

# Transportation Environmental Study Report



## Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements

### Preliminary Design and Class Environmental Assessment

GWP 2306-16-00

November 2022



MORRISON HERSHFIELD



# TRANSPORTATION ENVIRONMENTAL STUDY REPORT

## PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT FOR THE HIGHWAY 11/SIMCOE COUNTY ROAD 93 OVERPASS REPLACEMENT AND INTERCHANGE IMPROVEMENTS

MINISTRY OF TRANSPORTATION

**GWP 2306-16-00**  
**November 2022**

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## **THE PUBLIC RECORD**

A copy of this document has been sent to the following office of the Ministry of the Environment, Conservation and Parks for reference purposes:

### **Ministry of the Environment, Conservation and Parks**

Barrie District Office  
54 Cedar Pointe Dr., Unit 1201  
Barrie, Ontario;  
L4N 5R7

A copy of the TESR is available for public review at:

<http://www.Hwy11-93Overpass.ca>

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.

## Executive Summary

The Ontario Ministry of Transportation (MTO) has initiated a Preliminary Design and Environmental Assessment study for the replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and interchange improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. Morrison Hershfield Limited (MH) was retained to complete this assignment. This Transportation Environmental Study Report (TESR) has been prepared to document the existing environmental conditions in the vicinity of the overpass and interchange; the generation, evaluation and selection of preferred alternatives; the environmental and engineering mitigation/protection measures that were considered and developed to address the environmental concerns raised; and, the consultation process that was completed to engage members of the public, government agencies, and other interested parties. The TESR also summarizes the Preliminary Design Phase of this project, which is further documented in the *Preliminary Design Report for the Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements*, prepared by MH in October, 2022.

The environmental assessment study was conducted in accordance with the requirements of a Group "B" project under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and other relevant federal, provincial and municipal legislation, policies and guidelines. All process requirements related to a Group "B" project were implemented, including environmental inventory and screening of sensitivities, evaluation of alternatives, identification of appropriate mitigation measures, a public and agency consultation program, communication of concerns and commitments for further actions, as well as documentation of the environmental process that was followed.

The study included an inventory and analysis of significant environmental features that addressed the natural, socio-economic and cultural environments. The results of studies and analysis determined which mitigation measures should be applied. Factor-specific technical reports are summarized in this TESR and all reports are available, upon request, from Morrison Hershfield or MTO.

Commitments were made to protect environmental features with appropriate mitigation measures for terrestrial and aquatic ecosystems, species at risk, traffic and construction staging, among others areas. **Section 7** summarizes each mitigation measure and their associated commitments to future work. The study also considered any legislative approvals and permit requirements for the project.

In summary, this Transportation Environmental Study Report and its referenced documents are part of the final deliverables for this Preliminary Design and Class

Environmental Assessment study. By way of this study, MTO has demonstrated that they are in concurrence and conformity with the *Class Environmental Assessment for Provincial Transportation Facilities*. This Transportation Environmental Study Report is being made available for a **30-day public review that will start on November 17, 2022 and end on December 16, 2022.**

Interested persons are encouraged to review the TESR and provide comments by **December 16, 2022.** The Project Team will respond to all comments received during the 30-day public review.

To obtain additional information or to provide comments please contact the following individuals:

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Outstanding concerns are to be directed to the proponents listed above for a response, unless the outstanding concerns are regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, in which case Part II Order requests on these matters should be addressed in writing to:

**Minister of the Environment, Conservation and Parks**

Ministry of Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto, ON M7A 2J3  
e-mail: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

and

**Director, Environmental Assessment Branch**

Ministry of Environment Conservation and Parks  
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Toronto, ON M4V 1P5  
e-mail: [EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

If there are no outstanding concerns after completion of the 30-day review period, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.

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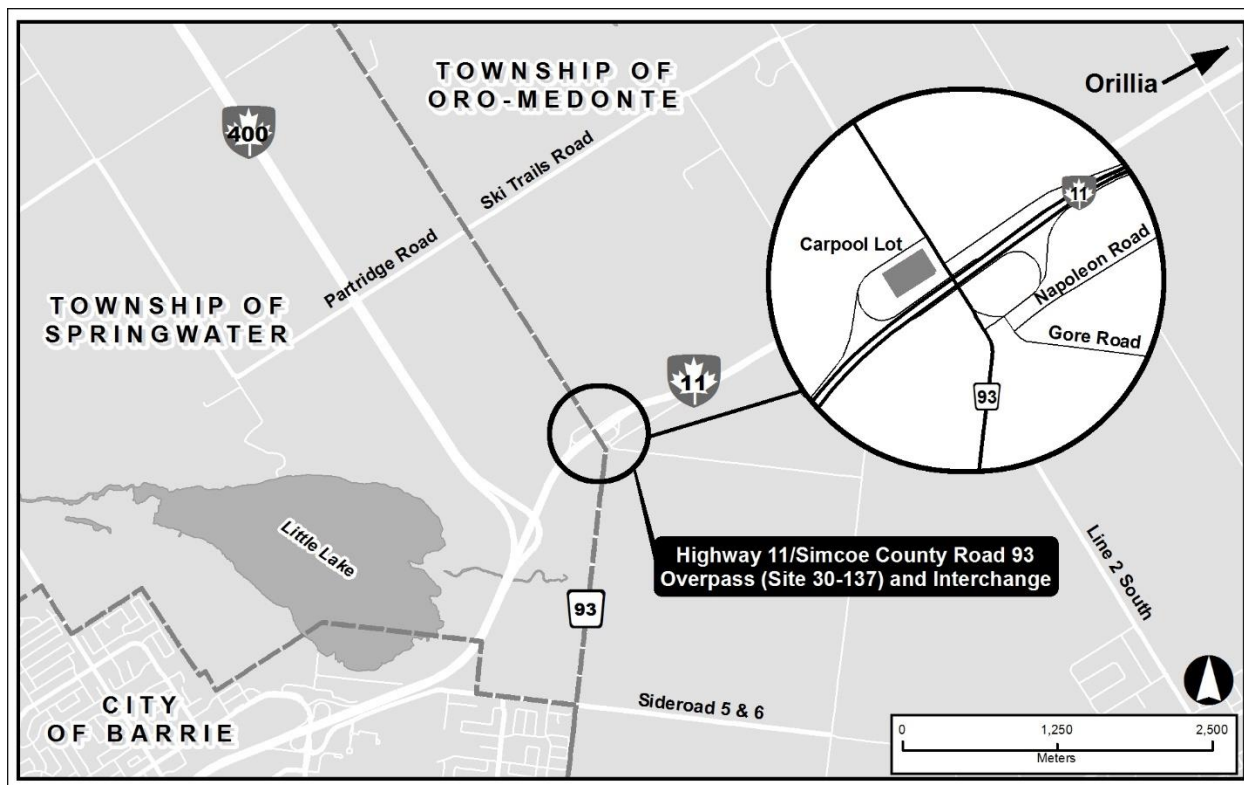


# 1 PROJECT OVERVIEW

## 1.1 SUMMARY OF THE UNDERTAKING

The Ministry of Transportation (MTO) retained Morrison Hershfield Limited (MH) to conduct a Preliminary Design and Class Environmental Assessment Study for the replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and interchange improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe (see **Figure 1-1**).

This Transportation Environmental Study Report (TESR) summarizes the proposed improvements to the Highway 11/Simcoe County Road 93 Overpass and Interchange Improvements in accordance with the approved planning process for Group “B” projects under the Ministry of Transportation’s *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities* (2000).



**Figure 1-1: Study Area**

## 1.2 STUDY PURPOSE AND OBJECTIVES

The purpose of this study was to develop and evaluate alternatives in order to determine a Preferred Design Alternative to replace the Highway 11/Simcoe County Road 93 Overpass and improve operations, safety, and address future transportation needs through the construction of related interchange improvements. The study has developed recommendations for strategies to carry out the overpass replacement and interchange improvements, which will be carried forward to Detail Design.

## 1.3 PROJECT LOCATION AND SCOPE

The existing Highway 11/Simcoe County Road 93 Overpass was constructed in 1950 and is a single-span reinforced concrete rigid frame structure supported on spread footings with a clear span of 15.58m between abutment faces. There are retaining walls constructed at all four corners. The overall structural width is 32.72 m with a paved width of 31.86 m between barrier walls that accommodates two (2) through traffic lanes and one (1) speed change lane in each direction. The highway median on the structure is paved and no median barrier wall or separator is provided. The existing Highway 11 beyond the existing structure is separated by a grass median. Steel beam guide rails and channels are provided at all four corners of the structure as a roadside protection measure.

Within the study limits, Highway 11 is a divided highway with two northbound through lanes and two southbound through lanes. The proposed functional classification of Highway 11 is a freeway.

Simcoe County Road 93, formally known as Highway 93 was established in the late 1930s when a new highway link was designated between Barrie and Waverley. Simcoe County Road 93 closely follows the historical route of Penetanguishene Road between the geographic townships of Vespra and Oro. It is an arterial county road that connects the Midland area to Highway 400 in Simcoe County.

The existing interchange ramps on the west side of Highway 11 are in Parclo B-4 configuration with the inner exit loop ramp and the outer entrance ramp on the far (downstream) side of the grade separation. There are two exit ramps from the Highway 11 southbound lanes. The other diamond type exit ramp upstream of the grade separation carries traffic to Simcoe County Road 93 / Penetanguishene Road northbound only while the exit loop ramp on the south side of the grade separation carries Barrie bound and Midland bound traffic on Penetanguishene Road. The two ramps on the far side of the grade separation also provide access to an existing MTO carpool parking lot, which has a total of 165 parking stalls.

The Highway 11 / Simcoe County Road 93 Interchange ramps on the east side of Highway 11 are in Parclo B-2 configuration with the exit inner loop ramp and the entrance outer ramp situated on the far side of the grade separation.

Refer to **Section 5.0** for a detailed discussion of interchange and structural alternatives considered for this assignment, including the methodology applied to select the eventual preferred design alternative as part of this Preliminary Design Study.

A detailed description of the major features of the preferred design alternative that will be carried forward to Detail Design is provided in **Section 6.0**.

## 2 ENVIRONMENTAL ASSESSMENT PROCESS

### 2.1 CANADIAN ENVIRONMENTAL ASSESSMENT ACT

The Canadian Environmental Assessment Act (CEAA) was amended in 2012 and applies to projects described in the Regulations Designating Physical Activities (available on the e-Laws website). Although any project may be designated under CEAA by the federal Minister of the Environment if he or she is of the opinion that carrying out the project may cause adverse effects, or that public concerns related to those effects warrant designation, the federal environmental assessment process typically only designates projects that significantly impact one or more of the following:

- Fish and fish habitat;
- Migratory birds;
- Federal lands;
- Effects that cross provincial or international boundaries;
- Effects that impact Indigenous peoples, such as their lands and resources for traditional purposes; and,
- Changes to the environment that are directly linked to or necessarily incidental to any federal decisions about a project.

This project is not captured within the Regulations Designating Physical Activities, will not affect federal lands or the traditional use of resources by Indigenous communities, and will not cross a provincial or international boundary. The project will be screened under the established MTO/DFO/OMNR Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (2009) to satisfy the requirements of the Fisheries Act, and ensure that the project is unlikely to cause a harmful alteration, disruption or destruction of fish habitat (HADD). In addition, the project will conform to the requirements of the Migratory Birds Convention Act (MBCA) to ensure there are no lasting negative impacts to migratory birds. For these reasons, a screening under CEAA is not required.

### 2.2 ONTARIO ENVIRONMENTAL ASSESSMENT ACT

The “Class Environmental Assessment for Provincial Transportation Facilities” (the MTO Class EA) is an approved planning process that MTO must follow to satisfy the requirements of the Ontario “Environmental Assessment Act” (EAA). This process ensures that the intent of the EAA is met by requiring that project alternatives be assessed, environmental concerns be identified, mitigation and protection measures be

considered, and that the public, government agencies, First Nations and interest groups be given an opportunity to comment throughout the project. Subject to the approved process being followed, no further approval is required under the EAA.

## **2.3 PROJECT SPECIFIC CLASS EA PROCESS**

The MTO Class EA is an approved planning document that defines groups of studies and activities, and the EA process that the proponent commits to following for each of these undertakings. Study groupings within the MTO Class EA were established for the purposes of consultation, documentation and formal EA challenge (bump-up or Part II order request).

Under the MTO Class EA, this study followed the approved planning process for a Group “B” project. Group “B” projects are those which consist of major improvements to existing facilities, such as replacement of an existing bridge and interchange improvements.

The key steps in the Class EA process that have been completed include:

- The review of design alternatives;
- The development of a Preferred Preliminary Design Alternative;
- Consultations with stakeholders regarding the proposed improvements;
- The consideration of environmental sensitivities and the selection of environmental protection measures; and,
- The documenting of the Class EA process in the Transportation Environmental Study Report (TESR).

## **2.4 PURPOSE OF A TRANSPORTATION ENVIRONMENTAL STUDY REPORT**

This Transportation Environmental Study Report (TESR) documents the planning process followed to fulfill the requirements of the MTO Class EA. It contains pertinent information regarding the following:

- Study objectives;
- Existing conditions of the study area;
- Generation and evaluation of alternatives;
- Consultation;
- Changes to design alternatives as a result of consultation;

- Potential impacts and mitigation measures; and,
- The Recommended Plan.

Technical documents prepared under this assignment which provide additional background information to support the project recommendations as outlined in this report, including an inventory and analysis of existing environmental conditions (physical, natural, socio-economic, and cultural environments), identification of potential impacts and determination of mitigation measures to be applied are contained in the supporting documents included in **Section 11**.

These specific technical reports, submitted under separate cover, are part of the project file. These reports are available, upon request, from Morrison Hershfield or the Ministry of Transportation Central Region.

The preparation of this TESR fulfills the requirements for Group “B” projects under the Class EA process.

As required under the Class EA, this TESR is being made available to the public, other interested parties and external agencies for a 30-day review period. This TESR is available for review on the project website: [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

A Notice of Study Completion was placed in the *Barrie Advance*, and a letter was mailed to notify government agencies, municipalities, Indigenous communities and members of the public on the project’s stakeholder mailing list of the availability of the TESR submission for a 30-day review period **that will start on November 17, 2022 and end on December 16, 2022**.

Interested persons are encouraged to review the TESR and provide comments by **December 16, 2022**. The Project Team will respond to all comments received during the 30-day public review.

To obtain additional information or to provide comments please contact the following individuals:

**Bruce Dickey, P.Eng.**

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Outstanding concerns are to be directed to the proponents listed above for a response, unless the outstanding concerns are regarding potential adverse impacts to

constitutionally protected Aboriginal and treaty rights, in which case Part II Order requests on these matters should be addressed in writing to:

**Minister of the Environment, Conservation and Parks**

Ministry of Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto, ON M7A 2J3  
e-mail: minister.mecp@ontario.ca

and

**Director, Environmental Assessment Branch**

Ministry of Environment Conservation and Parks  
135 St. Clair Avenue West, 1st Floor  
Toronto, ON M4V 1P5  
e-mail: EABDirector@ontario.ca

If there are no outstanding concerns after completion of the 30-day review period, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.



### 3 CONSULTATION

One of the intentions of the EA Act is to ensure that, from the earliest stages of planning, decisions are made after careful consideration of environmental benefits and impacts and that stakeholder input is considered in the decision-making process. Consultation with interested and/or affected parties is an essential part of this planning process and provides a mechanism for the proponent to identify and respond to issues before decisions are made and documentation is filed with the Minister of the Environment, Conservation and Parks (MECP).

The purpose of consultation activities conducted during this study was to present and address issues and concerns pertaining to the range and types of alternatives considered, obtain input to assist in the impact assessment and evaluation process, and to seek input in the development of mitigation measures and EA process commitments. Consultation activities included providing opportunities for interested parties to comment. Such parties included: the general public, government agencies, municipal governments and Indigenous Communities. The following sections outline the consultation undertaken to engage these parties.

A Consultation Plan was submitted to the Ministry of Transportation in January 2019, and outlined the consultation activities that would be carried during the course of the study. Proposed frequency and timing, methods of notification, and key stakeholders were identified in the plan. The contact list was updated as additional stakeholders were identified throughout the course of the study.

#### 3.1 CONSULTATION FEATURES

Consultation is an integral component of the MTO Class EA process and is essential to the successful completion of the study. Consultation must be inclusive, timely and clear to be effective, and aims to achieve the following goals, as outlined in the MTO Class EA:

- Identify public concerns and values;
- Identify agency concerns;
- Collect information about the existing environment;
- Involve stakeholders, government and the public in the generation and evaluation of alternatives;
- Provide relevant information regarding decisions and potential effects; and,
- Provide regulatory compliance regarding the EA process.

This Consultation Plan developed for this study used various tools and techniques to consult and engage with various interested groups (Government Agencies, Municipalities, Indigenous Communities and the Public). The overall objectives were to both provide information about the study and obtain input at key stages to assist the Study Team in making recommendations.

As such the consultation program for this study was developed based on the following principles:

- Allow for early and ongoing involvement in the study before key decisions are made;
- Consult with the most directly affected stakeholders;
- Constructively address the input received;
- Show how input received has informed the decision making process;
- Use the appropriate tools and techniques for the various consultation groups;
- Make all reasonable efforts to proactively resolve concerns; and,
- Involve stakeholders, government and the public in the development of solutions.

Our overall approach was intended to foster a two-way dialogue with interested stakeholders to provide a process that was transparent, open, traceable, timely, accountable, respectful and defensible.

Members of the public and other interested stakeholders were notified of the project at Study Commencement and provided with the opportunity to identify concerns and comment on the proposed scope of work. An opportunity to review the proposed design, potential environmental impacts and proposed mitigation is being provided as part of the 30-day TESR review period. The following sections outline the consultation process implemented for this undertaking. Copies of all relevant correspondence to and from stakeholders have been included in **Appendix B**.

In general, the consultation program for this study included the following:

- Preparation and maintenance of an external agency/stakeholder contact list;
- Preparation and publication of Ontario Government Notices (OGNs) including Notice of Study Commencement and Notice of Study Completion and TESR Filing, in English only;

- Distribution of project information on local municipal websites (i.e. Township of Oro-Medonte, Township of Springwater, and Simcoe County) and distribution of project information to local farmers markets and other local events;
- Preparation and distribution of notification letters to external agency/stakeholder contacts;
- Communication, negotiation and consultation with municipalities, external agencies/stakeholders, property owners and local businesses, as required;
- Consultation with Indigenous Communities; and
- Summary of the consultation process in the environmental project documentation.

### 3.2 EXTERNAL AGENCIES/STAKEHOLDER CONTACT LIST

A Contact List of potentially affected stakeholder groups and individuals was created and maintained throughout the study, updated for completeness and accuracy as required. This list included government agencies and ministries, utility companies, municipal staff and elected officials, Indigenous communities, Members of Provincial Parliament (MPP), emergency services, public interest groups and property owners who may be directly or indirectly affected by the project. A full list of stakeholders can be found in **Appendix A**.

### 3.3 NOTICE OF STUDY COMMENCEMENT

At the start of the study, Notice of Study Commencement letters were sent to government agencies and ministries, utility companies, municipal staff and elected officials, Indigenous communities, Members of Provincial Parliament (MPP), emergency services, public interest groups and property owners included on the project stakeholder contact list. This letter introduced the study and requested that stakeholders reply using a 'Contact Information Form'. Notice of Study Commencement letters were distributed the week of June 5, 2019. A sample copy of this letter can be found in **Appendix B**. In addition, property owners within 3 km of the study area were notified of the works through Canada Post Admail mailouts (approximately 3,231 addresses), which included a copy of the OGN. The Canada Post Admail mailouts were distributed the week of June 12, 2019.

An Ontario Government Notice (OGN) for Notice of Study Commencement was published in English, in a local newspaper servicing the Township of Oro-Medonte and the Township of Springwater. Notice was placed in the following publication on the following date:

- Barrie Advance (English), June 13, 2019

The Notice of Study Commencement outlined the purpose of the Notice, the study and study area, discussed the Class EA process, provided information on how the public may participate in the study, and included contact information. The Notice also included a Freedom of Information statement. A copy of the Notice of Study Commencement is provided in **Appendix B**.

### 3.4 STUDY UPDATE

A study update letter was distributed to government agencies and ministries, utility companies, municipal staff and elected officials, Indigenous communities, Members of Provincial Parliament (MPP), emergency services, public interest groups and property owners included on the project stakeholder contact list. The letter outlined the current status of the project, The Recommended Plan and Preferred Design Alternative. A plan depicting the Preferred Design Alternative was attached with the letter. The letters were issued on May 13, 2021.

A response was received from the County of Simcoe containing four questions pertaining to the project. All questions were addressed by the Project Team in a response letter.

The Ontario Trucking Association provided a response outlining trucking requirements that should be considered as part of the project's design. The Project Team provided a response ensuring the project design would meet all applicable design standards.

Napoleon Home Comfort submitted a response that is summarized in **Section 3.8** below.

### 3.5 NOTICE OF STUDY COMPLETION AND FILING OF TESR

A Notice of Study Completion and TESR Filing was published in the Barrie Advance newspaper (English only) on November 17, 2022. The purpose of the notice was to outline the recommended design plan, notify the public of the start of the formal 30-day public review period of the TESR and review locations, and provide an additional opportunity to discuss the project with the Study Team.

Letters notifying government agencies and ministries, utility companies, municipal staff and elected officials, Indigenous communities, Members of Provincial Parliament (MPP), emergency services, public interest groups and property owners of the TESR filing were prepared and distributed to all those originally contacted at project commencement as well as anyone (including residents) subsequently added to the projects stakeholder mailing list throughout the duration of the study.

Recipients of the letter were invited to review the document and provide comments within the 30-day public review period on the project website: [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

Copies of the Notice of Study Completion OGN and letters are provided in **Appendix B**.

### 3.6 AGENCY & MUNICIPAL CONSULTATION

As part of the consultation program, the following external agencies were placed on the Stakeholder List and contacted during the course of the project:

- Ontario Ministry of Indigenous Affairs;
- Ontario Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI);
- Ontario Ministry of the Environment, Conservation and Parks (MECP);
- Ontario Ministry of Natural Resources and Forestry (MNRF) – Midhurst District;
- Crown-Indigenous Relations and Northern Affairs Canada;
- Transport Canada;
- Metrolinx; and,
- Doug Downey, MPP Barrie – Springwater – Oro-Medonte.

The following municipalities and agencies were also consulted during the project:

- Township of Oro-Medonte;
- Township of Springwater;
- County of Simcoe;
- Ontario Provincial Police (OPP) – Huronia West Detachment;
- OPP – Orillia Detachment;
- Local Emergency Medical Services, Fire, Ambulance and Police; and
- English and French Language Local School Boards.

A full list of all stakeholders can be found in **Appendix A**.

Agencies and stakeholders on the Contact List were notified of the study by letter. Notice of Study Commencement letters were sent the week of June 5, 2019. A copy of this letter and responses can be found in **Appendix B**.

A meeting was held on December 4, 2018 between the Study Team and representatives from the County of Simcoe, Township of Oro-Medonte, and Township of Springwater. The purpose of the meeting was to introduce the project, discuss current traffic and operational constraints, project timelines, Active Transportation considerations within the study area, and potential utilities impacts. Topics that were noted for consideration as part

of the design included the addition of a sidewalk, potential impacts on storm sewers associated with changes to drainage, and impacts to the Napoleon Home Comfort operations arising from any changes to the interchange configuration.

On June 14, 2021 a meeting was held between the Study Team and representatives of the County of Simcoe, Township of Oro-Medonte, and Township of Springwater to discuss status of the project, the Recommended Plan and Preferred Design Alternative. No concerns were expressed by the Township of Springwater or the Township of Oro-Medonte regarding the proposed design. The County of Simcoe advised the Ministry of future plans to widen Simcoe Road 93 from two to four through lanes through the interchange and requested that the new Highway 11 overpass structure was of sufficient span so as to not preclude the proposed widening. Subsequently, County Council passed a resolution agreeing to enter into a Memorandum of Understanding (MOU) with MTO and contribute the incremental construction cost to increase the structural span from 18.5 metres to 25.5 metres. During detail design, further discussions will be undertaken, including formal execution of a legal agreement for cost sharing between the County of Simcoe and the Ministry.

### 3.7 INDIGENOUS CONSULTATION

Consultation with Indigenous and Métis Communities was in accordance with the *Consultation with Aboriginal Peoples – Interim Directive* (2007). Contact with Crown-Indigenous Relations and Northern Affairs Canada and the Ministry of Indigenous Affairs was made via letter at project start-up.

Project notification letters were also sent directly to the following groups:

- Mississaugas of Scogog Island First Nation;
- Chippewas of Rama First Nation;
- Chippewas of Georgina Island;
- Hiawatha First Nation;
- Beausoleil First Nation;
- Alderville First Nation;
- Curve Lake First Nation;
- Williams Treaties First Nations;
- Pottawatomi of Moose Deer Point;

- Huron-Wendat Nation;
- Métis Nation of Ontario Head Office; and
- Georgian Bay Métis Council.

Copies of these letters and responses can be found in **Appendix B**.

A response was received from the Mississaugas of Scugog Island First Nation on June 11, 2019, requesting that commenting be deferred to the Chippewas of Rama First Nation, as the project is located within their treaty jurisdiction. In addition, they inquired if archaeological assessments will be conducted as part of the study. A response was provided by MTO indicating the Chippewas of Rama First Nation have been included within the Contact List and that a Stage 1 Archaeological Assessment was conducted within the MTO right-of-way (ROW).

A response was received from the Chippewas of Rama First Nation on June 11, 2019 requesting that they continue to be informed of the project as it progresses.

A response was received from the Alderville First Nation on August 28, 2019 inquiring if the Beausoleil First Nation or the Chippewas of Rama First Nation have been contacted. MTO confirmed that contact has been established with these groups.

### **3.8 STAKEHOLDER MEETINGS**

#### **3.8.1 Napoleon Home Comfort**

A meeting was held on December 4, 2019 between the Study Team and representatives from Napoleon Home Comfort to discuss the project and potential impacts to their operations arising from the project. It was noted that the preferred design alternative will impact their property entrance, and traffic staging during construction may temporarily impact property access. The Study Team committed to coordinating further with Napoleon Home Comfort during Detail Design to ensure their operations are not negatively impacted by the project.

On May 28, 2021 another meeting between the Study Team and representatives of Napoleon Home Comfort was held to discuss status of the project, the Recommended Plan and Preferred Design Alternative. Following the meeting a formal response regarding the proposed design was received from Napoleon on June 1, 2021 detailing concerns surrounding the project and potential impacts to their operations.

Following receipt of the June 1, 2021 correspondence, the Project Team explored options to address Napoleons concerns. A letter was issued by the Project Team on March 2,



2022, addressing each area of concern previously raised by Napoleon. Napoleon advised an additional meeting would better address their current concerns.

Another meeting was as held on March 16, 2022, between the Project Team and Napoleon representatives to discuss the Project Team's response and proposed updates to the project's design in an effort to resolve identified concerns. Following the meeting further communication and correspondence was received from Napoleon on March 25 and 31, 2022 respectively. A response was provided by the Project Team on April 11, 2022, which addressed identified concerns.

On May 2, 2022, Napoleon requested a traffic analysis be conducted to review staff traffic volumes on Napoleon Road approaching Simcoe County Road 93. The Project Team provided a response on September 20, 2022, summarizing the traffic analysis and field review conducted. The analysis concluded the lane configurations of the conceptual design prepared as part of the Preliminary Design Study will continue to operate satisfactorily during the morning and afternoon shift change peak period. A copy of the traffic analysis memorandum prepared was included with the correspondence.

MTO provided an additional follow-up email to Napoleon on October 12, 2022, indicating the conclusion of the Preliminary Design phase of the project. MTO affirmed their commitment to continue to consult with Napoleon on the Project during the Detail Design phase.

Copies of correspondence and comments summarized above has been provided in **Appendix B**.

### 3.9 CONSULTATION SUMMARY

Responses (including Contact Information Forms and other requests to continue contact throughout the study) were received from the following stakeholders, in addition to members of the public:

- Municipal
  - County of Simcoe
  - Township of Oro-Medonte
  - Township of Springwater
- Indigenous
  - Mississaugas of Scugog Island First Nation
  - Chippewas of Rama First Nation
  - Alderville First Nation

- Regional Agencies
  - Ontario Provincial Police
  - Royal Victoria Regional Health Centre
- Local Businesses
  - Napoleon Home Comfort
  - The Sarjeant Company
  - Drury Well Drilling
- Utilities
  - Bell Canada
  - Enbridge Gas
  - Hydro One
- Other
  - Ontario Trucking Association

Correspondence and comments received by the Study Team throughout the duration of the study is provided in **Appendix B**.

## 4 EXISTING CONDITIONS, PROBLEMS, AND OPPORTUNITIES

### 4.1 TERRESTRIAL ECOSYSTEMS

#### 4.1.1 BEDROCK AND SOILS

The study area is located within the Lake Simcoe-Rideau Ecoregion (6E). This region extends from Lake Huron in the west to the Ottawa River in the east, and includes most of the Lake Ontario shore and the Ontario portion of the St. Lawrence River Valley.

The underlying bedrock is Paleozoic dolomite and limestone, mainly of Ordovician and Silurian ages, except for a complex zone of mixed bedrock types in the Frontenac Axis. The surface is gently undulating to rolling terrain of ice-laid materials deeply covering the bedrock, although in a few areas limestone plains with shallow substrates dominate. Deep ground moraine materials predominate with numerous areas showing well developed drumlins and end/interlobate moraine features.

#### 4.1.2 WETLANDS

Wetland communities are present within the study area, and are described in further detail in **Section 4.1.3**. Of all wetlands in Ontario, Provincially Significant Wetlands (PSW) are identified by the province as being the most valuable. There are no PSWs located within the study area. There are two PSWs found close to the study area. The Willow Creek/Little Lake PSW, is found approximately 150 m from the western limits of the study area, while the Dalston PSW is found approximately 170 m from the eastern limits of the study area.

#### 4.1.3 VEGETATION COMMUNITIES

The study area contains a total of 14 Ecological Land Classification (ELC) communities, which are described below. Refer to **Figure 4-1** for the locations of ELC vegetation communities within the study area.

##### 4.1.3.1 *Mixed Meadow (MEM)*

Mixed meadow (MEM) communities have tree cover less than or equal to 25% and shrub cover less than or equal to 25%. The meadow community is composed of a mix of grass-like and broadleaf plant species. The MEM community contained species such as Asters (*Symphyotrichum* sp.), Common Yarrow (*Achillea millefolium* ssp. *millefolium*), and Timothy (*Phleum pratense*).

#### **4.1.3.2 Forb Meadow (MEF)**

Forb meadow (MEF) communities have tree cover less than or equal to 25% and shrub cover less than or equal to 25%. The meadow community is dominated by broad-leaf species. The MEF community contained species such as Common Burdock (*Arctium minus* ssp. *minus*), Canada Thistle (*Cirsium arvense*), and Viper's Bugloss (*Echium vulgare*).

#### **4.1.3.3 Graminoid Meadow (MEG)**

Graminoid meadow (MEG) communities have tree cover less than or equal to 25% and shrub cover less than or equal to 25%. The graminoid meadow is dominated by grass-like species. The MEG community contained species such as Smooth Brome (*Bromus inermis*) and Wild Carrot (*Daucus carota*).

#### **4.1.3.4 Cultural Meadow (CUM)**

Cultural meadow (CUM) communities have tree cover less than or equal to 25% and shrub cover less than or equal to 25%. The community results from, or is maintained by, cultural or anthropogenic-based disturbances. The CUM communities contained species such as Common Milkweed (*Asclepias syriaca*), Canada Goldenrod, Butter-and-eggs (*Linaria vulgaris*), and Cow Vetch (*Vicia cracca*).

#### **4.1.3.5 Mixed Swamp (SWM)**

Mixed swamp (SWM) communities have tree cover more than 25% in which the trees are more than 5 m in height. The community has a mix of deciduous tree species and coniferous tree species, each covering more than 25% of the canopy cover. The SWM community contained species such as Balsam Poplar (*Populus balsamifera*), Red Ash (*Fraxinus pennsylvanica*), and Eastern White Cedar (*Thuja occidentalis*).

#### **4.1.3.6 Shallow Marsh (MAS)**

Shallow marsh (MAS) communities have tree and shrub cover less than 25%, are dominated by emergent hydrophytic macrophytes, and have water depths of less than 2 m. Shallow marshes have variable flooding regimes and contain species that are less tolerant of prolonged flooding such as facultative or obligate wetlands plants. The MAS community contained was dominated by Cattails (*Typha* sp.)

#### **4.1.3.7 Dry-Fresh Deciduous Regeneration Thicket (THDM4)**

Deciduous regeneration thicket (THDM4) communities have a shrub cover more than 25% and tree cover less than 25%. Shrub cover varies from scattered and patchy to

continuous. The community is dominated by deciduous shrub species (more than 75%) comprised of regenerating tree species.

#### **4.1.3.8 Annual Row Crops (OAGM1)**

Annual row crops (OAGM1) communities are fields designated for farming of any annual crop.

#### **4.1.3.9 Perennial Row Crops (OAGM2)**

Perennial row crops (OAGM2) communities are fields designated for farming of any perennial crop

#### **4.1.3.10 Open Pasture (OAGM4)**

Open pasture (OAGM4) communities are fields designated for grazing animals, such as cattle or sheep.

#### **4.1.3.11 Constructed Green Lands (CGL)**

Constructed green lands (CGL) include parks, picnic areas, playing fields tent camping areas, common gardens, playgrounds, golf courses, and cemeteries.

#### **4.1.3.12 Residential (CVR)**

Residential (CVR) communities include low or high density residential areas, such as single family homes, rural properties, apartment buildings, and trailer parks.

#### **4.1.3.13 Transportation and Utilities (CVI)**

Transportation and utilities (CVI) areas include roads, highways, right of way/verges, airports, railways, harbor, marina, etc.

#### **4.1.3.14 Commercial and Institutional (CVC)**

Commercial and institutional (CVC) areas include business sectors, commercial areas, industrial areas, and educational or health care institutions.

### **4.1.4 RARE VEGETATION**

The NHIC did not contain any records of rare or SAR plants within the three (3) 1 km x 1 km squares encompassing the study area, however, one (1) rare plant species, Butternut (*Juglans cinerea*), was noted as having potential to occur within the study area. Butternut is a SAR protected under the *Endangered Species Act, 2007* (ESA), therefore a search for SAR trees and saplings and other rare plants was completed within the study area

during the field investigations. During the survey, no Butternuts or other SAR or rare plants were recorded.





Figure 4-1: ELC Communities within the Study Area



## 4.1.5 WILDLIFE AND WILDLIFE HABITAT

### 4.1.5.1 Birds

During the field investigations conducted on November 15, 2018 and May 21, 2019 the following bird species were observed within the study area: American Crow (*Corvus brachyrhynchos*), American Goldfinch (*Spinus tristis*), American Robin (*Turdus migratorius*), Canada Goose (*Branta canadensis*), Common Raven (*Corvus corax*), Black-capped Chickadee (*Poecile atricapillus*), Hairy Woodpecker (*Dryobates villosus*), House Sparrow (*Passer domesticus*), Mallard (*Anas platyrhynchos*), Mourning Dove (*Zenaidura macroura*), Turkey Vulture (*Cathartes aura*), Red-tailed Hawk (*Buteo jamaicensis*), Red-winged Blackbird (*Agelaius phoeniceus*) and Rock Pigeon (*Columba livia*).

According to the OBBA, 102 species were recorded within a 10 km by 10 km square encompassing the study area, including eight (8) SAR: Bank Swallow (*Riparia riparia*), Barn Swallow (*Hirundo rustica*), Bobolink (*Dolichonyx oryzivorus*), Eastern Meadowlark (*Sturnella magna*), Eastern Wood-Pewee (*Contopus virens*), Grasshopper Sparrow (*Ammodramus savannarum*), and Wood Thrush (*Hylocichla mustelina*).

### 4.1.5.2 Herpetofauna

No herpetofaunal species were observed during the field investigations. The ORAA contained records of two (2) SAR within a 10 km by 10 km square encompassing the study area: Common five-lined Skink (*Plestiodon fasciatus*) and Snapping Turtle (*Chelydra serpentina*). The NHIC did not contain any additional SAR herpetofauna surrounding the study area.

### 4.1.5.3 Mammals

During the field investigations, the following mammal tracks were recorded: White-tailed Deer (*Odocoileus virginianus*), Eastern Cottontail (*Sylvilagus floridanus*), Red Fox (*Vulpes vulpes*), and Field Mouse (*Apodemus sylvaticus*).

No mammals were observed during field investigations. Several SAR bat species are known to have ranges that extend into this region, including Little Brown Myotis (*Myotis lucifuga*), Eastern Small-footed Myotis (*Myotis leibii*), Northern Myotis (*Myotis septentrionalis*), and Tri-colored Bat (*Perimyotis subflavus*).

### 4.1.5.4 Insects

A comprehensive list of insects was not recorded as part of the field investigations; however, no SAR insects were observed. The OBA provided recent records of Monarch

(*Danaus plexippus*) within a 10 km by 10 km square encompassing the study area. The NHIC did not contain any additional SAR insects surrounding the study area.

#### **4.1.6 SIGNIFICANT WILDLIFE HABITAT**

The study area is located within Ecoregion 6E. There are four (4) categories of Significant Wildlife Habitat within Ecoregion 6E according to the Significant Wildlife Habitat Technical Guide (MNRF, 2000) and the Significant Wildlife Habitat Eco-Regional Criterion Schedule for Ecoregion 6E (MNRF, 2015), detailed in the following sections.

##### **4.1.6.1 Seasonal Concentration Areas of Animals**

Some species of animals gather together from geographically wide areas at certain times of the year. This could be to hibernate or to bask (e.g. some reptiles and bats), over-winter (e.g. deer yards), or to breed (e.g. Bullfrog breeding and nursery areas, bird breeding colonies). Maintenance of the habitat features that result in these concentrations can be critical in sustaining local or even regional populations of wildlife.

According to LIO, Deer Wintering and Yard Areas are found northeast and southeast of the study area, the closest of which is south of the study area approximately 200 m east of Simcoe County Road 93.

##### **4.1.6.2 Rare Vegetation Communities and Specialized Habitat for Wildlife**

Rare Vegetation Communities often contain rare species, particularly plants, which depend on those habitats for survival and cannot readily move or find alternative habitats. There were no Rare Vegetation Communities identified within the study area.

Specialized Habitat for Wildlife can include old-growth forests, calving areas for moose, cliffs, and habitat for bird species requiring large blocks of habitat (generally greater than 25 ha in size). LIO identified a Waterfowl Nursery Area associated with Little Lake and the westernmost edges of the Willow Creek/Little Lake Wetland PSW, located approximately 500 meters west of the study area. In addition, the SWM and MAS communities at the southernmost limits of the study area may provide Amphibian Breeding Habitat (Woodlands) and Amphibian Breeding Habitat (Wetlands), respectively. No additional potential Specialized Habitats for Wildlife identified within the study area.

##### **4.1.6.3 Habitat for Species of Conservation Concern**

*The Significant Wildlife Habitat Technical Guide* (MNRF, 2000) suggests that the highest priority for protection should be provided to habitats of the rarest species (on a scale of global through to local municipality); it also states that habitats that support large populations of a species of concern should be considered significant.

There is potential habitat within the study area for three (3) Species of Conservation Concern: Grasshopper Sparrow, Monarch, and Snapping Turtle.

#### 4.1.6.4 Significant Animal Movement Corridors

According to the guidelines for Ecoregion 7E and to the Significant Wildlife Habitat Technical Guidelines, significance may potentially occur if the following example habitats are present:

- Amphibian Movement Corridors; and,
- Deer Movement Corridors.

No significant animal movement corridors were present within the study area; however, Deer Movement Corridors are possible given the Deer Wintering Areas and Deer Yards in the vicinity identified through LIO, and given that evidence of deer was observed during the field investigations, within the project limits. In addition, there may be an Amphibian Movement Corridor present in the southern end of the study area, between the SWM and/or MAS communities located on either side of Simcoe County Road 93.

#### 4.1.7 SPECIES AT RISK

During MH's field investigations in November 2018 and May 2019, no SAR were observed. Based on a review of background information, 16 SAR were identified as being previously recorded in the vicinity of the study area. In consideration of the background information, existing conditions on site, and the known habitat preferences for these SAR, it was determined that there is potential habitat for 12 SAR within the study area including, Bank Swallow, Barn Swallow, Bobolink, Butternut, Eastern Meadowlark, Eastern Small-footed Myotis, Grasshopper Sparrow, Little Brown Myotis, Monarch, Northern Myotis, Snapping Turtle, and Tri-colored Bat. **Table 4-1** provides a list of all SAR that have been recorded within the study area.

*Table 4-1: Summary of Potential Species at Risk within the Study Area*

Species Group	Common Name	Scientific Name	Provincia I Status (ESA)	Source	Potential Habitat Within the Study Area (Yes/No)
Birds	Bank Swallow	<i>Riparia riparia</i>	Threatened	OBBA (2001-2005)	None currently present, however potential for habitat creation through construction activities
Birds	Barn Swallow	<i>Hirundo rustica</i>	Threatened	OBBA (2001-2005)	Yes; within buildings and culverts

Species Group	Common Name	Scientific Name	Provincia I Status (ESA)	Source	Potential Habitat Within the Study Area (Yes/No)
Birds	Bobolink	<i>Dolichonyx oryzivorus</i>	Threatened	OBBA (2001-2005)	Yes; within MEG community south of Simcoe County Road 93
Plants	Butternut	<i>Juglans cinerea</i>	Endangered	N/A	Yes; potential habitat in treed areas, however none observed
Birds	Eastern Meadowlark	<i>Sturnella magna</i>	Threatened	OBBA (2001-2005)	Yes; within MEG community south of Simcoe County Road 93
Mammals	Eastern Small-footed Myotis	<i>Myotis leibii</i>	Endangered	Natural History of Canadian Mammals, (2012)	Yes; in buildings, and in cavity trees located within SWM communities and bordering CVR north of carpool parking lot
Birds	Eastern Wood-pewee	<i>Contopus virens</i>	Special Concern	OBBA (2001-2005)	No
Reptiles	Five-lined Skink	<i>Plestiodon fasciatus</i>	Special Concern (Southern Shield Population)	ORAA (2014)	No
Birds	Grasshopper Sparrow	<i>Ammodramus savannarum</i>	Special Concern	OBBA (2001-2005)	Yes; within MEG community south of Simcoe County Road 93
Mammals	Little Brown Myotis	<i>Myotis lucifugus</i>	Endangered	Natural History of Canadian Mammals, (2012)	Yes; in buildings, and in cavity trees located within SWM communities and bordering CVR north of carpool parking lot
Insects	Monarch	<i>Danaus plexippus</i>	Special Concern	OBA (2010)	Yes; within CUM, MEM, and MEF communities
Mammals	Northern Myotis	<i>Myotis septentrionalis</i>	Endangered	Natural History of Canadian Mammals, (2012)	Yes; in buildings, and in cavity trees located within SWM communities and bordering CVR north of carpool parking lot
Reptiles	Snapping Turtle	<i>Chelydra serpentina</i>	Special Concern	ORAA (2017) and NHIC (2009)	Yes; within MAS and SWM communities
Mammals	Tri-colored Bat	<i>Perimyotis subflavus</i>	Endangered	Natural History of Canadian Mammals, (2012)	Yes; in buildings, and in cavity trees located within SWM communities and

Species Group	Common Name	Scientific Name	Provincia I Status (ESA)	Source	Potential Habitat Within the Study Area (Yes/No)
					bordering CVR north of carpool parking lot
Birds	Whip-poor- will	<i>Antrostomus vociferus</i>	Threatened	OBBA (2001-2005)	No
Birds	Wood Thrush	<i>Hylocichla mustelina</i>	Special Concern	OBBA (2001-2005)	No

#### 4.1.8 DESIGNATED NATURAL AREAS

Designated Natural Areas are defined by resource agencies, municipalities, the government and/or public, through legislation, policies, or approved management plans, to have special or unique value. Such areas may have a variety of ecological, recreational, and/or aesthetic features and functions that are highly valued.

