environment		
Archaeology	Approximately 160 ha of land with archaeological potential affected	<ul style="list-style-type: none"> ✓ Undertake Stage 2 and, if required Stage 3 archaeological assessment as identified during previous Stage 1 and 2 archaeology work; and as required to obtain Ministry of Tourism Culture and Sport clearance.

Following this Public Information Centre, the Project Team will:

1. Respond to comments received through the PIC #3 consultation process.
2. Finalize the Preliminary Design for the Preferred Plan taking into consideration the input received.
3. Prepare the Transportation Environmental Study Report (TESR) for filing and public review in 2014.

Transportation Environmental Study Report

The TESR will document the study process, the highway planning alternatives considered and the Preferred Plan including environmental protection measures and commitments for future action with regard to implementation of the project.

Notices will be mailed to contacts on the Study mailing list and published in local newspapers to identify the locations where the TESR will be available for a 30-day public review period and to explain the review process, including the opportunity to request a "Bump Up" of the project for any stakeholders who have serious, unresolved concerns with the study and its recommendations.

After the TESR review period, key steps for project implementation will include:

- Environmental Clearance
- Right-of-Way Designation (subject to environmental clearance)
- Detail Design / Construction when Programmed

Après cette séance d'information publique, l'équipe du projet aura pour mission de:

1. Répondre aux commentaires reçus dans le cadre de la troisième série d'activités de consultation, soit la SIP n° 3.
2. Apporter des modifications à l'information présentée en fonction des nouvelles informations et des commentaires reçus des intervenants, le cas échéant.
3. Préparer l'Étude environnementale de transport (ÉET) pour le dépôt et la révision du public en 2014.

Étude environnementale de transport

L'ÉET inclura la méthodologie utilisée, les options de planification de l'autoroute évaluées et le plan préféré ainsi que les mesures de protection de l'environnement et les mesures à prendre dans le futur qui se rapportent à l'implémentation du projet.

Un avis de convocation sera envoyé aux individus sur la liste d'envoi de l'étude et sera publié dans les journaux régionaux. Cet avis identifiera où l'Étude environnementale de transport (ÉET) sera disponible pendant une période de 30 jours pour examen public et pour expliquer le processus d'examen, incluant le processus de « réévaluation » du projet, qui peut être demandé par des parties intéressées qui ont d'importantes préoccupations non résolues par rapport à l'étude et ses recommandations.

Une fois la période de révision de l'ÉET complétée, l'implémentation du projet comprendra les étapes suivantes :

- L'approbation au point de vue environnement
- L'attribution d'une emprise (sous réserve de l'approbation au point de vue environnement)
- La conception détaillée et la construction lorsque prévue

Information presented today is also available on the project website: www.highway17routeplanning.ca

Please visit the project website for study updates

Les informations présentées aujourd'hui sont aussi disponibles en ligne sur le site Web du projet: www.highway17routeplanning.ca

Veillez visiter le site Web du projet pour les mises à jour de l'étude

Thank you for participating in today's PIC

Your comments are important to us. Interested stakeholders are encouraged to provide comments to the Project Team by **February 28, 2014**.

To obtain additional information, provide comments or to be placed on the mailing list, please:

- Place your Comment Sheet in the box provided tonight
- Submit your Comment Sheet to the Project Team by:
 - Writing the Project Team (c/o AECOM, 300 Water Street, Whitby ON L1N 9J2)
 - Faxing the Project Team (c/o AECOM at 905.668.0221)
 - Emailing the Project Team through the web site at www.highway17routeplanning.ca
- Contact one of the following:

Ms. Brenda Jamieson, P. Eng.

Consultant Project Manager / Chargée de projet
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202, David LeBlanc (Courriel: David.Leblanc@aecom.com).

FREEDOM OF INFORMATION & PROTECTION OF PRIVACY

Information collected during this study will be used to assist the Ministry of Transportation (MTO) in meeting the requirements of the provincial Environmental Assessment Act and the 'Class Environmental Assessment for Provincial Transportation Facilities'. This material will be maintained on file for use during the study and may be included in the study 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 be part of the public record.

Merci de votre participation à la SIP d'aujourd'hui

Vos commentaires sont importants pour nous. Les parties intéressées sont encouragées à faire parvenir leurs commentaires à l'équipe de projet d'ici le **28 février 2014**.

Pour obtenir des renseignements supplémentaires, formuler des commentaires ou vous inscrire sur la liste d'envoi, s'il vous plaît:

- Placez votre feuille de commentaires dans la boîte prévue à cet effet
- Remettez votre feuille de commentaires à l'équipe de projet par:
 - Courrier (c/o AECOM, 300, rue Water, Whitby ON L1N 9J2)
 - Télécopie (c/o AECOM au 905.668.0221)
 - Courriel, par le biais du site Web à l'adresse www.highway17routeplanning.ca
- Communiquez avec l'un des membres de l'équipe suivants:

Ms. Heather Garbutt

Senior Environmental Planner / FRENCH TRANSLATION
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5205
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: heather.garbutt@ontario.ca

ACCÈS À L'INFORMATION ET PROTECTION DE LA VIE PRIVÉE

Les renseignements recueillis au cours de cette étude serviront à aider le ministère des Transports de l'Ontario (MTO) à satisfaire aux exigences de la Loi provinciale sur les évaluations environnementales. Ils demeureront aux dossiers pour être utilisés pendant la durée de l'étude et pourront être inclus dans la documentation sur l'étude.