##### 4.1.8.1 PROVINCIALY SIGNIFICANT WETLANDS

A Provincially Significant Wetland (PSW), the Willow Creek/Little Lake PSW, is present immediately adjacent to the study area, less than 100 m west of the project limits. A second PSW, the Dalston PSW, is found approximately 170 m northeast of the study area, however there are no PSWs within the study area. According to LIO data, there are two (2) unevaluated wetlands at the southernmost limits of the study area, on either side of Simcoe County Road 93.

##### 4.1.8.2 AREAS OF NATURAL AND SIGNIFICANT INTEREST

There are no Areas of Natural and Scientific Interest (ANSI) within the study area, according to LIO data.

#### 4.2 AQUATIC ECOSYSTEMS

Within the study area, there are four (4) unnamed tributaries of Willow Creek located in proximity to the intersection of Highway 11/Simcoe County Road 93 in the township of Springwater. North of the Highway 400 Crown Hill Overpass lies two (2) watercourses within the study area, namely Unnamed Tributary to Willow Creek #1 and #2. South of the overpass lies the Unnamed Tributary to Willow Creek #3 which is located along the western side of Highway 11 and the Unnamed Tributary to Willow Creek #4 which is located along the eastern side of Highway 11.

Project notification and data request regarding fish and fish habitat were sent to the MNRF in the early stages of the project on November 1<sup>st</sup>, 2018. The response was received from

the MNRF on November 8<sup>th</sup>, 2018. In regards to fisheries, the MNRF Midhurst District Office did not have any data available for the tributaries of Willow Creek. Data for Willow Creek was previously provided by the MNRF in December 2009, and this information was utilized for the thermal classification and in-water work timing window identification of the Unnamed Tributaries to Willow Creek #1 to #4. This data indicated that Willow Creek was classified as having a warmwater thermal regime, and that ample habitat is present within Willow Creek to support common species found within Little Lake, which lies approximately 1.5 km downstream of the crossing of Simcoe Country Road 93 over Willow Creek.

Project notification and data request regarding fish and fish habitat were sent to the NVCA in the early stages of the project on November 2<sup>nd</sup>, 2018. This information was received from the NVCA on November 6<sup>th</sup>, 2018. In regards to the fisheries, the NVCA did not have data specific to the tributaries of Willow Creek but did provide indication of the proximity to Willow Creek further downstream, which they had identified as a coolwater system with a Walleye spawning area downstream of the project site.

The fish and fish habitat field investigations were completed on November 15<sup>th</sup>, 2018 to confirm previously documented existing conditions. A followup site visit was undertaken in the spring on May 21<sup>st</sup>, 2019 to assess the watercourses identified on site. A License to Collect Fish for Scientific Purposes was obtained from the MNRF Midhurst District office on February 8<sup>th</sup>, 2019 (License No. 1091993). Field assessment methods were conducted in accordance with Section 4 of the Ministry of Transportation's *Environmental Guide for Fish and Fish Habitat* (June 2009). The detailed assessment area included 50 m upstream and 200 m downstream of the ROW crossing where potential fish habitat was present. Fish community assessments were completed during the May 21<sup>st</sup>, 2019 investigation, however limited water was present within each of the watercourses. Efforts of dipnetting for potential fish capture was completed where suitable conditions were present.

Constraints and opportunities associated with aquatic ecosystems within the study area shown in **Figure 4-2**, and a summary of existing conditions is provided in **Table 4-2**.



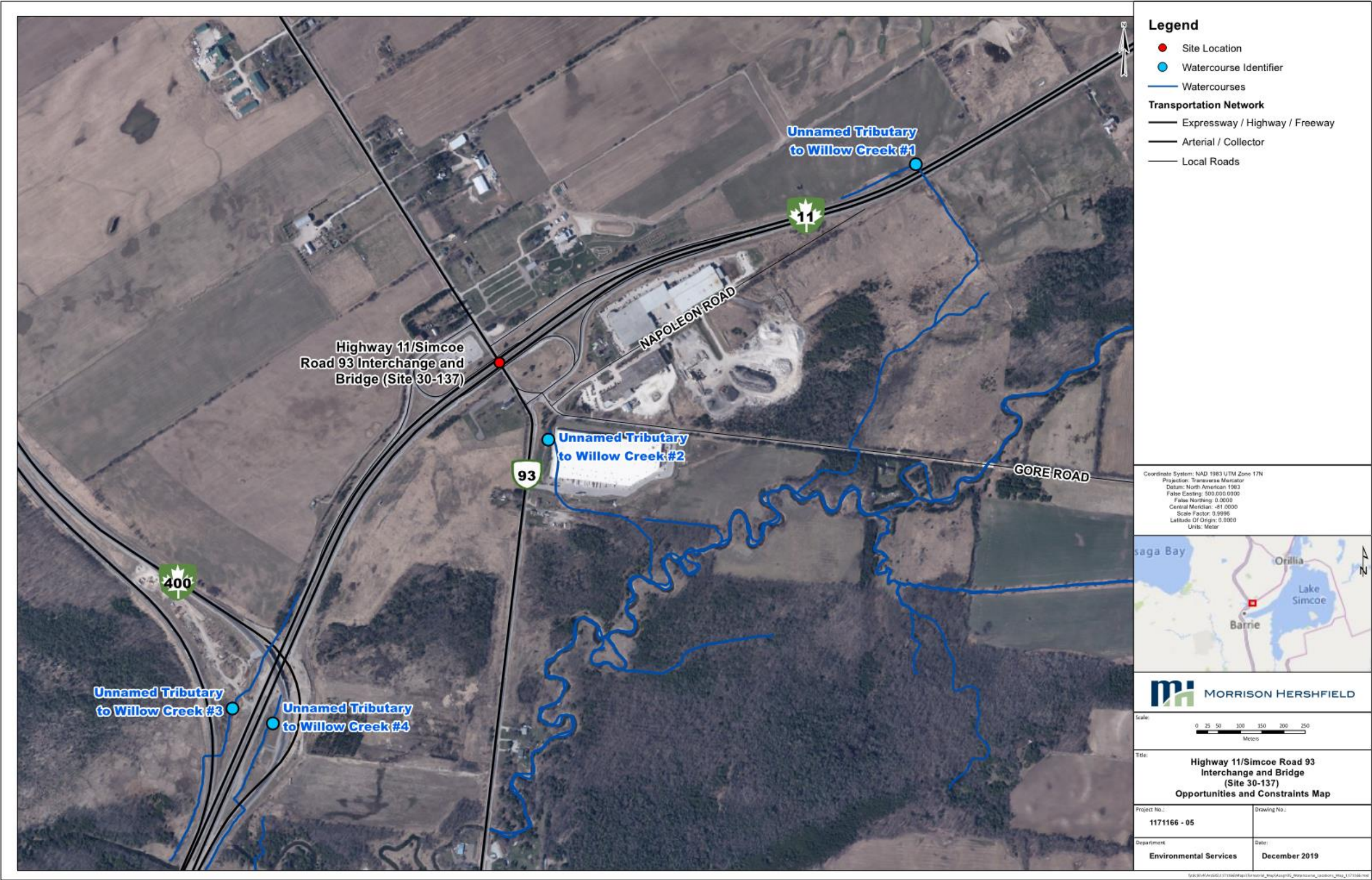


Figure 4-2: Aquatic Constraints and Opportunities Map



Table 4-2: Summary of Existing Fish and Fish Habitat

GWP	Waterbody	Latitude Longitude	Date	Flow	Thermal Regime	Fish Habitat *	Fish Species Present	Substrat e Type	Vegetation	Constraints and Opportunitie s	Specialized Limiting, or Rare Fish Habitat Features	Species at Risk Present	In-water Works Timing Window
GWP 2306- 16-00	Unnamed Tributary of Willow Creek #1	44.438251 - 79.630729	May 21, 2019	Ephemeral	Warm	Indirect	<b>MH Field Survey:</b> None  <b>MNRF:</b> No data <b>NVCA:</b> No data	Silt, sand, muck, detritus	Emergent: Phragmites	None	None	None	July 1 <sup>st</sup> – March 31 <sup>st</sup>
	Unnamed Tributary of Willow Creek #2	44.433373 - 79.642189	May 21, 2019	Ephemeral	Warm	Indirect	<b>MH Field Survey:</b> No sampling  <b>MNRF:</b> No data <b>NVCA:</b> No data	Boulder, cobble, gravel, sand	None	None	None	None	July 1 <sup>st</sup> – March 31 <sup>st</sup>
	Unnamed Tributary of Willow Creek #3	44.427590 - 79.650301	May 21, 2019	Ephemeral	Warm	Indirect	<b>MH Field Survey:</b> None  <b>MNRF:</b> No data <b>NVCA:</b> No data	Silt, muck, detritus	Emergent: Cattails, Phragmites	None	None	None	July 1 <sup>st</sup> – March 31 <sup>st</sup>
	Unnamed Tributary of Willow Creek #4	44.427910 - 79.651449	May 21, 2019	Ephemeral	Warm	Indirect	<b>MH Field Survey:</b> No sampling  <b>MNRF:</b> No data <b>NVCA:</b> No data	Silt, detritus, cobble (rip rap)	Emergent: Cattails, Phragmites	None	None	None	July 1 <sup>st</sup> – March 31 <sup>st</sup>



## **4.3 SOCIO-ECONOMIC AND CULTURAL ENVIRONMENT**

### **4.3.1 LAND USE**

#### **4.3.1.1 GEOGRAPHICAL CONTEXT**

The study area is located in the Township of Oro-Medonte and Township of Springwater, within the County of Simcoe. Located approximately 1.5 km south of the study area is the City of Barrie, a mid-sized city of approximately 150,000 inhabitants. Northeast of the study area is the City of Orillia with approximately 31,000 inhabitants. Approximately 1 km west of the study area is Little Lake, while approximately 5 km west is the Town of Midhurst. 4.5 km south of the study area is Kempenfelt Bay, which is a part of Lake Simcoe.

#### **4.3.1.2 MAJOR ROADWAYS**

Highway 11 is the second longest highway in Ontario, and serves as important route of travel for vehicular traffic north of Barrie. The study area is located less than 1 km from the beginning of the highway where it branches off from Highway 400, another major route connecting Barrie to Midland, and continuing northward until terminating at Parry Sound. Together, these highways serve as a primary connection between the northern and southern parts of the province for traffic west of Lake Simcoe.

#### **4.3.1.3 EXISTING USES**

There are a number of different uses located within the study area, or within close proximity of the interchange.

The community of Crown Hill is situated at the municipal boundaries of Springwater and Oro-Medonte on the northern city limits of Barrie & along Simcoe County Road 93 to the west of Highway 11. A number of residential homes are located within or in proximity to the study area.

Commercial businesses such as Napoleon Home Comfort manufacturing plant/logistic facility, Wolfe Steel manufacturing, Dufferin Construction concrete plant, and Sarjeant Asphalt are located at the northeast quadrant of the interchange.

Chappell Farms, a farm complex at 607-609 Simcoe County Road 93, is situated at the northwest quadrant of the interchange. Crown Hill Martial Arts (605 Simcoe County Road 93), which is located in the former the Dalston-Crown Hill United Church building is also located in the northwest quadrant.

The Holy Cross – St. Nektarios Greek Orthodox Church/St. James/Crown Hill Cemetery (572 Simcoe County Road 93) is also located within the study area on the east side of Highway 11.

#### 4.3.1.4 OFFICIAL PLAN DESIGNATIONS

The *County of Simcoe Official Plan* (2016) designates the lands along the south side of Highway 11 within the study area as Rural, while the lands on the north side are designated Agricultural. The forest and wetlands (including SWM and MAS communities identified in **Section 4.1**) adjacent to Willow Creek and Little Lake are identified as Greenlands.

The Agricultural designation denotes “prime agricultural lands and areas” within the County of Simcoe, and is designed to protect these lands from development that may harm their long-term use for agriculture. The permitted uses within this designation include agricultural uses, agriculture-related uses, processing of agricultural products, on-farm diversified uses, natural heritage conservation and forestry, mineral aggregate operations, and agricultural produce sales outlets.

The Rural designation encompasses a variety of uses that “protect the rural character and promote long-term diversity and viability of rural economic activities”. Uses permitted under this designation include those permitted under the Agricultural designation, along with resource-management activities, limited residential development, cemeteries, and rural industrial and rural commercial uses located on arterial roads and highways.

The Greenlands designation delineates the “natural heritage system” within the County of Simcoe, and includes significant habitat areas, Areas of Natural and Scientific Interest (ANSIs), and public lands. In general, the only uses permitted within this designation are agricultural uses, forestry uses, and passive recreational uses.

#### 4.3.2 ARCHAEOLOGY

A Stage 1 Archaeological Assessment was performed according to the *Standards and Guidelines for Consultant Archaeologists* (MTC 2011) by A. M. Archaeological Associates. The area assessed included the Highway 11/Simcoe County Road 93 interchange, from the Highway 11/Highway 400 interchange east approximately 2.55 km, and extending approximately 630 m north/south along Simcoe County Road 93. A 120 m buffer was established from these extents, encompassing a total of approximately 118 ha. The assessment consisted of a review of historical mapping and aerial photography, supplemented with a visual field investigation conducted from the public ROW. These results were compared against previous Stage 1 Archaeological Assessments completed within and adjacent to the study area. These previous investigations were completed in 2001, 2004, 2008, and 2011; all reports concluded that, for their respective study areas, there is no archaeological potential within the Highway 11 ROWs, but that there may be potential in agricultural lands beyond the ROWs.

The site visit confirmed the areas of disturbance identified by previous archaeological studies and added several other areas of intensive and extensive disturbance. This includes the ditched ROW of Simcoe County Road 93 and the commercial/industrial lands on the south side of Highway 11 east of Simcoe County Road 93. Approximately 37.8 ha of the study area including the current ROW of both Highway 11 and Simcoe County Road 93 is determined to be disturbed. The southern-most portion of the study area along Simcoe County Road 93 comprises the wetland around Willow Creek, a 1.9 ha area considered to have low potential for archaeological remains. The wetlands may extend onto the area on the west side of Simcoe County Road 93 as requiring test pit assessment, but these lands could not be directly accessed during the field visit.

Approximately 62 ha of the study area is currently active agricultural land and is determined to have archaeological potential. There is an additional 16.2 ha of land around existing structures and lawns that may possess archaeological potential as well. Of special consideration is the Holy Cross St. Nektarios Greek Orthodox Church and cemetery lands on the south side of Highway 11 on the west side of Simcoe County Road 93, where unmarked interments may be located.

#### 4.3.3 BUILT HERITAGE & CULTURAL HERITAGE LANDSCAPES

An assessment of cultural heritage landscapes and built heritage resources was completed by Unterman, McPhail & Associates for the study area, which included an assessment of background information and mapping, consultations with local municipalities, a review of databases and historical registers, and a field survey completed in March 2019. The following heritage recognitions were noted in the background review:

- The County of Simcoe has identified Simcoe County Road 93/Penetanguishene Road as the *Simcoe County Highway 93 Historical Route*. The Holy Cross – St. Nektarios Greek Orthodox Church and St. James/Crown Hill Cemetery is identified as a Point of Interest (3) on the *Simcoe County Highway 93 Historical Route*.
- The Ontario Heritage Trust (OHT) has erected a commemorative plaque at 669 Simcoe County Road 93 to recognize the Honourable Ontario Premier Ernest Charles Drury. Additionally, The OHT's Premiers' Gravesites Program has commemorated the gravesite of Honourable Ontario Premier Ernest Charles Drury in the St. James/Crown Hill Cemetery at 572 Penetanguishene Road.
- There are no identified Provincial Heritage Properties (PHP) or Provincial Heritage Properties of Provincial Significance (PHPPS) located within or adjacent to the study area. However, the Simcoe County Road 93 Overpass on Highway 11, which

was completed in 1951, is a potential candidate for evaluation under the MTO Ontario Heritage Bridge Guidelines (OHBG).

Based upon the field study and the above noted background assessment, a total of twelve (12) cultural heritage resources were identified within the study area, including eight (8) cultural heritage landscapes (CHL) and four (4) built heritage resources (BHR) in addition to the BHR identified in the background review (the commemorative plaque). These resources are outlined below:

- 1255 Highway 11 – Agricultural Farm Complex with a house 40 years of age or older (CHL);
- The Historical Settlement of Crown Hill (CHL);
- 543 Simcoe County Road 93 – Residential Property with a house 40 years of age or older (BHR);
- 6 Napoleon Road – Residential Property with a house 40 years of age or older (BHR);
- Highway 11 Overpass – Highway Bridge 40 years of age or older (BHR);
- 572 Simcoe County Road 93 – Holy Cross-St. Nektarios Greek Orthodox Church and St. James/Crown Hill Cemetery (CHL);
- Simcoe County Road 93/Penetanguishene Road – Transportation Roadscape (CHL);
- 600 Simcoe County Road 93 – Agricultural Farm Complex with a house 40 years of age or older (CHL);
- 605 Simcoe County Road 93 – Dalston-Crown Hill United Church (BHR);
- 607-609 Simcoe County Road 93 – Chapell Farms, Agricultural Farm Complex with buildings 40 years of age or older (CHL);
- 632 Simcoe County Road 93 – Agricultural Farm Complex with buildings 40 years of age or older (CHL);
- 661 Simcoe County Road 93 – Drury Farm, Agricultural Farm Complex with buildings 40 years of age or older (CHL); and,
- 669 Simcoe County Road 93 – Commemorative Plaque for the Honourable Ontario Premier Ernest Charles Drury (BHR).

A Cultural Heritage Evaluation Report (CHER) was prepared for 605 Simcoe County Road 93 (the Dalston-Crown Hill United Church) using the Ministry of Heritage, Sport,

Tourism and Culture Industries (MHSTCI) *Standards & Guidelines for Conservation of Provincial Heritage Properties* (S&Gs). Using the “Criteria for Determining Cultural Heritage Value or Interest” set out in O. Reg. 9/06 under the Ontario Heritage Act (OHA, as amended in 2005), it was determined that the building is of local cultural heritage value or interest, due to design or physical value, its historical or associative value, and contextual value. However, an evaluation under O. Reg. 10/06 determined the property does not fulfill the evaluation criteria for provincial significance, and therefore it is not considered to be a PHPPS as defined by the S&Gs.

#### **4.3.4 NOISE**

SLR consulting was retained by Morrison Hershfield to conduct an environmental noise assessment for this project. This assessment surveyed six Noise Sensitive Areas (NSA) to best gauge the impact of construction and operation noise on surrounding properties and to assess the noise impacts of “build” versus “no-build” scenarios. The six NSAs were assessed using receptors in Outdoor Living Areas (OLA) and the Most Exposed Side (MES).

This project is situated in the Township of Springwater and the Township of Ore-Medonte, both of which operate noise control bylaws. Although provincial transportation projects are exempt from this legislation, the construction team will make every effort to adhere to these bylaws as a matter of courtesy.

#### **4.3.5 TRAFFIC**

A variety of traffic data was provided by MTO and Simcoe County in order to complete traffic operational analysis for the study area. The data provided included Turning Movement Counts (TMCs), Automatic Traffic Recorder (ATR) counts, collision data as well as vehicle speed data along Highway 11.

There are currently no existing traffic signals present within the project limits. There is an existing post mounted sign with a flasher beacon and downlight located on Simcoe County Road 93, east of the interchange.

#### **4.3.6 UTILITIES**

The Study Team developed a Preliminary Composite Utility Plan which was based on utility markup drawings received from utility companies. The following aerial and underground utilities are present within the project limits: Hydro One aerial cables and underground plants, Bell Canada aerial cables and underground conduits/cables, and an Enbridge high pressure gasmain.

## 5 GENERATION AND EVALUATION OF ALTERNATIVES

### 5.1 TRANSPORTATION NEEDS ASSESSMENT / GENERATION OF INTERCHANGE DESIGN ALTERNATIVES

To begin the preparation of design alternatives for evaluation, the Study Team reviewed the existing highway and county/municipal roads geometrics for compliance with geometric design requirements. The team identified all areas of Highway 11 and Simcoe County Road 93 that had substandard design speeds. The review also included lane widths and number of through lanes, shoulder widths, paved or partially paved shoulder widths, and curbs and gutters. A geometrics review revealed that the existing horizontal and vertical alignment of Highway 11 is substandard for the desired design speed of 110 km/h due to the horizontal and vertical alignment of the highway, and that the four-lane divided highway cross section should be revised in order to comply with the new MTO Roadside Design Manual (December 2017). The review also revealed that the existing horizontal alignment of Simcoe County Road 93 is substandard for a design speed of 80 km/h and that existing vertical alignment complies with geometric design requirement for a design speed of 80 km/h.

Several high-level alternatives to meet the transportation objectives of this project were considered during Preliminary Design, which involved a two-step process. The first stage involved a long list of several alternatives developed to address the deficiencies at the interchange, which were subject to a high-level screening process to narrow the choices down to three options (the full list of alternatives and the screening process applied is detailed further within the *Preliminary Design Report: Bridge Replacement and Improvements to Interchange on Highway 11 at Simcoe County Road 93* [MH, 2022]).

As a result of the screening, a number of feasible alternatives were identified and brought forward to the second stage of evaluation. In the second stage, the feasible alternatives were refined and further developed into a short-list of alternatives. These “short-list” alternatives were then evaluated in more detail, and the best alternative selected as the Recommended Plan as outlined in **Section 5.3**.

All short-listed options included raising or lowering the grade of Highway 11 by approximately 1.1 m to provide for a standard vertical clearance of 5.15 m at the most critical point under a new overpass structure for future widening of Highway 11 to six lanes. This grade raise also presents an opportunity to revise the substandard vertical crest curve on Highway 11. Additionally, the substandard median of Highway 11 will be revised to comply with new MTO Roadside Design Standards for a freeway median with a TL-5 median barrier for all options. The short-listed options are summarized in **Table 5-1** below.



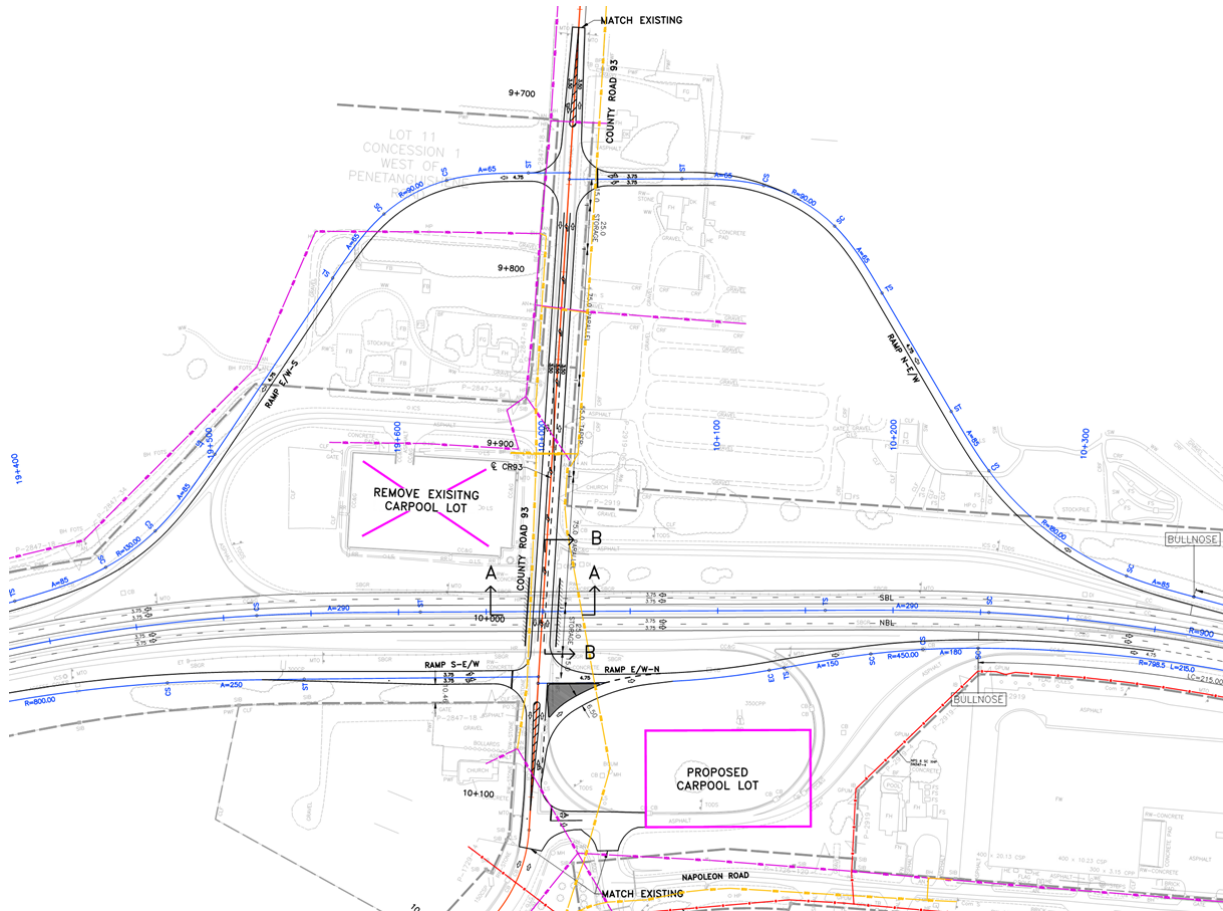
**Table 5-1: Preliminary Design Short-listed Options**

Option	Option Description
3A	Standard Diamond Interchange
3B	Standard Diamond Interchange
5/6	Parclo B2 / Button-Hook with T-Intersections
8	Parclo A4 / Diamond Interchange Combo
9	Parclo A4 / B2 Interchange Combo

### 5.1.1 OPTION 3A (STANDARD DIAMOND INTERCHANGE)

The original Option 3 (Tight Diamond Interchange) included new diamond ramps in all four quadrants of the interchange designed to meet desirable design criteria of the current MTO/TAC Geometric Design Standards, while having no property impacts. However concern about the close proximity of two ramp terminal intersections were identified and a modified version of Option 3 named Option 3A (Standard Diamond Interchange) that provided additional spacing between ramp terminals to accommodate longer left turn lanes with storage, parallel, and taper lanes on the county road were developed. Therefore, left turn lanes were redesigned with spacing increased between ramp terminals from 70 m to 285 m. The new design included left turn lanes on Simcoe County Road 93 with a 55 m long taper, 75 m long parallel lane, 25 m long storage lane, and a 15 m distance to the centerline of the intersection. The modified option also included new diamond ramps in all four quadrants of the interchange, but unlike the original Option 3 would have significant impacts on adjacent properties on the west side of Highway 11.

Refer to figure below showing preliminary design plan for Option 3A.



**Figure 5-1: Preliminary Design Plan - Option 3A**

### 5.1.2 OPTION 3B (STANDARD DIAMOND INTERCHANGE)

The Study Team also developed another modified version of Option 3 (Tight Diamond Interchange) named Option 3B (Standard Diamond Interchange) that provided additional spacing between ramp terminals (from 70 m to 185m) via side-by-side left turn lanes on Simcoe County Road 93 with a 25 m long storage lane, 75 m long parallel lane, and a 55 m long taper. This modified option also includes new diamond ramps in all four quadrants of the interchange. In comparison to Option 3A, Option 3B would have less impact on adjacent properties on the west side of Highway 11.

Refer to Figure below showing preliminary design plan for Option 3B.



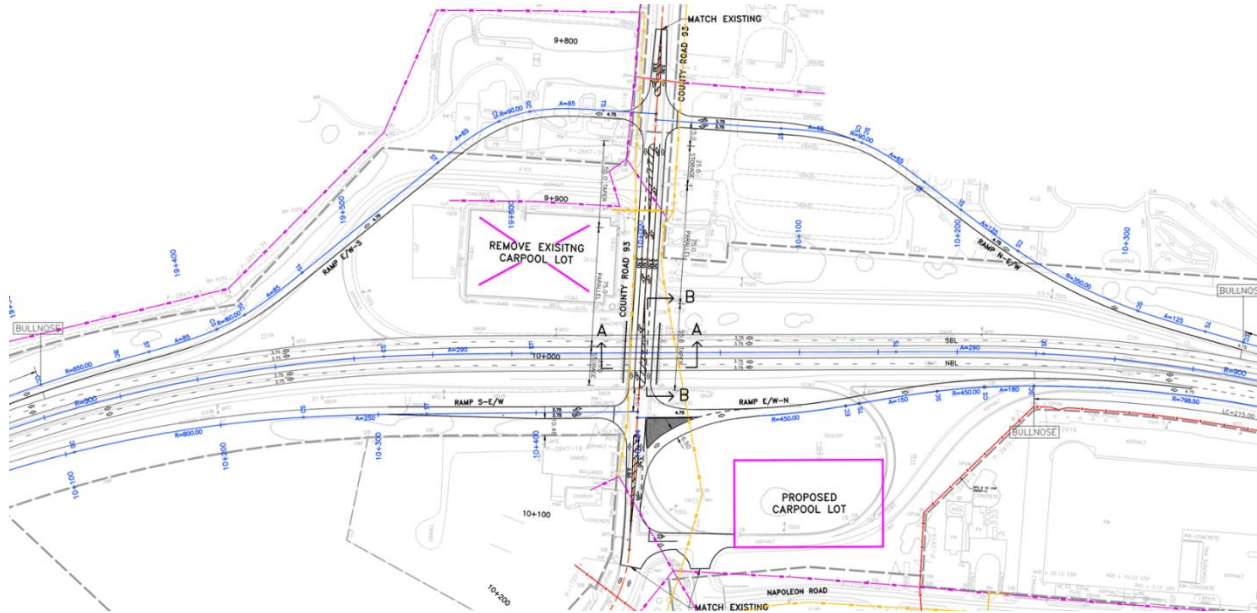


Figure 5-2: Preliminary Design Plan - Option 3B

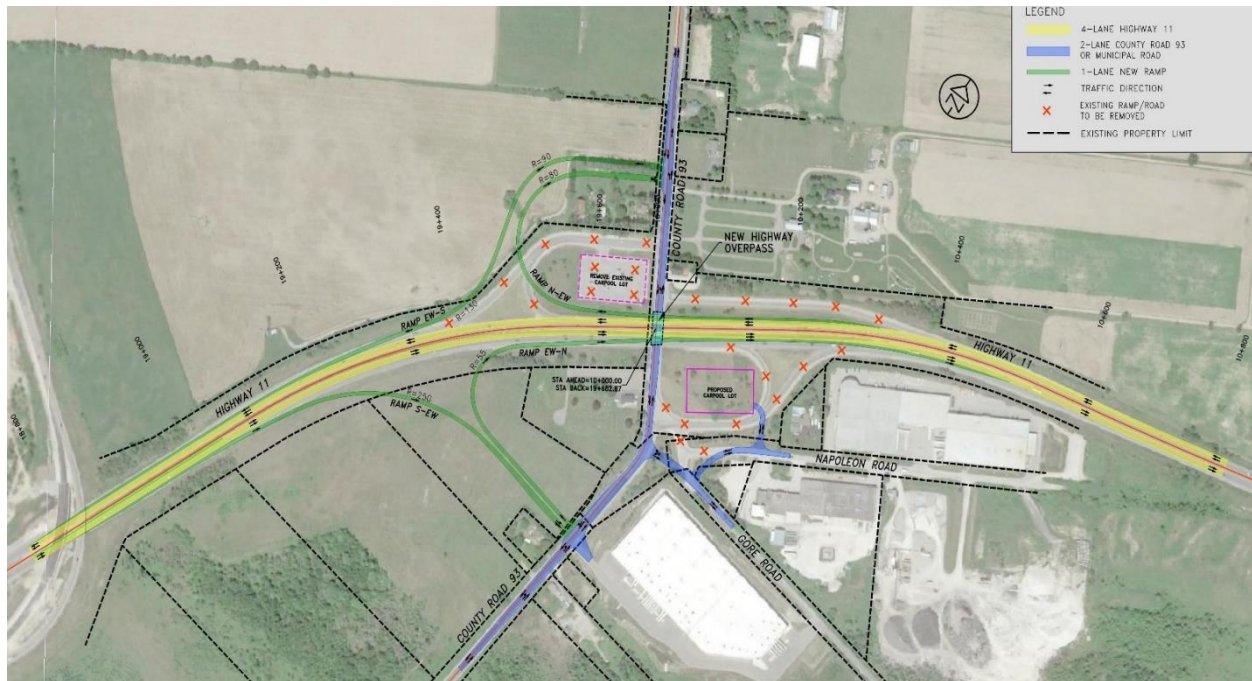
### 5.1.3 OPTION 5/6 (PARCLO B2/BUTTON-HOOK – with T-intersection)

Hybrid Option 5/6 (Parclo B2/Button-Hook) – with a T-intersection – included new ramps in two quadrants of the interchange all designed to meet the minimum design criteria of the current MTO Geometric Design Standards. The new ramps would accommodate all traffic movements between Highway 11 and Simcoe County Road 93. The modified interchange would have significant property impacts on the west and east sides of Highway 11 to the south of Simcoe County Road 93. There will be also minor property impacts along Simcoe County Road 93 on both sides of Highway 11 from the widening of the county road to accommodate new westbound left turn lanes at both ramp terminal intersections.

A new T-intersection would be proposed at Simcoe County Road 93 and Gore Road. The existing horizontal curve on Simcoe County Road 93 is substandard at the new T-intersection and the radius could not be increased because of the impact to the cemetery. Another new T-intersection is proposed at Gore Road and Napoleon Road which would require partial property taking i.e. a small portion of Napoleon's parking lot (formerly vacant land) at the northwest corner of new T-intersection.

An alternative option with a roundabout in place of the T-intersection was not carried forward for evaluation as a roundabout was not endorsed at this location.

Refer to Figure below showing preliminary design plan for Option 5/6.

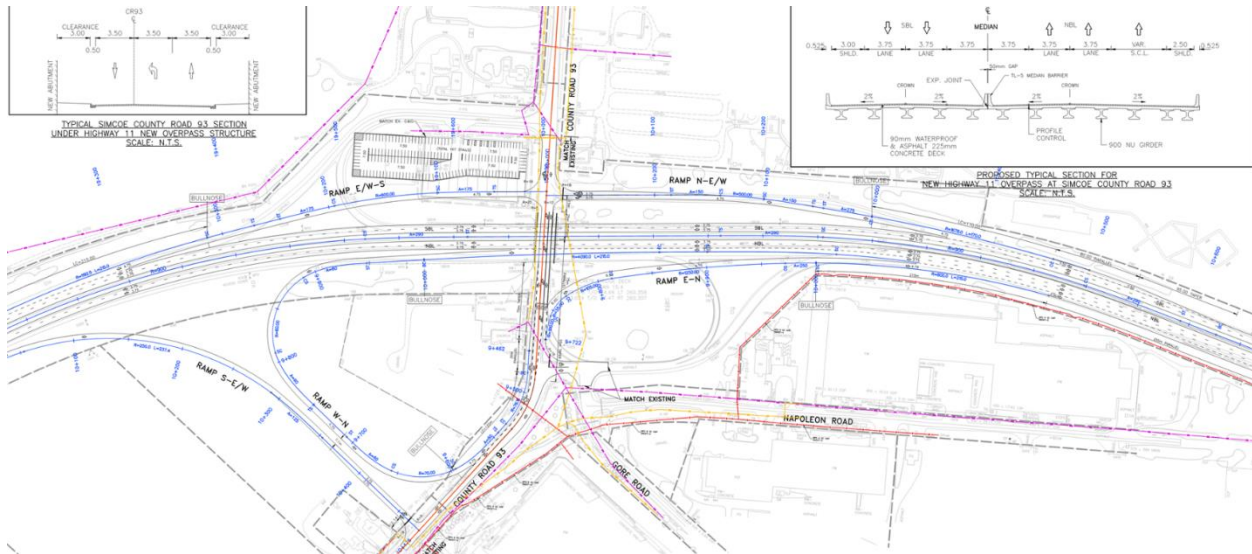


**Figure 5-3: Preliminary Design Plan - Option 5/6**

#### 5.1.4 OPTION 8 (PARCLO A4 / DIAMOND INTERCHANGE COMBO)

Following further evaluation, a new option with the goal to reduce property/environmental impacts on the west side of Highway 11 compared to Option 3A & 3B, while providing for more directional ramp traffic movements on the east side of Highway 11 compared to Hybrid Option 5 & 6 was preferred. Based on these criteria, the Study Team developed Option 8 (Parclo A4/Diamond Interchange Combo), which includes Diamond type interchange ramps on the west side of Highway 11 and Parclo A4 type interchange ramps on the east side of Highway 11.

Refer to Figure below showing preliminary design plan for Option 8.



**Figure 5-4: Preliminary Design Plan - Option 8**

### 5.1.5 OPTION 9 (PARCLO A4/B2 INTERCHANGE COMBO)

Another option with goal to improve the traffic operation of Hybrid Option 5/6 on the east side of Highway 11, by providing for more directional ramp traffic movements was considered. The Study Team developed Option 9 (Parclo A4/B2 Interchange Combo). It includes Parclo B2 type interchange ramps on the west side of Highway 11 and Parclo A4 type interchange ramps on the east side of Highway 11. Refer to Figure below showing preliminary design plan for Option 3B.



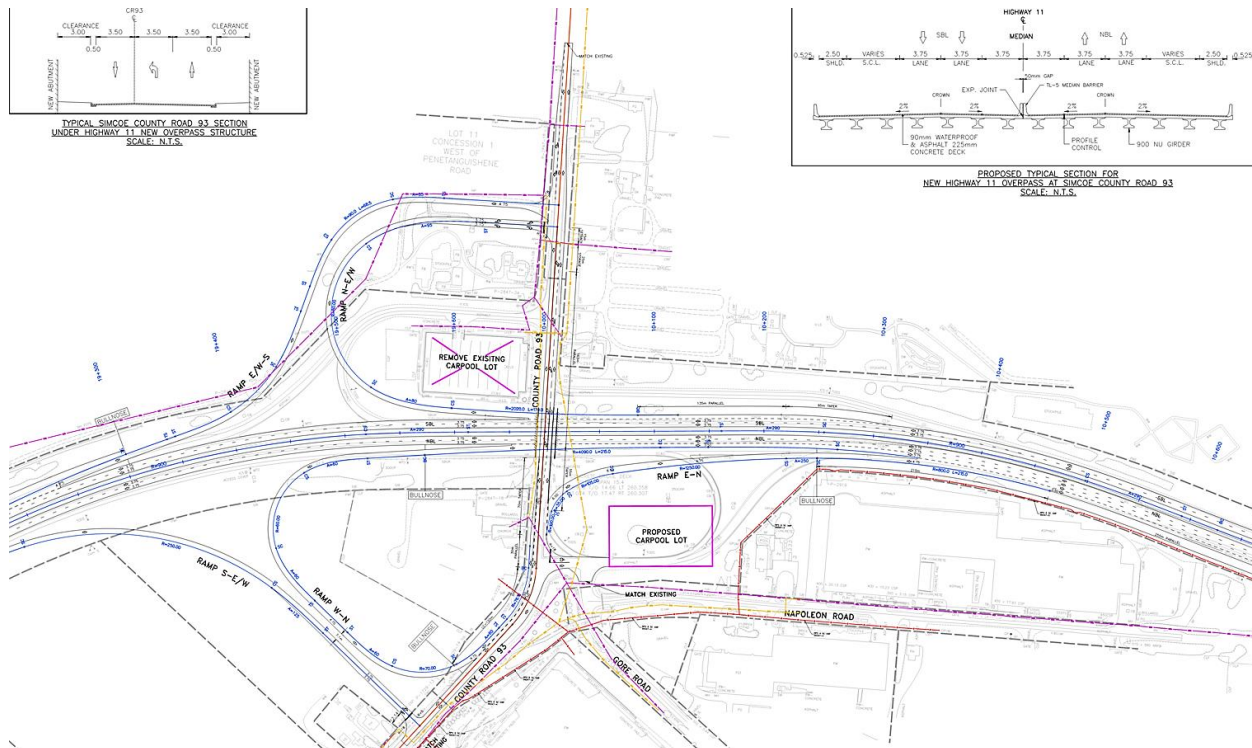


Figure 5-5: Preliminary Design Plan - Option 9

## 5.2 GENERATION OF OVERPASS DESIGN ALTERNATIVES

An initial review of previous inspection reports for the southbound and northbound lane structures was undertaken to determine their condition, as the structures had been previously inspected in December 2017 and January 2018 respectively. In general, the bridge barriers, asphalt wearing surface, deck soffit, abutment walls, wingwalls embankments, and foundations were found to be in fair to good condition, while the retaining walls were noted to be in poor to fair condition with movement observed at the northeast and northwest walls. Further inspection was undertaken on November 5, 2018 to confirm these conditions; it was noted that conditions are consistent with previous reports apart from the condition of the retaining walls, where movement was noted at the southeast and southwest walls along with additional movement at the northeast and northwest walls.

The existing vertical clearance at the west end of the bridge is 4.7 m, which is less than the minimum vertical clearance of 4.8 m for solid concrete bridges, while the existing Simcoe County Road 93 grade increases towards west. Due to the proposed Highway 11 horizontal alignment shift by 10 m towards west, the existing vertical clearance will be further reduced if the existing deck soffit elevation is maintained. As such, all interchange options will involve a grade raise of Highway 11 by 1.1 m, as detailed in **Section 5.1**. Based on this and the proposed interchange configuration alternatives, four (4) different superstructure replacement alternatives were considered. It should be noted that the

proposed structure should also be designed to accommodate future of Highway 11 to six lanes.

### **5.2.1 OPTION 1 (PRE-STRESSED PRECAST BOX GIRDER [B700])**

This alternative consists of 900 mm deep pre-stressed precast concrete side by side box girders and 200 mm thick CIP reinforced concrete deck with a total superstructure depth of 1100 mm. A larger crane will be required to erect heavier girders compare to other girder types, including NU and steel girders.

This option will provide the shallowest superstructure among slab on girder type superstructure alternatives. The composite deck and girder could be rigidly connected to the abutment walls to provide a rigid frame structure that eliminates expansion joints. A 200 mm thick concrete deck would be preferred to provide top and bottom mats of reinforcing steel to resist the large negative moment over the abutments for a rigid frame. The wide flange of the box girder efficiently resists the compression from the negative moment over the abutments. The 200 mm deck with two layers of reinforcement will also provide a more durable deck system compared to the conventional 150 mm topping slab with single mat of reinforcing steel that typically experiences differential deflection between girders and raises a durability concern.

However, construction staging is controlled by the width of the box girders placed in each stage and the future widening would also be controlled by the total number of the box girders required. In addition, since the width of the deck varies to accommodate a speed change lane on Highway 11 (500 mm wider at the south abutment), the most exterior girder width and cantilever overhang would need to be variable in width and therefore, a customized girder fabrication would be required.

This option will eliminate deck formwork and as such accelerate the superstructure construction. However, a larger crane will be required to erect heavier girders and larger foundations will be required to support the heavier girders compared to other girder types including NU and steel girder

### **5.2.2 OPTION 2 (PRE-STRESSED PRECAST NU GIRDER [NU900])**

This superstructure alternative consists of a 225 mm cast-in-place concrete deck supported on pre-stressed precast NU girders. The girder erection would require a smaller crane than side-by-side box girder alternative.

A typical MTO semi-integral abutment details with precast concrete girders can be utilized to eliminate expansion joints and to enhance durability. However, given small structural expansion length less than 7 mm at each abutment, an integral abutment details may be considered. However, integral abutment details will generate relatively larger

compression in the bottom flanges due to the negative movements over the abutments. Further analysis during the Detail Design stage would be required to ensure the compression in the bottom flanges are within the allowable stress ranges specified in CHBDC. A future deck widening and accommodation of the flared deck will be more flexible than the side-by-side box girder alternative as the spacing of the new girders can easily be adjusted as needed.

This alternative will require the deepest superstructure and relatively greater grade raise of Highway 11. This is mainly due to the grade raise being localized near the bridge, with no additional property impacts as the site is located in a rural area.

### 5.2.3 OPTION 3 (STEEL I GIRDER)

The posted speed on Simcoe County Road 93 at the overpass is 60 km/h, and a vertical clearance of >5 m to the roadway will be provided based on Section 8.1.3 of MTO Structural Manual. Use of steel I-girders is permitted provided that the girders are galvanized or metalized.

This superstructure alternative consists of a 225 mm concrete deck supported on steel I-girders (700 mm deep). The girder erection will be easier than other alternatives due to its lighter weight compared to other structure types.