Les renseignements recueillis seront utilisés 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 deviendront du domaine public.

REFINEMENTS TO THE RECOMMENDED HIGHWAY PLANNING ALTERNATIVE

In response to the comments and questions raised through the PIC #2 consultation process, 3 refinements to the Recommended Highway Planning Alternative were incorporated into the Preferred Plan (shown on pages 2 and 3).

Trout Pond Road

At PIC #2, it was recommended that Trout Pond Road be closed at the new highway with a cul-de-sac provided north and south of the highway corridor. In response to municipal and public input, a grade separation will be provided at Trout Pond Road to provide access across the highway in this area.

Alignment of Highway 17 west of Pautois Creek

The potential for refining the realignment of Highway 17 west of Pautois Creek was reviewed in order to reduce impacts. As a result, impacts to two residential properties were reduced.

Existing Highway 17 west of Samuel de Champlain Provincial Park Entrance

At PIC #2, it was recommended that existing Highway 17 from east of Highway 630 to the Samuel de Champlain Park entrance be decommissioned. In response to stakeholder input and given the proposed realignment of the new Highway 17 corridor west of Pautois Creek (described above), existing Highway 17 will be retained from approximately 1 km west of Pautois Creek to Boundary Road. This refinement maintains emergency egress from the park and maintains access to the two residential properties west of Pautois Creek.

TRANSPORTATION ENVIRONMENTAL STUDY REPORT

The Transportation Environmental Study Report (TESR) will document the study process, the highway planning alternatives considered and the Preferred Plan including environmental protection measures and commitments for future action with regard to implementation of the project.

Notices will be mailed to contacts on the Study mailing list and published in local newspapers to identify the locations where the TERS will be available for a 30-day public review period and to explain the review process, including the opportunity to request a “Bump Up” of the project for any stakeholders who have serious, unresolved concerns with the study and its recommendations.

After the TERS review period, key steps for project implementation will include:

- Environmental Clearance
- Right-of-Way Designation (subject to environmental clearance)
- Detail Design / Construction when Programmed

NEXT STEPS

Following PIC #3 the Project Team will:

- Respond to comments received through the PIC #3 consultation process.
- Finalize the Preliminary Design for the Preferred Plan taking into consideration the input received.
- Prepare the TERS for filing and public review in early 2014.

STUDY CONTACTS

To obtain additional information, provide comments or to be placed on the mailing list, please visit the study website or contact:

Ms. Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM
300 Water Street
Whitby, ON L1N 9J2
Tel: 905.668.9363
Toll Free: 1-800-668-1983
Fax: 905.668.0221
Email: brenda.jamieson@aecom.com

Ms. Heather Garbutt
Senior Environmental Planner
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, ON P1B 9S9
Tel: 705.497.5205
Toll Free: 1-800-461-9547
Fax: 705.497.5208
Email: heather.garbutt@ontario.ca

PURPOSE OF THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM to undertake a highway planning and Class Environmental Assessment study for a 23.5 km section of Highway 17 from east of Bonfield to the boundary road between the Townships of Calvin and Papineau-Cameron. This is one of three separate Highway 17 planning studies between North Bay and the Nipissing/Renfrew boundary.

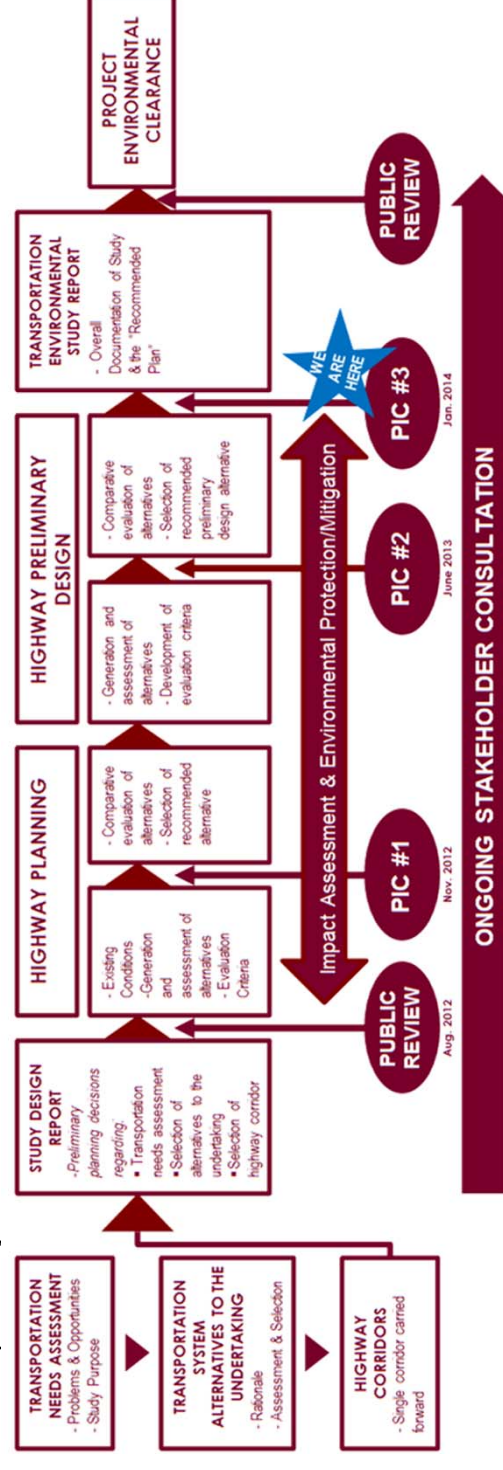
The purpose of the study is to select a recommended plan for a four-lane Highway 17 within the study limits, including sections of widening / improvement to the existing highway, sections of realigned highway, service roads in some areas and access restricted to interchange locations.

STUDY PROCESS

The study for this section of Highway 17 complies with the process for Group ‘A’ projects, which are undertakings that involve major realignments and bypasses under the ‘Class Environmental Assessment (EA) for Provincial Transportation Facilities’.

The EA study process is based on a sequence of decision-making steps in which alternatives are assessed at an increasing level of detail, starting with a broad perspective and narrowing to a more focused perspective as the study progresses. Upon study completion, a Transportation Environmental Study Report will be made available for review.

Key steps in the study process and tasks completed so far for this project are shown below. The study is scheduled to be completed by the summer of 2014.



PUBLIC INFORMATION CENTRE #3

In consideration of the comments received at PIC #2, (held in June, 2013) the Project Team has refined the recommended highway planning alternative and proceeded with preliminary design of the Preferred Plan (shown on pages 2 and 3).

The Project Team has also developed preliminary mitigation measures and strategies to address potential impacts. PIC #3 is being held to present and obtain input on:

- Refinements to the recommended highway planning alternative (as detailed on page 4)
- Preliminary design of the Preferred Plan which includes:
 - Realignment or widening of Highway 17 from east of Highway 531 to east of Boundary Road;
 - Closure of existing Highway 17 from east of Highway 630 to west of Pautois Creek;
 - Retention of existing Highway 17 as a service road at all other locations;
 - Interchanges at Rutherglen Line, Highway 630 and Boundary Road;
 - Grade separations at Trout Pond Road and Trunk Road; and
 - A cul-de-sac at McNutt Road.

Information presented tonight and at previous PIC's is available on the study website. Interested stakeholders are encouraged to provide comments on the material presented at PIC #3 to the Project Team by **February 28, 2014**.

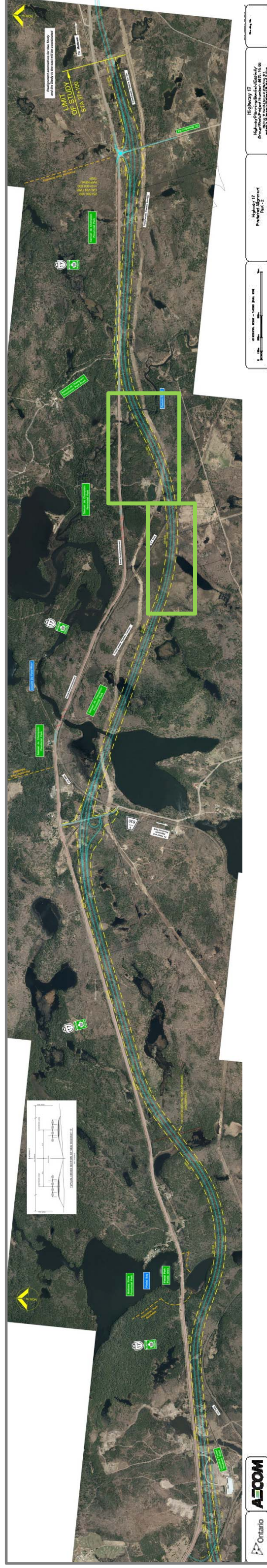
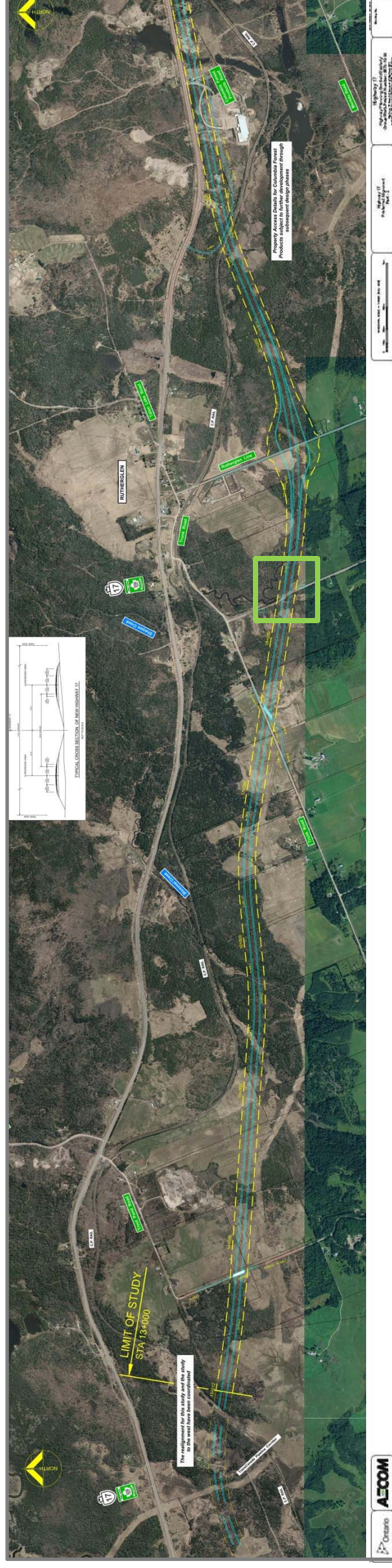
Highway 17

Preliminary Design - Preferred Plan

The Project Team has completed Preliminary Design of the Preferred Plan for improvements to Highway 17 within the study limits, as shown below.