A semi-integral abutment or an integral abutment can be utilized to eliminate expansion joints, similar to the NU girder alternative. If desired, a pre-composite girder (i.e. concrete deck is cast on girder/girders in a shop and shipped to the site) can be utilized to accelerate construction. Closure pours in the deck will be required and the use of high early strength concrete or Ultra High Performance Concrete could be reviewed to further accelerate construction. However, the benefit from the accelerated construction should carefully be reviewed in conjunction with the interchange reconstruction schedule. In addition, the construction joints in closure pours in the deck raise a durability concerns for potential shrinkage cracks resulting in water leakage through the joints. Should accelerated construction be desired, a more detailed review would be required during Detail Design. A future deck widening and/or the accommodation of the flared deck will be more flexible than the side-by-side box girder alternative as the spacing of the new girders can easily be adjusted as needed.

### 5.2.4 OPTION 4 (RIGID FRAME)

It is feasible to construct a rigid frame structure similar to the existing structure, provided a 4.5 m temporary vertical clearance is maintained during construction for either four lanes or the future six lanes of Highway 11; the superstructure depth for a 24.5 m span conventional rigid frame would vary from 850 mm at midspan to 1700 mm at the

abutments and would require a greater grade raise of Highway 11 compared to the slab on girder options.

The construction timeframe would be the longest for this option and traffic control with reduced lane widths on Simcoe County Road 93 during construction is anticipated due to the required falsework. A future deck widening and the accommodation of the flared deck will be more flexible than other alternatives and it has the shallowest superstructure, providing a slender profile that is aesthetically pleasing. However, this alternative will have the higher construction cost than the NU girder option.

## 5.3 EVALUATION AND SELECTION OF PREFERRED ALTERNATIVES

### 5.3.1 INTERCHANGE ALTERNATIVE

The shortlisted options were evaluated on seven (7) separate criteria, as listed below.

- Technical Standards – Highway and Municipal Road Design: The designs were compared against the standards within the TAC Geometric Design Guide for Canadian Roads (June 2017) and the accompanying MTO Design Supplement (December 2017) to ensure that technical deficiencies were not present;
- Traffic Operations: Modeling of traffic volumes and flows was undertaken using software (Synchro Version 10 and Highway Capacity Software 2010) to determine how the options would impact Level-of-Service, delays, and capacity;
- Constructability/Staging: Conceptual staging plans were developed to determine how traffic would be impacted during construction, and if detours would potentially be required;
- Property Impact: Designs were assessed to determine if property acquisitions are required, and to what extent;
- Impact on Environment: Designs were assessed to determine the extent to which they impact terrestrial and aquatic features, archaeological and cultural heritage features, and other environmental aspects;
- Utilities Impact: Designs were assessed to determine how existing utilities would be impacted by construction; and,
- Preliminary Construction Cost Estimate: A rough estimate of the cost of each plan was developed for comparison purposes.

Each design option's performance on these criteria is outlined in the evaluation summary presented in **Table 5-2**. The evaluation of shortlisted options recommended that Option

8 (Parclo A4 / Diamond Interchange Combo) be selected as the Technically Preferred Alternative for the interchange configuration because it provides the best balance between highway design standards & traffic operation, cost, constructability, and associated environmental/property impacts.



Table 5-2: Shortlisted Interchange Options - Evaluation Summary

Evaluation Criteria Summary	Option 3A	Option 3B	Option 5/6 – T-Intersection	Option 8	Option 9
	Diamond	Diamond	Parclo A2/B2	Parclo A4 Diamond	Parclo A4/B2
Technical Standards Highway and Municipal Road Design			Substandard T-Intersection	Substandard Ramp E-N	Substandard Ramp E-N
Traffic Operation					
Constructability / Staging					
Property Impact	Impact on Two Farms and Two Residential Properties	Impact on Two Farms	Impact on Farm	Impact on Vacant Land	Impact on Farm
Impact on Environment					
Utilities					
Preliminary Construction Cost Estimate					
Overall Recommendation	✗	✗	✗	✓	✗

= most preferred

= moderately preferred

= least preferred

























### 5.3.2 OVERPASS REPLACEMENT ALTERNATIVES

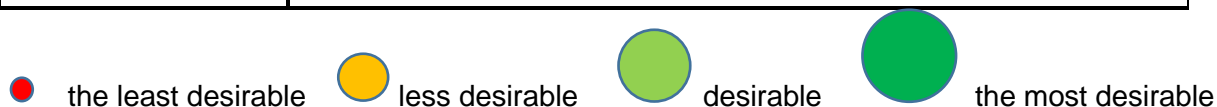
The shortlisted options for the replacement of Highway 11/Simcoe County Road 93 Overpass were evaluated on five (5) separate criteria, as listed below.

- **Durability:** The design of expansion joints, the presence of exposed steel, and the potential for birds nesting are all factors that were assessed which could affect the long-term durability of the structure;
- **Construction Cost:** A rough estimate of the cost of each plan was developed for comparison purposes;
- **Constructability:** Conceptual structural staging plans were developed to determine how easily the structure could be erected, the amount of fabrication lead time/form work/false work required for construction, and how traffic might be impacted during construction;
- **Aesthetics:** Designs were assessed to compare their relative aesthetic value; and
- **Highway 11 Grade Raise Required:** Designs were compared to determine which required the greatest grade raise to provide appropriate levels of clearance.

Each design option's performance on these criteria is outlined in the evaluation summary presented in **Figure 5-6**. The evaluation of options recommended that Option 2 (Prestressed Precast NU900 girder) be selected as the preferred overpass replacement alternative.

**Figure 5-6: Shortlisted Overpass Options – Evaluation Summary**

	ALT. 1	ALT. 2	ALT. 3	ALT. 4
Superstructure Type	Side-by-side Prestressed precast Box girder (B700)	Prestressed Precast NU900 girder	Steel I girder	Rigid Frame
Durability (Exp. Jt., corrosion, bird nests)				
Construction Cost				
Constructability (erection, form work, falsework, fabrication lead time, traffic disruption on side road)				
Aesthetics				
Highway 11 Grade Raise required				
Overall				



## 6 PREFERRED DESIGN ALTERNATIVES

### 6.1 MAJOR FEATURES OF THE RECOMMENDED PLAN

The study has examined alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs. The Recommended Plan includes:

- Replacement of the existing overpass structure with a single span slab-on-girder closed abutment structure, with a clear span of 24.5 m between abutment faces that accommodates northbound and southbound lanes of Highway 11 traffic;
- Modifications to the existing interchange configuration with new on/off ramps proposed to accommodate all existing traffic movements to and from Highway 11;
- New roadside ditch drainage alignment to accommodate the modifications to the interchange configuration;
- Inclusion of traffic signals at the West Ramp Terminal (Ramp N-E/W);
- Existing Highway 11 horizontal alignment to be shifted approximately 10 m to the west within MTO's Right-of-Way to reduce property impacts on the east side of the highway and to improve existing highway geometric deficiencies;
- Roadside safety improvements, including new TL-5 barrier for median protection along Highway 11
- Existing carpool parking lot to be modified/reconstructed, while maintaining existing parking capacity; and
- Drainage and illumination improvements.

The details of the Preferred Design Alternatives for the interchange and overpass design are detailed in **Sections 6.1.1** and **6.1.2** respectively. Preliminary Traffic/Construction Staging details are presented in **Section 6.1.1**.

#### 6.1.1 INTERCHANGE DESIGN

Option 8 (Parclo A4/Diamond Interchange Combo) was selected as the Preferred Interchange Design Alternative as it provides the best balance between highway design standards & traffic operation, cost & constructability, and associated environmental/property impacts. Four new ramps are proposed i.e. Exit Ramp S-E/W, and Entrance Ramps E-W/S, W-N and E-N as well as complete reconstruction of the existing Ramp N-W, which will become Ramp N-E/W. All ramps, excluding Ramp E-N, are designed in compliance with geometric design requirements of the TAC Geometric Design Guide for

Canadian Roads (June 2017) and MTO Design Supplement (December 2017) to TAC Geometric Design Guide for Canadian Roads. Ramp E-N will have no Exit Terminal and a slightly substandard horizontal alignment because of its proximity to the existing intersection at Simcoe County Road 93 and Gore Road. However, this should not impact traffic operations because of the long acceleration lane to Highway 11.

The proposed Simcoe County Road 93 under the overpass will accommodate one through traffic lane in each direction and one westbound left turn lane to the southbound lanes of Highway 11 as shown in the figure below **Figure 6-1**. A copy of the figure is provided in **Appendix C**.

This project presents an opportunity to revise the substandard horizontal alignment of Highway 11 because the overpass structure will be replaced. There will be no other opportunities after the overpass structure is replaced. The existing horizontal alignment of Highway 11 is proposed to be shifted by 10 m to the west at Simcoe County Road 93 to avoid impact to the cemetery and commercial businesses on the east side of the highway, and also to accommodate future widening of the highway to six lanes.

The vertical alignment will also be revised to comply with geometric design standards for vertical crest curves and provide a standard vertical clearance of 5.15 m at the most critical point under the new overpass structure. The existing Highway 11 divided cross section is substandard and it will be revised to a four-lane divided freeway cross section with 7.5 m wide freeway median, including a TL-5 barrier in order to comply with the new MTO Roadside Design Manual (December 2017). All four through lanes will be 3.75 m wide, and right paved shoulders will be 3 m wide with 1.5 m wide shoulder rounding.

### 6.1.2 OVERPASS DESIGN

Option 2 (Pre-Stressed Precast NU Girder [NU900]) was selected as the Preferred Overpass Design Alternative as it is the most economical, offers easier erection and less fabrication lead time than the concrete box girder alternative, and better accommodates the future widening and the proposed flared deck geometry of the structure. The existing rigid frame overpass structure will be replaced with an 24.5 m long single span (between bearings) slab on prestressed precast NU 900 girder bridge. The proposed County Road 93 under the structure will accommodate one through traffic lane in each direction and one westbound left turn lane to the southbound lanes of Highway 11. The span length will provide for future widening of County Road 93 as requested by the County of Simcoe. Retaining walls at all four corners of the abutments along County Road 93 are proposed similar to the existing structure to retain the Highway 11 embankments.. The new structure will accommodate two (2) through traffic lanes in each direction on Highway 11

and a northbound speed change lane as shown in **Figure 6-1..** The proposed typical section of Highway 11 over Simcoe County Road 93 Overpass is presented below.

### 6.1.3 PRELIMINARY TRAFFIC/CONSTRUCTION STAGING

A preliminary construction staging plan is provided below. Three main construction stages will be required in order to maintain four lanes of traffic on Highway 11 during construction, as follows:

Pre-Stage: The existing traffic will be shifted away from the highway median and the Pre-Stage median work zone should be protected with Temporary Construction Barriers. Then, the existing highway median is proposed to be reconstructed/graded and paved temporarily to allow for the southbound lanes traffic shift in Stage 1.

Stage 1: Four-lane highway traffic will be shifted to the east side of Highway 11 over the existing median, while the west side of highway is widened/raised, west interchange ramps are constructed, and part of overpass structure is replaced and widened on a new highway grade. Temporary protection systems will be required.

Stage 2: Two-lane highway southbound traffic will be shifted to the west side of Highway 11 over the existing median on the newly widened/raised highway & a new overpass structure while two-lane northbound traffic will maintain Stage 1 configuration. The middle part of the highway will be raised/reconstructed, including the middle part of a new overpass structure. Temporary protection systems will be required.

Stage 3: Two-lane highway southbound traffic will be maintained as per the Stage 2 configuration while two-lane northbound traffic will be shifted over the median on the new overpass structure/raised highway constructed in Stage 2. The east side of highway will be then raised/reconstructed, east interchange ramps constructed, and the last part of overpass structure replaced on a new highway grade. Temporary protection systems will be required.

Post-Stage: Four-lane traffic will be split and two lanes shifted to either side of Highway 11 on the newly reconstructed/raised highway over the new overpass structure while a new freeway median, storm sewer system, and TL-5 barrier are constructed. It will also include transitions at the north end of the project limit to match to the existing highway four-lane cross section with a Box Beam median as well as at the south end of the project limit to match to the existing highway four-lane cross section with a 9 m wide grassed median.

New ramps are proposed in a different location than the existing Parclo B2/B4 ramps. Therefore, traffic will be maintained on existing ramps during construction while new Parclo A4/Diamond ramps are constructed.



Traffic on Simcoe County Road 93 could be maintained during construction. There are currently four lanes provided on Simcoe County Road 93 under the existing overpass structure. Therefore, construction could be staged by shifting two-lane traffic on Simcoe County Road 93 i.e. one-lane each way to one side of the county road and completing part of the construction on the other side of the road. The next stage would then be completed vice versa.

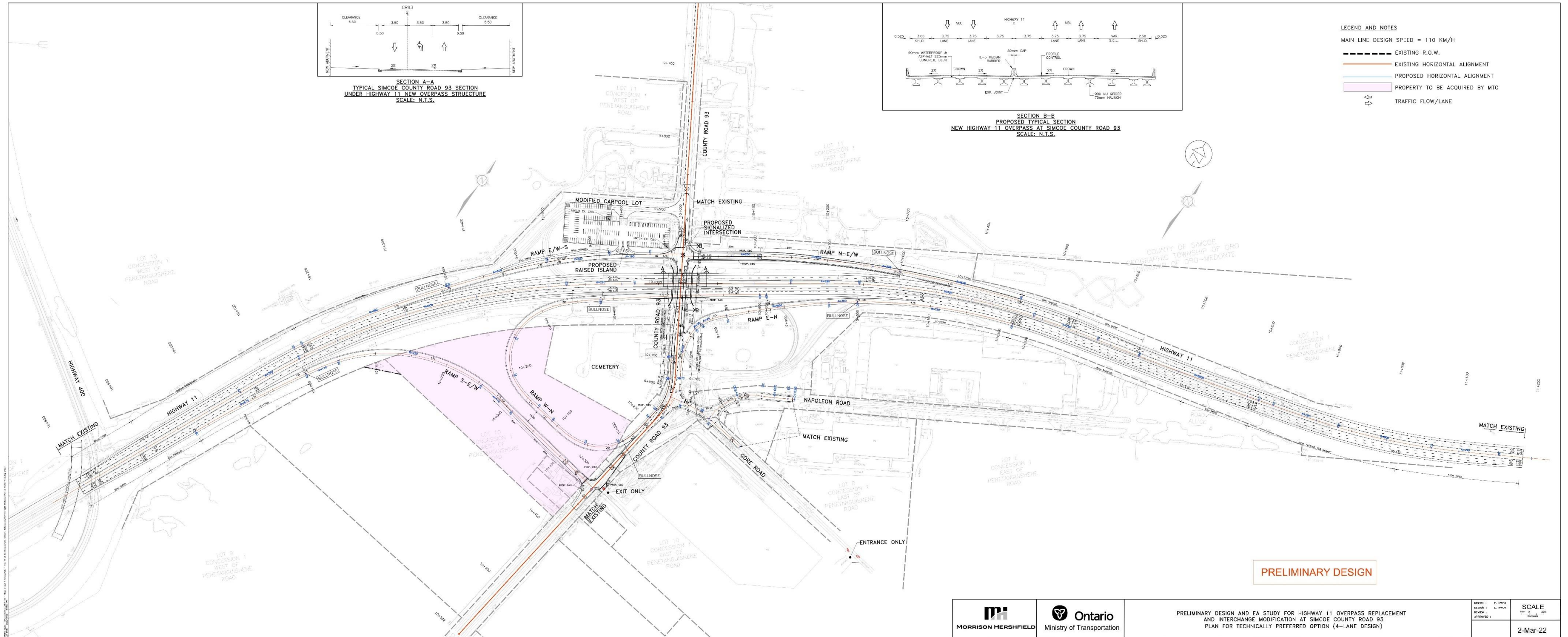


Figure 6-1: Preferred Design Alternative Plan for the Highway 11/Simcoe County Road 93 Interchange

## 7 POTENTIAL ENVIRONMENTAL EFFECTS, PROPOSED MITIGATION AND COMMITMENTS TO FUTURE WORK

### 7.1 TERRESTRIAL ECOSYSTEMS

#### 7.1.1 VEGETATION AND VEGETATION COMMUNITIES

Based on the Preliminary Design and anticipated grading limits, the greatest impacts of the project on naturalized communities will be within the MEG community located south of Simcoe County Road 93 and west of Highway 11, as a result of construction of the new S-E/W and W-N Ramps. The estimated area of the MEG community impacted in this area, based on the Preliminary Design details, is 1.9514 ha.

Additional impacts beyond those within this MEG community will be almost entirely limited to already culturally impacted OAGM4, CVI, CUM, CGL, and CVR areas alongside of Highway 11 and Simcoe County Road 93 and within and adjacent to the existing ROW; however, approximately 0.0552 ha of MAS community, 0.1527 ha of SWM community and an additional 0.2963 ha of MEG will also be marginally impacted, along the community edges.

The proposed work will not impact any designated areas or Natural Heritage System Lands; however, work will occur adjacent to Environmental Protection Areas. The Willow Creek/Little Lake and Dalston PSWs are located close by to the study area (to the west and east) though no wetland communities are expected to be impacted as a result of the project. Therefore, upon completion of the project, drainage within wetted areas are anticipated to remain the same as current conditions. Given the footprint impacts associated with the proposed work are primarily contained within culturally influenced areas, it is anticipated that the function of these natural areas in proximity to the project will not be affected.

Impacts to vegetation as a result of removals and grading associated with construction of the new S-E/W and W-N Ramps, modification to the existing ramp and highway alignments, alteration of the carpool parking lot location, and the overpass replacement will not result in any impacts to rare or sensitive vegetation communities. Temporary impacts to soils such as erosion of soils, soil exposure and loss of vegetation as a result of run-off, degradation of soil quality, and soil compaction, could also result from the proposed project work; however, these potential impacts can also be managed and prevented through the implementation of proper construction practices and mitigation measures, as detailed below:

- Clearing of vegetation should be kept to a minimum whenever possible. Existing roads and ROW should be used during construction to avoid disturbance to

vegetation and prevent soil compaction, where possible. Additional measures to minimize impacts to terrestrial communities and vegetation on site include the following mitigation measures:

- All vegetation removals and tree clearing will be completed in accordance with **OPSS 201: Construction Specification for Clearing, Close Cut Clearing, Grubbing, and Removal of Surface and Piled Boulders.**
- In order to protect trees that will be retained, the work limits shall be clearly identified on the contract drawings and staked in the field, and no equipment shall enter beyond the work limits.
- All Environmental Protection Areas (Environmentally Sensitive Areas) will be shown on the contract drawings, and entry onto or use of these areas for any purpose is prohibited as per **Special Provision No. 199F12 Environmentally Sensitive Areas.**
- Surplus material resulting from vegetation removal operations should be handled as per **OPSS 180: General Specification for the Management of Excess Materials.**
- Trees and shrubs to be retained are not permitted to be damaged, and shall be pruned in advance of construction activities, or repaired where required as per **OPSS 801: Construction Specification for the Protection of Trees.**
- Trees and shrubs to be retained shall be replaced if killed by construction activities.
- Trees and shrubs being replaced will be planted and maintained in accordance with **Special Provision No. LAND0001: Requirements for Planting.**
- Areas of herbaceous vegetation disturbed during construction not covered under the Landscaping Plans shall be seeded with a native seed mix consisting of species appropriate for the study area and site conditions such as Simcoe County Native Seed Mixture 6850 from Ontario Seed Company (OSC), and as per **OPSS 803: Construction Specification for Vegetative Cover** and **OPSS 802 Construction Specification for Topsoil.**
- Vegetation removals beyond the project footprint will not be completed in order to accommodate construction sheds, site offices, toilets, stockpiling, storage areas, parking etc. These structures and/or areas should be maintained within the existing roadways and ROW.
- The Contractor must ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species and noxious weeds for the duration of construction, as per **OPSS.PROV 182** and **OPSS 803.**



The construction site contains areas with the invasive plant species Common Reed, also commonly known as Phragmites, which is listed as a restricted species under the *Invasive Species Act*, RSO 2015. Therefore, the following mitigation measures are recommended to prevent the introduction or spread of invasive species:

- Exposed soils or soil stockpiles should be stored for a period of less than 45 days.
- Where exposed soils or soil stockpiles must be stored for a period longer than 45 days, they should be covered.
- Equipment must be thoroughly cleaned between sites, and arrive on-site free of invasive species.

Potential impacts to soils can be managed and prevented through the implementation of proper construction practices and mitigation measures. In addition to implementing, inspecting, and maintaining erosion and sediment control measures as per **OPSS 804: Construction Specification for Temporary Erosion Control** and **OPSS-805: Construction Specification for Temporary Sediment Control Measures**, the following is recommended:

- Minimize vegetation removal, where possible, and limit removal to within the construction footprint.
- Maintain vegetation on embankments and slopes for as long as possible prior to disturbance.
- Cover and seed exposed soils as soon as possible after completion of work in any area as per **OPSS 802: Construction Specification for Topsoil** and **OPSS 803: Construction Specification for Vegetative Cover**.
- Temporary stockpiling, access, and staging areas will be properly contained to prevent migration of materials and sediments beyond the work limits.

### 7.1.2 MIGRATORY BIRDS AND WILDLIFE

Mitigation measures should be followed to ensure compliance with the *Migratory Birds Convention Act, 1994* (MBCA) for all migratory birds as well the ESA for SAR birds (Bobolink, Eastern Meadowlark and Grasshopper Sparrow). The following avoidance and mitigation measures are recommended for implementation by the Contractor:

- The Contractor is responsible for abiding by **Non Standard Special Provision (NSSP) ENV00031: Migratory Bird Protection**, and will not destroy nests or eggs of protected migratory birds or harm or harass them.



- Vegetation and tree clearing during the breeding bird season of April 1 to August 31 could result in the disturbance/displacement of breeding birds and/or destruction of their active nests. In order to avoid the destruction of migratory birds, their eggs and their nests, and prevent a contravention of the MBCA or the ESA, vegetation removals and tree clearing must be conducted outside of the breeding bird window of April 1 to August 31 of any given year.
- If clearing and grubbing during the breeding bird window (April 1 – August 31) cannot be avoided within areas of simple habitat (individual isolated trees or areas within the ROW), an Avian Specialist must conduct nest surveys to confirm the absence of nesting birds within the area to be cleared and/or grubbed, before clearing/grubbing can occur. If any nests are found, they must be protected while they are active with a species-appropriate buffer (determined by the Avian Specialist). Simple habitat within the study area includes planted/street trees and areas within the ROW. All other areas are not simple habitat and, as such, all vegetation and tree clearing and grubbing within these communities must be conducted outside of the breeding bird window (before April 1 or after August 31).
- If nesting activity (nest building, carrying nesting material etc.) or a nest of a bird or eggs/young are found within or adjacent to the work limits at any time, all work will stop in the surrounding area, and the Contractor will consult with an Avian Specialist to determine whether a species specific setback distance (buffer) around the nest is required, within which no work can occur for the remainder of the time the nest is active. All workers shall be made aware of this requirement.
- The Contractor shall monitor the area daily for nesting activity and/or nests or eggs/young, and notify the Contract Administrator immediately if a nest (re)appears or if nesting activity is occurring.
- The Contractor will be advised that any temporary brush piles or loose soil piles, or exposed vertical embankments should be tarped or covered during the breeding bird season to ensure they do not provide nesting opportunities for migratory birds.
- Any wildlife (e.g. snake, mammal, bird) encountered in the work area will not be knowingly harmed, and shall be allowed to move away from the work area on their own. In the event that any wildlife encountered does not move away from the area or is injured, the Contract Administrator shall be notified immediately.
- Before filling any holes or trenches, they shall be inspected for wildlife, and any trapped wildlife shall be removed and released nearby. Before operating heavy equipment, a scan around the equipment should be completed to ensure no wildlife is basking or hiding in the vicinity.

## 7.2 SPECIES AT RISK

The study area was determined to provide potential habitat for 12 SAR, nine (9) of which receive habitat protection under the ESA including, Bank Swallow (Threatened), Barn Swallow (Threatened), Bobolink (Threatened), Butternut (Endangered), Eastern Meadowlark (Threatened), Eastern Small-footed Myotis (Endangered), Little Brown Myotis (Endangered), Northern Myotis (Endangered), and Tri-colored Bat (Endangered). Though species of Special Concern (Grasshopper Sparrow, Monarch, and Snapping Turtle) are not protected under the ESA, they receive protection under other legislation (i.e. MBCA, FWCA etc.). The following species-specific recommendations are proposed for potential SAR and special concern species on site.

### 7.2.1 BANK SWALLOW

Neither Bank Swallows nor their habitat were observed within the study area during the 2018 and 2019 field investigations. However, there is the potential for this species to arrive on site following commencement of construction activities, as they are attracted to nesting in loose soils such as those resulting from construction of embankments and slopes, or those found in stockpiles of soils. If soil stockpiles or sloping is required during the breeding bird season, a slope reduction plan should be used to deter nesting by Bank Swallows, and can be achieved by:

- Sloping of stockpiles (using a bulldozer excavator etc.).
- Contouring slope faces.
- Avoiding exposed vertical faces.

Note that any slopes or stockpiles or parts of slopes or stockpiles that are not rendered unsuitable can be occupied as quickly as overnight during the breeding bird season. For work sites that are operational daily, slopes should be left at 70 degrees or less at the end of each day between April 1 and August 31. Slope reduction measures should continue throughout the breeding bird season (April 1 – August 31) of any year.

### 7.2.2 BARN SWALLOW

At the time of the 2018 and 2019 field investigations, no Barn Swallows or their nests were observed on the bridges, in culverts, or in the barn structures found within the study area. There is potential for this species to nest inside the abandoned barns structures found within the study area and in culverts however the proposed work does not require the removal of any of these structures; therefore, impacts to this species are not anticipated as result of the project.

### 7.2.3 BOBOLINK AND EASTERN MEADOWLARK

At the time of the 2018 and 2019 field investigations, no Bobolinks or Eastern Meadowlarks were observed within the study area. Potential nesting habitat for these species (as well as Grasshopper Sparrow) was however identified within the MEG community located south of Simcoe County Road 93. Targeted SAR surveys to confirm presence of Bobolinks and Eastern Meadowlarks were not completed as part of the Preliminary Design study. During the Detail Design phase of the project, the study area should be re-evaluated for suitable habitat for these species, and targeted surveys to confirm whether Bobolinks and/or Eastern Meadowlarks are present should be completed, wherever suitable habitat for these species exists. Mitigation measures that apply to all migratory birds, are found in **Section 7.1.2**.

### 7.2.4 SAR TURTLES

There is the potential to encounter Snapping Turtles (Special Concern) seasonally during the project, in the vicinity of the MAS and SWM communities, as well as Painted Turtles (*Chresemys picta marginata*), a non-SAR turtle afforded the same protections as Snapping Turtles, under the Fish and Wildlife Conservation Act (FWCA). In order to prevent impacts to either of these turtles potentially migrating through or nesting within the study area, and to prevent a contravention of the FWCA, the following mitigation measures shall be implemented:

- Training should be provided to all on-site personnel, which includes a fact sheet identifying the protected turtles possible within the study area and provides general species-specific guidance with respect to appropriate actions to be taken whenever these species are encountered. The Contractor should ensure that all persons are provided with information and awareness training, prior to entering the project site.
- To the extent possible, conduct grading and construction activities near MAS and SWM communities outside of the turtle nesting and incubation season (between May 15 and October 31).
- If a turtle is sighted during construction, work will immediately stop near the turtle and it should be allowed to move out of the work area on its own. If the turtle is a SAR, the Contractor should immediately notify the Contract Administrator, and the Contract Administrator will be responsible for notifying the MECP.
- In the unlikely event that a turtle is injured by construction activities, it should be transported to a qualified Wildlife Rehabilitation Centre immediately, and the MECP should be contacted for advice on how to prevent further injuries.

- If a turtle is observed digging or laying a nest, the turtle shall be allowed to continue undisturbed by construction activities and allowed to leave the area on its own. A 5 m area around the nest should be clearly marked, and the MECP should be contacted for advice on potentially relocating the nest or bringing it somewhere for incubation. The MECP should similarly be contacted for advice in the event that any turtle eggs are incidentally found. A daily inspection of the work area should occur before work commences during the turtle nesting season (June and July), and if any nest sites are found, the MECP should be contacted for advice regarding the nest.

### **7.2.5 SAR INSECTS**

There is potential for Monarch to occur within CUM, MEM, and MEF communities within the study area where Common Milkweed plants and other wildflowers are present, however Monarchs do not receive habitat protection under the ESA. Common Milkweed is considered to be widespread in Ontario, and loss of Common Milkweed plants as a result of the proposed work is not anticipated to impact Monarchs. Therefore, no additional mitigation measures are proposed for SAR insect species.

### **7.2.6 SAR PLANTS**

There is potential for Butternut to occur throughout the study area in treed areas, however none have been previously recorded within the project limits or within 3 km of the study area. During the Detail Design stage, surveys of all trees to be removed should be completed in order to ensure no Butternuts are present.

## **7.3 AQUATIC ECOSYSTEMS**

### **7.3.1 FISH AND FISH HABITAT**

The proposed work that may affect fish and fish habitat includes an increase in the width of the highway footprint and associated increase in grading limits. This will also include the installation of two (2) new CSP culverts as well as associated modifications to the roadside ditch drainage alignments due to the interchange reconfiguration near the location of the intersection of the NBL exit ramp and Hwy 93. These culverts and ditch lines are not located in watercourses where fisheries are present and fisheries specific assessment/mitigation is not required at these locations.

The planned embankment widening and associated ditch grading activities do not fall within the BMP Scope criteria for any of the BMPs listed within the MTO BMP Manual and occur within 30 m of Unnamed Tributaries to Willow Creek #2 and #3. As such, a detailed Fisheries Assessment was required as per Step 4 of the Pilot Protocol to

determine the likelihood of the project resulting in a Harmful Alteration, Disruption or Destruction (HADD) of fish habitat (as defined by the *Fisheries Act*).

Based on the review of the PoE's in relation to the proposed works, land-based activities have the potential to occur. Land-based activities identified as potential sources of impacts on the fish and fish habitat include: vegetation clearing, grading and use of industrial equipment. Based on the Preliminary Design, potential impacts include, but are not limited to, alteration to native vegetation, change in habitat structure and cover, change in substrate composition and change in contaminant concentrations from lubricant and fuel leaks from equipment. Unnamed Tributaries of Willow Creek #2 and #3 are within 30 m of active work as per the Preliminary Design; however, Unnamed Tributary to Willow Creek #2 is not immediately adjacent to the grading activities and is separated by the existing alignment of Simcoe County Road 93. Disturbance as a result of construction activities will be localized and no negative downstream effects are anticipated. Existing baseline conditions within the Unnamed Tributaries to Willow Creek #1 to #4 are not expected to change as a result of the Preliminary Design in consideration of the proposed mitigation. Habitat conditions will remain fully functional following construction and no long-term negative effects are anticipated. Therefore, it is not anticipated that the proposed works will result in a HADD to fish and fish habitat. Project impacts to fish and fish habitat must be re-evaluated during the Detail Design phase, in order to address potential for impacts to fish or fish habitat and to determine the potential for a HADD.

The Preliminary Design also includes installation of two (2) new CSP culverts near the location of the intersection of the NBL Exit Ramp and Simcoe County Road 93. These culverts are not located at watercourses and fisheries specific assessment/mitigation is not required at these locations. In addition, Unnamed Tributaries to Willow Creek #1 and #4 are not within 30 m of active work.

In order to protect fisheries and aquatic habitat resources within the study area, it is recommended that the following mitigation measures be considered during construction activities:

- Implementation of timing constraints for in-water works to the period from July 1st to March 31st, where work is permitted, to protect sensitive life stages/processes of fish;
- Schedule work to avoid wet and rainy periods that may increase erosion and sedimentation.
- All exposed soils or disturbed areas that drain into a waterbody will be treated with seed and cover according to **OPSS 803** immediately after exposure or upon



completion of the work in or around the waterbody or on the waterbody bank. **OPSS 804** will facilitate erosion control and **OPSS 805** sediment control.

- The Contract Administrator shall monitor construction activities in and around watercourses and ensure all related mitigation measures are properly installed and maintained, and are functioning effectively.
- The limit of any area to be disturbed shall be clearly marked prior to the commencement of work.
- All equipment used for the work in waterbodies shall be free of excess fuel, lubricants, coolant and any other contaminants that could enter the waterbody.
- Unless specified in the Contract Documents, vehicles and equipment shall not enter or be operated in waterbodies or on waterbody banks or in riparian vegetation areas.
- Vehicular and equipment maintenance and refueling shall be conducted more than 30 m from waterbodies and waterbody banks, and shall be controlled to prevent any discharge of equipment fuels and fluids onto the ground or into waterbodies.
- All stockpiled materials, including but not limited to excavated overburden and topsoil, excess materials, construction debris and containers shall be stored and stabilized in a manner that prevents them from entering any waterbody.
- All materials used to provide environmental protection shall not contain deleterious substances.
- Develop a response plan that is to be implemented immediately in the event of a sediment release or spill of a deleterious substance and keep an emergency spill kit on site.
- Construction activities around watercourses shall be monitored to ensure all related mitigation measures are properly installed and maintained, and are functioning effectively.

### 7.3.2 EROSION AND SEDIMENT CONTROL

Sediment impacts which are not properly contained may affect fish populations as well as habitats downstream. In addition to the timing restrictions set out by the MNRF, the following erosion and sediment control measures should be implemented:

- Use of effective erosion and sediment control measures including topsoil and seed, silt fence barriers, and erosion control blankets as per **OPSS 804, OPSS 805 and SP: Erosion and Sedimentation Control-General**.
- Design and implement erosion and sediment controls to contain/ isolate the construction zone, manage site drainage/runoff and prevent erosion of exposed soils and migration of sediment into waterbodies at all stages of the project using details outlined in **OPSS 804** and **OPSS 805**. Erosion and sediment control measures should be maintained until all disturbed ground has been permanently stabilized, suspended sediment has resettled to the bed of the waterbody or settling basin and runoff water is clear.
- Installation of effective erosion and sediment control measures before starting work to prevent sediment from entering the water body.
- Implement measures for containing and stabilizing waste material (e.g., dredging spoils, construction waste and materials, commercial logging waste, uprooted or cut aquatic plants, accumulated debris) above the high water mark of nearby waterbodies to prevent re-entry.
- Regular inspection and maintenance of erosion and sediment control measures and structures during the course of construction.
- Repairs to erosion and sediment control measures and structures if damage occurs.
- Removal of non-biodegradable erosion and sediment control materials once the site is stabilized.

### 7.3.3 OPERATION OF MACHINERY

The Contractor must ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species and noxious weeds for the duration of construction. The Contractor must also ensure that:

- Heavy machinery access will be limited to areas within the existing right-of-way (ROW) and along the banks above the normal high water mark. The watercourse will not be crossed (i.e. forded) or treated as machinery staging areas at any time.
- Whenever possible, operate machinery on land above the high water mark in a manner that minimizes disturbance to the banks and bed of the waterbody.
- Use temporary crossing structures or other practices to cross streams or waterbodies.

- Wash, refuel and service machinery and store fuel and other materials for the machinery a minimum of 30 m from any surface water features to prevent any deleterious substances from entering the water as per SP: Equipment Refueling, Maintenance and Washing.
- Have spill kits onsite and drip pans under all non-mobile machinery.

#### **7.3.4 CONTAINMENT AND EMERGENCY SPILL RESPONSE**

The Contractor should develop a response plan that is to be implemented immediately in the event of a sediment release or spill of a deleterious substance as well as keep emergency spill kits on site (and in heavy machinery) in case of emergency.

The Contractor must also ensure that:

- Materials such as paint, primers, rust solvents, degreasers, grout, poured concrete or other chemicals do not enter the watercourses.
- Ensure that building material used in a watercourse has been handled and treated in a manner to prevent the release or leaching of substances into the water that may be deleterious to fish.
- All spills shall be reported to the Ministry of the Environment, Conservation and Parks (MECP) Spills Action Centre (1-800-268-6060). DFO and MNRF Midhurst District shall be contacted if there is potential for impacts to fisheries or wildlife resources.

### **7.4 SOCIO-ECONOMIC AND CULTURAL ENVIRONMENT**

#### **7.4.1 LAND USE**

Impacts to adjacent land uses are anticipated due to the property requirements for the reconfigured interchange, as a permanent footprint impact will be required outside of the existing ROW. A vacant property situated on the east side of Highway 11 and south side of Simcoe County Road 93 will need to be acquired to accommodate the Ramp S-E/W and Ramp W-N. These lands are designated as Rural under the County of Simcoe Official Plan (2016). Discussions with the current property owner are ongoing, and the property will be acquired in advance of construction start.

As the Rural designation provides for limited development to support rural and agricultural land uses, and as there will be no significant reduction in total Rural land within the area as a result of the Preferred Design Alternative, land use impacts are anticipated to be minor. The selection of the Preferred Design Alternative considered the impact of the project on adjacent lands, and the remaining shortlisted options featured greater impacts

to farms and residences in the area due to their respective property requirements. Discussions with adjacent property owners and businesses occurred throughout the study, and their concerns were considered to ensure that impacts to operations would be kept to a minimum both during and following construction.

Indirect impacts to adjacent properties included as part of cultural heritage investigations were also considered. Please see **Section 7.4.3** for further details on these impacts and proposed mitigation measures.

## 7.4.2 ARCHAEOLOGY

Approximately 66.4 percent of the study area (78.2 ha) is identified as having archaeological potential due to the proximity the creek at the south end of the project, the historic settlement road and houses and the well-drained soils on elevated lands. Where Stage 2 Archaeological Assessments are required, agricultural fields (62 ha) should be subject to visual inspection of ploughed and weathered fields at five-metre intervals in accordance with *Section 2.1.1 Pedestrian Survey* as described in the *Standards and Guidelines for Consultant Archaeologists* (2011). The areas around existing structures and lawns (16.2 hectares) will not be ploughable and will have to be assessed by test pit survey at five-metre intervals in accordance with *Section 2.1.2 Test Pit Survey* (2011).

Special consideration should be given to the avoidance of the Holy Cross St. Nektarios Greek Orthodox Church and cemetery lands on the south side of Highway 11 on the west side of Simcoe County Road 93. In addition to the shovel test pit assessment required before any future impacts, investigations will be required to ensure that any unmarked interments are not disturbed. Additional assessment could include remote sensing and mechanical excavation of possibly impacted areas.

A Stage 2 Archaeological Assessment will be completed as part of Detail Design.

## 7.4.3 BUILT HERITAGE & CULTURAL HERITAGE LANDSCAPES

Based upon the Preferred Design Alternative, there will be no Built Heritage Resources directly impacted by the project.

An additional five (5) cultural heritage resources may experience indirect impacts associated with the Preferred Design Alternative; below are the details of the impacts to these resources as well as proposed Next Steps to be undertaken during Detail Design, along with potential mitigation measures that should be considered during Detail Design.

#### **7.4.3.1 HIGHWAY 11 OVERPASS**

The structure will be demolished and replaced as part of the Recommended Plan for the MTO project. Permanent changes to the existing environment will be made due to the proposed new highway infrastructure of the Preferred Design Alternative/Recommended Plan.

As the overpass was previously reviewed in the MTO *Heritage Bridges Identification and Assessment Guide Ontario 1945 – 1965*, the MTO completed an internal screening review of the overpass to determine if anything has changed or if there is new information on the bridge that would require further evaluation. The MTO Heritage Bridge Committee have additionally reviewed this bridge and have decided it was not an Ontario Heritage Bridge List Candidate A, B or C bridge.

#### **7.4.3.2 543 SIMCOE COUNTY ROAD 93/PENETANGUISHENE ROAD**

The house appears to be of 40 years of age and older and is associated with Crown Hill. The MTO will acquire land adjacent to the property, introduce two (2) new Highway 11 ramps (Ramp W-N and Ramp S-E/W) and introduce a new traffic signal at the East Ramp Terminal (Ramp S-E/W) on Simcoe County Road 93/Penetanguishene Road as part of the Recommended Plan. These actions may result in temporary impacts due to increased noise, dust and vibration impacts from construction and permanent impacts due to the new highway infrastructure that affects the existing character and setting.

During Detail Design, to address the potential impacts of construction work, changes to its existing character and setting due to land acquisition and the introduction of two (2) new Highway 11 ramps (Ramp W-N and Ramp S-E/W) and new traffic signal at the East Ramp Terminal (Ramp S-E/W) on Simcoe County Road 93/Penetanguishene Road, the MTO *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2008) states landscape techniques can be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms. Mitigation details such as a landscape plan should be prepared with the assistance of appropriate specialists (Landscape Architect, Noise Specialist, etc.).

#### **7.4.3.3 HOLY CROSS-ST. NEKTARIOS GREEK ORTHODOX CHURCH AND ST. JAMES /CROWN HILL CEMETERY**

The Recommended Plan includes two (2) new highway ramps, (Ramp W-N and Ramp S-E/W) that will be located immediately behind and to the west of the church and cemetery property.

During Detail Design, to address the impact of the two new Highway 11 ramps (Ramp W-N and Ramp SE/ W) on the north side and for any changes to the property frontage due to road improvements on Simcoe County Road 93/Penetanguishene Road, the MTO



*Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2008) states landscape techniques can be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms. Mitigation details such as a landscape plan should be prepared with the assistance of appropriate specialists (Landscape Architect, Noise Specialist, etc.). The Township of Springwater shall be consulted with regard to its interest in the property as a cultural heritage resource and anticipated impacts. Consultation with the OHT shall be undertaken since the cemetery contains a bronze marker for the OHT Premiers' Gravesites Marker Program.

#### **7.4.3.4 SIMCOE COUNTY ROAD 93/PENETANGUSHENE ROAD**

Permanent change to the existing roadscape will occur due to the Recommended Plan. Simcoe County Road 93 has been substantially changed since being created and although it is historically associated with the Penetanguishene Road and the history of the former King's Highway 93 (and is therefore recognized as a cultural heritage landscape) there are no recommended mitigation actions for this cultural heritage resource.

#### **7.4.3.5 600 SIMCOE COUNTY ROAD 93**

Temporary impacts may occur due to increased noise, dust and vibration impacts due to the construction work in the immediate area as a result of the Recommended Plan. During Detail Design, to address the potential impacts from construction work, road improvements and modifications to the adjacent Highway 11 E/W-S Ramp and the MTO carpool lot as part of the proposed Recommended Plan, the MTO *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2008) states landscape techniques can be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms. Mitigation details such as a landscape plan should be prepared with the assistance of appropriate specialists (Landscape Architect, Noise Specialist, etc.).

#### **7.4.3.6 605 SIMCOE COUNTY ROAD 93**

The property is located adjacent to the Highway 11 Ramp N-E/W and will be subject to permanent changes to its character and setting due to the proposed the Recommended Plan. Temporary impacts may occur due to increased noise, dust and vibration impacts due to the construction work in the immediate area as a result of the Recommended Plan.

A CHER was prepared under the MHTSCI S&GS which indicated the property would qualify as a Provincial Heritage Property (PHP) if it was owned by the MTO. During Detail Design, to address potential impacts from construction work, any road improvements and modifications to the MTO carpool lot under the proposed Recommended Plan, the MTO *Environmental Guide for Built Heritage and Cultural Heritage Landscapes* (2008) states

landscape techniques can be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms. Mitigation details such as a landscape plan should be prepared with the assistance of appropriate specialists (Landscape Architect, Noise Specialist, etc.).

A Heritage Impact Assessment (HIA) will be prepared during Detail Design to determine impacts (direct and/or indirect) of the proposed undertaking and provide specific recommendations on alternatives and mitigations.

## **7.4.4 NOISE**

### **7.4.4.1 OPERATIONAL NOISE**

The Preferred Design Alternative will not result in a substantial change to current noise levels, with the exception of one receptor located at 6 Napoleon Road, which will receive a slight decrease in noise levels due to the removal of some traffic on the nearby ramp.

No receptors will experience sound levels above 65.0 dBA based on the technically preferred alternative. No additional noise mitigation is warranted due to the lack of substantial changes in sound levels between the “build” and “no build” scenarios.