The Preferred Plan includes:

- Realignment of Highway 17 from Highway 531 to east of Rutherglen;
- Widening and realignment of Highway 17 from east of Rutherglen to west of Highway 630;
- Realignment of Highway 17 from west of Highway 630 to west of Pautois Creek;
- Widening of Highway 17 from west of Pautois Creek to the east study limit;
- Closure of existing Highway 17 from east of Highway 630 to west of Pautois Creek;
- Retention of existing Highway 17 as a service road at all other locations;
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road with partial illumination provided at the interchanges;
- Grade separations at Trout Pond Road and Trunk Road; and
- A cul-de-sac at McNutt Road.



 Refinements to the recommended highway planning alternative following PIC #2

Appendix D.

PIC #3 Comments and Study Team Responses

Comments	Study Team Response
<p>Why can't you go behind us further where there are less houses and no houses?</p> <p>You say you don't want to cross the pipeline but you did up the road twice. I have worked most of my life building this place. A place to retire with the animals and nature.</p> <p>Why can't you just leave it alone?</p> <p>Too much government and too many people trying to run and ruin our lives. Could you please look into it? I don't care if it is 20 years down the road – I plan on living longer than that. Let someone come and take your house and see how you feel!</p> <p>We would like to bring to your attention to concerns we have with your 'preferred plan' as presented on Jan. 30 2014 at the Calvin Township meeting.</p> <p>We do not at this time or at any future time, wish to give up our property located in Calvin Papineau Townships. We have been working for over 20 years to build our retirement home. The pressure is lofted off our shoulders as we leave the City and head north. Our two dogs go into a dance of joy as we pack up to leave the City. The bush is calling us! There is no doubt the highway is not necessary or at least could be moved to have far less impact on our lives. Every day we walk in the area you are planning to build the highway when we are up north. This area has beautiful red and white pine trees and a large pond with a creek running out of it. The wildlife at our doorstep includes deer, moose, bears, raccoons, turtles and many other species. We have two other ponds and another creek at the back of our property. This is our paradise. For twenty-four years we have spent every holiday we could here and will not give up this property. We are members of the Algonquin First Nation and for thousands of years we have lived here. Once you build your highways and cities all over the country, where will you grow your food, find your peace and your children grow up? This will allow us to live and not completely destroy nature. Would you like to live in China or India? The highway could be moved to pass north of Algonquin Park where there are far fewer people living. You could leave the highway near Deux River – Bush Creek area and connect Highway 11 near the Powassan area. At the Calvin Town Hall meeting you expressed concerns about crossing the railway and pipeline – you can minimize this by staying south of the pipeline and railway not crossing it several times as in your preferred plan.</p>	<p>Your concerns regarding the impacts of the Preferred Plan on your property and the surrounding area have been documented.</p> <p>Highway planning alternatives (i.e. widening and realignment alternatives) were generated in consideration of physical constraints and environmental conditions within the study area. In the vicinity of your property, two alternatives were developed: 1) widening of the existing highway to the north and 2) widening of the existing highway to the south. The alternatives were presented at PIC #1 in November 2012 for stakeholder review and comment.</p> <p>The evaluation of highway planning alternatives was completed on a comparative basis and presented for stakeholder review and comment at PIC #2 in June 2013. Widening of the highway to the south with existing Highway 17 maintained as a service road on the north side, was recommended for the east end of the study area as it:</p> <ul style="list-style-type: none"> • Results in the least impacts to the Natural Environment (woodlands and wildlife habitat); • Results in the least impacts to the Socio-Economic Environment (provincial park); • Has a lower construction cost; • Results in less complex construction staging and traffic maintenance during construction relative to the north side widening alternative; and • Is equally preferred relative to other alternatives from a Cultural Environment and Transportation perspective. <p>Further, a diamond-roundabout interchange was recommended at Boundary Road as it:</p> <ul style="list-style-type: none"> • Results in the least impacts to the Socio-Economic Environment (residential homes displaced); • Has a lower construction cost; and • Is equally or more preferred relative to other alternatives from a Natural Environment, Cultural Environment, Transportation and Constructability perspective.