### **7.4.4.2 CONSTRUCTION NOISE**

To minimize the potential for construction noise impacts, it is recommended that provisions be written into the contract documentation during Detail Design for the contractor, as outlined below:

- Where possible construction should be carried out during the hours specified in the local noise control by-laws.
- The Contractor should try and minimize the amount of noise being generated and only carry out those operations that are permitted by MTO under the Special Provisions in the Contract Package.
- There should be explicit indication that Contractors are expected to comply with all applicable requirements of the construction contract.
- All equipment should be properly maintained to limit noise emissions. As such, all construction equipment should be operated with effective muffling devices that are in good working order.
- The Contract documents should contain a provision that any initial noise complaint will trigger verification that the general noise control measures agreed to be in effect.

- In the presence of persistent noise complaints, all construction equipment should be verified to comply with MECP NPC-115 guideline.
- In the presence of persistent complaints and subject to the results of a field investigation, alternative noise control measures may be required, where reasonably available. In selecting appropriate noise control and mitigation measures, consideration should be given to the technical, administrative and economic feasibility of the various alternatives.

#### 7.4.5 TRAFFIC / CONSTRUCTION STAGING

Three main construction stages will be required in order to maintain four lanes of traffic on Highway 11 during the construction:

Pre-Stage: The existing traffic will be shifted away from the highway median and the pre-stage median work zone should be protected with Temporary Construction Barriers (TCBs). Then the existing highway median is proposed to be reconstructed/graded and paved temporary to allow for shifting of southbound lanes in Stage 1.

Stage 1: Four lane traffic will be shifted to the east side of Highway 11 over the existing median while the west side of highway is widened/raised, west interchange ramps are constructed, and part of overpass structure is replaced and widened on a new highway grade. A temporary protection system will be required.

Stage 2: Two lane highway southbound traffic will be shifted to the west side of Highway 11 over the existing median on newly widened/raised highway and a new overpass structure while two lane northbound traffic will be maintained as per the Stage 1 configuration. The middle part of the highway will be raised/reconstructed including the middle part of a new overpass structure. A temporary protection system will be required.

Stage 3: Two lane highway southbound traffic will be maintained as per the Stage 2 configuration while two lane northbound traffic will be shifted over the median on new overpass structure/ raised highway constructed in Stage 2. The east side of the highway will be then raised/reconstructed, east interchange ramps constructed, and the last part of the overpass structure replaced on a new highway grade. A temporary protection system will be required.

Post-Stage: Four lane traffic will be split and two lanes shifted to either side of Highway 11 on the newly reconstructed/raised highway over a new overpass structure while a new freeway median, storm sewer system, and TL-5 barrier are constructed. It will also include transitions at the north end of the project limit to match to the existing highway four lane cross section with box beam median as well as at the south end of the project limit to match to the existing highway four lane cross section with 9 m wide grassed median.

New ramps are proposed in a different location than the existing Parclo B2/B4 ramps. Therefore, traffic will be maintained on existing ramps during construction while new Parclo A4 / Diamond ramps are constructed.

Traffic on County Road 93 could be maintained during construction. There are currently four lanes provided on County Road 93 under the existing overpass structure. Therefore, new construction could be staged by shifting two lane traffic on County Road 93 i.e., one lane each way to one side of the county road and completing part of new construction on the other side of the county road, then vice versa in the next stage.

#### **7.4.6 UTILITIES**

Discussions were held between the Study Team and affected utility companies to determine how to handle utility conflicts during Detail Design. The following commitments will be adhered to during the Detail Design phase:

- Test pit surveys will be required at the location if the shifted Ramp N-E/W to verify if the existing Bell Canada concrete-encased conduits will be impacted.
- A locate will be required for the Enbridge gas service line to the Holy Cross – St. Nektarios Greek Orthodox Church/St. James/Crown Hill Cemetery (572 Simcoe County Road 93) which crosses under Simcoe County Road 93, to verify if it will be impacted by the new Ramp W-N Exit Terminal.
- A secondary hydro line serving a temporary contractor's field office will need to be removed to accommodate the reconstructed carpool parking lot. When developing the Electrical Detail Design plans for the illumination of the reconstructed carpool parking lot, removal of the hydro line will need to be coordinated between Hydro One and the Electrical Design Engineer.

#### **7.4.7 PROPERTY**

The selection of the Preferred Design Alternative included the consideration of property impacts, and will require the acquisition of a vacant parcel of land and two residential properties, situated on the east side of Highway 11 and the south side of County Road 93 in order to construct the new Ramp S-E/W and Ramp W-N. Discussions with the property owner are ongoing, and the property will be acquired in advance of construction start.

7.5 SUMMARY OF ENVIRONMENTAL CONCERNS, AND COMMITMENTS

Table 7-1: Summary of Environmental Effects, Mitigations, and Commitments to Future Work

ENVIRONMENTAL ISSUE/CONCERN	CONCERNED AGENCIES	PROPOSED MITIGATION/COMMITMENTS TO FUTURE WORK
NATURAL ENVIRONMENT		
Terrestrial Ecosystems and Species at Risk		
Terrestrial Habitat and Vegetation	<ul style="list-style-type: none"><li>MTO</li><li>MNRF</li><li>NVCA</li><li>Indigenous communities</li></ul>	<ul style="list-style-type: none"><li>Clearing of vegetation should be kept to a minimum whenever possible. Existing roads and ROW should be used during construction to avoid disturbance to vegetation and prevent soil compaction, where possible. Additional measures to minimize impacts to terrestrial communities and vegetation on site include the following mitigation measures:</li><li>All vegetation removals and tree clearing will be completed in accordance with <b>OPSS 201: Construction Specification for Clearing, Close Cut Clearing, Grubbing, and Removal of Surface and Piled Boulders.</b></li><li>In order to protect trees that will be retained, the work limits shall be clearly identified on the contract drawings and staked in the field, and no equipment shall enter beyond the work limits.</li><li>All Environmental Protection Areas (Environmentally Sensitive Areas) will be shown on the contract drawings, and entry onto or use of these areas for any purpose is prohibited as per <b>Special Provision No. 199F12 Environmentally Sensitive Areas.</b></li><li>Surplus material resulting from vegetation removal operations should be handled as per <b>OPSS 180: General Specification for the Management of Excess Materials.</b></li><li>Trees and shrubs to be retained are not permitted to be damaged, and shall be pruned in advance of construction activities, or repaired where required as per <b>OPSS 801: Construction Specification for the Protection of Trees.</b></li><li>Trees and shrubs to be retained shall be replaced if killed by construction activities.</li><li>Trees and shrubs being replaced will be planted and maintained in accordance with <b>Special Provision No. LAND0001: Requirements for Planting.</b></li><li>Areas of herbaceous vegetation disturbed during construction not covered under the Landscaping Plans shall be seeded with a native seed mix consisting of species appropriate for the study area and site conditions such as Simcoe County Native Seed Mixture 6850 from Ontario Seed Company (OSC), and as per <b>OPSS 803: Construction Specification for Vegetative Cover</b> and <b>OPSS 802 Construction Specification for Topsoil.</b></li><li>Vegetation removals beyond the project footprint will not be completed in order to accommodate construction sheds, site offices, toilets, stockpiling, storage areas, parking etc. These structures and/or areas should be maintained within the existing roadways and ROW.</li><li>The Contractor must ensure that machinery arrives on site in a clean condition and is maintained free of fluid leaks, invasive species and noxious weeds for the duration of construction, in accordance with The Clean Equipment Protocol for Industry, as prepared by the Peterborough Stewardship Council and the Ontario Invasive Plant Council, and as per <b>OPSS.PROV 182</b> and <b>OPSS 803.</b></li></ul>

ENVIRONMENTAL ISSUE/CONCERN	CONCERNED AGENCIES	PROPOSED MITIGATION/COMMITMENTS TO FUTURE WORK
Migratory Birds	<ul style="list-style-type: none"><li>MTO</li><li>MNRF</li><li>Indigenous communities</li><li>Environment and Climate Change Canada</li></ul>	<ul style="list-style-type: none"><li>The Contractor is responsible for abiding by <b>Non Standard Special Provision (NSSP) ENV00031: Migratory Bird Protection</b>, and will not destroy active nests or eggs of protected migratory birds or harm or harass them.</li><li>Vegetation and tree clearing during the breeding bird season of April 1 to August 31 could result in the disturbance/displacement of breeding birds and/or destruction of their active nests. In order to avoid the destruction of migratory birds, their eggs and their nests, and prevent a contravention of the MBCA or the ESA, vegetation removals and tree clearing must be conducted outside of the breeding bird window of April 1 to August 31 of any given year.</li><li>If clearing and grubbing during the breeding bird window (April 1 – August 31) cannot be avoided within areas of simple habitat (individual isolated trees or areas within the ROW), an Avian Specialist must conduct nest surveys to confirm the absence of nesting birds within the area to be cleared and/or grubbed, before clearing/grubbing can occur. If any nests are found, they must be protected while they are active with a species-appropriate buffer (determined by the Avian Specialist). Simple habitat within the study area includes planted/street trees and areas within the ROW. All other areas are not simple habitat and, as such, all vegetation and tree clearing and grubbing within these communities must be conducted outside of the breeding bird window (before April 1 or after August 31).</li><li>If nesting activity (nest building, carrying nesting material etc.) or a nest of a bird or eggs/young are found within or adjacent to the work limits at any time, all work will stop in the surrounding area, and the Contractor will consult with an Avian Specialist to determine whether a species specific setback distance (buffer) around the nest is required, within which no work can occur for the remainder of the time the nest is active. All workers shall be made aware of this requirement.</li><li>The Contractor shall monitor the area daily for nesting activity and/or nests or eggs/young, and notify the Contract Administrator immediately if a nest (re)appears or if nesting activity is occurring.</li><li>The Contractor will be advised that any temporary brush piles or loose soil piles, or exposed vertical embankments should be tarped or covered during the breeding bird season to ensure they do not provide nesting opportunities for migratory birds.</li><li>Any wildlife (e.g. snake, mammal, bird) encountered in the work area will not be knowingly harmed, and shall be allowed to move away from the work area on their own. In the event that any wildlife encountered does not move away from the area or is injured, the Contract Administrator shall be notified immediately.</li><li>Before filling any holes or trenches, they shall be inspected for wildlife, and any trapped wildlife shall be removed and released nearby. Before operating heavy equipment, a scan around the equipment should be completed to ensure no wildlife is basking or hiding in the vicinity.</li></ul>
Species at Risk Turtles	<ul style="list-style-type: none"><li>MTO</li><li>MNRF</li><li>Indigenous communities</li></ul>	<ul style="list-style-type: none"><li>Training should be provided to all on-site personnel, which includes a fact sheet identifying the protected turtles possible within the study area and provides general species-specific guidance with respect to appropriate actions to be taken whenever these species are encountered. The Contractor should ensure that all persons are provided with information and awareness training, prior to entering the project site.</li><li>To the extent possible, conduct grading and construction activities near MAS and SWM communities outside of the turtle nesting and incubation season (between May 15 and October 31).</li><li>If a turtle is sighted during construction, work will immediately stop near the turtle and it should be allowed to move out of the work area on its own. If the turtle is a SAR, the Contractor should immediately notify the Contract Administrator, and the Contract Administrator will be responsible for notifying the MECP.</li><li>In the unlikely event that a turtle is injured by construction activities, it should be transported to a qualified Wildlife Rehabilitation Centre immediately, and the MECP should be contacted for advice on how to prevent further injuries.</li><li>If a turtle is observed digging or laying a nest, the turtle shall be allowed to continue undisturbed by construction activities and allowed to leave the area on its own. A 5 m area around the nest should be clearly marked, and the MECP should be contacted for advice on potentially relocating the nest or bringing it somewhere for incubation. The MECP should similarly be contacted for advice in the event that any turtle eggs are incidentally found. A daily inspection of the work area should occur before work commences during the turtle nesting season (June and July), and if any nest sites are found, the MECP should be contacted for advice regarding the nest.</li></ul>



ENVIRONMENTAL ISSUE/CONCERN	CONCERNED AGENCIES	PROPOSED MITIGATION/COMMITMENTS TO FUTURE WORK
SAR Grassland Birds	<ul style="list-style-type: none"><li>• MTO</li><li>• MNRF</li><li>• Indigenous communities</li></ul>	<ul style="list-style-type: none"><li>• During the Detail Design phase of the project, the study area should be re-evaluated for suitable habitat for Bobolink and Eastern Meadowlark, and targeted surveys to confirm whether Bobolinks and/or Eastern Meadowlarks are present should be completed, wherever suitable habitat for these species exists.</li></ul>
Bank Swallow Mitigation	<ul style="list-style-type: none"><li>• MTO</li><li>• MNRF</li><li>• Indigenous communities</li></ul>	<ul style="list-style-type: none"><li>• If soil stockpiles or sloping is required during the breeding bird season, a slope reduction plan should be used to deter nesting by Bank Swallows, and can be achieved by:<ul style="list-style-type: none"><li>• Sloping of stockpiles (using a bulldozer excavator etc.).</li><li>• Contouring slope faces.</li><li>• Excluding exposed vertical faces.</li></ul></li><li>• Note that any slopes or stockpiles or parts of slopes or stockpiles that are not rendered unsuitable can be occupied as quickly as overnight during the breeding bird season. For work sites that are operational daily, slopes should be left at 70 degrees or less at the end of each day between April 1 and August 31. Slope reduction measures should continue throughout the breeding bird season (April 1 – August 31) of any year.</li></ul>
Commitments to Future Work	<ul style="list-style-type: none"><li>• MTO</li><li>• MNRF</li><li>• NVCA</li><li>• Indigenous communities</li></ul>	<ul style="list-style-type: none"><li>• During the Detail Design phase of the project, the study area should be re-evaluated for suitable habitat for Bobolink and Eastern Meadowlark, and targeted surveys to confirm whether Bobolinks and/or Eastern Meadowlarks are present should be completed, wherever suitable habitat for these species exists.</li><li>• Acquire any required permits under the Endangered Species Act</li></ul>
<b>Aquatic Ecosystems</b>		
Fish and Fish Habitat	<ul style="list-style-type: none"><li>• MTO</li><li>• MNRF</li><li>• Indigenous communities</li><li>• DFO</li></ul>	<ul style="list-style-type: none"><li>• Implementation of timing constraints for in-water works to the period from July 1st to March 31st, where work is permitted, to protect sensitive life stages/processes of fish;</li><li>• Schedule work to avoid wet and rainy periods that may increase erosion and sedimentation.</li><li>• All exposed soils or disturbed areas that drain into a waterbody will be treated with seed and cover according to OPSS 804 immediately after exposure or upon completion of the work in or around the waterbody or on the waterbody bank.</li><li>• The Contract Administrator shall monitor construction activities in and around watercourses and ensure all related mitigation measures are properly installed and maintained, and are functioning effectively.</li><li>• The limit of any area to be disturbed shall be clearly marked prior to the commencement of work.</li><li>• All equipment used for the work in waterbodies shall be free of excess fuel, lubricants, coolant and any other contaminants that could enter the waterbody.</li><li>• Unless specified in the Contract Documents, vehicles and equipment shall not enter or be operated in waterbodies or on waterbody banks or in riparian vegetation areas.</li><li>• Vehicular and equipment maintenance and refueling shall be conducted more than 30 m from waterbodies and waterbody banks, and shall be controlled to prevent any discharge of equipment fuels and fluids onto the ground or into waterbodies.</li><li>• All stockpiled materials, including but not limited to excavated overburden and topsoil, excess materials, construction debris and containers shall be stored and stabilized in a manner that prevents them from entering any waterbody.</li><li>• All materials used to provide environmental protection shall not contain deleterious substances.</li><li>• Develop a response plan that is to be implemented immediately in the event of a sediment release or spill of a deleterious substance and keep an emergency spill kit on site.</li><li>• Construction activities around watercourses shall be monitored to ensure all related mitigation measures are properly installed and maintained, and are functioning effectively.</li></ul>

ENVIRONMENTAL ISSUE/CONCERN	CONCERNED AGENCIES	PROPOSED MITIGATION/COMMITMENTS TO FUTURE WORK
Erosion and Sediment Control	<ul style="list-style-type: none"> <li>• MTO</li> <li>• MNRF</li> <li>• Indigenous communities</li> <li>• NVCA</li> </ul>	<ul style="list-style-type: none"> <li>• Use of effective erosion and sediment control measures including topsoil and seed, silt fence barriers, and erosion control blankets as per <b>OPSS 804</b>, <b>OPSS 805</b> and <b>SP: Erosion and Sedimentation Control-General</b>.</li> <li>• Design and implement erosion and sediment controls to contain/ isolate the construction zone, manage site drainage/runoff and prevent erosion of exposed soils and migration of sediment into waterbodies at all stages of the project using details outlined in <b>OPSS 804</b> and <b>OPSS 805</b>. Erosion and sediment control measures should be maintained until all disturbed ground has been permanently stabilized, suspended sediment has resettled to the bed of the waterbody or settling basin and runoff water is clear.</li> <li>• Installation of effective erosion and sediment control measures before starting work to prevent sediment from entering the water body.</li> <li>• Implement measures for containing and stabilizing waste material (e.g., dredging spoils, construction waste and materials, commercial logging waste, uprooted or cut aquatic plants, accumulated debris) above the high water mark of nearby waterbodies to prevent re-entry.</li> <li>• Regular inspection and maintenance of erosion and sediment control measures and structures during the course of construction.</li> <li>• Repairs to erosion and sediment control measures and structures if damage occurs.</li> <li>• Removal of non-biodegradable erosion and sediment control materials once the site is stabilized.</li> </ul>
Operation of Machinery	<ul style="list-style-type: none"> <li>• MTO</li> <li>• Local Residents</li> <li>• Indigenous communities</li> <li>• County of Simcoe</li> </ul>	<ul style="list-style-type: none"> <li>• Heavy machinery access will be limited to areas within the existing right-of-way (ROW) and along the banks above the normal high water mark. The watercourse will not be crossed (i.e. forded) or treated as machinery staging areas at any time.</li> <li>• Whenever possible, operate machinery on land above the high water mark in a manner that minimizes disturbance to the banks and bed of the waterbody.</li> <li>• Use temporary crossing structures or other practices to cross streams or waterbodies.</li> <li>• Wash, refuel and service machinery and store fuel and other materials for the machinery a minimum of 30 m from any surface water features to prevent any deleterious substances from entering the water as per SP: Equipment Refueling, Maintenance and Washing.</li> <li>• Have spill kits onsite and drip pans under all non-mobile machinery.</li> </ul>
Contaminant and Emergency Spill Response	<ul style="list-style-type: none"> <li>• MTO</li> <li>• Local Residents</li> <li>• Indigenous communities</li> <li>• County of Simcoe</li> </ul>	<ul style="list-style-type: none"> <li>• The Contractor should develop a response plan that is to be implemented immediately in the event of a sediment release or spill of a deleterious substance as well as keep emergency spill kits on site (and in heavy machinery) in case of emergency. The Contractor must also ensure the following:</li> <li>• Materials such as paint, primers, rust solvents, degreasers, grout, poured concrete or other chemicals do not enter the watercourses.</li> <li>• Building material used in a watercourse will be handled and treated in a manner to prevent the release or leaching of substances into the water that may be deleterious to fish.</li> <li>• All spills shall be reported to the Ministry of the Environment, Conservation and Parks (MECP) Spills Action Centre (1-800-268-6060). DFO and MNRF Midhurst District shall be contacted if there is potential for impacts to fisheries or wildlife resources.</li> </ul>
Commitments to Future Work	<ul style="list-style-type: none"> <li>• MTO</li> <li>• MNRF</li> <li>• DFO</li> <li>• NVCA</li> <li>• Indigenous communities</li> </ul>	<ul style="list-style-type: none"> <li>• Existing conditions and impact mitigation should be further assessed during the Detail Design phase and measures to mitigate negative impact to fisheries further refined from those outlined within this report. ‘</li> <li>• It is not anticipated that a Request for Review will need to be submitted to the Department of Fisheries and Oceans based on the proposed works however, as Detail Design occurs, further assessment of the impacts to fish and fish habitat is required.</li> </ul>

ENVIRONMENTAL ISSUE/CONCERN	CONCERNED AGENCIES	PROPOSED MITIGATION/COMMITMENTS TO FUTURE WORK
SOCIO-ECONOMIC & CULTURAL ENVIRONMENT		
Land Use		
Land Use	<ul style="list-style-type: none"><li>• MTO</li><li>• Indigenous communities</li><li>• County of Simcoe</li><li>• Township of Springwater</li><li>• Township of Oro-Medonte</li><li>• Nearby Residents/Businesses</li></ul>	<ul style="list-style-type: none"><li>• Discussions with adjacent landowners and businesses will continue throughout Detail Design to ensure that their comments and concerns are considered when finalizing the design.</li><li>• Further coordination will be required with Napoleon Home Comfort to ensure that impacts to their operations are minimized both during and following construction. Traffic staging plans should be developed that minimize disruptions to property access.</li></ul>
Archaeology		
Archaeology	<ul style="list-style-type: none"><li>• MTO</li><li>• Indigenous communities</li><li>• MHSTCI</li></ul>	<ul style="list-style-type: none"><li>• Approximately 66.4 percent of the study area (78.2 ha) is identified as having archaeological potential due to the proximity the creek at the south end of the project, the historic settlement road and houses and the well-drained soils on elevated lands.</li><li>• Where Stage 2 Archaeological Assessments are required, agricultural fields (62 ha) should be subject to visual inspection of ploughed and weathered fields at five-metre intervals in accordance with Section 2.1.1 Pedestrian Survey as described in the Standards and Guidelines for Consultant Archaeologists (2011).</li><li>• The areas around existing structures and lawns (16.2 hectares) will not be ploughable and will have to be assessed by test pit survey at five-metre intervals in accordance with Section 2.1.2 Test Pit Survey (2011).</li><li>• Special consideration should be given to the avoidance of the Holy Cross St. Nektarios Greek Orthodox Church and cemetery lands on the south side of Highway 11 on the west side of Simcoe County Road 93. In addition to the shovel test pit assessment required before any future impacts, investigations will be required to ensure that any unmarked interments are not disturbed. Additional assessment could include remote sensing and mechanical excavation of possibly impacted areas.</li></ul>
Commitments to Future Work	<ul style="list-style-type: none"><li>• MTO</li><li>• MNRF</li><li>• NVCA</li><li>• Indigenous communities</li></ul>	<ul style="list-style-type: none"><li>• Stage 2 Archaeological Assessments will be required for areas with archaeological potential that will be impacted by construction, which will include pedestrian surveys at 5 metre intervals for ploughable areas and test pit surveys at 5 metre intervals for areas that are no ploughable</li><li>• Additional assessments will be required for the St. James Cemetery at the Holy Cross St. Nektarios Greek Orthodox Church to ensure interments are not disturbed.</li></ul>

ENVIRONMENTAL ISSUE/CONCERN	CONCERNED AGENCIES	PROPOSED MITIGATION/COMMITMENTS TO FUTURE WORK
<b>Built Heritage &amp; Cultural Heritage Landscapes</b>		
Built Heritage Resources / Cultural Heritage Landscapes	<ul style="list-style-type: none"><li>• MTO</li><li>• Nearby Residents/Businesses</li><li>• County of Simcoe</li><li>• MHSTCI</li><li>• Local Heritage Groups</li></ul>	<ul style="list-style-type: none"><li>• 543 Simcoe County Road 93/Penetanguishene Road: changes to its existing character and setting due to land acquisition and the introduction of two (2) new Highway 11 ramps (Ramp W-N and Ramp S-E/W) and new traffic signal at the East Ramp Terminal (Ramp S-E/W) on Simcoe County Road 93/Penetanguishene Road require landscape techniques to be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms.</li><li>• Holy Cross-St. Nektarios Greek Orthodox Church And St. James /Crown Hill Cemetery: changes to its existing character and setting due to the introduction of two (2) new Highway 11 ramps (Ramp W-N and Ramp S-E/W) and new traffic signal at the East Ramp Terminal (Ramp S-E/W) on Penetanguishene Road require landscape techniques to be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms.</li><li>• Simcoe County Road 93/Penetanguishene Road: Simcoe County Road 93 has been substantially changed since being created and although it is historically associated with the Penetanguishene Road and the history of the former King's Highway 93 (and is therefore recognized as a cultural heritage landscape) there are no recommended mitigation actions for this cultural heritage resource.</li><li>• 600 Simcoe County Road 93: changes to its existing character from construction work, road improvements and modifications to the adjacent Highway 11 E/W-S Ramp and the MTO carpool lot as part of the proposed Recommended Plan requires landscape techniques to be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms.</li><li>• 605 Simcoe County Road 93: temporary impacts from construction work, road improvements and the MTO carpool lot as part of the proposed Recommended Plan requires landscape techniques to be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms.</li></ul>
Commitments to Future Work	<ul style="list-style-type: none"><li>• MTO</li><li>• MHSTCI</li><li>• Indigenous communities</li></ul>	<ul style="list-style-type: none"><li>• A Heritage Impact Assessment (HIA) will be prepared during Detail Design to determine impacts (direct and/or indirect) of the proposed undertaking and provide specific recommendations on alternatives and mitigations.</li><li>• During Detail Design, to address the potential impacts from construction work, road improvements and modifications as part of the proposed Recommended Plan, the MTO Environmental Guide for Built Heritage and Cultural Heritage Landscapes (2008) states landscape techniques can be used to reduce potential visual, air (dust) and noise impacts from the transportation facilities. These include trees, shrubs and/or berms. Mitigation details such as a landscape plan should be prepared with the assistance of appropriate specialists (Landscape Architect, Noise Specialist, etc.).</li></ul>

ENVIRONMENTAL ISSUE/CONCERN	CONCERNED AGENCIES	PROPOSED MITIGATION/COMMITMENTS TO FUTURE WORK
<b>NOISE</b>		
Construction Noise and Vibration	<ul style="list-style-type: none"> <li>MTO</li> <li>Nearby Residents/Businesses</li> <li>County of Simcoe</li> <li>Township of Springwater</li> <li>Township of Oro-Medonte</li> </ul>	<ul style="list-style-type: none"> <li>Where possible construction should be carried out during the hours specified in the local noise control by-laws.</li> <li>The Contractor should try and minimize the amount of noise being generated and only carry out those operations that are permitted by MTO under the Special Provisions in the Contract Package.</li> <li>There should be explicit indication that Contractors are expected to comply with all applicable requirements of the construction contract.</li> <li>All equipment should be properly maintained to limit noise emissions. As such, all construction equipment should be operated with effective muffling devices that are in good working order.</li> <li>The Contract documents should contain a provision that any initial noise complaint will trigger verification that the general noise control measures agreed to be in effect.</li> <li>In the presence of persistent noise complaints, all construction equipment should be verified to comply with MECP NPC-115 guidelines.</li> <li>In the presence of persistent complaints and subject to the results of a field investigation, alternative noise control measures may be required, where reasonably available. In selecting appropriate noise control and mitigation measures, consideration should be given to the technical, administrative and economic feasibility of the various alternatives.</li> </ul>
Commitments to Future Work	<ul style="list-style-type: none"> <li>MTO</li> <li>Nearby Residents/Businesses</li> <li>County of Simcoe</li> </ul>	<ul style="list-style-type: none"> <li>An assessment of operational noise impacts shall be completed during the Detail Design phase, to assess the impact of the noise impacts associated with the Preferred Design Alternative on sensitive receptors.</li> </ul>
<b>TRAFFIC/CONSTRUCTION IMPACTS</b>		
Commitments to Future Work	<ul style="list-style-type: none"> <li>MTO</li> <li>Nearby Residents/Businesses</li> <li>County of Simcoe</li> </ul>	<ul style="list-style-type: none"> <li>The construction staging approach will continue to be reviewed and refined as part of Detail Design to minimize impacts to adjacent landowners/commercial operations and members of the travelling public.</li> </ul>
<b>UTILITIES</b>		
Commitments to Future Work	<ul style="list-style-type: none"> <li>MTO</li> <li>Utility Companies</li> </ul>	<p>The following commitments will be adhered to during the Detail Design phase:</p> <ul style="list-style-type: none"> <li>Test pit surveys will be required at the location if the shifted Ramp N-E/W to verify if the existing Bell Canada concrete-encased conduits will be impacted.</li> <li>A locate will be required for the Enbridge gas service line to the Holy Cross – St. Nektarios Greek Orthodox Church/St. James/Crown Hill Cemetery (572 Simcoe County Road 93) which crosses under Simcoe County Road 93, to verify if it will be impacted by the new Ramp W-N Exit Terminal.</li> <li>A secondary hydro line serving a temporary contractor's field office will need to be removed to accommodate the reconstructed carpool parking lot. When developing the Electrical Detail Design plans for the illumination of the reconstructed carpool parking lot, removal of the hydro line will need to be coordinated between Hydro One and the Electrical Design Engineer.</li> </ul>



ENVIRONMENTAL ISSUE/CONCERN	CONCERNED AGENCIES	PROPOSED MITIGATION/COMMITMENTS TO FUTURE WORK
PROPERTY		
Property Acquisition/Commitments to Future Work	<ul style="list-style-type: none"><li>MTO</li><li>Property Owners</li></ul>	<ul style="list-style-type: none"><li>A vacant property situated on the east side of Highway 11 and south side of Simcoe County Road 93 will need to be acquired to accommodate Ramp S-E/W and Ramp W-N. Discussions are ongoing, and the property will be acquired in advance of construction start.</li></ul>

## 8 APPLICATION OF CLASS EA PRINCIPLES AND PROCESS

### 8.1 TRANSPORTATION ENGINEERING PRINCIPLES

The Preliminary Design for the replacement of the Simcoe County Road 93 Overpass and interchange improvements on Highway 11 addresses the transportation engineering principles of the Class EA. The improvements will provide a constructible and cost effective design that minimizes impact on the local community and natural environment.

### 8.2 ENVIRONMENTAL PROTECTION PRINCIPLES

The Preliminary Design study addressed the Class EA principles for environmental protection through the following steps undertaken during the study:

- Scientific and technical studies were undertaken to identify existing conditions for the natural environment (terrestrial, fisheries), cultural environment and socio-economic factors (land use, noise, transportation, local community services, etc.);
- The development of design alternatives gave due consideration to the environmental impacts of the alternatives during the evaluation process and through the assessment of construction feasibility;
- The development of design alternatives was carried out with the approach of avoiding or minimizing potential environmental impacts;
- Environmental studies were carried out in sufficient detail to identify requirements for legislative environmental approvals. Regulatory agencies were consulted and involved in the process to acquire input regarding proposed engineering designs and potential mitigation solutions; and
- The study team made a concerted effort to consult with all identified stakeholders.

### 8.3 EXTERNAL CONSULTATION PRINCIPLES

In carrying out the study, the consultation principles of the Class EA were given due regard by:

- Providing all stakeholders, including external agencies and the public, with notification of the Preliminary Design and Class EA study through Ontario Government Notices. Letters were directly mailed to known stakeholders at key project milestones, and additional consultative efforts were made to new stakeholders as they became known to the study team;
- Consultation with Indigenous communities; and
- Consultation with the public and external agencies was used to obtain information regarding the study area, potential effects on external agency mandates as it pertains to the project, and to identify issues and concerns.

## 8.4 DOCUMENTATION PRINCIPLES

The documentation principles set forth in the Class EA were addressed through the preparation of this TESR, which fulfills the content requirements outlined in the Class EA. This document provides a summary of the need and justification for the proposed undertaking, outlines existing environmental conditions, identifies significant features of the preferred alternative, identifies potential environmental impacts and appropriate mitigation measures, and summarizes the consultation process employed throughout this study, to-date.

## 8.5 CLEARANCE TO PROCEED TO DETAIL DESIGN

This project has followed the study principles and processes set forth in the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). Following the publication of this TESR, the public and relevant government agencies will be given 30 days to comment on the document. Should concerns or criticisms be raised, the Study Team will make every reasonable effort to accommodate these concerns. However, if after consultation with MTO, significant unresolved concerns remain, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Once the TESR is submitted and the opportunity for a higher level of study is offered, there is no further opportunity to request a Part II Order and the project will proceed to Detail Design.

## 9 APPROVALS AND PERMITS

In addition to the completion of the Class Environmental Assessment process there are a number of approvals and permits that could be required to implement the Preferred Design Alternative. Some of the below noted permits and approvals may or may not be required based on current information, and all permit and approval requirements will be confirmed during Detail Design.

### 9.1 FISH AND WILDLIFE CONSERVATION ACT

Fur-bearing mammals, game animals, and specially protected animals are protected under the provincial *Fish and Wildlife Conservation Act, 1997*. Under this act, it is prohibited to kill, harass, or capture these species or destroy, take or possess their nest or eggs. The project is not anticipated to impact these restrictions and no permit is required.

### 9.2 MIGRATORY BIRDS CONVENTION ACT

The removal or destruction of any active nest of a migratory bird protected under the *Migratory Birds Convention Act, 1994* is prohibited. As all vegetation removals shall be conducted outside of the breeding bird window from April 1 to August 30 of any given year, no permit will be required.

### 9.3 ENDANGERED SPECIES ACT & SPECIES AT RISK ACT

Species at Risk are protected and listed under the *Endangered Species Act (ESA)* or *Species at Risk Act (SARA)*. Endangered and Threatened Species are protected under the provincial Endangered Species Act, which specifically prohibits willful harm to endangered species that are listed in regulations under the Act and the willful destruction of, or interference with their habitats. Fragmentation of the MEG community within the study area may result in the permanent loss of potential SAR habitat for Bobolink, Eastern Meadowlark, and Grasshopper Sparrow. During Detail Design, targeted surveys for these species should be completed within all suitable habitat. If targeted surveys completed at Detail Design confirm presence of Bobolinks and/or Eastern Meadowlarks, discussions with MECP will be required to confirm requirements for the project under the ESA, including potential compensation requirements, such as registration of the project under a *Notice of Activity Form: Bobolink and Eastern Meadowlark – Activities impacting 30 hectares or less of habitat*.

### 9.4 NOISE BYLAW

It has been determined that works undertaken by MTO do not require approval under local noise bylaws to engage in work during prohibited times. However, MTO will continue

to consult with municipalities to mitigate noise where feasible and limit noisier activities during night time hours.



## 10 CONCLUSIONS

The Ministry of Transportation and Morrison Hershfield have conducted extensive environmental investigations, public and stakeholder consultation, and design exercises to ensure that the replacement of the Simcoe County Road 93 Overpass and interchange improvements on Highway 11 can proceed with minimal impacts to the surrounding environment. Those environmental impacts that are expected to result from the work, such as footprint impacts beyond the existing MTO ROW and acquisition of property have been minimized, where technically and economically feasible. Compliance with recommended mitigation measures will ensure that environmental protection requirements are met.

The proposed interchange configuration, structural and traffic/construction staging designs consider the environmental sensitivities present at the site in addressing the need for the project and the way it will be carried out. Consultation included publishing Ontario Government Notices, direct letter mailing to interested and affected stakeholders. The evaluation principles outlined in the Class EA were addressed through the analysis and evaluation of alternative designs and construction methodology, which also considered all factors relevant to the decision-making process, as prescribed by the Class EA process.

The documentation principles set forth in the Class EA were addressed through the preparation of this TESR, which fulfills the Preliminary Design content requirements outlined in the Class EA. This document provides a summary of the need and justification for the proposed undertaking, outlines existing environmental conditions, identified the significant features of the design, identifies potential environmental impacts and appropriate mitigation measures, and summarizes the consultation process employed throughout the study. By following the processes set forth in the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000), there are no outstanding issues related to the design of this project that make it ineligible to proceed to Detail Design.

A Design and Construction Report (DCR) will be prepared during Detail Design to provide further details regarding the project's design, addressing all outstanding commitments which were remaining at the end of Preliminary Design and/or any identified during Detail Design.

## 11 REFERENCES

- **Preliminary Design Report** - Preliminary Design and Class Environmental Assessment Study, Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements, Township of Oro-Medonte and Township of Springwater G.W.P. 2306-16-00 (MH, 2022)
- **Fish and Fish Habitat Existing Conditions and Impact Assessment Report** – Preliminary Design and Class Environmental Assessment Study, Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements, Township of Oro-Medonte and Township of Springwater G.W.P. 2306-16-00 (MH, 2020)
- **Terrestrial Ecosystems Existing Conditions and Impact Assessment Report** – Preliminary Design and Class Environmental Assessment, Highway 11/Simcoe County Road 93 (Penetanguishene Road) Bridge Replacement & Interchange Improvements, in the Township of Oro-Medonte and Township of Springwater G.W.P. 2306-16-00 (MH, 2020)
- **The Stage 1 Archaeological Assessment for the Highway 11 / Simcoe County Road 93 Overpass Replacement and Interchange Improvements** - Townships Of Springwater And Oro-Medonte, Simcoe County Part Lots 9-12, Concession 1, Former Twp. Of Vespra; Part Lots 9-12, Concession 1, Former. Twp. Of Oro (A.M. Archaeological Associates, 2019)
- **Existing Conditions Report Cultural Heritage Landscapes & Built Heritage Resources** – Ministry of Transportation Ontario Class Environmental Assessment & Preliminary Design Study Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements Township of Oro-Medonte & Township of Springwater Simcoe County (Unterman McPhail Associates, 2019)
- **Cultural Heritage Assessment Report Cultural Heritage Landscapes & Built Heritage Resources** – Ministry of Transportation Ontario Class Environmental Assessment & Preliminary Design Study Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements Township of Oro-Medonte & Township of Springwater Simcoe County (Unterman McPhail Associates, 2020)
- **Cultural Heritage Evaluation Report Former Crown Hill United Church** – Ministry of Transportation Ontario Class Environmental Assessment & Preliminary Design Study MEGA 3, Highway 11/Simcoe County Road 93 Township of Oro-Medonte & Township of Springwater Simcoe County (Unterman McPhail Associates, 2019)

- **Environmental Noise Assessment** – Highway County Road 93 Overpass Replacement and Interchange Improvements, Township of Ore-Medonte and Township of Springwater, Simcoe County (SLR, 2020)

## **APPENDIX A: PROJECT CONTACT LIST**

## 2018-2021 Project Contact List



Project Contact List  
Highway 11/Simcoe County Road 93 Overpass Replacement Interchange Improvements  
GWP 2306-16-00

Title	First_Name	Last_Name	Job_Title	Company_Name	Address_Line_1	Address_Line_2	City	Province	Postal_Code	Phone#	Email	Fax
Government Agencies												
Ms.	Sarah	Zelcer	Manager, Indigenous Relations Unit	Ministry of Indigenous Affairs	160 Bloor St East	Suite 400	Toronto	Ontario	M7A 2E6	(416) 647-4095	sarah.zelcer@ontario.ca	
Ms.	Rosi	Zirger	Heritage Advisor, Heritage Program Unit	Ministry of Heritage, Sport and Culture Industries	401 Bay Street		Toronto	Ontario	M7A 0A7	(416) 786-6874	rosi.zirger@ontario.ca	
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Ms.	Kim	Benner	District Planner	Ministry of Natural Resources and Forestry - Midhurst District	2284 Nursery Road		Midhurst	Ontario	L9X 1N8	(249) 288-4563	kim.benner@ontario.ca	
Mr.	Ken	Mott	District Planner	Ministry of Natural Resources and Forestry - Midhurst District	2284 Nursery Road		Midhurst	Ontario	L9X 1N8	(249) 288-4624	ken.mott@ontario.ca	
Ms.	Jocelyn	Beatty	Rural Planner	Ministry of Agriculture, Food & Rural Affairs	6484 Wellington Road 7		Elora	Ontario	N0B 1S0	(519) 546-7612	jocelyn.beatty@ontario.ca	
Sir/Madam				Crown-Indigenous Relations and Northern Affairs							EACoordination_ON@aandc-aadnc.gc.ca	
Sir/Madam				Transport Canada, Ontario Region							EnviroOnt@tc.gc.ca	
Ms.	Pam	Foster	Director, Environmental Programs and	Metrolinx	10 Bay Street		Toronto	Ontario	M5J 1E6	N/A	Pam.Foster@metrolinx.com	
	Suganthi	Kathiravelu-Lem	Manager, Bus Program, Capital Project	Metrolinx	20 Bay Street	Suite 600	Toronto	Ontario	M5J 2W3	(416) 202-5009	Suganthi.Kathiravelu-Lem@metrolinx.com	
First Nations												
Chief	Kelly	LaRocca		Mississaugas of Scugog Island First Nation	22521 Island Rd.	R. R. #5	Port Perry	Ontario	L9L 1B6	905-985-3337 x. 232	klarocca@scucogfirstnation.com	905-985-8828
Ms.	Monica	Sanford	Assistant	Mississaugas of Scugog Island First Nation	22521 Island Rd.	R. R. #6	Port Perry	Ontario	L9L 1B6	905-985-3337 x229	consultation@scugogfirstnation.com	
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Chief	Donna	Big Canoe			R.R. #2, P.O. Box N13		Sutton West	Ontario	L0E 1R0	705-473-1337	donna.bigcanoe@georginaisland.com	705-437-4597
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Ms.	Kerry Ann	Charles	Environemntal Co-Ordinator	Chippewaws of Georgina Island First Nation	R.R. #2	Box N13	Sutton West	Ontario	L0E 1R0	705-437-1337		
Chief	Laurie	Carr		Hiawatha First Nation	123 Paudash Street		Keene	Ontario	K0L 2G0	705-295-4421	chiefcarr@hiawathafn.ca	
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Sir/Madam			Métis Consultation Unit	Métis Nation of Ontario Head Office	66 Slater Street	Suite 1100	Ottawa	Ontario	K1P 5H1	613-798-1488	consultations@metisnation.org	
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Municipal Agencies												
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Project Contact List  
Highway 11/Simcoe County Road 93 Overpass Replacement Interchange Improvements  
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MPP												
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Emergency Services												
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Mr.	Andrew	Robert	Director and Chief of Paramedic Services	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 726-9300	andrew.robert@simcoe.ca	
Ms.	Colleen	Simpson	Manager, 911 & Emergency Planning	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 726-9300 ext. 1155	Colleen.Simpson@simcoe.ca	
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Mr.	Stephen	Trafford	Commander, Paramedic Operations and Departmental Support	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6			
Mr.	Hugh	Murray	Fire Chief	Township of Oro-Medonte	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-2171 ext. 3108	hmurray@oro-medonte.ca	(705) 487-0133
School Boards & Transportation												
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Mr.	Steve	Blake	Director of Education	Simcoe County District School Board	1170 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 734-6363 ext. 11223	info@scdsb.on.ca	(705) 728-2265
Mr.	André	Blais	Director of Education and Scretary-Treasurer	Conseil scolaire de district catholique Centre-Sud	110 Drewry Avenue		Toronto	Ontario	M2M 1C8	(416) 397-6564 ext. 73100	ablais@cscmonavenir.ca	(416) 397-6576
Mr.	Martin	Bertrand	Director of Education	Conseil scolaire Viamonde	116 Cornelius Parkway		Toronto	Ontario	M6L 2K5	(416) 614-5929	bertrandm@csvgiamonde.ca	
Madam/Sir				Simcoe County Student Transportation Consortium	64 Cedar Pointe Drive, Suite #1403		Barrie	Ontario	L4N 5R7	(705) 733-8965		
Madam/Sir			Manager, Government Relations	Ontario Trucking Association	555 Dixon Road		Etobicoke	Ontario	M9W 1H8	(416) 249-7401		
Madam/Sir				County of Simcoe LINX	1110 Highway 26		Midhurst	Ontario	L9X 1N6		transit@simcoe.ca	
Utilities												
Mr.	David	Cross		Transcanada						(289) 387-4657	david_cross@transcanada.com.	
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Ms.	Angela	Taylor	Network Provisioning Manager	Bell	136 Bayfield St, Floor 2		Barrie	Ontario	L4M 3B1	705-722-2442 (Angela)	angela.taylor@bell.ca	
Madam/Sir				Hydro One							zone5scheduling@hydroOne.com	
Mr.	Marcel	Mallia		Enbridge (Union Gas)							Marcel.Mallia@enbridge.com	
Local Agencies/Interest Groups												
Madam/Sir				Barrie Cycling Club	P.O. Box 1363		Barrie	Ontario	L4M 5R4			
Madam/Sir				Sno Voyageur Club	P.O. Box 20172		Barrie	Ontario	L4M 6E9			
Mr.	Rob	Love		Orilia District Snowmobile Club	100 University Ave		Orillia	Ontario	L3V 6H1	(705) 558-1247	rlove@sledorilia.com	
Madam/Sir				Ontario Federation of Snowmobile Clubs	501 Welham Road		Barrie	Ontario	L4N 8Z6	705.739.7669		
Ms.	Connie	Brown	Secretary	Simcoe County Federation of Agriculture	1110 Hwy 26	Simcoe County Administration Building	Midhurst	Ontario	L9X 1N6	705-726-9300	connie@simcoecountyfa.org	705-726-3991
Ms.	Lynn	Fisher		Oro Agricultural Society	84 15th/16th Sideroad East	P.O. Box 175	Oro-Medonte	Ontario	L0L 2X0	(705) 487-1753		
Mr.	Lee	Bull	Manager, Planning Services	Nottawasaga Valley Conservation Authority	8195 8th Line		Utopia	Ontario	LOM 1TO	(705) 424-1479	lbull@nvca.on.ca	
Ms.	Julie	Prentice	Regulations Assistant	Nottawasaga Valley Conservation Authority	8195 8th Line		Utopia	Ontario	LOM 1TO	(705) 424-1479 ext. 227	jprentice@nvca.on.ca	
Madam/Sir			Market Manager	Barrie Farmers' Market	P.O. Box 20155		Barrie	Ontario	L4M 6E9	(705) 726-4242	info@barriefarmersmarket.ca	
Madam/Sir				Burl's Creek Event Grounds - Ok Friday Barn Fair - Art & Farmers Market	180 8th Line South; 240 8th Line South		Oro-Medonte	Ontario	L0L 2X0		<a href="mailto:contact@burlscreek.com">contact@burlscreek.com</a>	
Madam/Sir				Springwater-Elmvale Farmers' Market	2231 Nursery Road		Minesing	Ontario	L9X 1A8	705-220-7878	farmersmarket@springwater.ca	
Ms.	Leah	Emms	Member Service Representative for Peel, Simcoe & York	Ontario Federation of Agriculture	P.O. Box 1059		Cookstown	Ontario	L0L 1L0	(866) 660-5511	leah.emms@ofa.on.ca	
Madam/Sir				Simcoe County Christian Farmers Association	642 Woolwich Street		Guelph	Ontario	N1H 3Y2	(519) 837-1620	cffomail@christianfarmers.org	
Madam/Sir				Oro-Medonte Chamber of Commerce	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-7337	info@OroMedonteCC.com	
Madam/Sir				Township of Springwater Chamber of Commerce	Springwater Township Administration Centre, 2231 Nursery Road		Minesing	Ontario	L0L 1Y2	(705) 797-7500	info@springwaterchamber.ca	
Madam/Sir				Georgian College - Barrie Campus	1 Georgian Drive		Barrie	Ontario	L4M 3X9	(705) 728-1968	inquire@georgiancollege.ca	
Public/Property Owners												