Comments	Study Team Response
<p>As you read the newspaper or watch the news all you hear is global warming. We can take steps to help greenhouse gases. No more highways! Is the atmosphere not the number one cause of global warming? If we do not build highways, we might be forced to park our own cars. We are like cancer to the earth, Killing it and therefore causing our own death. Ask yourself why so many people come here – most of them destroyed their own country. Every time I see news about China all they show is smog so bad that I couldn't breathe if I was there. You are supposed to be educated, why act like idiots?</p> <p>As I watched Highway 11 being made into a four lane highway over the last 30 years I have not noticed one house being taken from its owners. You can do the same here!</p>	<p>Further details on the assessment and evaluation of the highway planning alternatives can be found on the study website (www.hwy17corridorstudy.ca).</p> <p>Opportunities to change the Preferred Plan presented at PIC #3 in January 2014 to avoid or reduce the impacts to your property have been explored. The Preferred Plan through this area is constrained by the TransCanada pipeline corridor to the south of existing Highway 17 and the need to provide an interchange at Boundary Road. In order to reduce impacts to existing properties through this area, the new highway corridor will be shifted approximately 50 m to the south in the vicinity of your property as shown on the attached plan. This will increase the separation between your home and the new highway corridor but does still displace the southern portion of your property.</p> <p>The property acquisition process is typically initiated as the project proceeds into the detailed design phase. For more information regarding property acquisition and compensation please contact the Ministry's regional office at (705) 472-7900.</p>
<p>Part of [REDACTED]</p> <ul style="list-style-type: none"> - Home on Francoeur Road off 3rd Line - Why does alignment swing north prior to crossing the TransCanada pipeline and CPR - This leaves landowner without access to hunting - Could alignment be straightened from Highway 531 to CPR crossing? 	<p>Three separate Highway 17 planning projects are being conducted between North Bay and the Nipissing District/ Renfrew County boundary. Your concerns regarding the impacts to your property and landowner access in the area were forwarded to the study team conducting the Highway 17 Planning Study from Highway 11 and to 2.7 km east of Highway 531 as they were better able to respond to the specific questions regarding your property.</p> <p>For additional information regarding the Highway 17 Planning Study from Highway 11 to Bonfield, please visit that study's website (www.highway17routeplanning.ca) or contact the consultant Project Manager, Mr. Marek Trzaski at 905-823-8500 or via email at mtzaski@mrc.ca.</p>
<p>Can you please provide me with the approximate elevations of the proposed highway in the vicinity of my property – just west of McNutt Road.</p>	<p>The vertical alignment of proposed Highway 17 will be approximately 8 m above the existing ground elevation in the southwest corner of your property.</p>
<p>I own property that is being taken and possibly landlocked. Not adverse to splitting or selling all of the property.</p>	<p>The Preferred Plan will eliminate your access to existing Highway 17. The portion of your property south of the new highway right-of-way will be</p>

Comments	Study Team Response
<p>Trahan Road currently is an unused road allowance to the back of my property and if that road is not an option to use as access, would want to get rid of all property.</p>	<p>landlocked if a road has not been constructed within the unopened road allowance along your south property limit prior to implementation of the Preferred Plan. The unopened road allowance south of existing Highway 17 is under municipal jurisdiction and subject to the development priorities and funding commitments of the Municipality of Calvin.</p> <p>The property acquisition process is typically initiated as the project proceeds into the detailed design phase. For more information regarding property acquisition and compensation please contact the Ministry's regional office at (705) 472-7900.</p>
<p>Want access to back of property. Re-open road easement from Highway 630 to the west or else property will be landlocked. Existing road is just to the south but piece of private in between existing and road easement. Losing house to begin with and if we can build to the south at the back of property we will not have to move but need access. Ideal property for us being on highway – wife travels to North Bay and I work in the immediate area.</p>	<p>The Preferred Plan will eliminate your access to existing Highway 17. The portion of your property south of the new highway right-of-way will be landlocked if a road has not been constructed within the unopened road allowance along your south property limit prior to implementation of the Preferred Plan. The unopened road allowance south of existing Highway 17 is under municipal jurisdiction and subject to the development priorities and funding commitments of the Municipality of Calvin.</p> <p>The property acquisition process is typically initiated as the project proceeds into the detailed design phase. For more information regarding property acquisition and compensation please contact the Ministry's regional office at (705) 472-7900.</p>
<p>Please provide (once available) a copy of the bridge general arrangement drawings (both plan and profile) clearly demonstrating the following at the Amable du Fond River crossing:</p> <ul style="list-style-type: none"> - Protection / provision for continued connection of dirt road along east side of the river from south to north side of the highway with sufficient vertical clearance to accommodate a standard size truck - Protection / provision for same passage along west branch of the Amable du Fond River and the north shore of Crooked Chute Lake from north to south side of proposed highway. - Please confirm that the TESR will include the above as well as text committing this as the end result to be provided. <p>Fred sent copy of comment sheet via email</p>	<p>Email response to be issued by Fred Leech: The study team is continuing to work towards completion of the preliminary design of the Highway 17 Bonfield Easterly study. This work includes consideration of minor preliminary design refinements in response to comments we received regarding the information presented at the January 30 public information centre. We are therefore not yet in a position to provide you with a copy of the general arrangement drawings for the bridge at the Amable du Fond River.</p> <p>During our discussion on January 30, I believe that we addressed the key issues raised in your January 18 email to Dheera Kantiya:</p> <ul style="list-style-type: none"> • The bridge span and abutment locations have been designed to provide north-south access beneath it along both banks of the Amable du Fond River, which will allow continued road access between your property on both sides of the new highway alignment.

Comments	Study Team Response
<p>We have reviewed the proposed realignment plan from PIC 3 and are very disappointed and concerned.</p> <p>The PIC 2 proposal showed an alignment closer to the existing Highway 17 which would have brought the highway through our property and the property next door, provided no road access and therefore our homes and lands would have been consumed by the new alignment. We attended PIC 2 and voiced our concerns, suggesting that the highway could be taken across the north side of the existing Highway 17 touching Samuel de Champlain Park or further south.</p> <p>The PIC 3 proposal shows total disruption to additional properties, previously seemingly not affected, and leaves us with a considerable loss of our lands and a country home now facing the underbelly of a four-lane bridge over a railway track.</p> <p>We realize that Champlain Park may be considered "sacred ground" and untouchable by highway planners and the province but it is a disgrace to avoid that routing to rob considerable more people of their homes and quality of life.</p> <p>We realize that this highway must go somewhere, what we do not appreciate is what seems to be a very cavalier attitude on the part of planners and the Ministry that you just draw lines across a region with little or no regard to anyone affected.</p> <p>We strongly suggest that you go back to the PIC 2 proposal, take out our homes, leave other properties alone and we will move on. We did not come from Toronto to retire in the north country to a quiet property with land and a pond, to see it overtaken with a four land highway overpass to look at and listen to 24 hours a day.</p>	<ul style="list-style-type: none"> Per my email below, we provided 3 sets of aerial photographs marked with the proposed highway alignment and bridges in the vicinity of Crooked Chute Lake and its outlet to the Amable du Fond River. <p>As indicated in my email below, I will continue to be your study team contact for this project on a go-forward basis. Dheera Kantiya and Brenda Jamieson have both indicated their support for this arrangement.</p> <p>I have made a note in my calendar to contact you in May to give you a further study status update. However, should you require additional information and/or wish to discuss this study further before then, please do not hesitate to contact me using the contact information below.</p> <p>Your concerns regarding the impacts of the Preferred Plan on your property and the surrounding area have been documented.</p> <p>Highway planning alternatives (i.e. widening and realignment alternatives) were generated in consideration of physical constraints and environmental conditions within the study area. In the vicinity of your property, two alternatives were developed: 1) widening of the existing highway to the north and 2) widening of the existing highway to the south. The alternatives were presented at PIC #1 in November 2012 for stakeholder review and comment.</p> <p>The evaluation of highway planning alternatives was completed on a comparative basis and presented for stakeholder review and comment at PIC #2 in June 2013. Widening of the highway to the south with existing Highway 17 maintained as a service road on the north side, was recommended for the east end of the study area as it:</p> <ul style="list-style-type: none"> Results in the least impacts to the Natural Environment (woodlands and wildlife habitat); Results in the least impacts to the Socio-Economic Environment (provincial park); Has a lower construction cost; Results in less complex construction staging and traffic maintenance during construction relative to the north side widening alternative; and Is equally preferred relative to other alternatives from a Cultural

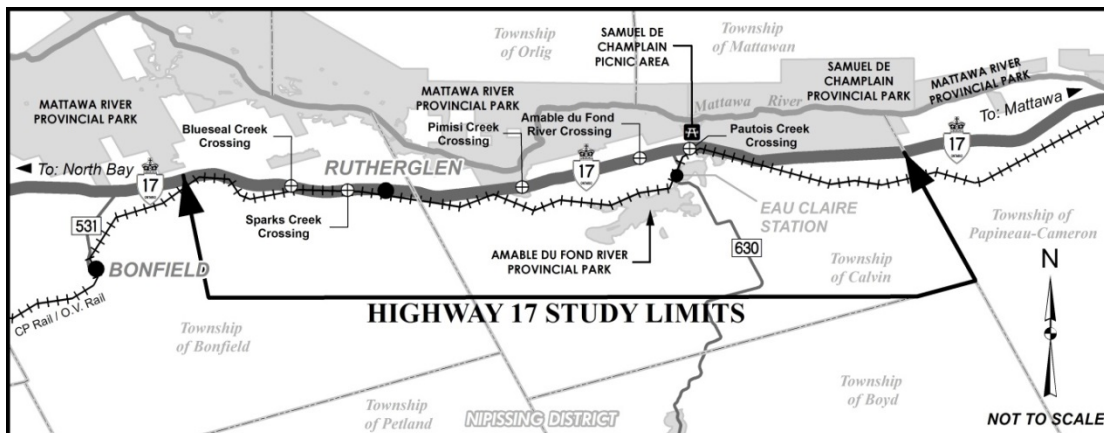
Comments	Study Team Response
<p>Our neighbour, and his family are of like mind, he and his young family bought the property to enjoy the outdoor and wilderness, not to see it consumed with a highway and overpass and leaving them their house on a patch of land.</p> <p>People in this northern Ontario region are very cynical about the lack of considerations and services provided by this provincial government and I can now see why. It is one thing to neglect winter road maintenance, it is another to be so reckless in the planning of this new highway realignment.</p>	<p>Environment and Transportation perspective.</p> <p>Further details on the assessment and evaluation of the highway planning alternatives can be found on the study website (www.hwy17corridorstudy.ca).</p> <p>In response to the comments and questions raised through the PIC #2 consultation process, the potential for refining the realignment of Highway 17 west of Pautois Creek was reviewed in order to reduce impacts. As a result, the footprint impact to your property was reduced and access to your property from existing Highway 17 will be retained. We do recognize that the noise and aesthetic impacts to your property cannot be fully mitigated due to the presence of the railway crossing.</p> <p>Since the Preferred Plan presented at PIC #3 does result in reduced impacts to the overall environment, MTO will not be reverting to the PIC #2 highway alignment through this area.</p> <p>The property acquisition process is typically initiated as the project proceeds into the detailed design phase. For more information regarding property acquisition and compensation please contact the Ministry's regional office at (705) 472-7900.</p>