## 2022 Project Contact List

**Project Contact List**  
**Highway 11/Simcoe County Road 93 Overpass Replacement Interchange Improvements**  
**GWP 2306-16-00**

Title	First_Name	Last_Name	Job_Title	Company_Name	Address_Line_1	Address_Line_2	City	Province	Postal_Code	Phone#	Email	Fax
<b>Government Agencies</b>												
Ms.	Jessica	Hill	Manager, Indigenous Relations Unit	Ministry of Indigenous Affairs	160 Bloor St East	Suite 400	Toronto	Ontario	M7A 2E6	(416) 216-4246	jessica.hill2@ontario.ca	
Ms.	Deborah	Hossack	Heritage Advisor, Heritage Planning Unit	Ministry of Heritage, Sport and Culture Industries	400 University Avenue		Toronto	Ontario	M7A 2R9	289-251-7553	Deborah.Hossack@ontario.ca	
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Sir/Madam			Regional EA Notification address	Ministry of the Enviornment, Conservation and Parks - Central Region Office	5775 Yonge Street	9th Floor	Toronto	Ontario	M2M 4J1		eanotification.cregion@ontario.ca	
Mr.	Dan	Thompson	District Manager	Ministry of Natural Resources and Forestry - Midhurst District	2284 Nursery Road		Midhurst	Ontario	L9X 1N8	226-974-5882	dan.l.thompson@ontario.ca	
Ms.	Jocelyn	Beatty	Rural Planner	Ministry of Agriculture, Food & Rural Affairs	6484 Wellington Road 7		Elora	Ontario	N0B 1S0	(519) 546-7612	jocelyn.beatty@ontario.ca	
Ms.	Pam	Foster	Director, Environmental Programs and	Metrolinx	10 Bay Street		Toronto	Ontario	M5J 1E6	N/A	Pam.Foster@metrolinx.com	
<b>First Nations</b>												
Chief	Kelly	LaRocca		Mississaugas of Scugog Island First Nation	22521 Island Rd.	R. R. #5	Port Perry	Ontario	L9L 1B6	905-985-3337 x. 232	klarocca@scucogfirstnation.com	905-985-8828
Ms.			Consultation Department	Mississaugas of Scugog Island First Nation	22521 Island Rd.	R. R. #5	Port Perry	Ontario	L9L 1B6		consultation@scugogfirstnation.com	
Mr.	Michael	Thoms	Consultation Specialist	Mississaugas of Scugog Island First Nation	22521 Island Rd.	R. R. #5	Port Perry	Ontario	L9L 1B6		mthoms@scugogfirstnation.com	
Mr.	Jamie	Coons	Councillor	Mississaugas of Scugog Island First Nation	22521 Island Rd.	R. R. #5	Port Perry	Ontario	L9L 1B6		jcoons@scugogfirstnation.com	
Chief	Ted	Williams		Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	Ontario	L0K 1T0	705-325-3611	chief@ramafirstnation.ca	705-325-0879
Sir/Madam			Consultation	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	Ontario	L0K 1T0		consultation@ramafirstnation.ca	
Mr.	Ben	Cousineau	Consultant	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	Ontario	L0K 1T0		benc@ramafirstnation.ca	
Ms.	Allysha	Wassegijig	Consultant	Chippewas of Rama First Nation	5884 Rama Road	Suite 200	Rama	Ontario	L0K 1T0		allyshaw@ramafirstnation.ca	
Chief	Donna	Big Canoe		Chippewas of Georgina Island First Nation	R.R. #2, P.O. Box N13		Sutton West	Ontario	L0E 1R0	705-473-1337	donna.bigcanoe@georginaisland.com	705-437-4597
	JL	Porte	Community Consultation Worker	Chippewas of Georgina Island First Nation	R.R. #2, P.O. Box N13		Sutton West	Ontario	L0E 1R0	705-437-1337	jl.porte@georginaisland.com	
Chief	Laurie	Carr		Hiawatha First Nation	431 Hiawatha Line		Hiawatha	Ontario	K9J 0E6	705-295-4421	chiefcarr@hiawathafn.ca	
Mr.	Tom	Cowie	Community Consultation Worker	Hiawatha First Nation	431 Hiawatha Line		Hiawatha	Ontario	K9J 0E6	705-295-7773	tcowie@hiawathafn.ca	
Mr.	Sean	Davison	Lands and Resources Consultant	Hiawatha First Nation	431 Hiawatha Line		Hiawatha	Ontario	K9J 0E6		sdavison@hiawathafn.ca	
Chief	Joanne	Sandy		Beausoleil First Nation	11 O'Gemaa Miikaan		Christian Island, Cedar Point	Ontario	L0K 1C0	705-247-8964 ext 240	bfnchief@chimissing.ca	705-247-2239
	Dana	Monague	Execuative Assistant	Beausoleil First Nation	11 O'Gemaa Miikaan		Christian Island, Cedar Point	Ontario	L0K 1C0		danamonague@chimissing.ca	
Chief	Dave	Mowat		Alderville First Nation	Alderville Administrative Office, 11696 Second Line Rd.	P.O. Box 46	Roseneath	Ontario	K0K 2X0	905-795-5087	dmowat@alderville.ca	905-352-3242
Mr.	Dave	Simpson	Consultation Coordinator	Alderville First Nation	Alderville Administrative Office, 11696 Second Line Rd.	P.O. Box 46	Roseneath	Ontario	K0K 2X0	905-352-2662	consultation@alderville.ca	
Chief	Keith	Knott		Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	705-659-8045	KeithK@curvelake.ca	705-657-8708
Ms.	Kaitlin	Hill	Lands and Resources Consultation Assistant	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0	705-657-8045 x222	KaitlinH@curvelake.ca	
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Mr.	Gary	Pritchard	Ecologist and Indigenous Engagement Specialist	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0		gpritchard@4directionsconservation.com	
Ms.	Kayla	Wright	Consultant	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0		kayla@francischua.com	
Mr.	Francis	Chua	Consultant	Curve Lake First Nation	22 Winookeeda Road		Curve Lake	Ontario	K0L 1R0		francis@francischua.com	
Chief	Stacey	LaForme		Mississaugas of the Credit First Nation	4065 Highway 6		Hagersville	Ontario	N0A 1H0	905-768-1133	stacey.laforme@mncfn.ca	905-768-1225
Mr.	Mark	LaForme	Director, Department of Consultation and Accommodation	Mississaugas of the Credit First Nation	4065 Highway 6		Hagersville	Ontario	N0A 1H0	905-768-4260	Mark.LaForme@mncfn.ca	905-768-9751
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	Hohahes	Leroy Hill	Secretary	Haudenosaunee Development Institute	16 Sunrise Court	Suite 407, P.O. Box 714	Oshweken	Ontario	N0A 1M0	519-445-4222		
Mr.	Todd	Williams	Environmental and Archaeology Program Supervisor	Haudenosaunee Development Institute	16 Sunrise Court	Suite 407, P.O. Box 714	Oshweken	Ontario	N0A 1M0	519-741-1794	williamstodde@gmail.com	
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				Haudenosaunee Development Institute	16 Sunrise Court	Suite 407, P.O. Box	Oshweken	Ontario	N0A 1M0		info@hdi.land	
Chief	Mark	Hill		Six Nations of the Grand River	1695 Chiefswood Road	P.O. Box 5000	Ohsweken	Ontario	N0A 1M0	519-445-2201	markhill@sixnations.ca	519-445-4208
Mr.	Lonny	Bomberry	Director, Lands and Resources	Six Nations of the Grand River	2498 Chiefswood Road	P.O. Box 5000	Ohsweken	Ontario	N0A 1M0	519-753-0665	lonnybomberry@sixnations.ca	519-753-3449
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Mr.	Peter	Graham	Land Use Planning	Six Nations of the Grand River	2498 Chiefswood Road	P.O. Box 5000	Ohsweken	Ontario	N0A 1M0		petergraham@sixnations.ca	
	Dawn	Russell	Consultation Admin	Six Nations of the Grand River	2498 Chiefswood Road	P.O. Box 5000	Ohsweken	Ontario	N0A 1M0		dawnrussell@sixnations.ca	
Grand Chief	Rémy	Vincent		Huron-Wendat Nation	255, rue Chef-Michel-Laveau		Wendake	Québec	G0A 4V0	418-843-3767		418-842-1108

Project Contact List Highway 11/Simcoe County Road 93 Overpass Replacement Interchange Improvements GWP 2306-16-00												
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	Mario	GrosLouis	Land Planning Advisor	Huron-Wendat Nation	255, rue Chef-Michel-Laveau		Wendake	Québec	G0A 4V0		mario.GrosLouis@wendake.ca	
Dr.	Louis	Lesage	Directeur	Huron-Wendat Nation	255, rue Chef-Michel-Laveau		Wendake	Québec	G0A 4V0		louis.lesage@cnhw.qc.ca	
Mmme.	Mélanie	Vincent	Consultation Coordinator	Huron-Wendat Nation	255, rue Chef-Michel-Laveau		Wendake	Québec	G0A 4V0	418-580-4442	melanievincent21@yahoo.ca	
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	Jack	Hoggarth		Kawartha Nishnawbe Council							giiwednang@hotmail.com nodin.webb@hotmail.com samgharvey@live.com kawarthanishnawbecouncil@outlook.com	
Mr.	Christopher	Reid	Lawyer	Kawartha Nishnawbe Council							lawreid@aol.com	
Municipal Agencies												
Mr.	Don	Allen	Mayor	Township of Springwater	2231 Nursery Road		Minesing	Ontario	L9X 1A8	(705) 728-4784 x2020	don.allen@springwater.ca	(705) 728-6957
Ms.	Renee	Ainsworth	Clerk	Township of Springwater	2231 Nursery Road		Minesing	Ontario	L9X 1A8	(705) 728-4784 ext. 2026	info@springwater.ca; renee.ainsworth@springwater.ca	(705) 728-6957
Mr.	Brent	Spagnol	Director of Planning Services	Township of Springwater	2231 Nursery Road		Minesing	Ontario	L9X 1A8	(705) 728-4784 ext. 2049	brent.spagnol@springwater.ca	(705) 728-6957
Mr.	Scott	Haw	Manager, Roads and Fleet	Township of Springwater	2231 Nursery Road		Minesing	Ontario	L9X 1A8	(705) 728-4784 x2014	scott.haw@springwater.ca	(705) 728-6957
	Briana	Dean	Manager, Recreation, Parks and Facilities	Township of Springwater	2231 Nursery Road		Minesing	Ontario	L9X 1A8	(705) 728-4784 x2100	briana.dean@springwater.ca	(705) 728-6957
Mr.	George	Cornell	Warden	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 726-9300 x1260	warden@simcoe.ca	(705) 725-1285
Mr.	Christian	Meile	Director Transportation Construction	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 726-9300 x1178	christian.meile@simcoe.ca	
Mr.	John	Daly	County Clerk	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 726-9300 x1623	john.daly@simcoe.ca	
Mr.	David	Parks	Director of Planning, Development &	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 726-9300 x1004	david.parks@simcoe.ca	
Mr.	Harry	Hughes	Mayor	Township of Oro-Medonte	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-4000	harry.hughes@oro-medonte.ca	(705) 487-0133
	Yvonne	Aubichon	Clerk	Township of Oro-Medonte	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-2171 ext. 2142	yaubichon@oro-medonte.ca	(705) 487-0133
Ms.	Andria	Leigh	Director, Development Services	Township of Oro-Medonte	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-2171 ext. 2123	aleigh@oro-medonte.ca	(705) 487-0133
Ms.	Michelle	Jakobi	Director, Environmental Services	Township of Oro-Medonte	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-2171 x2053	mjakobi@oro-medonte.ca	
Mr.	Shawn	Binns	Director, Operations & Community	Township of Oro-Medonte	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-2171 ext. 2127	sbinns@oro-medonte.ca	(705) 487-0133
Mr.	Justin	Metras	Manager, Infrastructure and Capital Projects	Township of Oro-Medonte	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-2171 ext. 2125	jmetras@oro-medonte.ca	(705) 487-0133
MPP												
Hon.	Doug	Downey	MPP	MPP - Barrie - Springwater - Oro-Medonte	20 Bell Farm Road, Unit 14		Barrie	Ontario	L4M 6E4	(705) 726-5538	doug.downeyco@pc.ola.org	(705) 726-2880
Emergency Services												
Mr.	Jeff	Kirk	/ Fire Chief	Township of Springwater	2231 Nursery Road		Minesing	Ontario	L9X 1A8	(705) 728-4784 x2031	jeff.kirk@springwater.ca	705-726-7223
Sir/Madam			Administrative Assistant	OPP - Huronia West Detachment	P.O. Box 140 1000 River Road West		Wasaga Beach	Ontario	L0L 2P0	(705) 792-0306		(705) 429-3616
Sir/Madam			Administrative Assistant	OPP - Orillia (Barrie) Detachment	20 Rose Street		Barrie	Ontario	L4M 2T2	(705) 726-6484		(705) 726-6487
Mr.	Ben	Petersen	Executive Vice President, Corporate Services and Chief Financial Officer	Royal Victoria Regional Health Centre, Administration	201 Georgian Drive		Barrie	Ontario	L4M 6M2	(705) 728-9090 ext. 42001	petersenb@rvh.on.ca	
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Ms.	Colleen	Simpson	Manager, 911 & Emergency Planning	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 726-9300 ext. 1155	Colleen.Simpson@simcoe.ca	
Ms.	Cathy	Clark	Manager 911 & Emergency Planning	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 726-9300	cathy.clark@simcoe.ca	
Mr.	Stephen	Trafford	Commander, Paramedic Operations and Departmental Support	County of Simcoe	1110 Highway 26		Midhurst	Ontario	L9X 1N6			
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School Boards & Transportation												
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Mr.	John	Dance	Director of Education	Simcoe County District School Board	1170 Highway 26		Midhurst	Ontario	L9X 1N6	(705) 734-6363 ext. 11223	info@scdsb.on.ca	(705) 728-2265
Mr.	André	Blais	Director of Education and Scretary-Treasurer	Conseil scolaire de district catholique Centre-Sud	110 Drewry Avenue		Toronto	Ontario	M2M 1C8	(416) 397-6564 ext. 73100	ablais@cscmonavenir.ca	(416) 397-6576
Mr.	Martin	Bertrand	Director of Education	Conseil scolaire Viamonde	116 Cornelius Parkway		Toronto	Ontario	M6L 2K5	(416) 614-5929	bertrandm@csvgiamonde.ca	
Madam/Sir				Simcoe County Student Transportation Consortium	64 Cedar Pointe Drive, Suite #1403		Barrie	Ontario	L4N 5R7	(705) 733-8965		
Madam/Sir			Manager, Government Relations	Ontario Trucking Association	555 Dixon Road		Etobicoke	Ontario	M9W 1H8	(416) 249-7401		
Madam/Sir				County of Simcoe LINX	1110 Highway 26		Midhurst	Ontario	L9X 1N6		transit@simcoe.ca	
Utilities												
Madam/Sir				Hydro One							zone5scheduling@hydroOne.com	
Mr.	Marcel	Mallia		Enbridge (Union Gas)							Marcel.Mallia@enbridge.com	
Local Agencies/Interest Groups												
Madam/Sir				Barrie Cycling Club	P.O. Box 1363		Barrie	Ontario	L4M 5R4			
Madam/Sir				Sno Voyageur Club	P.O. Box 20172		Barrie	Ontario	L4M 6E9			
Mr.	Rob	Love		Orillia District Snowmobile Club	100 University Ave		Orillia	Ontario	L3V 6H1	(705) 558-1247	rlove@sledorillia.com	

Project Contact List  
Highway 11/Simcoe County Road 93 Overpass Replacement Interchange Improvements  
GWP 2306-16-00

Madam/Sir				Ontario Federation of Snowmobile Clubs	501 Welham Road		Barrie	Ontario	L4N 8Z6	705.739.7669		
Sir/Madam				Simcoe County Federation of Agriculture	1110 Hwy 26	Simcoe County Administration Building	Midhurst	Ontario	L9X 1N6	705-726-9300		705-726-3991
Sir/Madam				Oro Agricultural Society	84 15th/16th Sideroad East	P.O. Box 175	Oro-Medonte	Ontario	L0L 2X0	(705) 487-1753		
Mr.	Ben	Krul	Manager, Planning Services	Nottawasaga Valley Conservation Authority	8195 8th Line		Utopia	Ontario	LOM 1T0	(705) 424-1479 x231	bkrul@nvca.on.ca	
Madam/Sir			Market Manager	Barrie Farmers' Market	P.O. Box 20155		Barrie	Ontario	L4M 6E9	(705) 726-4242	info@barriefarmersmarket.ca	
Madam/Sir				Burl's Creek Event Grounds - Ok Friday Barn Fair - Art & Farmers Market	180 8th Line South; 240 8th Line South		Oro-Medonte	Ontario	L0L 2X0		contact@burlscreek.com	
Madam/Sir				Springwater-Elmvale Farmers' Market	2231 Nursery Road		Minesing	Ontario	L9X 1A8	705-220-7878	farmersmarket@springwater.ca	
Ms.	Leah	Emms	Member Service Representative for Peel, Simcoe & York	Ontario Federation of Agriculture	P.O. Box 1059		Cookstown	Ontario	L0L 1L0	(866) 660-5511	leah.emms@ofa.on.ca	
Madam/Sir				Simcoe County Christian Farmers Association	642 Woolwich Street		Guelph	Ontario	N1H 3Y2	(519) 837-1620	cffomail@christianfarmers.org	
Madam/Sir				Oro-Medonte Chamber of Commerce	148 Line 7 South		Oro-Medonte	Ontario	L0L 2E0	(705) 487-7337	info@OroMedonteCC.com	
Madam/Sir				Township of Springwater Chamber of Commerce	Springwater Township Administration Centre, 2231 Nursery Road		Minesing	Ontario	L0L 1Y2	(705) 797-7500	info@springwaterchamber.ca	
Madam/Sir				Georgian College - Barrie Campus	1 Georgian Drive		Barrie	Ontario	L4M 3X9	(705) 728-1968	inquire@georgiancollege.ca	

Public/Property Owners												



## **APPENDIX B: CONSULTATION MATERIALS**

Project Contact Letters and Ontario  
Government Notices  
For Notice of Study Commencement

June 3, 2019

Dear Madam/Sir:

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

## THE PROJECT

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

## THE PROCESS

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known.

## COMMENTS

The purpose of this letter is to inform project stakeholders and agencies of the study. Attached to this correspondence is a Contact Information Form. Please indicate whether you have an interest in the project and if you would like to provide any input at this time. A reply by **July 3, 2019** is appreciated.

Should you require further information regarding this project or would like to provide comments, please feel free to contact us at the information listed below.

Yours truly,



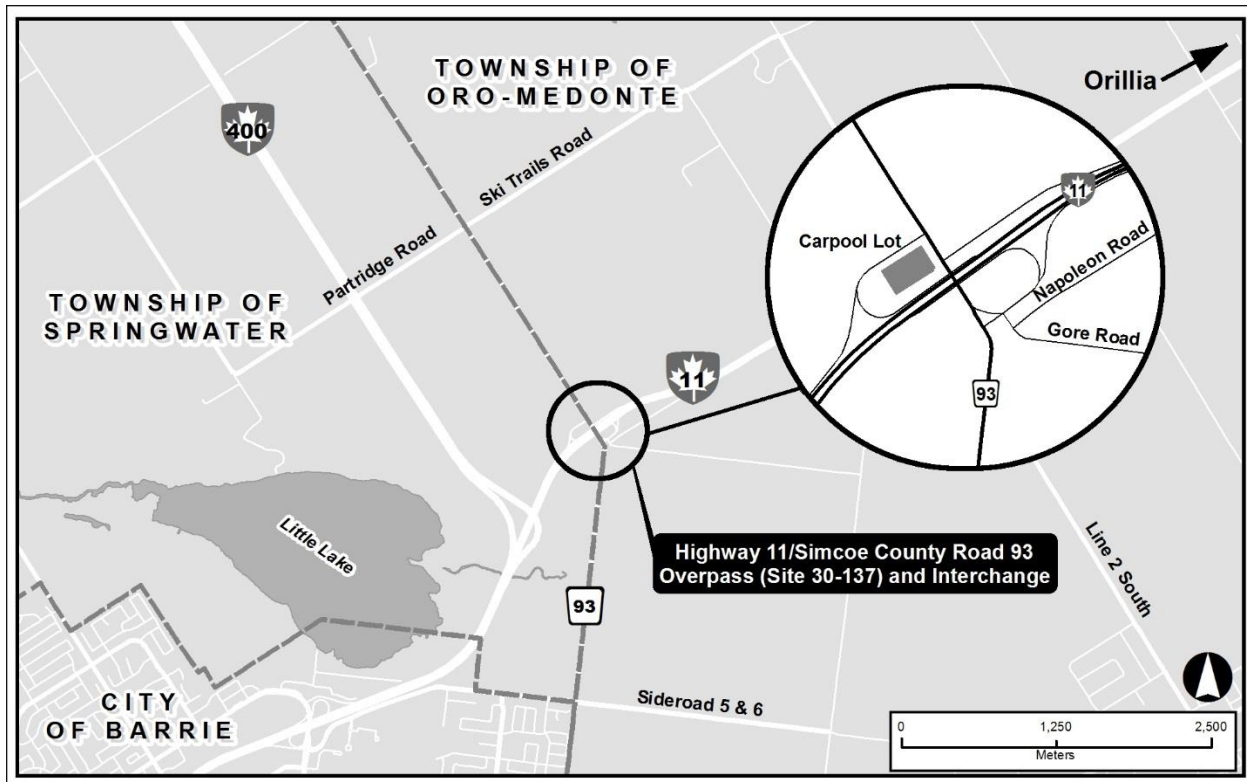
Mr. Aamir Munir, P. Eng.                      and  
Project Manager  
Morrison Hershfield Limited  
1005 Skyview Drive, Unit 175  
Burlington, Ontario L7P 5B1  
Phone: (905) 319-6668  
Fax: (905) 319-5548  
AMunir@morrisonhershfield.com

Ms. Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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

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

CC: Rhonda Gribbon, MTO Environmental Planner  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and  
Interchange Improvements  
Township of Oro-Medonte and Township of Springwater, County of Simcoe  
G.W.P. 2306-16-00**

---

**CONTACT INFORMATION FORM**

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 3, 2019 TO:**

Britney Ellis  
Environmental Planner  
Morrison Hershfield  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
Fax: (416) 499-9658  
Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

---

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

Yes ☐ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
\_\_\_\_\_  
Phone: \_\_\_\_\_  
Fax: \_\_\_\_\_  
Email: \_\_\_\_\_

3) In the space below, please provide any comments you may have regarding the study.

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June 19, 2019

Name «First\_Name» «Last\_Name»  
Company  
Address  
Postal Code  
«Job\_Title»

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Madam/Sir«Last\_Name»:

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

## THE PROJECT

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

## THE PROCESS

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known.

## COMMENTS

The purpose of this letter is to inform project stakeholders and agencies of the study. Attached to this correspondence is a Contact Information Form. Please indicate whether you or your organization has an interest in the project and if you would like to provide any input at this time. A reply by **July 7, 2019** is appreciated.

Should you require further information regarding this project or would like to provide comments, please feel free to contact us at the information listed below.

Yours truly,



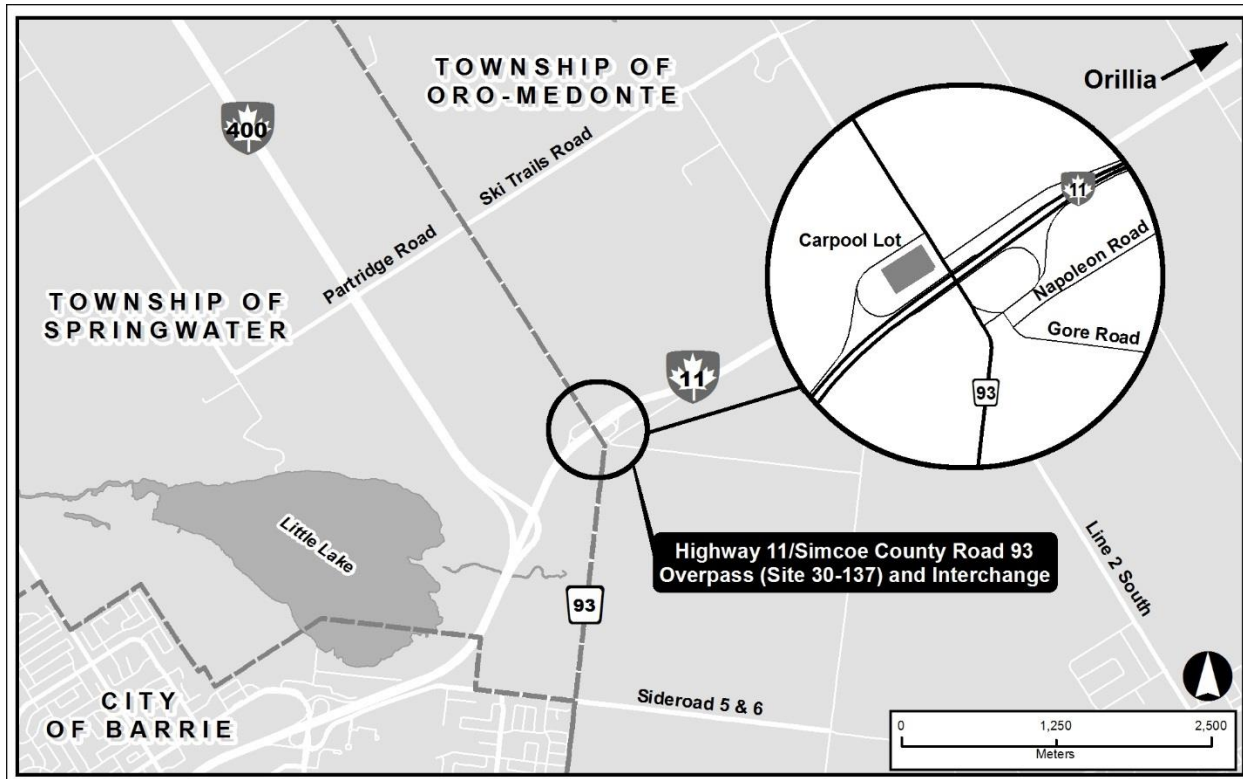
Mr. Aamir Munir, P. Eng.                      and  
Project Manager  
Morrison Hershfield Limited  
1005 Skyview Drive, Unit 175  
Burlington, Ontario L7P 5B1  
Phone: (905) 319-6668  
Fax: (905) 319-5548  
AMunir@morrisonhershfield.com

Ms. Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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

CC: Rhonda Gribbon, MTO Environmental Planner  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and  
Interchange Improvements  
Township of Oro-Medonte and Township of Springwater, County of Simcoe  
G.W.P. 2306-16-00**

---

**CONTACT INFORMATION FORM**

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
Environmental Planner  
Morrison Hershfield  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
Fax: (416) 499-9658  
Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

---

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

Yes ☐ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Department: \_\_\_\_\_  
Organization: \_\_\_\_\_  
Mailing Address: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
Phone: \_\_\_\_\_  
Fax: \_\_\_\_\_  
Email: \_\_\_\_\_

3) In the space below, please provide any comments you may have regarding the study.

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Ministry of  
Transportation  
Engineering Office  
Central Region  
4th Floor  
159 Sir William Hearst Ave  
Toronto, ON M3M 0B7  
Tel.: (416) 235-4535  
Fax: (416) 235-3576

Ministère des  
Transports  
Bureau de génie  
Région du Centre  
4e étage  
159, av. Sir William Hearst  
Toronto, ON M3M 0B7  
Tél.: (416) 235-4535  
Télééc: (416) 235-3576



May 27, 2019

Mr. Doug Downey  
MPP – Barrie – Springwater – Oro-Medonte  
20 Bell Farm Road, Unit 14  
Barrie, Ontario L4M 6E4

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Mr. Downey,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

## THE PROJECT

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

## THE PROCESS

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known.

An Ontario Government Notice will be published in the Barrie Advance newspaper the week of June 10, 2019 to notify the public of the study. The TESR is anticipated to be filed for a 30-day public review period by the end of 2019.

## COMMENTS

The purpose of this letter is to inform you of the study and to solicit any comments you may have regarding these works. Should you require further information regarding this project or would like to provide comments, please feel free to contact me at the information listed below.

Yours truly,



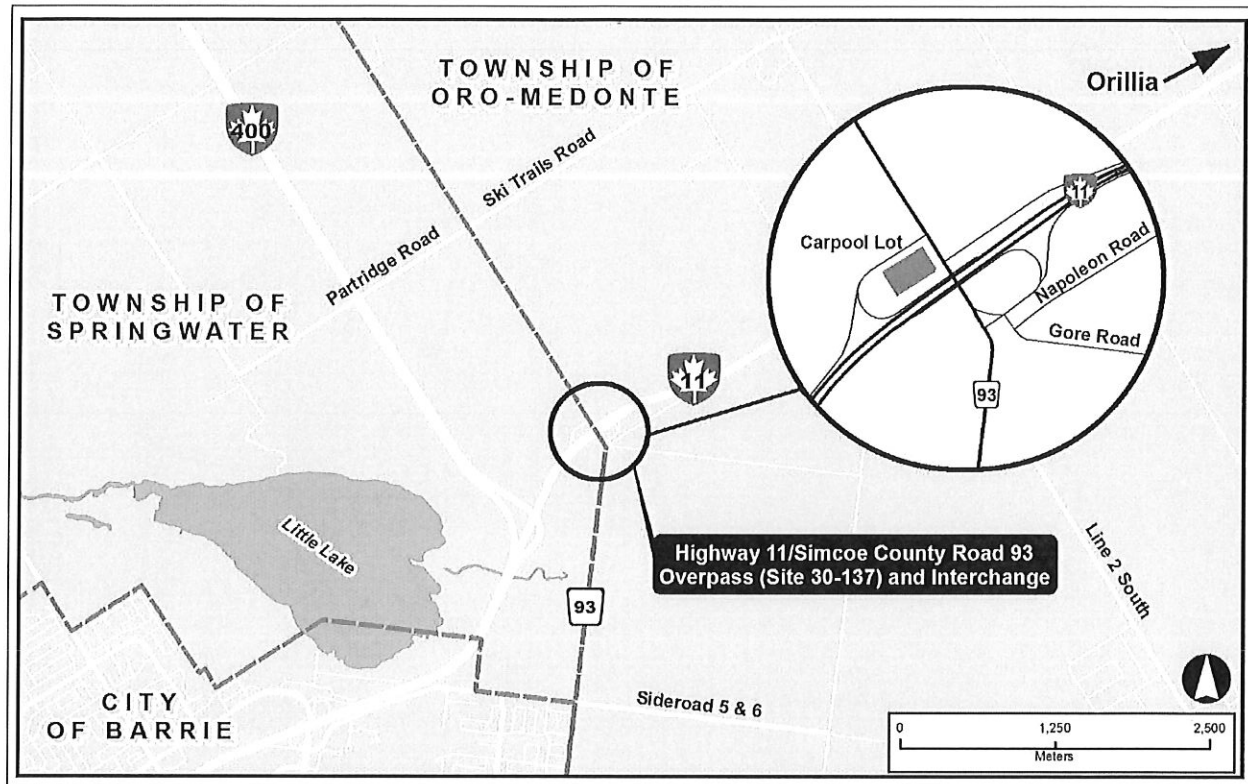
Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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

cc: Rhonda Gribbon, MTO Environmental Planner  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner





**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Planning and Design Section  
Central Region – Engineering  
4th Floor  
159 Sir William Hearst Avenue  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Fax: 416 235-3576

**Ministère des Transports**

Section de planification et de conception  
Région du Centre – Ingénierie  
4e étage  
159, avenue Sir William Hearst  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Téléc.: 416 325-3576



June 4, 2019

Chief Kelly LaRocca  
Mississaugas of Scugog Island First Nation  
22521 Island Rd. R. R. #5  
Port Perry, Ontario L9L 1B6

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief LaRocca,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

**THE PROJECT**

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

**THE PROCESS**

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known. Stage 1 and 2 Archaeological Assessments are anticipated to be undertaken as part of the project.

**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Mississaugas of Scugog Island First Nation of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,

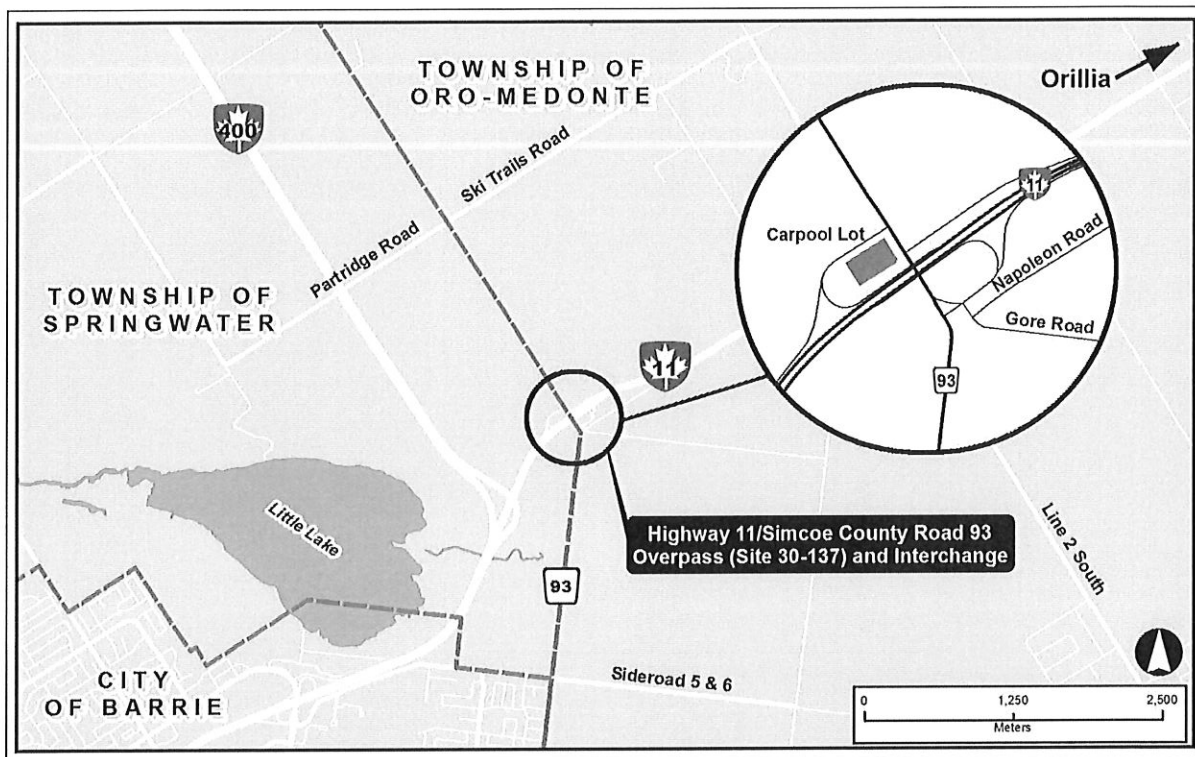


Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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

cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Ministry of Transportation**

Planning and Design Section  
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4th Floor  
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Toronto ON M3M 0B7  
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**Ministère des Transports**

Section de planification et de conception  
Région du Centre – Ingénierie  
4e étage  
159, avenue Sir William Hearst  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Téléc.: 416 325-3576



June 4, 2019

Ms. Rhonda Coppaway  
Mississaugas of Scugog Island First Nation  
22521 Island Rd. R. R. #5  
Port Perry, Ontario L9L 1B6

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Ms. Coppaway,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

**THE PROJECT**

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

**THE PROCESS**

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**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Mississaugas of Scugog Island First Nation of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,



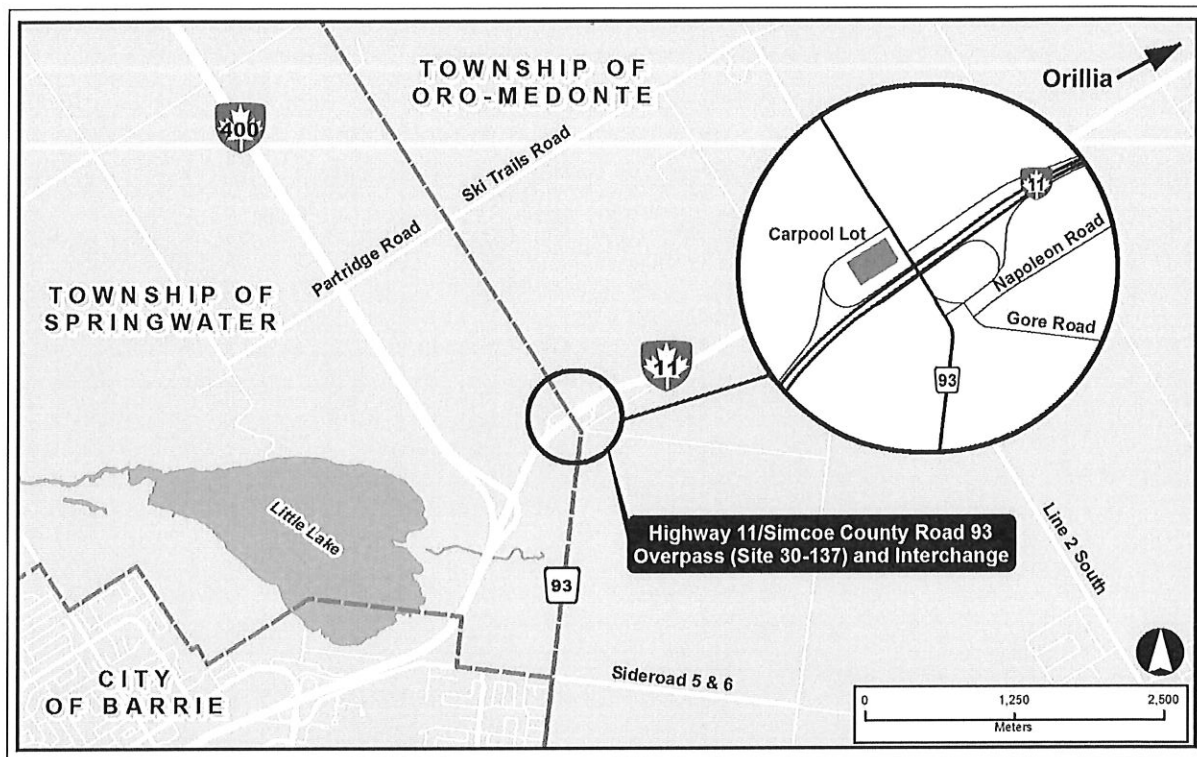
Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
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Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner





**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Planning and Design Section  
Central Region – Engineering  
4th Floor  
159 Sir William Hearst Avenue  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Fax: 416 235-3576

**Ministère des Transports**

Section de planification et de conception  
Région du Centre – Ingénierie  
4e étage  
159, avenue Sir William Hearst  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Téléc.: 416 325-3576



June 4, 2019

Mr. Dave Mowat  
Mississaugas of Scugog Island First Nation  
22521 Island Rd. R. R. #5  
Port Perry, Ontario L9L 1B6

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Mr. Mowat,

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**THE PROJECT**

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**COMMENTS**

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Yours truly,

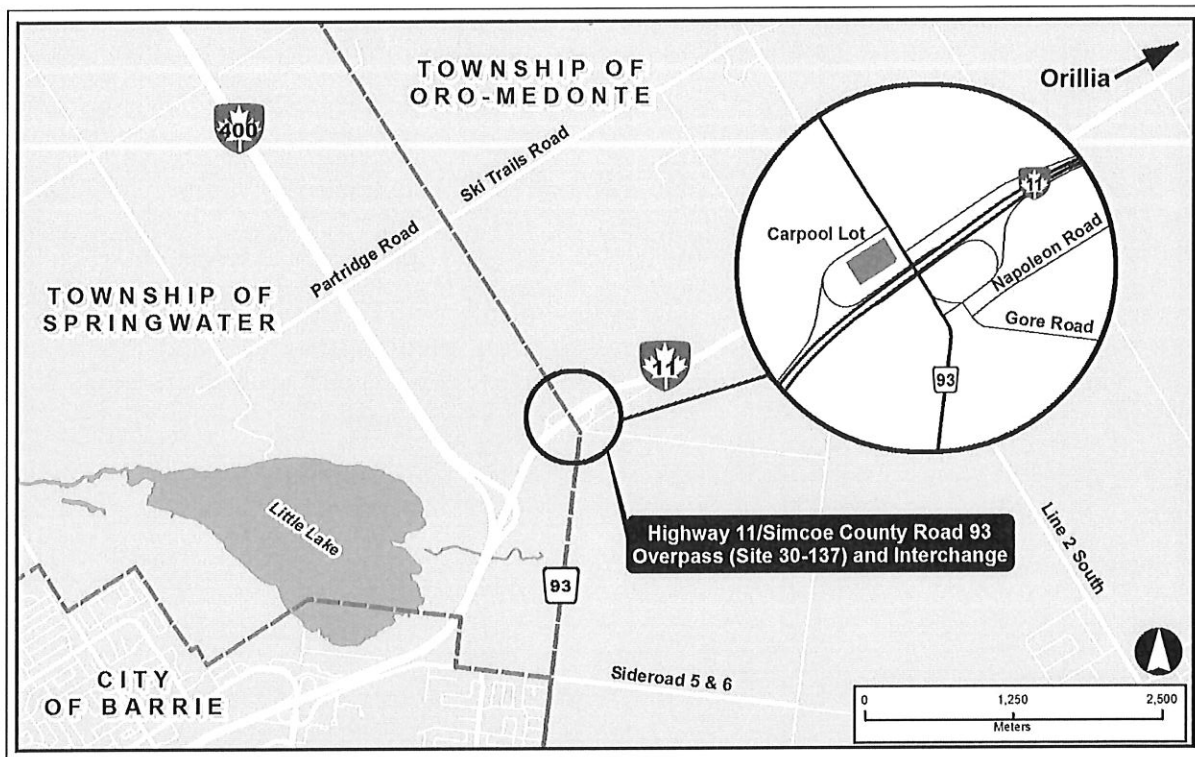
A handwritten signature in black ink, appearing to read 'Fiona Tam', with a stylized, cursive script.

Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Planning and Design Section  
Central Region – Engineering  
4th Floor  
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Section de planification et de conception  
Région du Centre – Ingénierie  
4e étage  
159, avenue Sir William Hearst  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Téléc.: 416 325-3576



June 4, 2019

Ms. Sharday James  
Community Consultation Work  
Chippewas of Rama First Nation  
5884 Rama Road Suite 200  
Rama, Ontario L3V 6H6

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

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**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Chippewas of Rama First Nation of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,



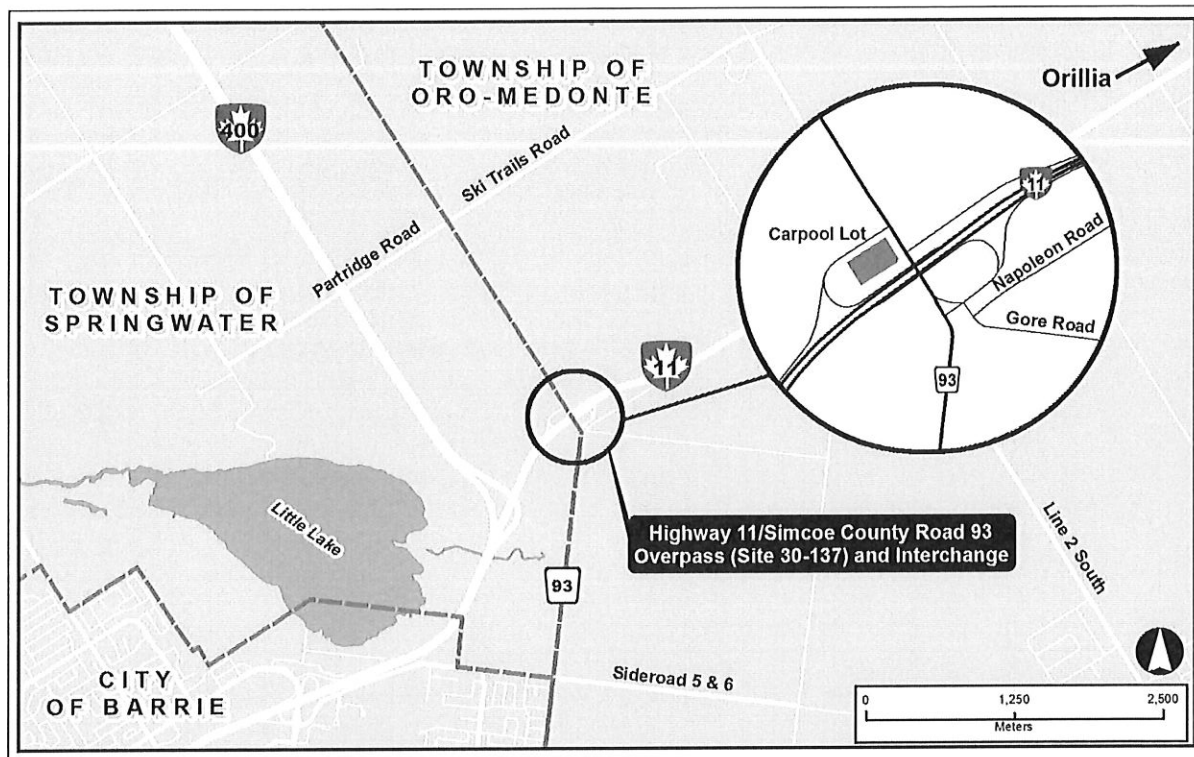
Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
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cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner





**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Planning and Design Section  
Central Region – Engineering  
4th Floor  
159 Sir William Hearst Avenue  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Fax: 416 235-3576

**Ministère des Transports**

Section de planification et de conception  
Région du Centre – Ingénierie  
4e étage  
159, avenue Sir William Hearst  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Téléc.: 416 325-3576



June 4, 2019

Chief Donna Big Canoe  
Chippewas of Georgina Island  
R.R. #2, P.O. Box N13  
Sutton West, Ontario L0E 1R0

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief Big Canoe,

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**THE PROCESS**

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known. Stage 1 and 2 Archaeological Assessments are anticipated to be undertaken as part of the project.

**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Chippewas of Georgina Island of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,

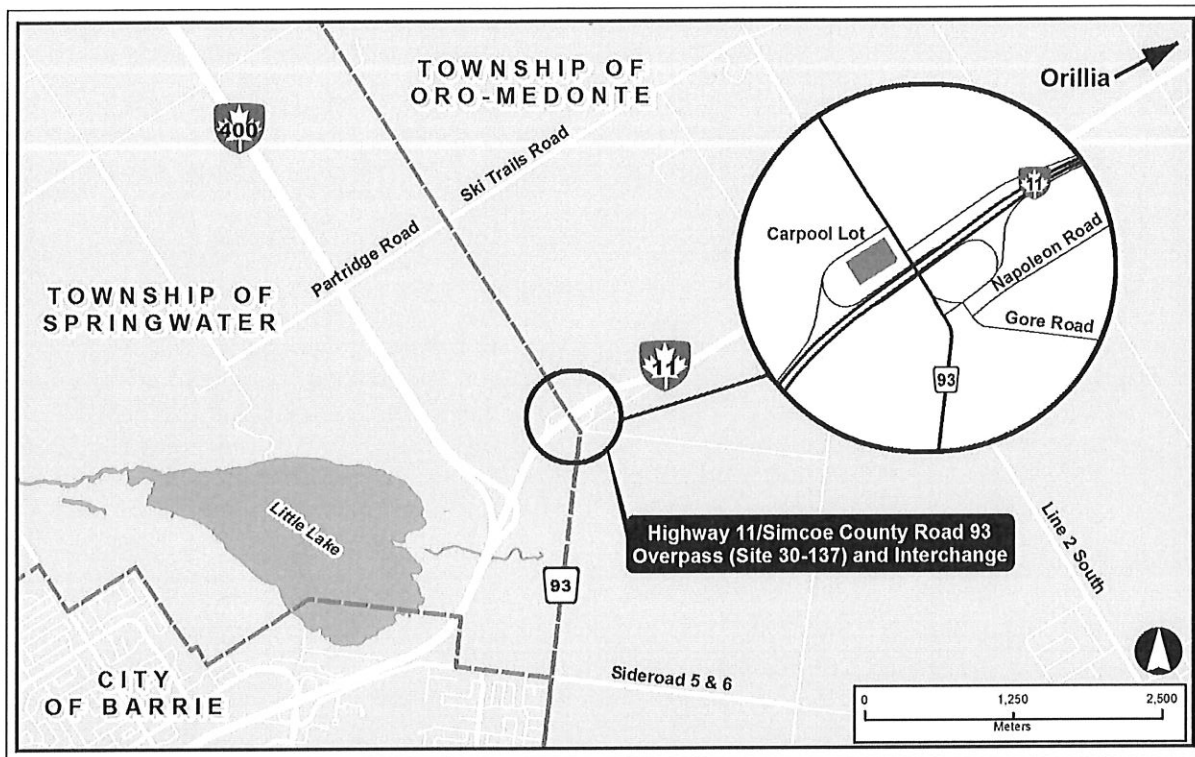


Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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

cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater

**Ministry of Transportation**

Planning and Design Section  
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June 4, 2019

Chief Laurie Carr  
Hiawatha First Nation  
123 Paudash Street  
Hiawatha, Ontario K0L 2G0

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief Carr,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

**THE PROJECT**

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

**THE PROCESS**

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known. Stage 1 and 2 Archaeological Assessments are anticipated to be undertaken as part of the project.

**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Hiawatha First Nation of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,

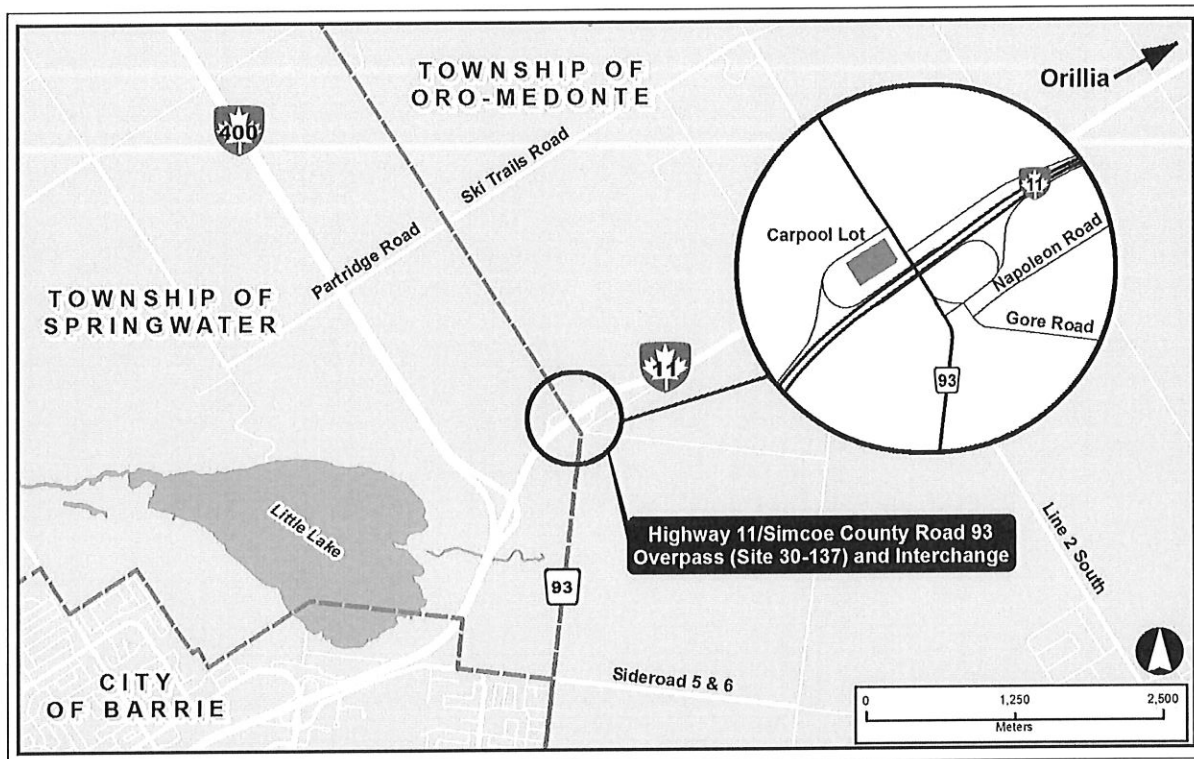


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cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**



**Ministry of Transportation**

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June 4, 2019

Chief Guy Monague  
Beausoleil First Nation  
11 O'Gema Miikaan  
Christian Island, Ontario L9M 0A9

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief Monague,

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**THE PROJECT**

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**THE PROCESS**

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**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Beausoleil First Nation of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,

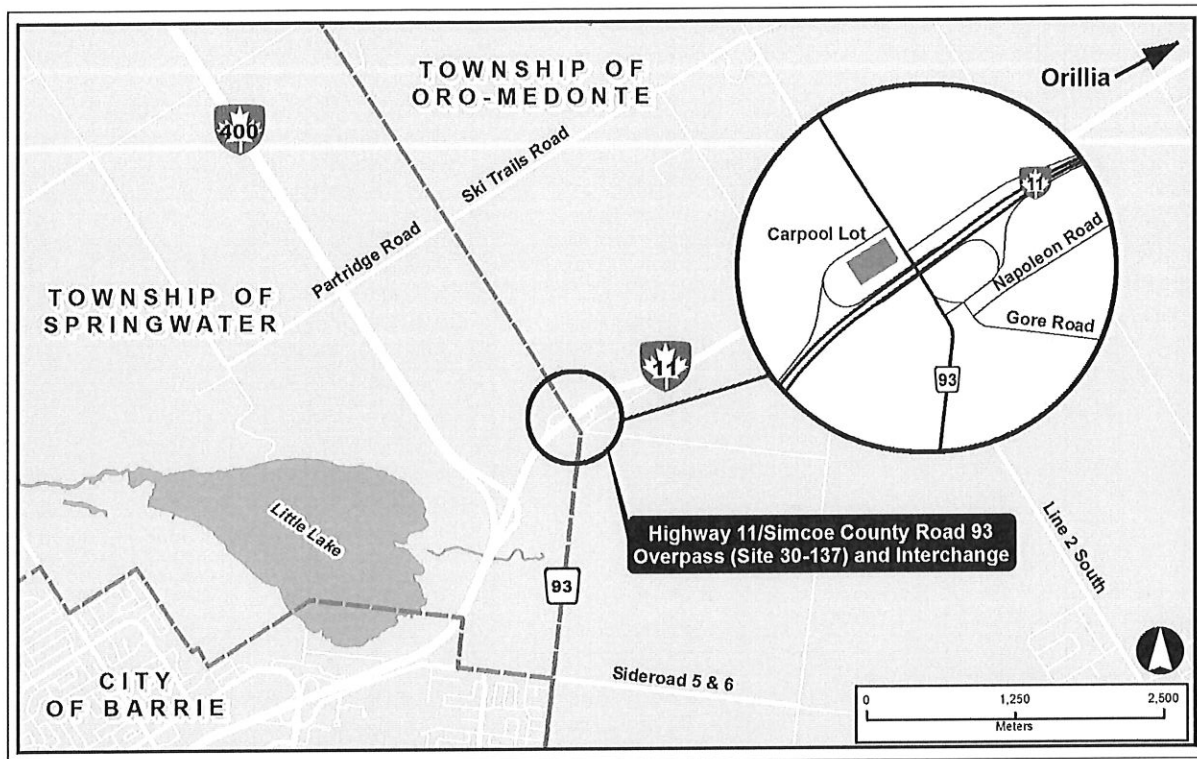


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cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

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June 4, 2019

Chief James R. Marsden  
Alderville First Nation  
Alderville Administrative Office, 11696 Second Line Rd. P.O. Box 46  
Roseneath, Ontario K0K 2X0

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief Marsden,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

**THE PROJECT**

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**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Alderville First Nation of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,

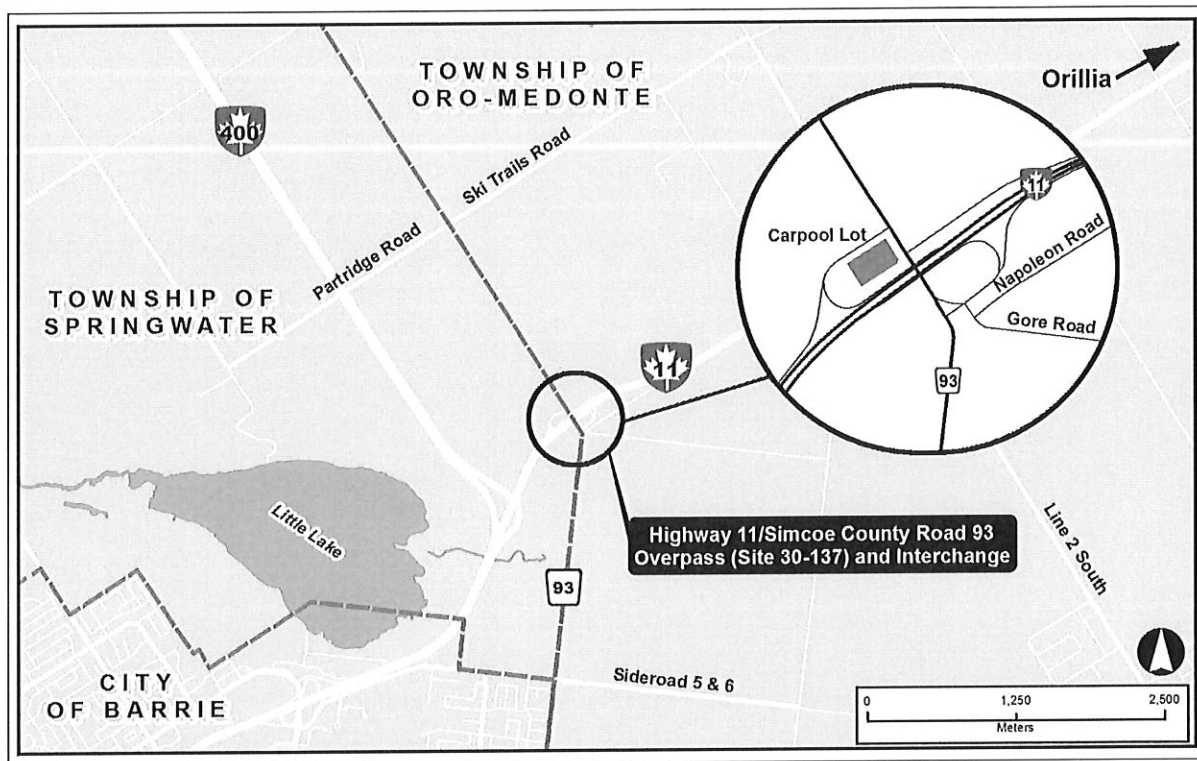


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cc: Rhonda Gribbon, MTO Environmental Planner  
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Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

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June 4, 2019

Mr. Dave Simpson  
Lands and Resources  
Alderville First Nation  
Alderville Administrative Office, 11696 Second Line Rd. P.O. Box 46  
Roseneath, Ontario K0K 2X0

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Mr. Simpson,

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**THE PROJECT**

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**COMMENTS**

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Yours truly,

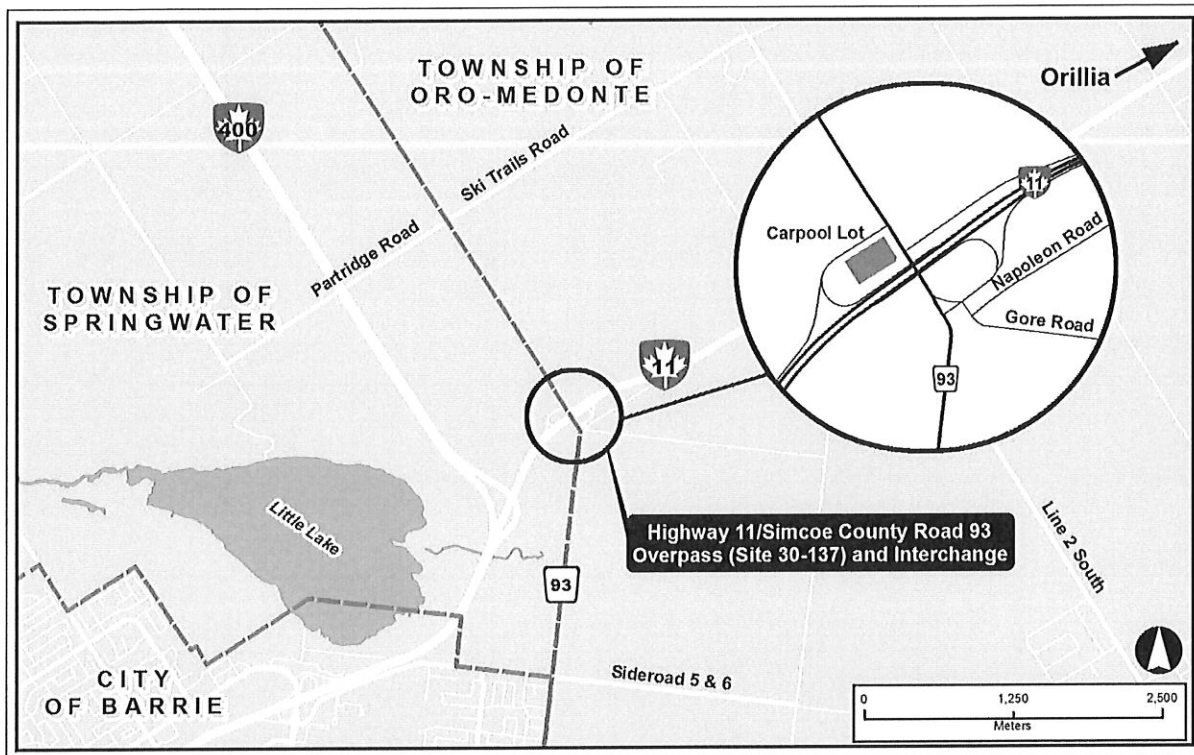


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Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater

**Ministry of Transportation**

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June 4, 2019

Chief Phyllis Williams  
Curve Lake First Nation  
22 Winookeeda Road  
Curve Lake, Ontario K0L 1R0

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief Williams,

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**COMMENTS**

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Yours truly,

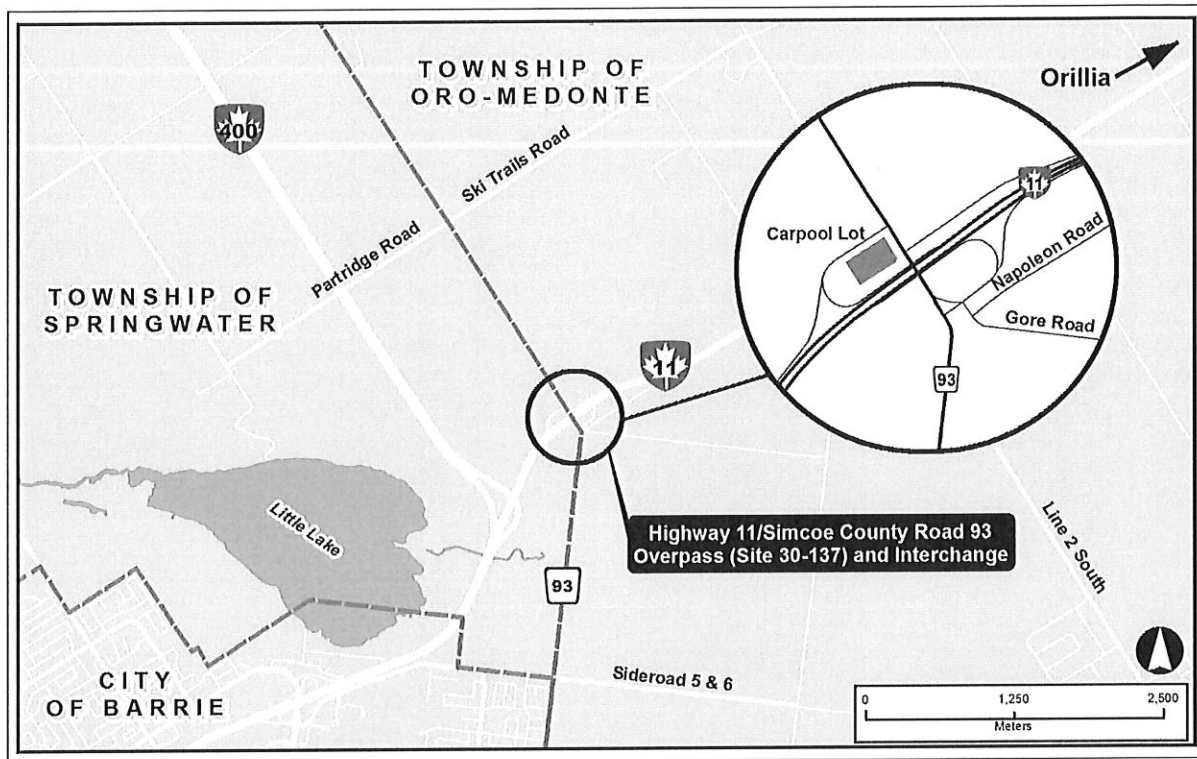


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Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

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June 4, 2019

Ms. Kaitlin Hill  
Lands and Resources Consultation  
Curve Lake First Nation  
22 Winookeeda Road  
Curve Lake, Ontario K0L 1R0

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Ms. Hill,

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**COMMENTS**

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Yours truly,



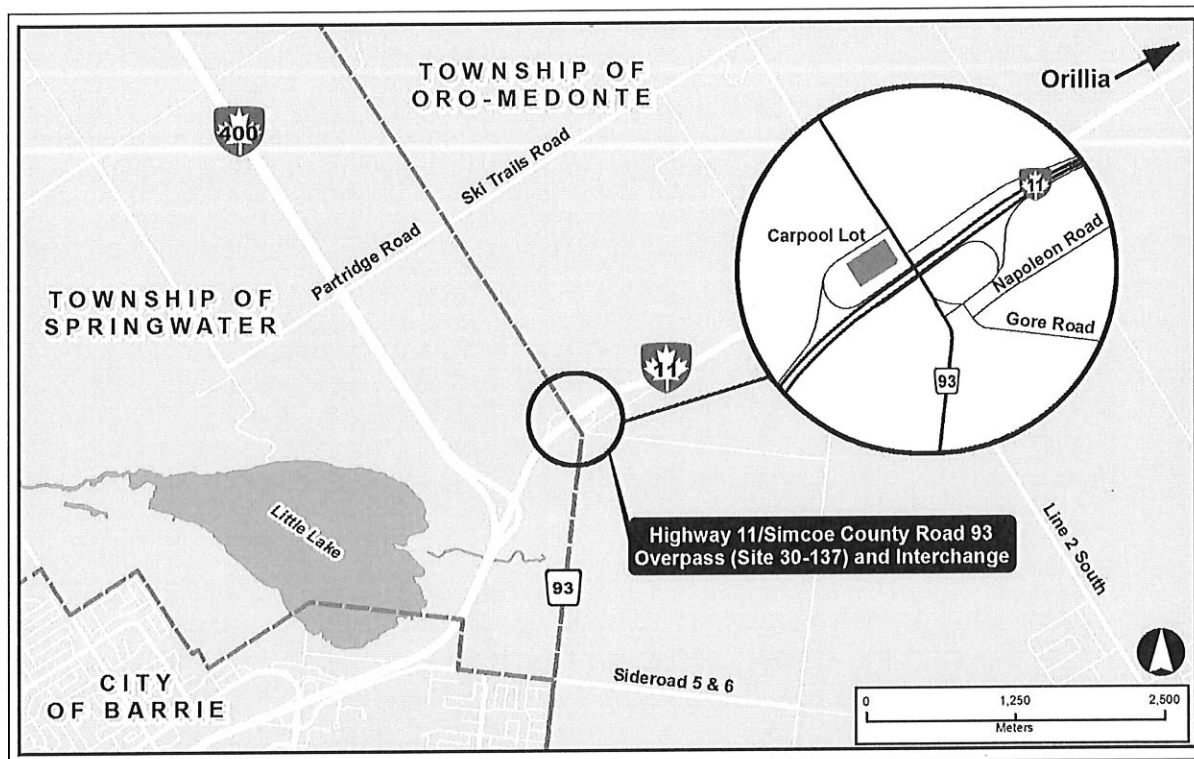
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Britney Ellis, MH Environmental Planner





**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

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June 4, 2019

Ms. Karry Sandy-Mackenzie  
Barrister & Solicitor, Coordinator for the Williams Treaties  
Williams Treaties First Nations  
8 Creswick Court  
Barrie, Ontario L4M 2J7

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Ms. Sandy-Mackenzie,

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**THE PROJECT**

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**COMMENTS**

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Yours truly,

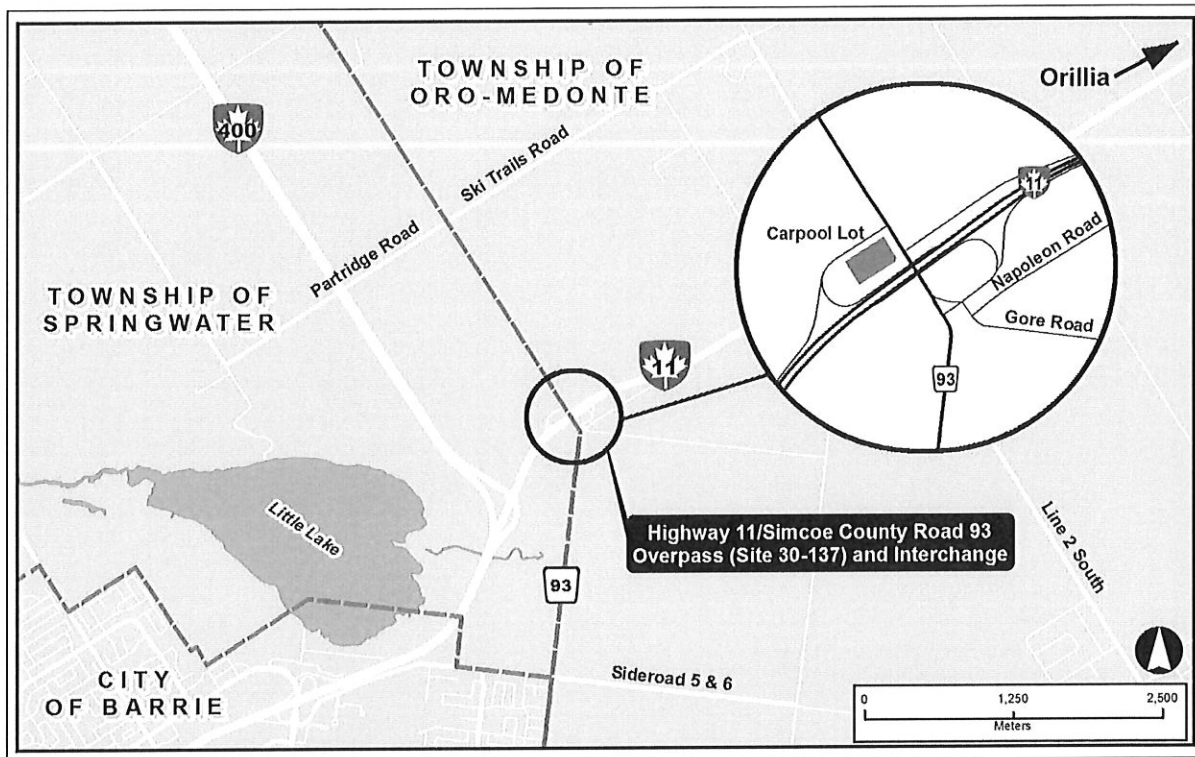


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Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

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June 4, 2019

Ms. Rhonda Williams  
Administrator  
Pottawatomi of Moose Deer Point  
c/o Government Services P.O. Box 119  
MacTier, Ontario P0C 1H0

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Ms. Williams,

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**COMMENTS**

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Yours truly,

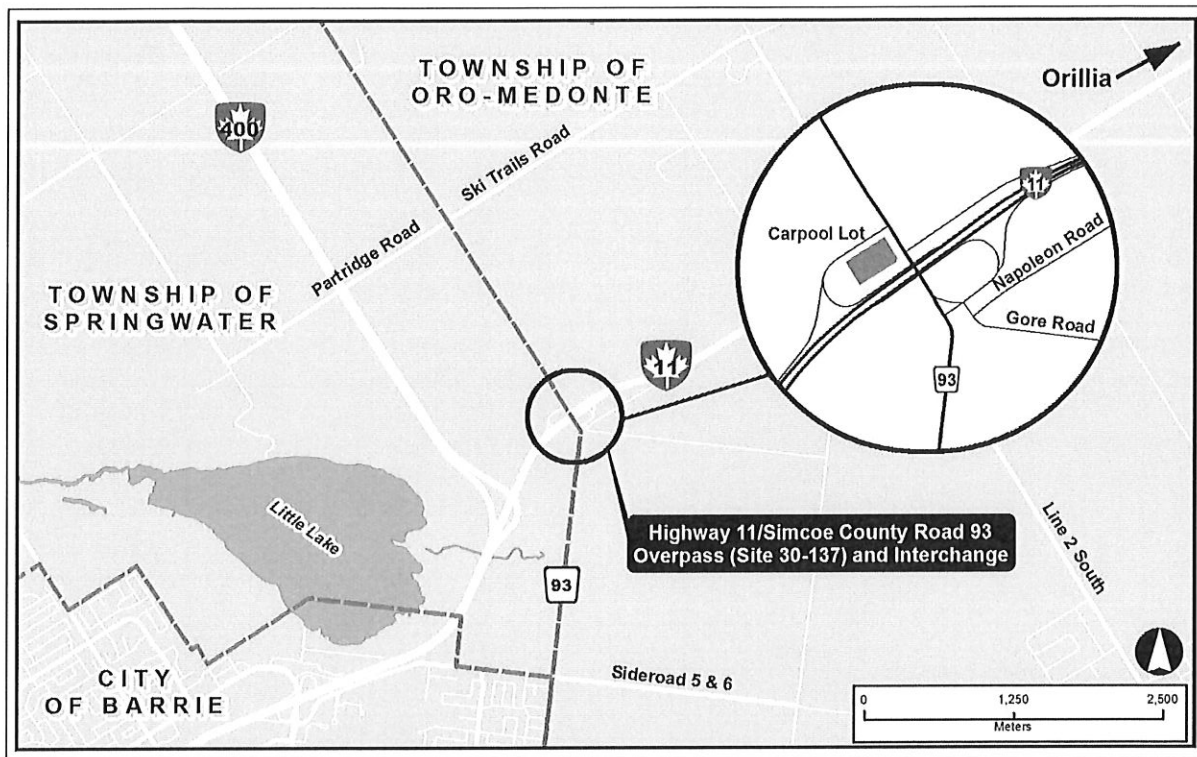


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Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.  
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If you have any accessibility requirements in order to participate in this project please contact the Project  
Team member listed above.

cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**



**Ministry of Transportation**

Planning and Design Section  
Central Region – Engineering  
4th Floor  
159 Sir William Hearst Avenue  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Fax: 416 235-3576

**Ministère des Transports**

Section de planification et de conception  
Région du Centre – Ingénierie  
4e étage  
159, avenue Sir William Hearst  
Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Téléc.: 416 325-3576



June 4, 2019

Métis Consultation Unit  
Métis Nation of Ontario Head Office  
500 Old St. Patrick Street, Unit D  
Ottawa, Ontario K1N 9G4

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Sir/Madam,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

**THE PROJECT**

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

**THE PROCESS**

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known. Stage 1 and 2 Archaeological Assessments are anticipated to be undertaken as part of the project.

**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Métis Nation of Ontario Head Office of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,

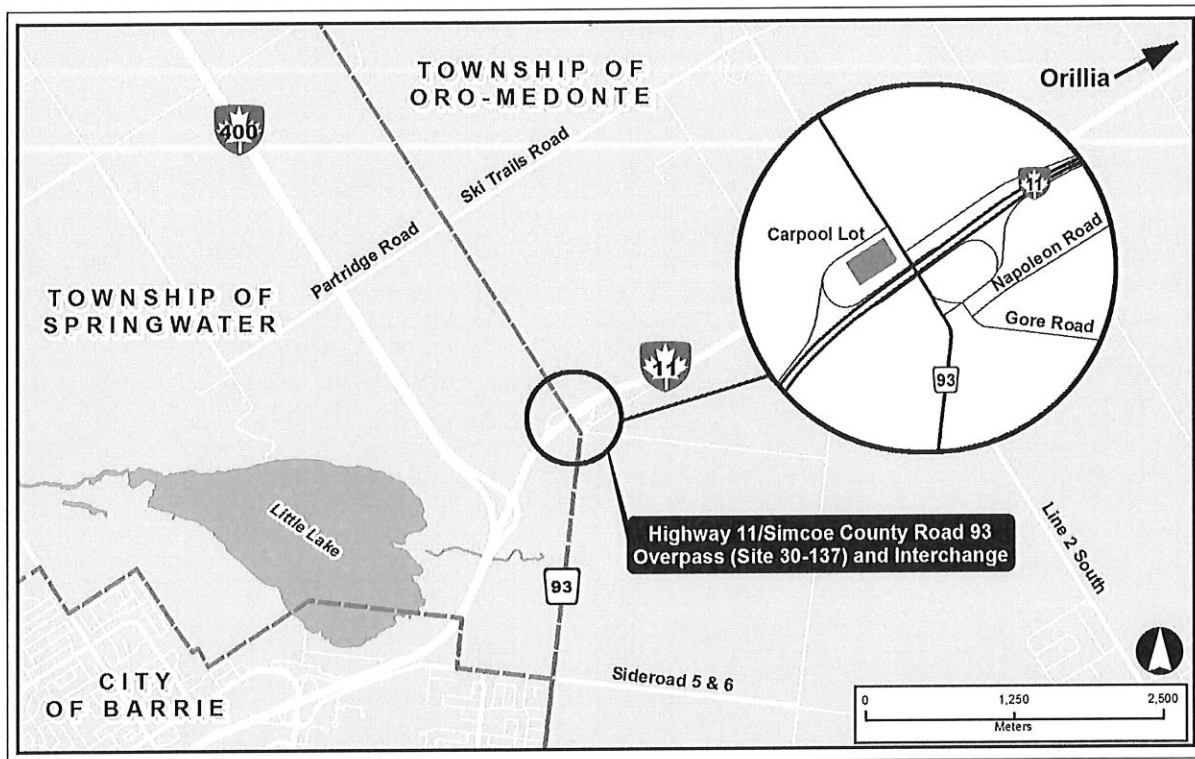
A handwritten signature in black ink, appearing to read 'Fiona Tam', with a stylized flourish at the end.

Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Planning and Design Section  
Central Region – Engineering  
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**Ministère des Transports**

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Toronto ON M3M 0B7  
Tel.: 416 235-5581  
Téléc.: 416 325-3576



June 4, 2019

Mr. Greg Garratt  
President  
Georgian Bay Métis Council  
355 Cranston Crescent P.O. Box 4  
Midland, Ontario L4R 4K6

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Mr. Garratt,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

**THE PROJECT**

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

**THE PROCESS**

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known. Stage 1 and 2 Archaeological Assessments are anticipated to be undertaken as part of the project.

**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Georgian Bay Métis Council of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.

Yours truly,

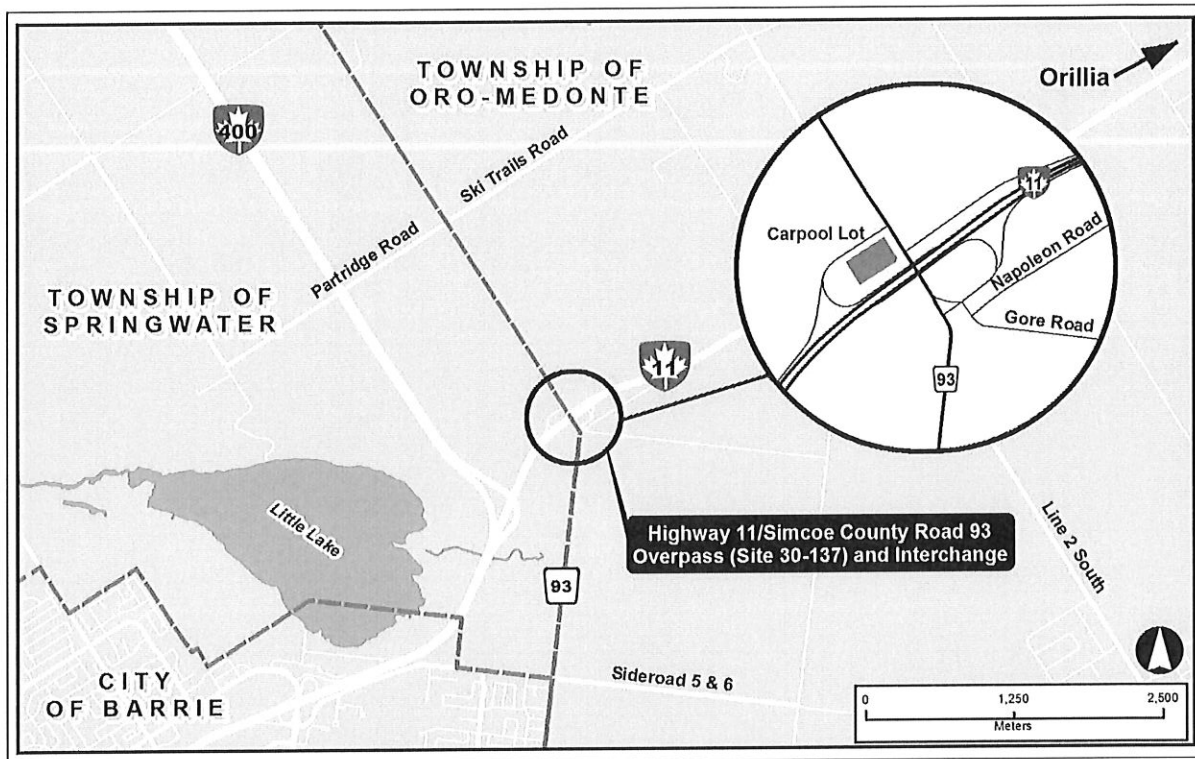


Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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

cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Planning and Design Section  
Central Region – Engineering  
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Téléc.: 416 325-3576



June 4, 2019

Grand Chief Konrad Sioui  
Huron-Wendat Nation  
255 place Chef-Michel-Laveau  
Wendake, Quebec G0A 4V0

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Grand Chief Sioui,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

**THE PROJECT**

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

**THE PROCESS**

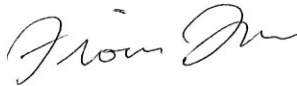
The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known. Stage 1 and 2 Archaeological Assessments are anticipated to be undertaken as part of the project.

**COMMENTS**

Your input is valuable to the study, and as such, the purpose of this letter is to notify the Huron-Wendat Nation of the study. If you would like to provide comments on the study, or if you wish to meet in person to discuss the project, please feel free to contact me at the number listed below.



Yours truly,

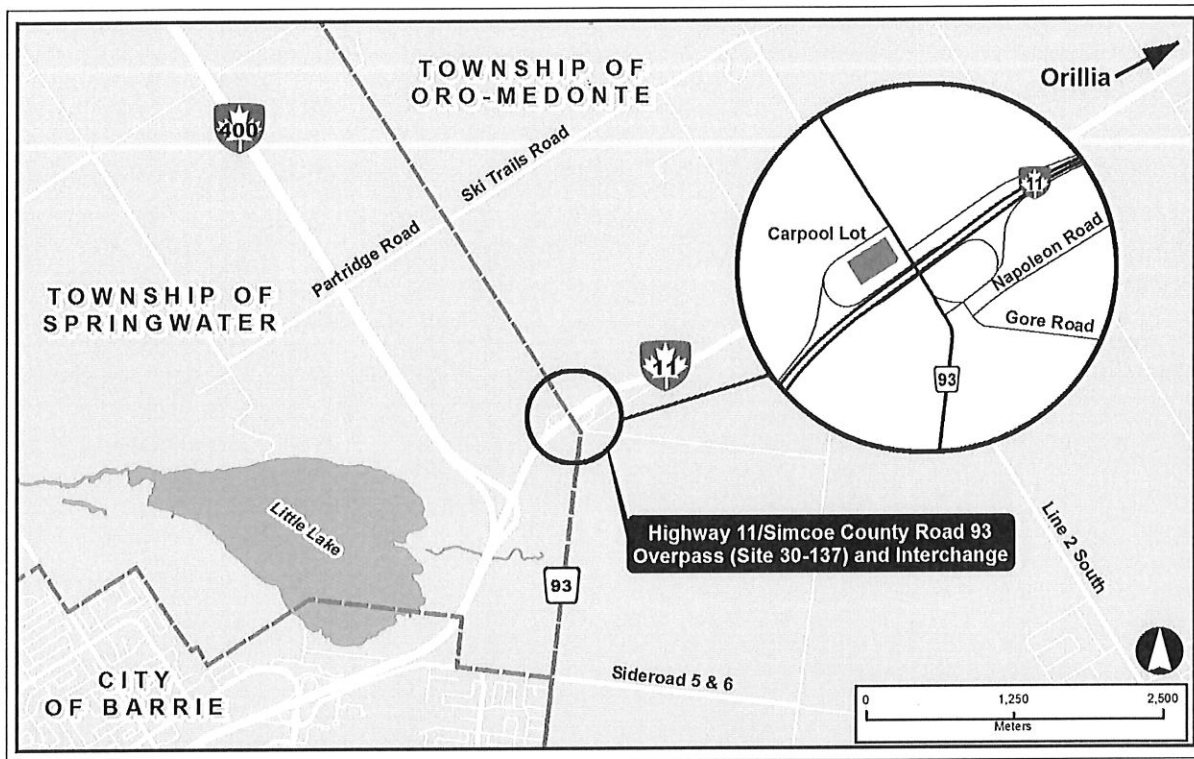


Fiona Tam, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 0B7  
Phone: (416) 235-3889  
Fax: (416) 235-3576  
Fiona.Tam@ontario.ca

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

cc: Rhonda Gribbon, MTO Environmental Planner  
Denise McGuire, Regional Archaeologist  
Aamir Munir P.Eng., MH Project Manager  
Britney Ellis, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange**  
**Township of Oro-Medonte and Township of Springwater**

# Notice Of Study Commencement

## Preliminary Design and Class Environmental Assessment Study Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements Township of Oro-Medonte and Township of Springwater - G.W.P. 2306-16-00

### THE STUDY

**Morrison Hershfield Limited** has been retained by the **Ministry of Transportation** to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe (see below Key Plan).