Notice of Study Completion and Filing of the
Transportation Environmental Study Report

NOTICE OF FILING OF TRANSPORTATION ENVIRONMENTAL STUDY REPORT
Highway 17 Planning Study
From 2.2 km east of Highway 531 easterly to 8.0 km east of Highway 630
G.W.P. 5670-10-00

THE STUDY

The Ontario Ministry of Transportation retained AECOM to undertake a Class Environmental Assessment to identify a recommended plan for a four-lane Highway 17 within the study limits with access restricted to interchange locations. The study developed and evaluated a range of reasonable alternatives, including improvements to the existing highway, new highway routes and / or combinations of the two and has identified a Preferred Plan. The study limits are shown on the key plan.



The Preferred Plan includes:

- Widening and realignment of Highway 17 from Highway 531 to the east study limit
- Use of existing Highway 17 as a service road except from just east of Highway 630 to west of Pautois Creek where the existing highway will be decommissioned;
- Interchanges at Rutherglen Line, Highway 630 and Boundary Road;
- Grade separations at Trout Pond Road and Trunk Road; and
- A cul-de-sac at McNutt Road.

THE PROCESS

The study has followed the approved environmental planning process for Group 'A' projects under the Class Environmental Assessment for Provincial Transportation Facilities (2000) with agency and public consultation throughout. A Transportation Environmental Study Report (TESR) has been prepared to document the study process, the highway planning alternatives considered and the Preferred Plan including environmental protection measures and commitments for future action with regard to implementation of the project.

The TESR has been placed on the public record at the Ministry of Environment (MOE) for a 30-day review period beginning **Monday August 25, 2014**. Copies of the document have also been placed at the following locations and on the project website, www.highway17routeplanning.ca:

Ministry of the Environment
 North Bay Office
 191 Booth Road (Units 16 & 17)
 North Bay, ON P1A 4K3

Ministry of Transportation
 Northeastern Region Office
 447 McKeown Avenue, 1st Floor Security/Information Desk
 North Bay, Ontario P1B 9S9

Township of Bonfield
Clerk's Office
 365 Highway 531, Bonfield

Municipality of Calvin
Clerk / Administration Office
 1355 Peddlers Drive, RR 2, Mattawa

Township of Papineau-Cameron
Clerk / Administration Office
 4861 Highway 17 West, Mattawa

Bonfield Public Library
 365 Highway 531, Bonfield

Mattawa Public Library
 370 Pine Street, Mattawa

Ministry of Transportation
 447 McKeown Avenue, North Bay

Interested stakeholders are encouraged to review the TESR and provide comments by **Friday October 3, 2014**. If, after review and consultation with the MTO's consultant and staff, you have serious unresolved concerns, you have the right to request that the Minister of Environment (77 Wellesley Street West, 11th Floor, Ferguson Block, Toronto, ON M7A 2T5), issue a Part II Order (Bump-Up) for the project. This would lead to the preparation of an Individual Environmental Assessment. A copy of the Part II Order request should be forwarded to MTO and AECOM at the addresses below. If there are no outstanding concerns after **Friday October 3, 2014**, the project will be considered to have met the requirements of the *Class EA*.

COMMENTS

To obtain additional information, provide comments or to be placed on the mailing list, please contact:

Ms. Brenda Jamieson, P. Eng.
Consultant Project Manager
AECOM
300 Water Street
Whitby, ON L1N 9J2
Phone: 905-668-9363
Toll-free: 1-800-668-1983
Fax: 905-668-0221
E-mail: Brenda.Jamieson@aecom.com

Mr. Dheera Kantiya, M.Eng., P.Eng.
Project Manager
Ministry of Transportation, Northeastern Region
447 McKeown Avenue, 4th Floor
North Bay, Ontario P1B 9S9
Phone: 705-497-5260
Toll-free: 1-800-461-9547
Fax: 705-497-5208
E-mail: Dheera.Kantiya@ontario.ca

If you have any accessibility requirements in order to participate in this project please contact one of the Project Team members listed above. 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 be part of the public record.

Des renseignements sont disponibles en français en composant 1-800-668-1983 poste 2202, David LeBlanc (Courriel: David.LebLANC@aecom.com).