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

### THE PROCESS

The study will follow the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known.

### COMMENTS

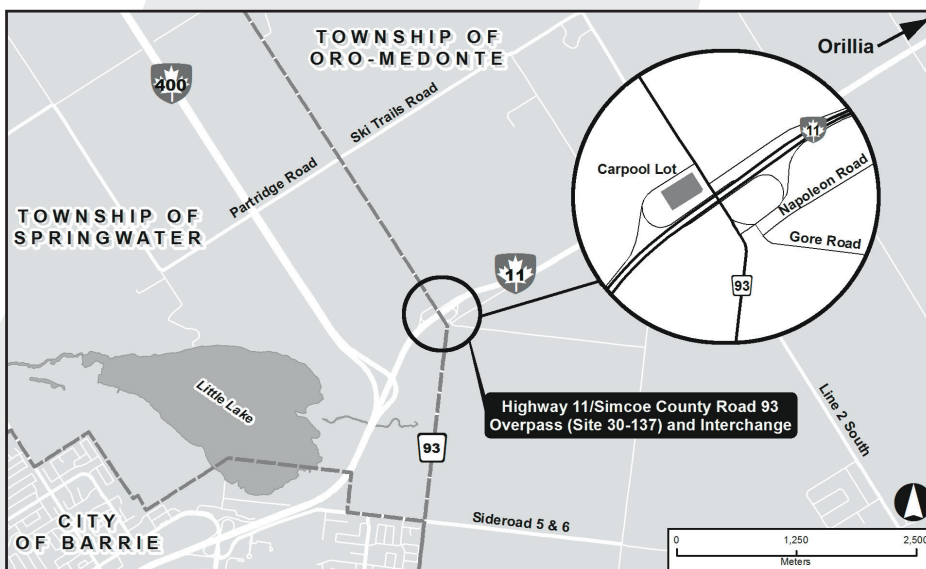
We are interested in hearing any comments or concerns that you may have with the study. For further information or to be added to the project mailing list, please contact:

#### Aamir Munir, P.Eng.

Project Manager  
Morrison Hershfield Limited  
1005 Skyview Drive, Unit 175  
Burlington, ON L7P 5B1  
tel: 905-319-6668, fax: 905-319-5548  
e-mail: AMunir@morrisonhershfield.com

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



#### Fiona Tam, P.Eng.

Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, ON M3M 1J8  
tel: 416-235-3889, fax: 416-235-3576  
e-mail: Fiona.Tam@ontario.ca

## SHIPLEY NAMED CONSERVATIVE CANDIDATE IN BSOM

CHRIS SIMON  
chris.simon@simcoe.com

Doug Shipley will carry the Conservative banner in Barrie-Springwater-Oro-Medonte in the upcoming federal election.

The current Ward 3 councillor in the City of Barrie has been selected as the Conservative party candidate for the riding. He made the announcement in a Facebook post June 7.

"I am thankful for the support from my family and friends and I look forward to the opportunity of representing this area at Parliament," he said in the statement. "There is a lot of hard work ahead and I look forward to assembling a great team to achieve our common goal."

Shipley announced his intention to run in late May. He was handed the position after three other candidates - fellow city Coun. Sergio Morales, management consultant Logan Ross and Matt Kelman, who worked as an executive assistant in current Conservative MP Alex Nuttall's office - dropped out in recent weeks.

Morales, in a somewhat cryptic social-media post about 20 minutes after Shipley's announcement, threw his support behind his council colleague, but noted it was "disappointing that the party does not want a contested nomination election."

"With an outstanding 484 memberships signed up in such a short time, the people of (BSOM) responded and chose to believe in the vision I had to offer; that is absolutely beautiful and a humbling honour that I will never forget," Morales said. "That said, I would like to wish Doug Shipley my best. His years of political and business experience will without a doubt prove to be extremely valuable to us. He will be an (absolutely) stellar MP in Ottawa for our community."

In March, Nuttall formally announced that he would not run for re-election.

Shipley planned to run for the Progressive Conservative party nomination in the lead-up to last year's provincial election, but eventually stepped away from that race.

## Notice Of Study Commencement

Preliminary Design and Class Environmental Assessment Study

Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements

Township of Oro-Medonte and Township of Springwater - G.W.P. 2306-16-00

### THE STUDY

**Morrison Hershfield Limited** has been retained by the **Ministry of Transportation** to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe (see below Key Plan).

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

### THE PROCESS

The study will follow the approved planning process for a Group 'B' project in accordance with the Class Environmental Assessment for Provincial Transportation Facilities (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known.

### COMMENTS

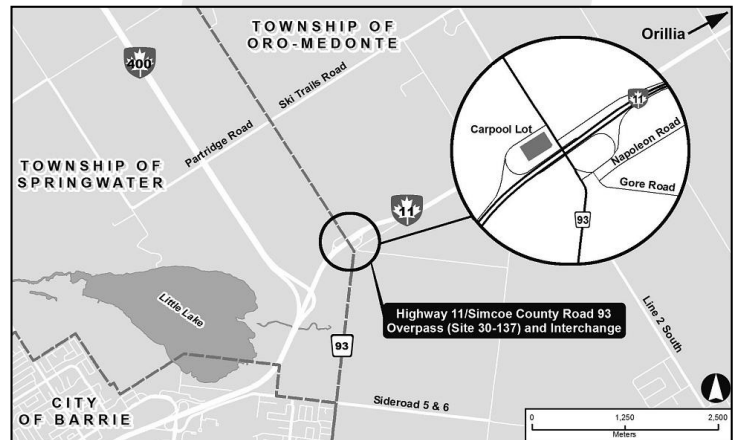
We are interested in hearing any comments or concerns that you may have with the study. For further information or to be added to the project mailing list, please contact:

#### Aamir Munir, P.Eng.

Project Manager  
Morrison Hershfield Limited  
1005 Skyview Drive, Unit 175  
Burlington, ON L7P 5B1  
tel: 905-319-6668, fax: 905-319-5548  
e-mail: AMunir@morrisonhershfield.com

#### Fiona Tam, P.Eng.

Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, ON M3M 1J8  
tel: 416-235-3889, fax: 416-235-3576  
e-mail: Fiona.Tam@ontario.ca



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

Project Update Letter  
Issued May 2021

May 13, 2021

Sample Project Update Letter

Karla Barboza  
Team Lead - Heritage, Heritage Program Unit  
Ministry of Heritage, Sport and Culture Industries  
401 Bay Street  
Toronto, Ontario M7A 0A7

**Re: Project Update for Preliminary Design & Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Ms. Barboza:

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe (see key plan). The purpose of this letter is to provide an update on the project since our initial project notification was sent in June 2019.

The study has examined alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs. The Recommended Plan and Preferred Design Alternative includes:

- Replacement of the existing overpass structure with a single span slab-on-girder closed abutment structure, with a clear span of 17.5 m between abutment faces that accommodates northbound and southbound lanes of Highway 11 traffic;
- Modifications to the existing interchange configuration with new on/off ramps proposed to accommodate all existing traffic movements to and from Highway 11;
- New roadside ditch drainage alignment to accommodate the modifications to the interchange configuration;
- Inclusion of traffic signals at the West Ramp Terminal (Ramp N-E/W);
- Existing Highway 11 horizontal alignment to be shifted approximately 10 m to the west within MTO's Right-of-Way to reduce property impacts on the east side of the highway and to improve existing highway geometric deficiencies;
- Roadside safety improvements, including new TL-5 barrier for median protection along Highway 11;
- Existing carpool parking lot to be modified/reconstructed, while maintaining existing parking capacity; and
- Drainage and illumination improvements.

The proposed Simcoe County Road 93 under the overpass will accommodate one through traffic lane in each direction and one westbound left turn lane to the southbound lanes of Highway 11. The Highway 11 alignment and overpass replacement structure will also accommodate future widening of the highway to six lanes. A plan illustrating the Preferred Design Alternative for the highway overpass replacement and interchange configuration is provided as an attachment to this letter.

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) is being prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation measures, as well as consultation activities. It is anticipated that the TESR will be completed in Summer 2021. Once completed, the TESR will be made available for a 45-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known.

After completion of this preliminary design study, a detail design study will be undertaken before the preferred alternative is constructed. It is anticipated that the detail design study will commence later in 2021.

Should you require further information regarding this project or would like to provide comments at this time, please feel free to contact us at the information listed below. A reply by **June 3, 2021** is appreciated.

Yours truly,



Mr. Bruce Dickey, P. Eng.                      and  
Project Manager  
Morrison Hershfield Limited  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
BDickey@morrisonhershfield.com

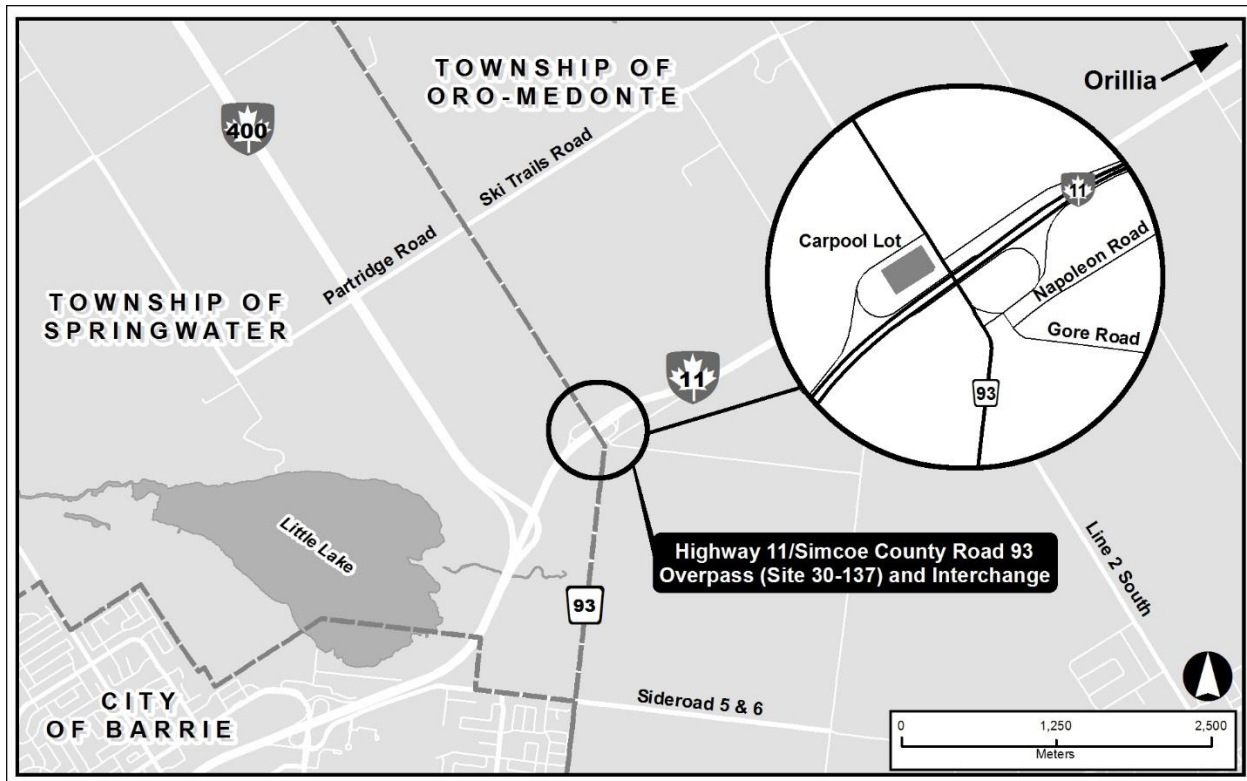
Mr. Cristian Crosato, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: (416) 235-5581  
Cristian.Crosato@ontario.ca

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

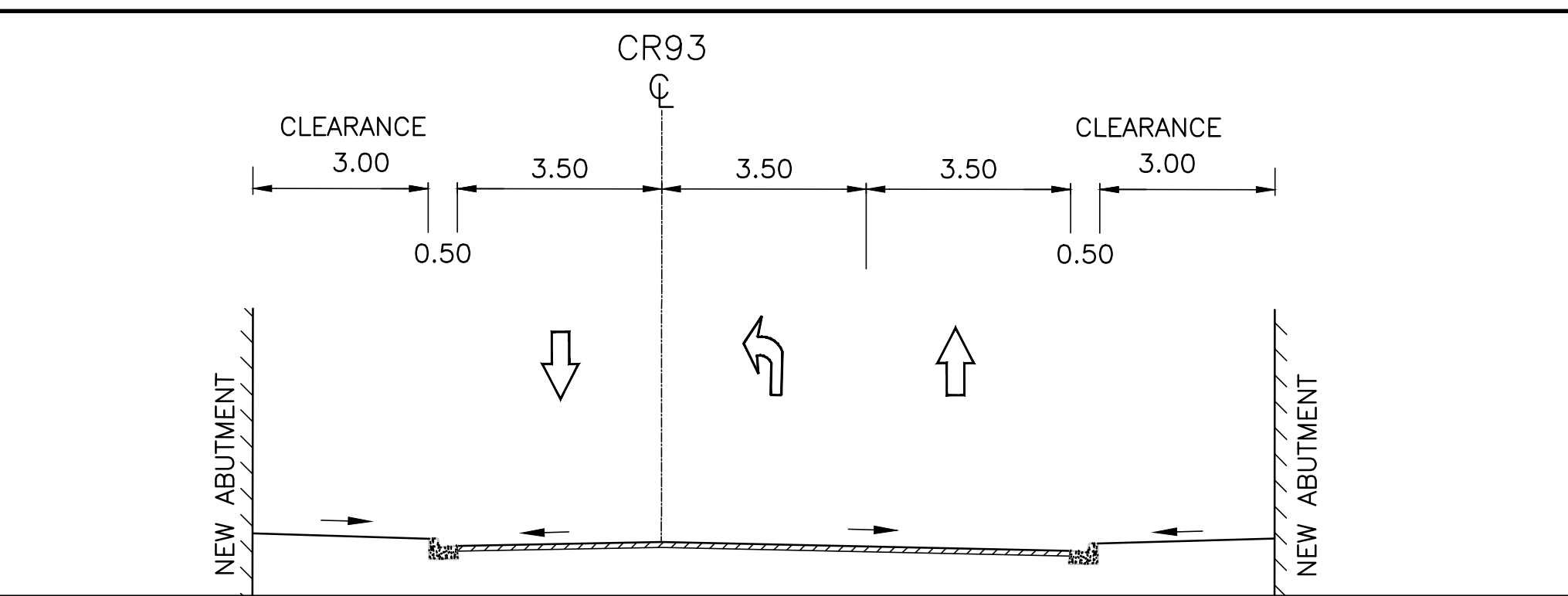
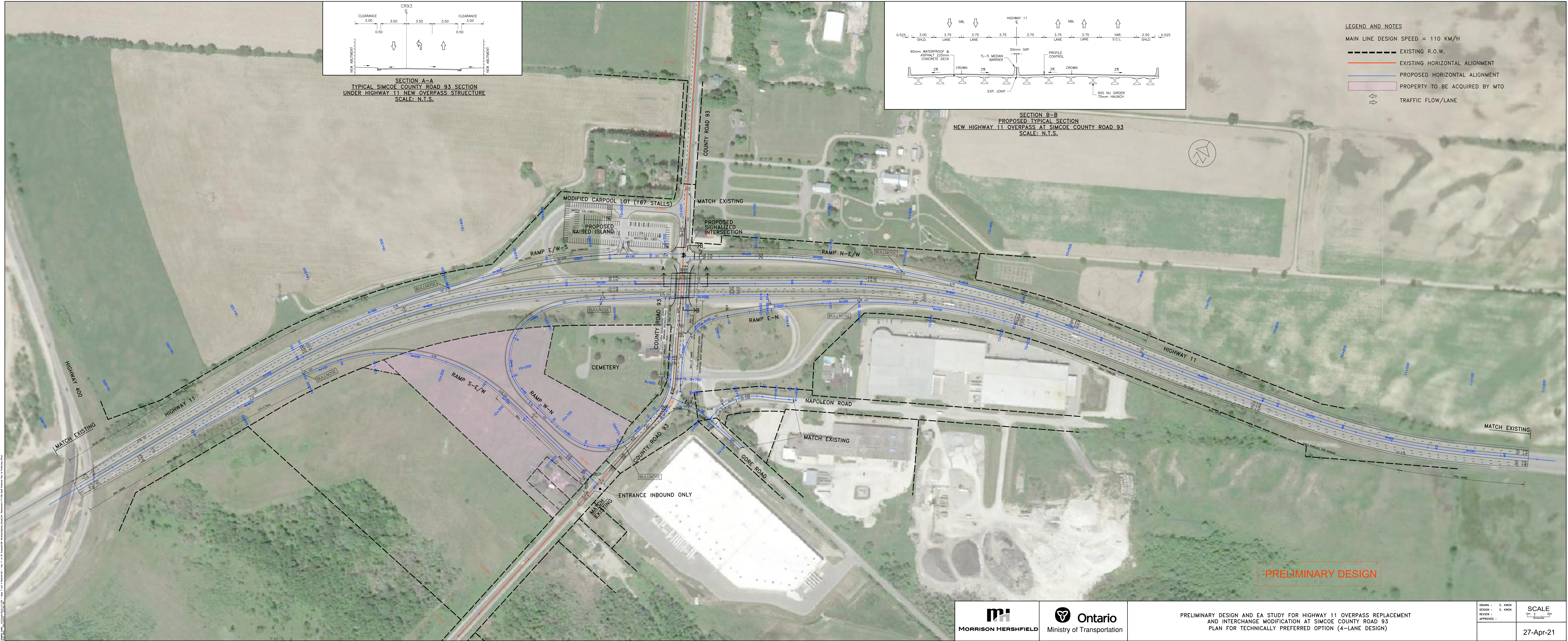
CC: Rhonda Gribbon, MTO Environmental Planner  
Britney Ellis, MH Environmental Planner



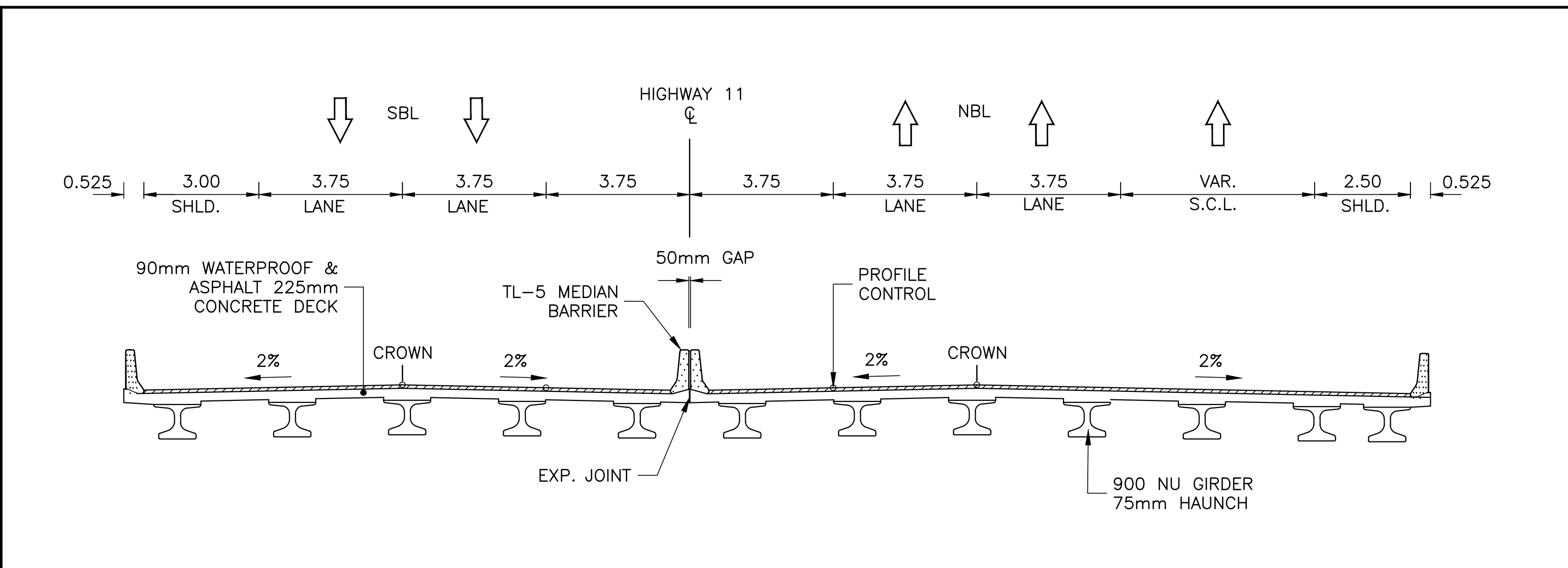


**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**





SECTION A-A  
TYPICAL SIMCOE COUNTY ROAD 93 SECTION  
UNDER HIGHWAY 11 NEW OVERPASS STRUCTURE  
SCALE: N.T.S.



SECTION B-B  
PROPOSED TYPICAL SECTION  
NEW HIGHWAY 11 OVERPASS AT SIMCOE COUNTY ROAD 93  
SCALE: N.T.S.

- LEGEND AND NOTES**
- MAIN LINE DESIGN SPEED = 110 KM/H
- EXISTING R.O.W.
  - EXISTING HORIZONTAL ALIGNMENT
  - PROPOSED HORIZONTAL ALIGNMENT
  - PROPERTY TO BE ACQUIRED BY MTO
  - TRAFFIC FLOW/LANE

PRELIMINARY DESIGN



Project Contact Letters and Ontario  
Government Notices  
For  
Notice of Study Completion / TESR Filing  
Issued November 2022

November 14, 2022

**Sample Agency Notice of  
Completion Letter**

Karla Barboza  
Team Lead - Heritage, Heritage Program Unit  
Ministry of Heritage, Sport and Culture Industries  
400 University Avenue  
Toronto, Ontario M7A 2R9

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design & Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Ms. Barboza:

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe (see key plan).

## **THE STUDY**

The study has examined alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs. The Recommended Plan and Preferred Design Alternative includes:

- Replacement of the existing overpass structure with a longer single span slab-on-girder closed abutment structure protecting for the future widening of Simcoe County Road 93 to four through lanes, with a clear span of 24.5 m between abutment faces that accommodates northbound and southbound lanes of Highway 11 traffic;
- Modifications to the existing interchange configuration with new on/off ramps proposed to accommodate all existing traffic movements to and from Highway 11;
- New roadside ditch drainage alignment to accommodate the modifications to the interchange configuration;
- Inclusion of traffic signals at the West Ramp Terminal (Ramp N-E/W);
- Existing Highway 11 horizontal alignment to be shifted approximately 10 m to the west within MTO's Right-of-Way to reduce property impacts on the east side of the highway;
- Roadside safety improvements, including new TL-5 barrier for median protection along Highway 11;
- Existing carpool parking lot to be modified/reconstructed, while maintaining existing parking capacity; and

- Drainage and illumination improvements.

The proposed Simcoe County Road 93 under the overpass will accommodate one through traffic lane in each direction and one westbound left turn lane to the southbound lanes of Highway 11. The Highway 11 alignment and overpass replacement structure will also accommodate future widening of the highway to six lanes.

## THE PROCESS

The study has followed the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) with an opportunity for public engagement. A Transportation Environmental Study Report (TESR) has been prepared to document the existing environmental conditions, potential impacts of the undertaking, required mitigation measures, as well as consultation activities. **The 30-day public review will start on November 17, 2022 and end on December 16, 2022.**

The TESR is available on the project website at [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

## COMMENTS

Interested persons are encouraged to review the TESR and provide comments by **December 16, 2022**. The Project Team will respond to all comments received during the 30-day public review.

Outstanding concerns are to be directed to the proponents listed below for a response, unless the outstanding concerns are regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, in which case Part II Order requests on these matters should be addressed in writing to:

**Minister of the Environment,  
Conservation and Parks**

Ministry of Environment, Conservation and  
Parks  
777 Bay Street, 5th Floor  
Toronto, ON M7A 2J3  
e-mail: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

and

**Director, Environmental Assessment  
Branch**

Ministry of Environment, Conservation  
and Parks  
135 St. Clair Avenue West, 1st Floor  
Toronto, ON M4V 1P5  
e-mail: [EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

If there are no outstanding concerns after completion of the 30-day review period, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.

Should you require further information regarding this project or would like to provide comments, please feel free to contact us at the information listed below.

Yours truly,



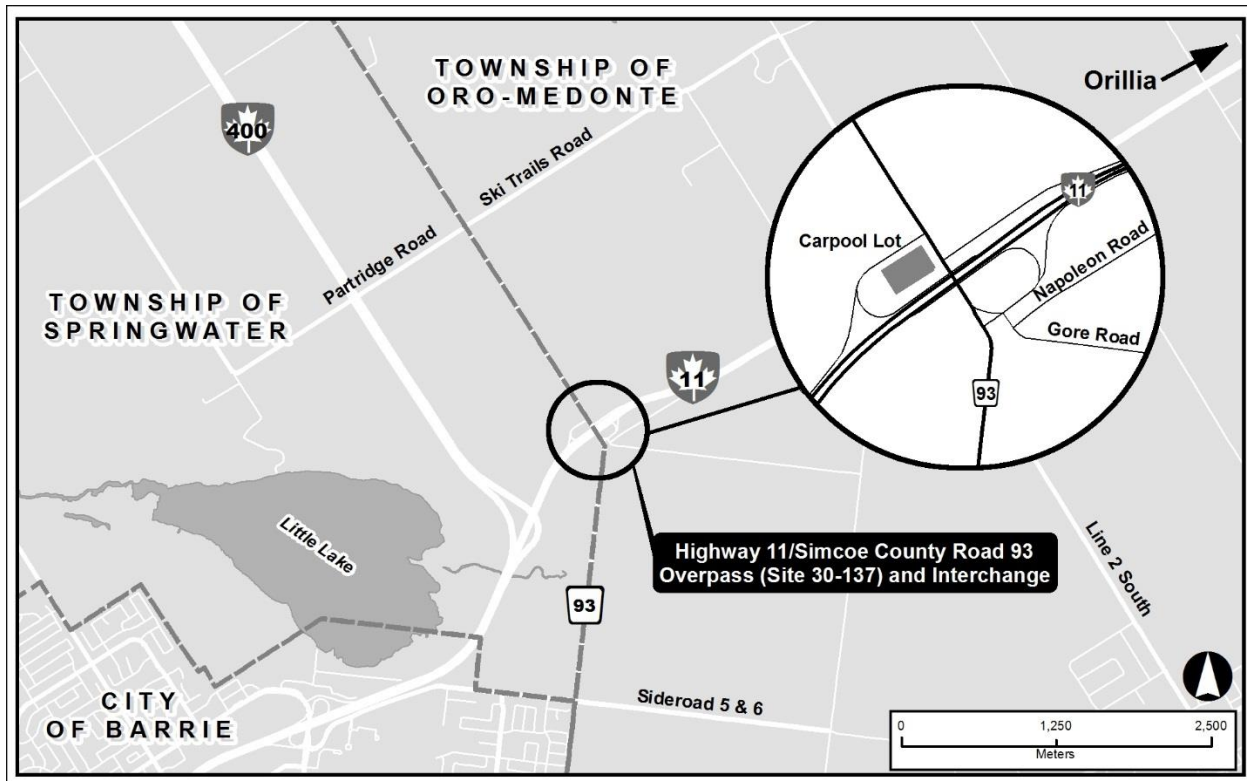
Mr. Bruce Dickey, P. Eng.                      and  
Consultant Project Manager  
Morrison Hershfield Limited  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
BDickey@morrisonhershfield.com

Mr. Nanda Kandiah, P. Eng.  
MTO Project Manger  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: (437) 993-3211  
Nanda.Kandiah@ontario.ca

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

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

CC: Rhonda Gribbon, MTO Environmental Planner  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**



**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
Toronto, ON M3M 0B7  
Tel.: (437) 993-3211

**Ministère des Transports**

Section de la mise en œuvre des projets  
Direction de conception et d'ingénierie  
Division de la gestion de l'infrastructure  
de transport  
4<sup>e</sup> étage  
159 avenue Sir William Hearst  
Toronto, ON M3M 0B7  
Tél.: (437) 993-3211



November 8, 2022

**MPP Notice of Completion Letter**

Mr. Doug Downey  
MPP – Barrie – Springwater – Oro-Medonte  
20 Bell Farm Road, Unit 14  
Barrie, Ontario L4M 6E4  
[doug.downeyco@pc.ola.org](mailto:doug.downeyco@pc.ola.org)

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Mr. Downey,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

A Transportation Environmental Study Report (TESR) has been prepared to summarize the recommended plan which is included in the attached notice. The TESR is available for a 30-day public comment period from November 17 to December 16, 2022. This document is available electronically on the Project Website: [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

**The Notice of Completion – Transportation Environmental Study Report will be published in the *Barrie Advance* on November 17, 2022.** A notice will also be delivered to the residents and businesses within the study area to inform them directly. A copy of the Notice is included below for your information.

Upon completion of the TESR comment period, the project will be considered to have met the requirements of the Class EA and will proceed to detail design.

Should you require further information regarding this project, please feel free to contact me at the information listed below.

Yours truly,

*N. Kandiah*

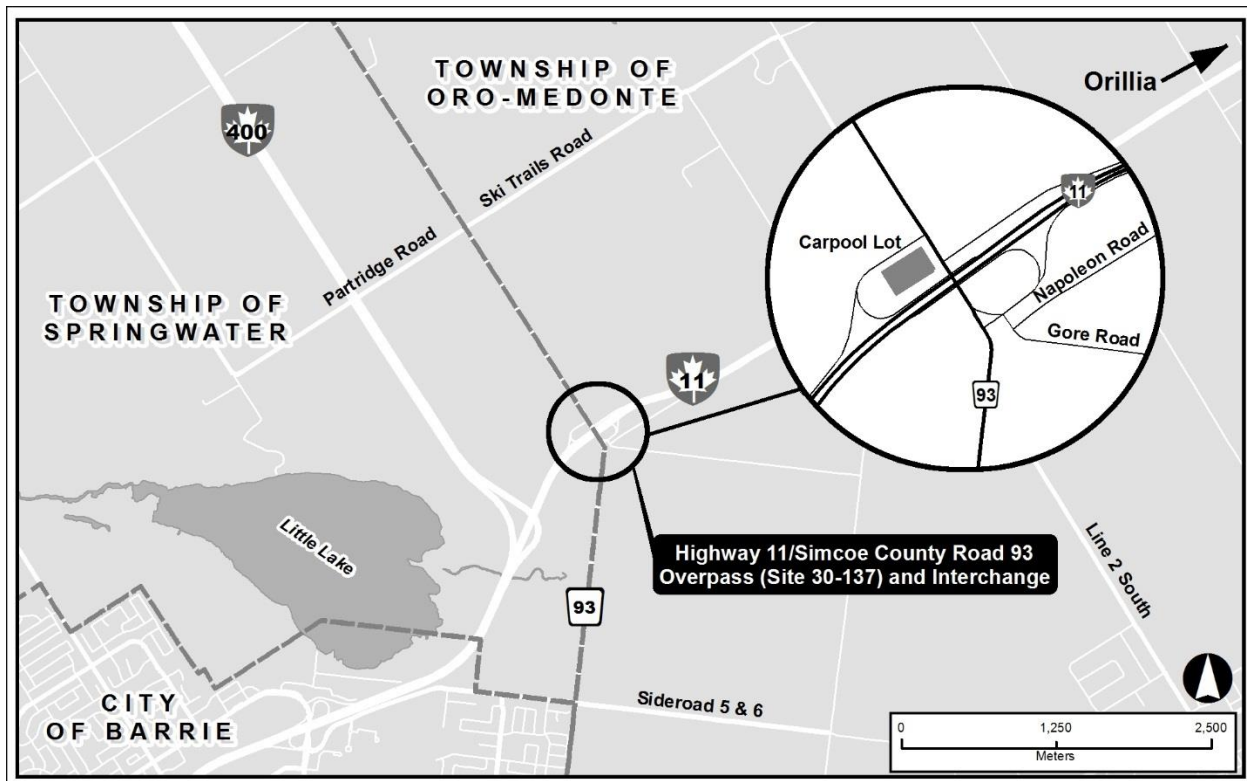
Mr. Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Attachment: Notice of Completion – Transportation Environmental Study Report OGN

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

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

cc: Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

# Notice of Study Completion

## Transportation Environmental Study Report Submission

### PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT STUDY

#### Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements

#### Township of Oro-Medonte and Township of Springwater

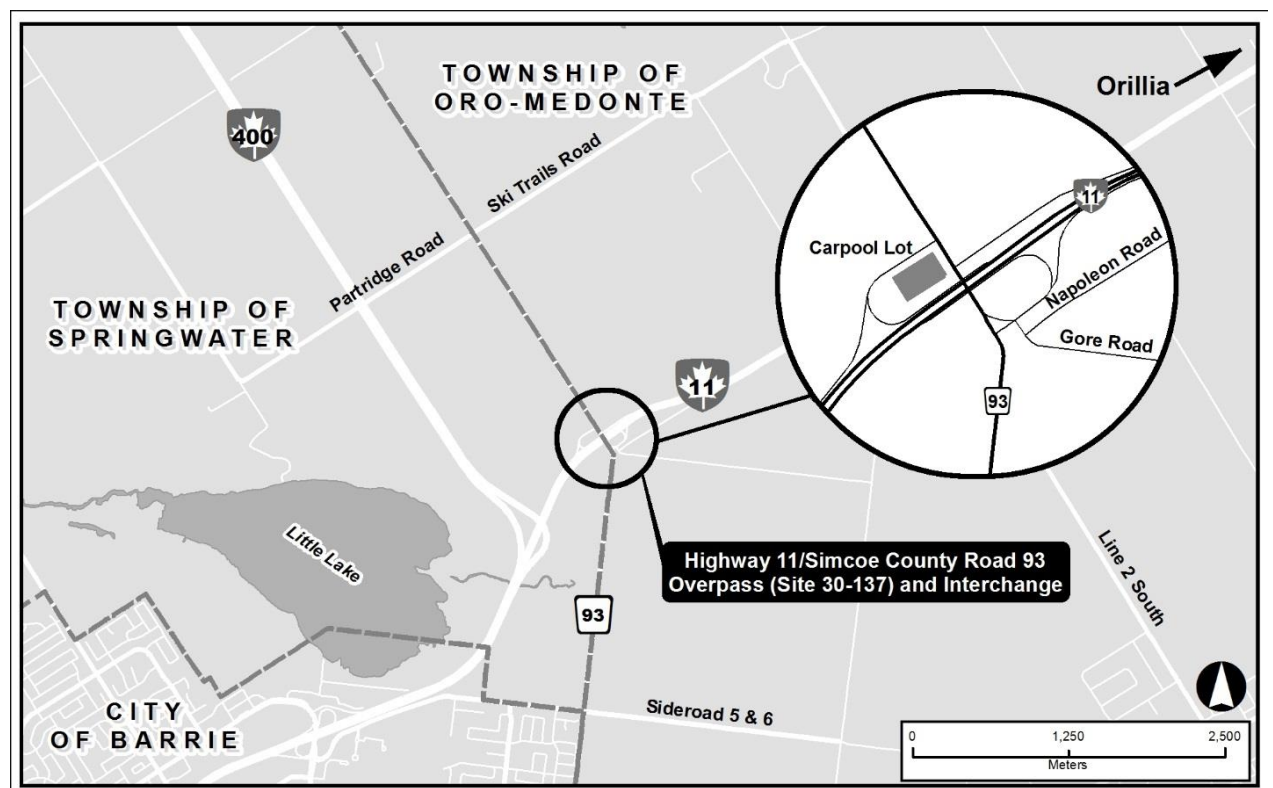
#### G.W.P. 2306-16-00

#### THE STUDY

**Morrison Hershfield Limited** has been retained by the **Ministry of Transportation (MTO)** to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe (see below Key Plan).

The study has examined alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs. The Recommended Plan and Preferred Design Alternative includes:

- Replacement of the existing overpass structure with a longer single span slab-on-girder closed abutment structure protecting for the future widening of Simcoe County Road 93 to four through lanes, with a clear span of 24.5 m between abutment faces that accommodates northbound and southbound lanes of Highway 11 traffic;
- Modifications to the existing interchange configuration with new on/off ramps proposed to accommodate all existing traffic movements to and from Highway 11;
- New roadside ditch drainage alignment to accommodate the modifications to the interchange configuration;
- Inclusion of traffic signals at the West Ramp Terminal (Ramp N-E/W);
- Existing Highway 11 horizontal alignment to be shifted approximately 10 m to the west within MTO's Right-of-Way to reduce property impacts on the east side of the highway;
- Roadside safety improvements, including new TL-5 barrier for median protection along Highway 11;
- Existing carpool parking lot to be modified/reconstructed, while maintaining existing parking capacity; and
- Drainage and illumination improvements.



The proposed Simcoe County Road 93 under the overpass will accommodate one through traffic lane in each direction and one westbound left turn lane to the southbound lanes of Highway 11. The Highway 11 alignment and overpass replacement structure will also accommodate future widening of the highway to six lanes.

#### THE PROCESS

The study has followed the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) with an opportunity for public engagement. A Transportation Environmental Study Report (TESR) has been prepared to document the existing environmental conditions, potential impacts of the undertaking, required mitigation measures, as well as consultation activities. **The 30-day public review will start on November 17, 2022 and end on December 16, 2022.**

The TESR is available on the project website at [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

#### COMMENTS

Interested persons are encouraged to review the TESR and provide comments by **December 16, 2022**. The Project Team will respond to all comments received during the 30-day public review.

To obtain additional information or to provide comments please contact the following individuals:

**Mr. Bruce Dickey, P. Eng.**  
Consultant Project Manager  
Morrison Hershfield Limited  
Suite 300, 125 Commerce Valley Drive West  
Markham, ON L3T 7W4  
Tel.: (416) 499-3110  
Email: [BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)

**Mr. Nanda Kandiah, P. Eng.**  
MTO Project Manager  
Ministry of Transportation,  
159 Sir William Hearst Avenue  
Toronto, ON M3M 1J8  
Tel: (437) 993-3211  
Email: [Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)

Outstanding concerns are to be directed to the proponents listed above for a response, unless the outstanding concerns are regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, in which case Part II Order requests on these matters should be addressed in writing to:

**Minister of the Environment, Conservation and Parks**  
Ministry of Environment, Conservation and Parks  
777 Bay Street, 5th Floor  
Toronto, ON M7A 2J3  
e-mail: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

and

**Director, Environmental Assessment Branch**  
Ministry of Environment Conservation and Parks  
135 St. Clair Avenue West, 1st Floor  
Toronto, ON M4V 1P5  
e-mail: [EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

If there are no outstanding concerns after completion of the 30-day review period, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.

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

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

**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
Toronto, ON M3M 0B7  
Tel.: (437) 993-3211

**Ministère des Transports**

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Tél.: (437) 993-3211



**Indigenous Notice of Completion Letters**

November 14, 2022

Chief Kelly LaRocca  
Mississaugas of Scugog Island First Nation  
22521 Island Road, R. R. #5  
Port Perry, Ontario L9L 1B6

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief LaRocca,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

The study has followed the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) with an opportunity for consultation and engagement.

A Stage 1 Archaeological Assessment was undertaken and concluded that there is no archaeological potential within the Hwy 11 Right of Way, however there may be potential in the surrounding agricultural lands. During Detail Design, Stage 2 Archaeological Assessments will be undertaken for areas with archaeological potential that will be impacted by construction.,

Fish and fish habitat impacts are not anticipated as the culvers and ditches are not located in watercourses where fish are present. No downstream affects to Unnamed Tributaries of Willow Creek are anticipated. Project impacts to fish and fish habitat will be re-evaluated during Detail Design.

Terrestrial impacts to vegetation as a result of removals for construction will not result in any impacts to rare or sensitive vegetation communities. No impacts to SAR species are anticipated.

A Transportation Environmental Study Report (TESR) has been prepared to document the existing environmental conditions, potential impacts of the undertaking, required mitigation measures, as well as consultation activities. **The 30-day public review will start on November 17, 2022 and end on December 16, 2022.**

The TESR is available on the project website at [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

If there are no outstanding concerns after completion of the 30-day review period, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.

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

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

If you wish to provide comments, or if you require further information regarding this study, please feel free to contact me by phone at (437) 993-3211, or by email at [nanda.kandiah@ontario.ca](mailto:nanda.kandiah@ontario.ca). In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience

Yours truly,

*N. Kandiah*

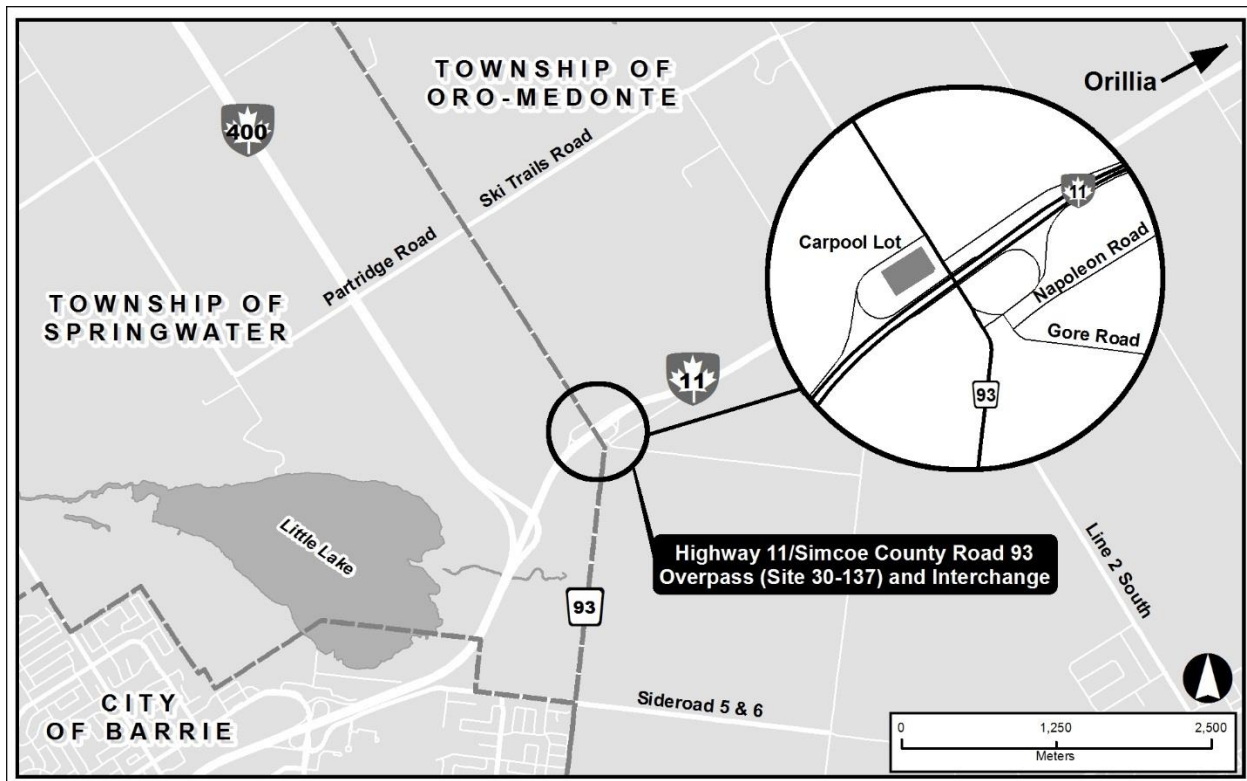
Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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

cc: Consultation Department, Mississaugas of Scugog Island First Nation  
Jamie Coons, Mississaugas of Scugog Island First Nation  
Michael Thoms, Mississaugas of Scugog Island First Nation  
Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner





**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
Toronto, ON M3M 0B7  
Tel.: (437) 993-3211

**Ministère des Transports**

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159 avenue Sir William Hearst  
Toronto, ON M3M 0B7  
Tél.: (437) 993-3211



November 14, 2022

Chief Ted Williams  
Chippewas of Rama First Nation  
5884 Rama Road, Suite 200  
Rama, Ontario L0K 1T0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief Williams,

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The TESR is available on the project website at [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

If there are no outstanding concerns after completion of the 30-day review period, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.