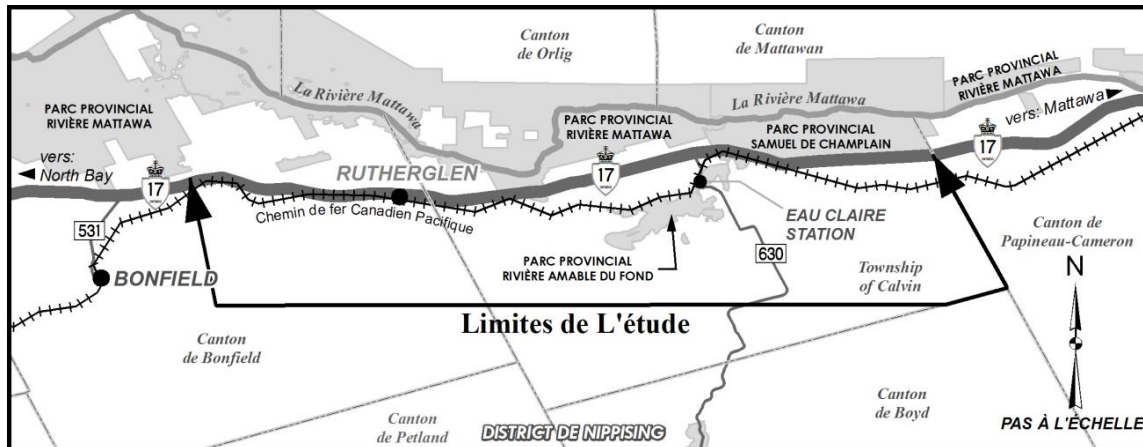


AVIS DE DÉPÔT DE RAPPORT D'ÉTUDE ENVIRONNEMENTALE POUR LE TRACÉ DE L'AUTOROUTE 17

De 2.2 km à l'est de l'autoroute 531 vers l'est jusqu'à 8.0 km à l'est de l'autoroute 630
G.W.P. 5670-10-00

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services de AECOM pour effectuer une évaluation environnementale de portée générale pour identifier un plan recommandé pour une autoroute 17 à quatre voies à l'intérieur des limites de l'étude avec un accès restreint aux échangeurs seulement. Diverses solutions raisonnables ont été développées et évaluées à travers cette étude afin d'identifier le plan recommandé, incluant des améliorations à l'autoroute existante, une nouvelle autoroute et/ou une combinaison des deux. Les limites de l'étude sont présentées sur le plan repère.



Le plan recommandé comprend:

- L'élargissement et le réalignement de l'autoroute 17 entre l'autoroute 531 et la limite est de l'étude;
- L'utilisation de l'autoroute 17 existante comme voie de service, à l'exception d'une section située entre l'autoroute 630 et Pautois Creek qui sera mise hors service;
- Échangeurs routiers à Rutherglen Line, à l'autoroute 630 et le chemin Boundary;
- Un dénivellement au chemin Trout Pond et au chemin Trunk; et
- Un cul-de-sac au chemin McNutt.

LE PROCESSUS

L'étude a été développée selon le processus de planification environnementale approuvé pour les projets du groupe « A » dans le cadre de l'évaluation environnementale de portée générale pour les installations provinciales de transport (2000), incluant des consultations avec l'agence et le public. Un rapport d'étude environnementale pour les transports (REET) a été préparé pour documenter le processus d'étude, les options de planification évaluées, le plan recommandé ainsi que les mesures de protection environnementale et les engagements futurs requis lors de la mise en œuvre du projet.

Le REET a été versé aux archives publiques du ministère de l'Environnement (MEO) pour une période d'examen de 30 jours débutant du **25 août 2014**. Les REET seront disponibles aux endroits suivants ainsi que sur le site Web du projet à l'adresse www.highway17routeplanning.ca:

Ministère de l'Environnement
Bureau de North Bay
191, chemin Booth
Unités 16 et 17
North Bay (Ontario) P1A 4K3

Ministère des Transports
Bureau régional du Nord-est Rez-de-chaussée
Pupitre de sécurité et d'information
447, avenue McKeown
North Bay (Ontario) P1B 9S9

Bureau du greffier du canton de Bonfield
365, autoroute 531, Bonfield
(705) 776-2641

Bureau municipal de la municipalité de Calvin
1355 Peddlers Drive, RR 2, Mattawa
(705) 744-2700

Bureau d'administration et des greffiers du canton de Papineau-Cameron
4861 Highway 17 West, Mattawa
(705) 744-5610

Bibliothèque publique de Bonfield
365, autoroute 531, Bonfield
(705) 776-2396

Bibliothèque publique de Mattawa
370, rue Pine, Mattawa
(705) 744-5550

Ministère des Transports
447, avenue McKeown, North Bay
(705) 497-5260

Les parties intéressées sont invitées à consulter l'REET et fournir des commentaires au plus tard le **3 octobre 2014**. Si, après examen et consultation entre le consultant et le personnel de l'OMT, vous avez des préoccupations sérieuses et non réglées, vous avez le droit de demander que le ministère de l'Environnement (77 rue Wellesley Ouest, 11e étage, édifice Ferguson, Toronto, ON M7A 2T5) émette un arrêt en vertu de la partie II pour reclasser ce projet. Ceci donnerait lieu à la préparation d'une évaluation environnementale individuelle. Une copie de la demande d'arrêt en vertu de la partie II doit être transmise au OMT et à AECOM aux adresses indiquées ci-dessous. S'il n'y a pas de préoccupations en suspens après le **3 octobre 2014**, le projet sera considéré comme ayant satisfait aux exigences de l'étude environnementale de portée.

COMMENTAIRES

Pour obtenir des renseignements supplémentaires, formuler des commentaires ou faire inscrire votre nom sur la liste d'envoi postal, veuillez communiquer avec:

Mme Brenda Jamieson, ing.
Chargé de projet de la firme
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Si vous avez des exigences d'accessibilité en vue de participer à ce projet s'il vous plaît contacter l'un des membres de l'équipe du projet énumérées ci-dessus. Les renseignements recueillis seront utilisés 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 parti du domaine public.