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

If you wish to provide comments, or if you require further information regarding this study, please feel free to contact me by phone at (437) 993-3211, or by email at [nanda.kandiah@ontario.ca](mailto:nanda.kandiah@ontario.ca). In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience

Yours truly,

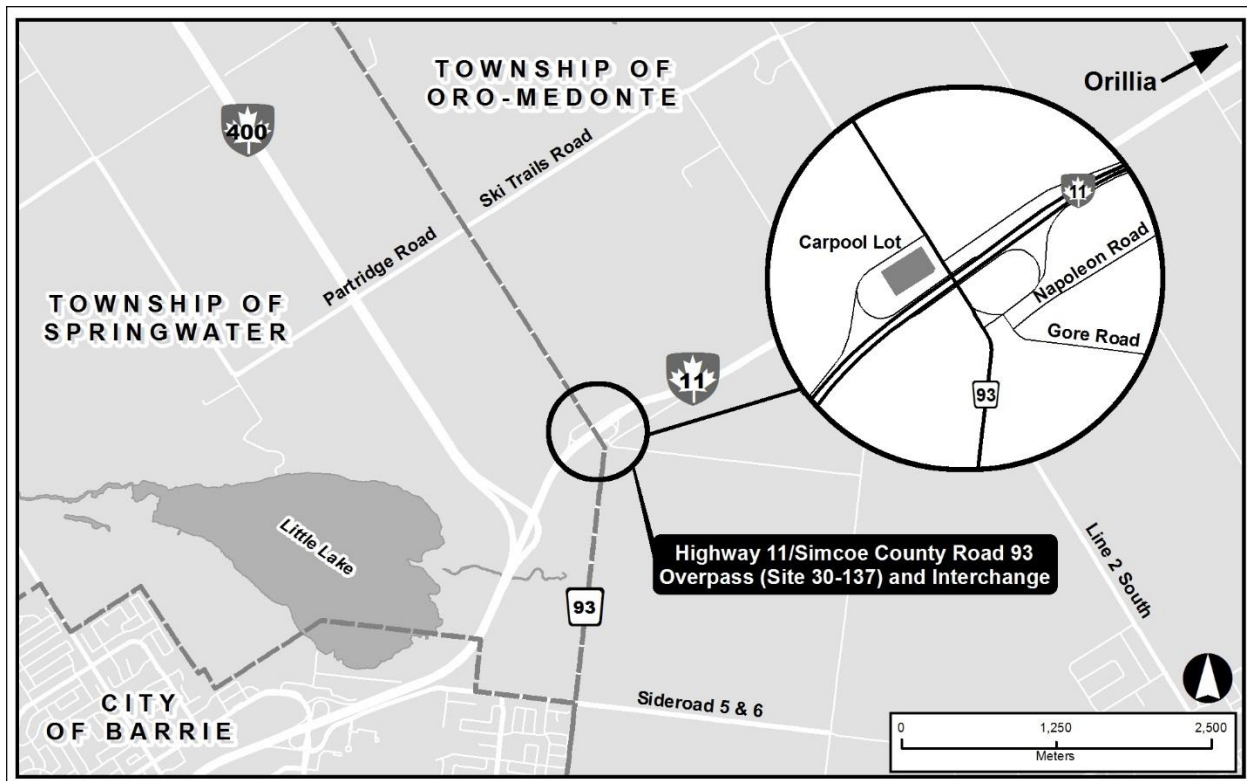
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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

cc: Consultation, Chippewas of Rama First Nation  
Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

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**Ministère des Transports**

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Toronto, ON M3M 0B7  
Tél.: (437) 993-3211



November 14, 2022

Ben Cousineau  
Consultant  
Chippewas of Rama First Nation  
5884 Rama Road, Suite 200  
Rama, Ontario L0K 1T0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Mr. Cousineau,

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If you wish to provide comments, or if you require further information regarding this study, please feel free to contact me by phone at (437) 993-3211, or by email at [nanda.kandiah@ontario.ca](mailto:nanda.kandiah@ontario.ca). In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience

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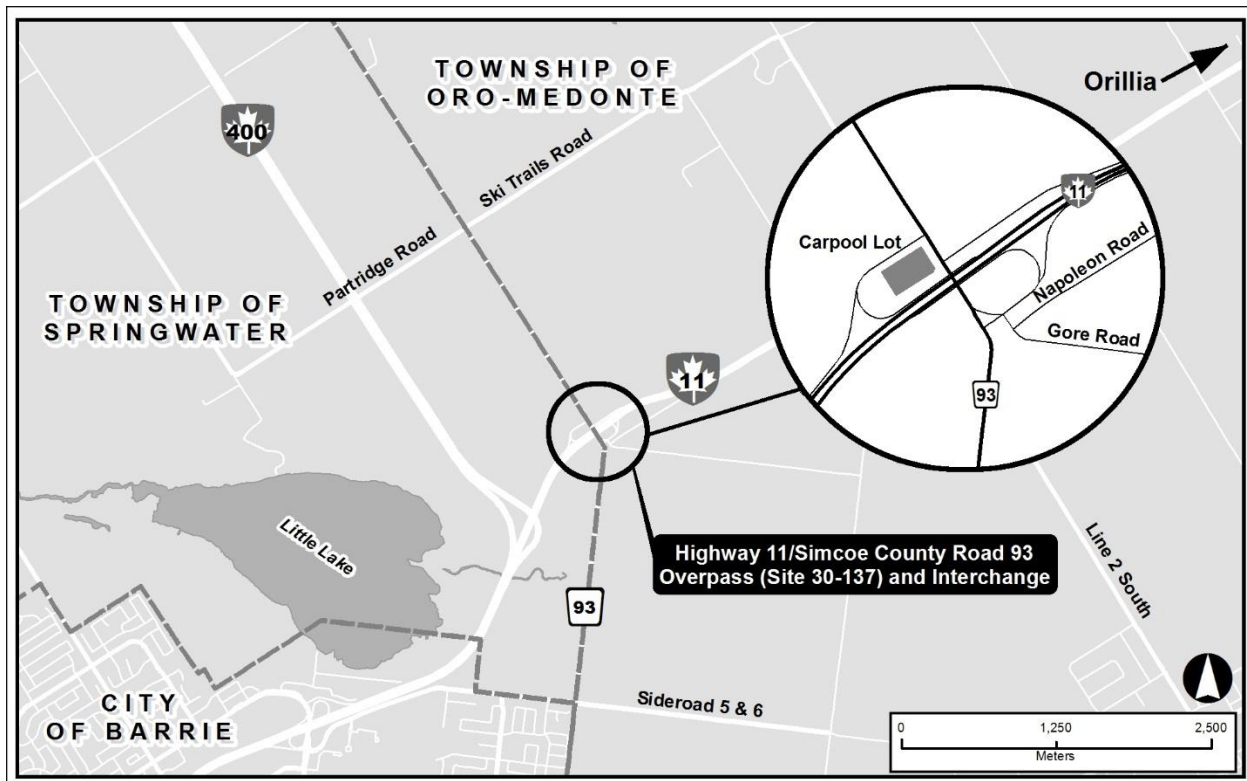
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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cc: Consultation, Chippewas of Rama First Nation  
Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**



**Ministry of Transportation**

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Tél.: (437) 993-3211



November 14, 2022

Allysha Wassegijig  
Consultant  
Chippewas of Rama First Nation  
5884 Rama Road, Suite 200  
Rama, Ontario L0K 1T0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
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Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

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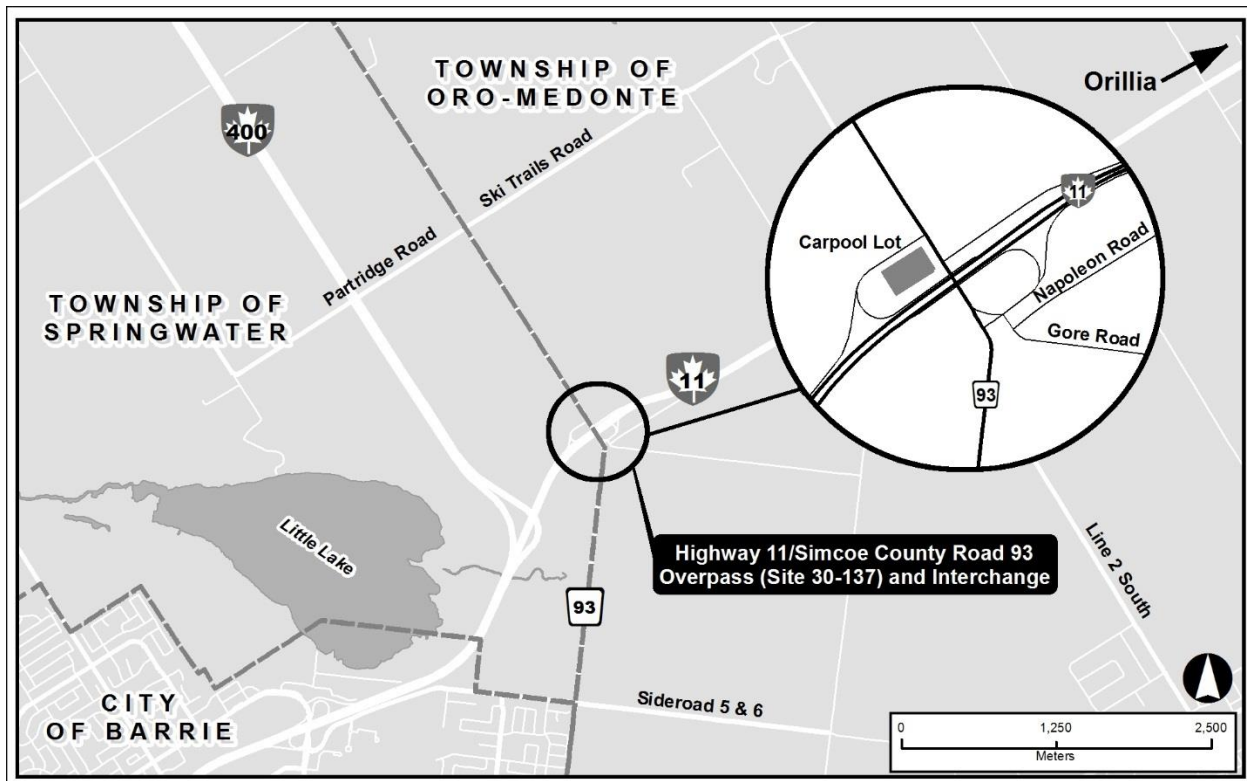
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

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cc: Consultation, Chippewas of Rama First Nation  
Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

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Tél.: (437) 993-3211



November 14, 2022

Chief Donna Big Canoe  
Chippewaws of Georgina Island First Nation  
R.R. #2, P.O. Box N13  
Sutton West, Ontario L0E 1R0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

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Yours truly,

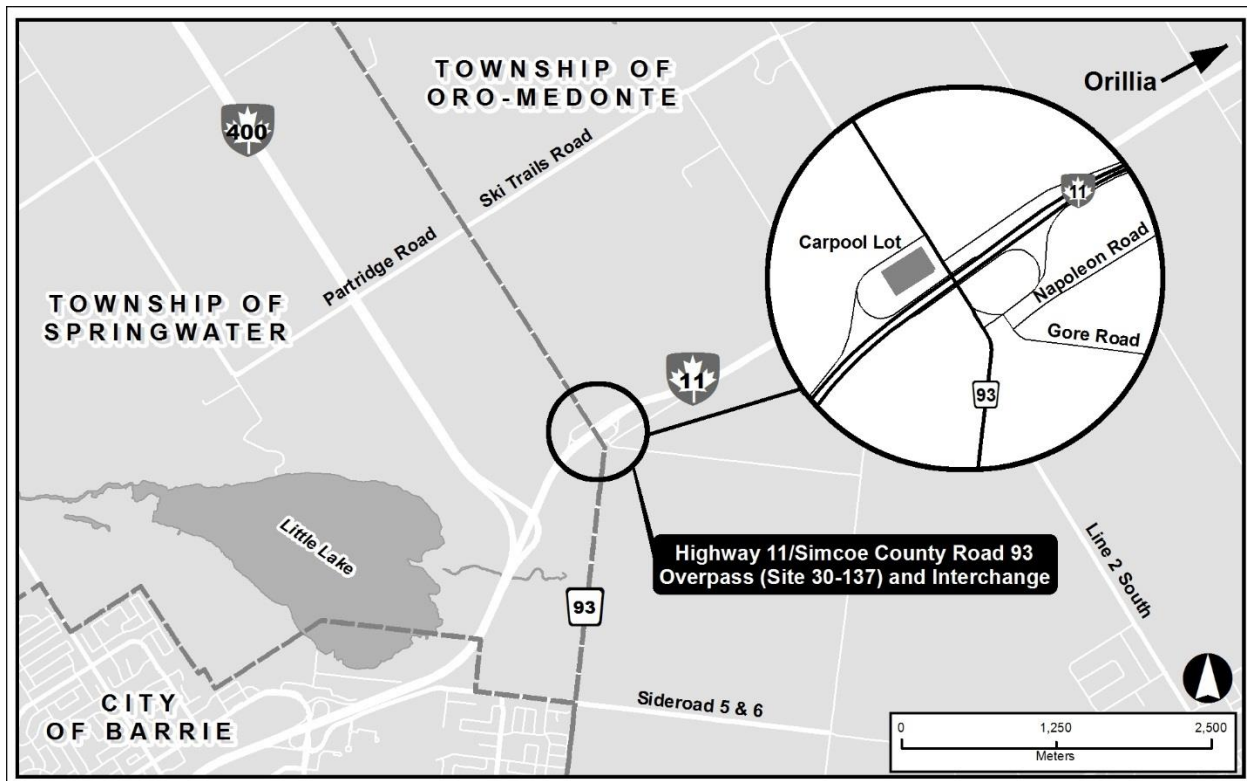
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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cc: Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
Toronto, ON M3M 0B7  
Tel.: (437) 993-3211

**Ministère des Transports**

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Tél.: (437) 993-3211



November 14, 2022

JL Porte  
Community Consultation Worker  
Chippewas of Georgina Island First Nation  
R.R. #2, P.O. Box N13  
Sutton West, Ontario L0E 1R0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear JL Porte,

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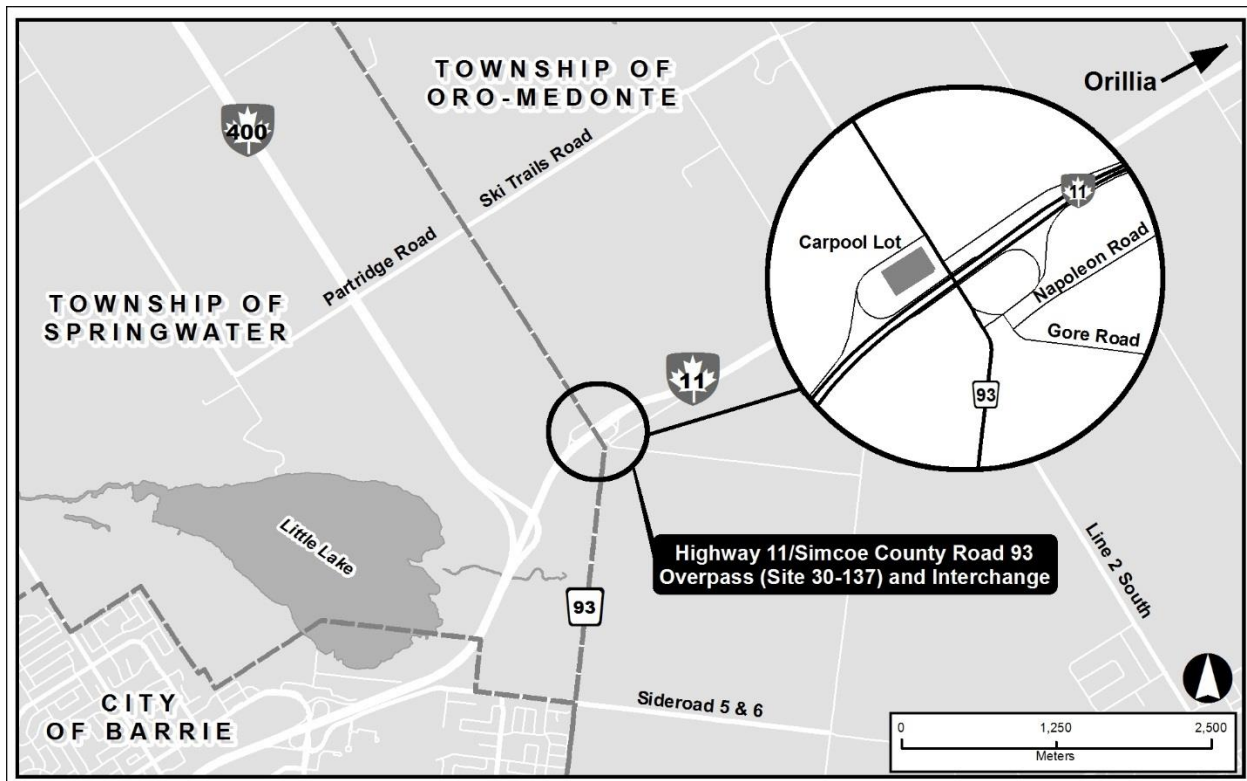
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**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
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November 14, 2022

Chief Laurie Carr  
Hiawatha First Nation  
431 Hiawatha Line  
Hiawatha, Ontario K9J 0E6

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
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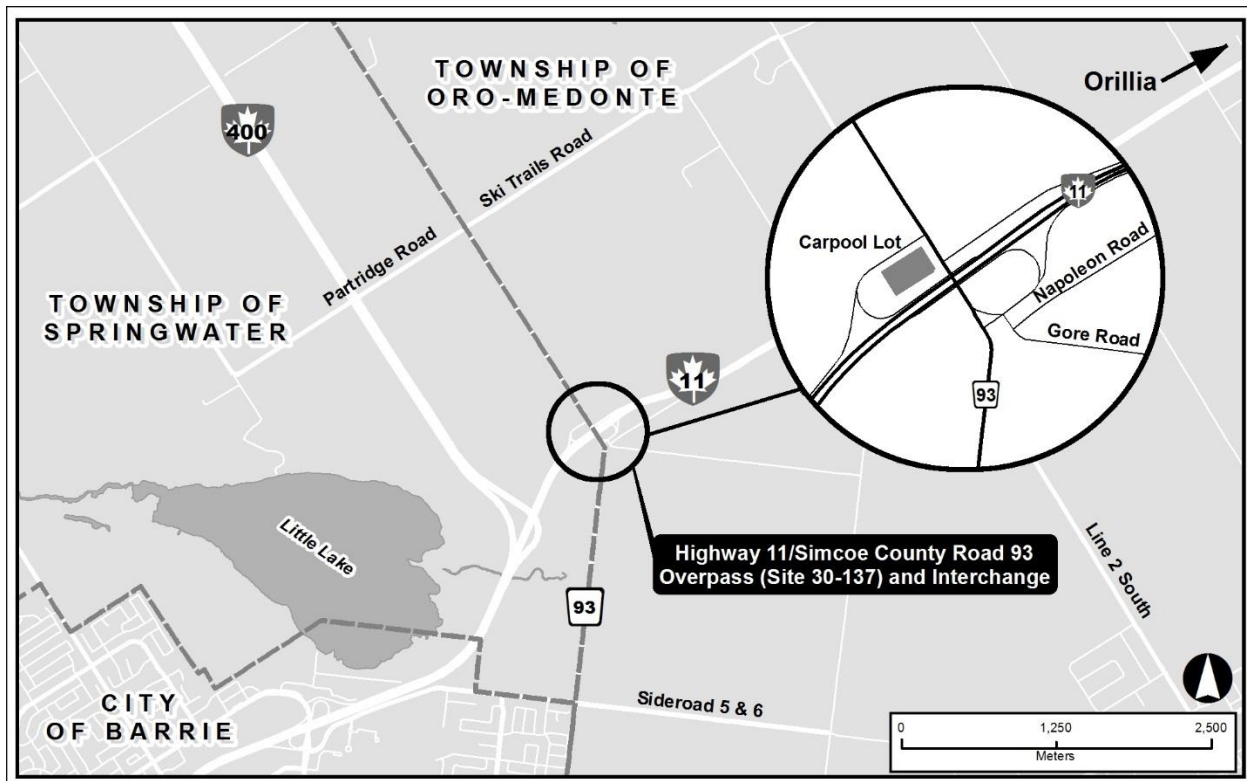
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November 14, 2022

Tom Cowie  
Community Consultation Worker  
Hiawatha First Nation  
431 Hiawatha Line  
Hiawatha, Ontario K9J 0E6

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
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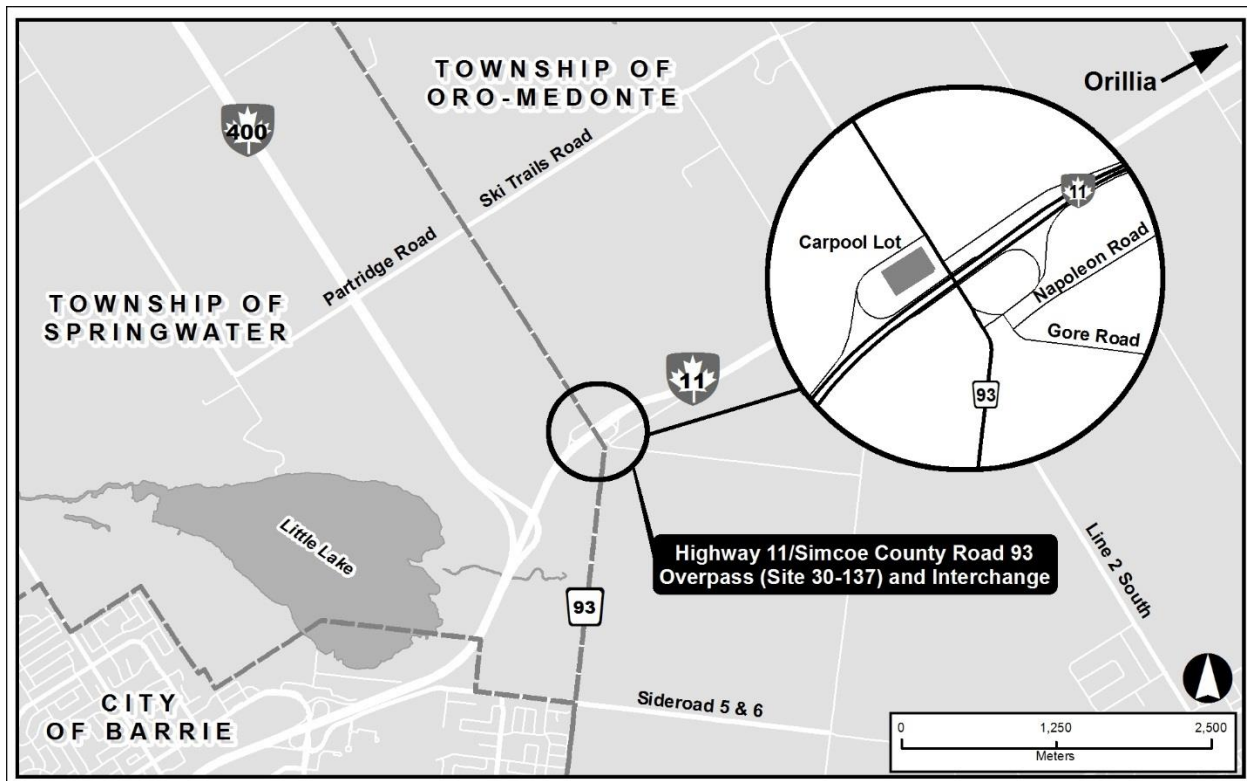
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November 14, 2022

Sean Davison  
Lands and Resources Consultant  
Hiawatha First Nation  
431 Hiawatha Line  
Hiawatha, Ontario K9J 0E6

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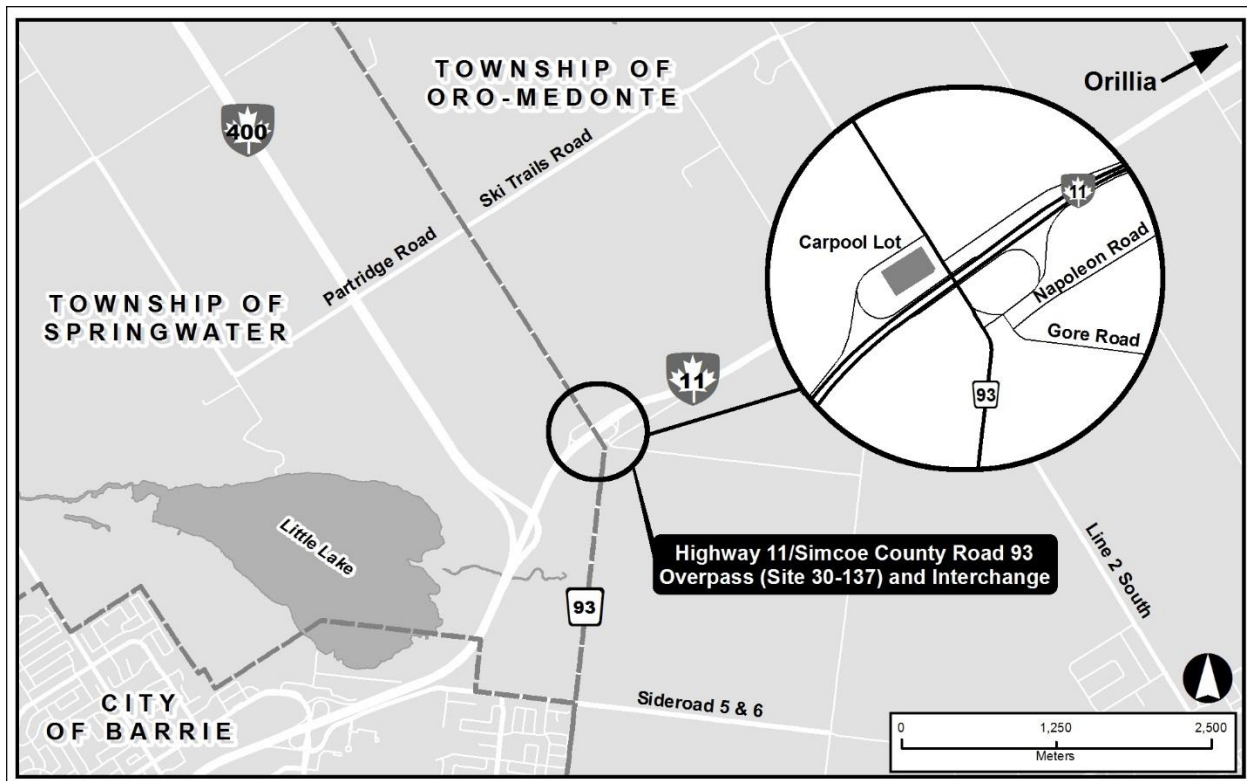
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November 14, 2022

Chief Joanne Sandy  
Beausoleil First Nation  
11 O'Gemaa Miikaan  
Christian Island, Cedar Point, Ontario L0K 1C0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
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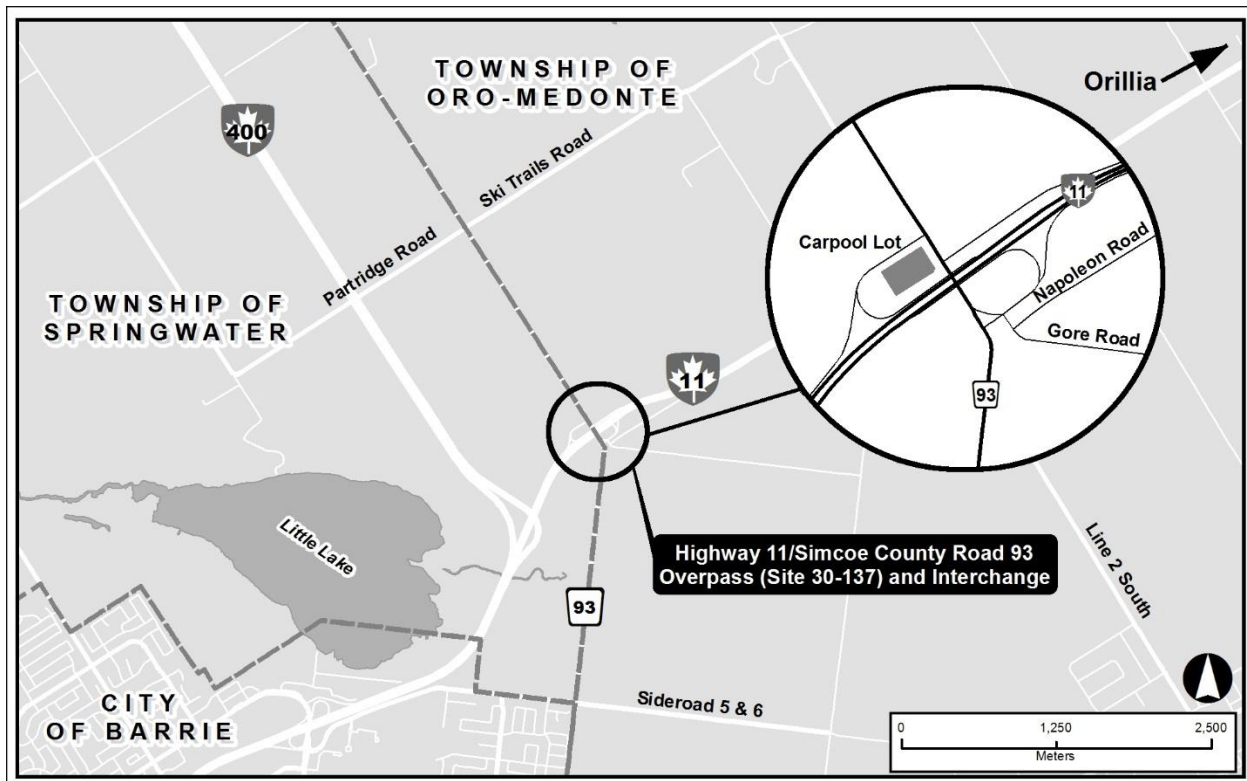
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November 14, 2022

Dana Monague  
Executive Assistant  
Beausoleil First Nation  
11 O'Gemaa Miikaan  
Christian Island, Cedar Point, Ontario L0K 1C0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
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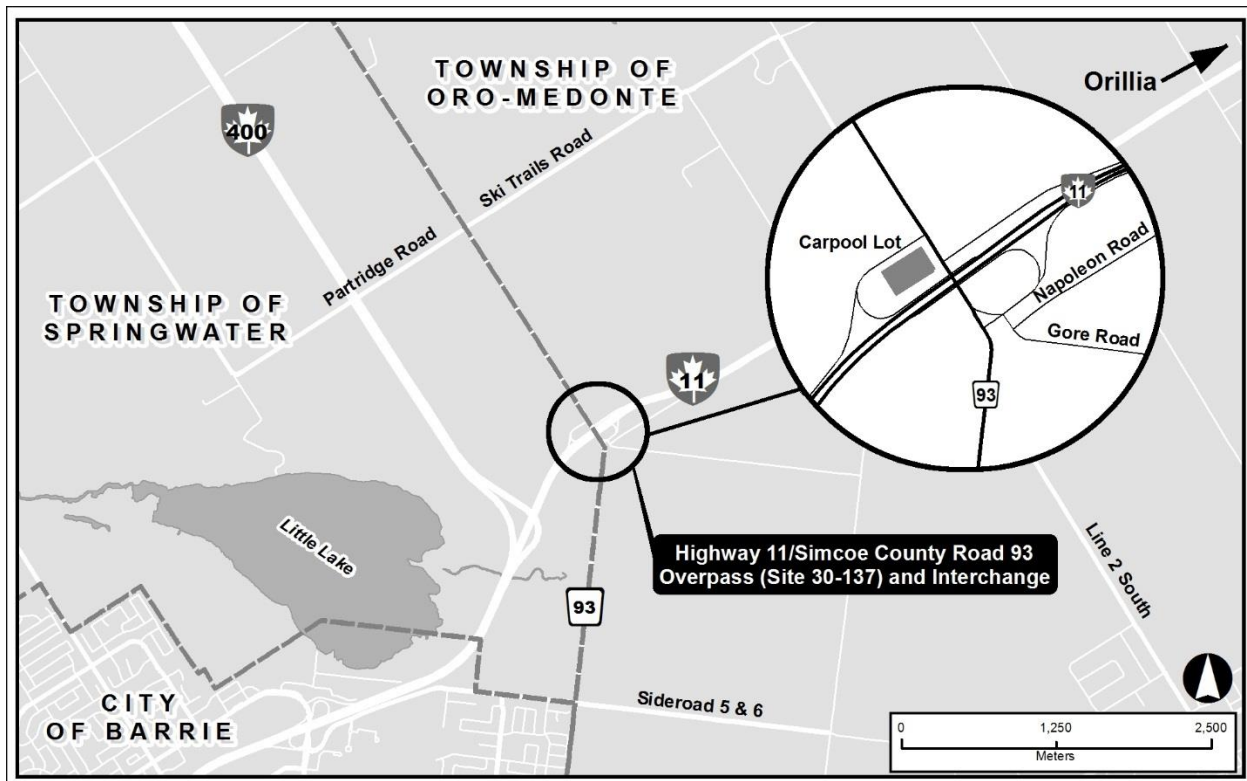
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159 avenue Sir William Hearst  
Toronto, ON M3M 0B7  
Tél.: (437) 993-3211



November 14, 2022

Chief Dave Mowat  
Alderville First Nation  
Alderville Administrative Office, 11696 Second Line Rd.  
P.O. Box 46  
Roseneath, Ontario K0K 2X0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Chief Mowat,

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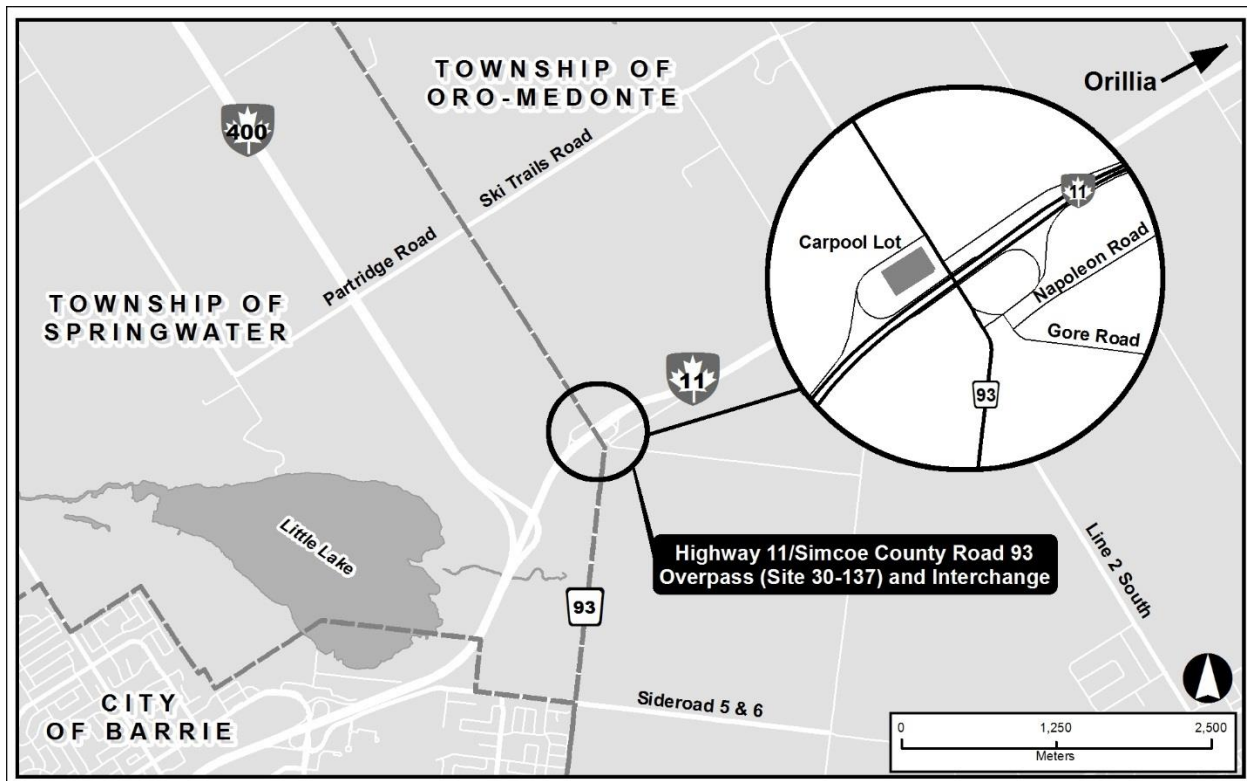
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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cc: Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
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November 14, 2022

Dave Simpson  
Consultation Coordinator  
Alderville First Nation  
Alderville Administrative Office, 11696 Second Line Rd.  
P.O. Box 46  
Roseneath, Ontario K0K 2X0

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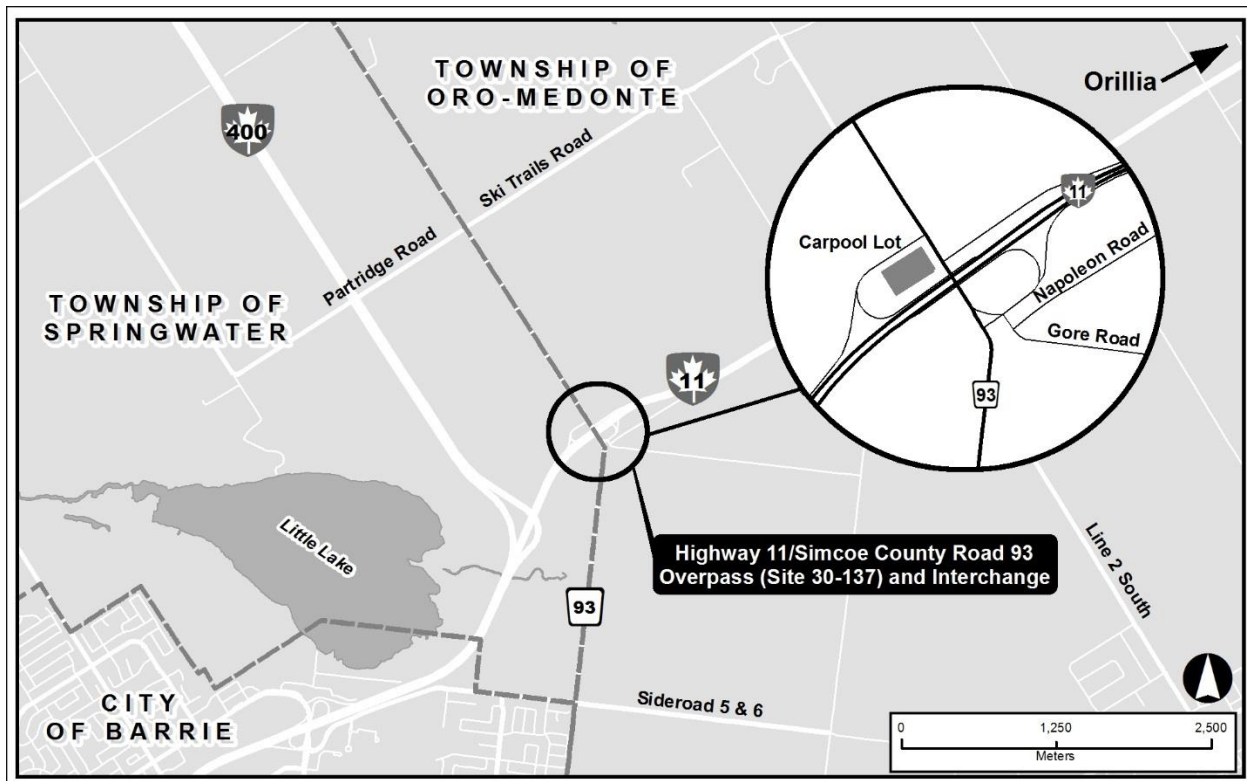
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November 14, 2022

Chief Keith Knott  
Curve Lake First Nation  
22 Winookeeda Road  
Curve Lake, Ontario K0L 1R0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
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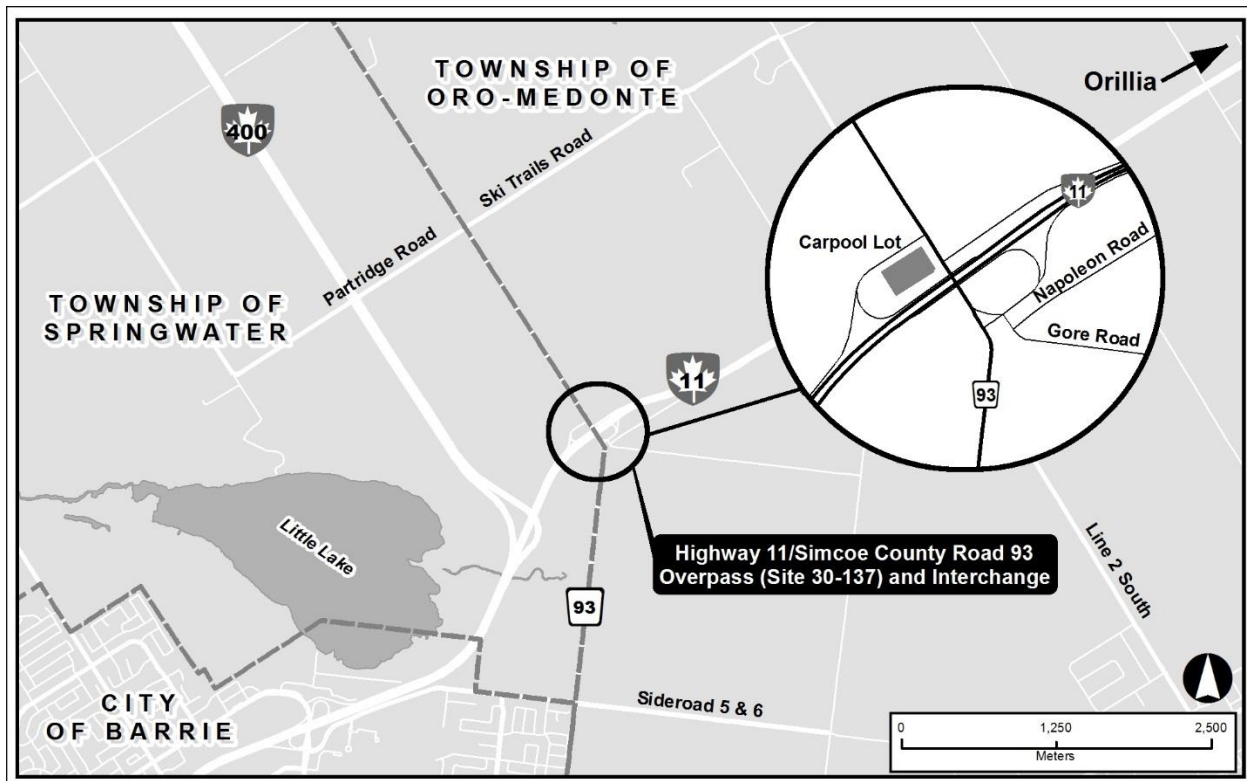
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Encl. Notice of Completion – Transportation Environmental Study Report Submission

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cc: Dr. Julie Kapyrka, Curve Lake First Nation  
Kaitlin Hill, Curve Lake First Nation  
Francis Chua, Curve Lake First Nation  
Kayla Wright, Curve Lake First Nation  
Rhonda Gribbon, MTO Environmental Planner  
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**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
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November 14, 2022

Gary Pritchard  
Ecologist and Indigenous Engagement Specialist  
Curve Lake First Nation  
22 Winookeeda Road  
Curve Lake, Ontario K0L 1R0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
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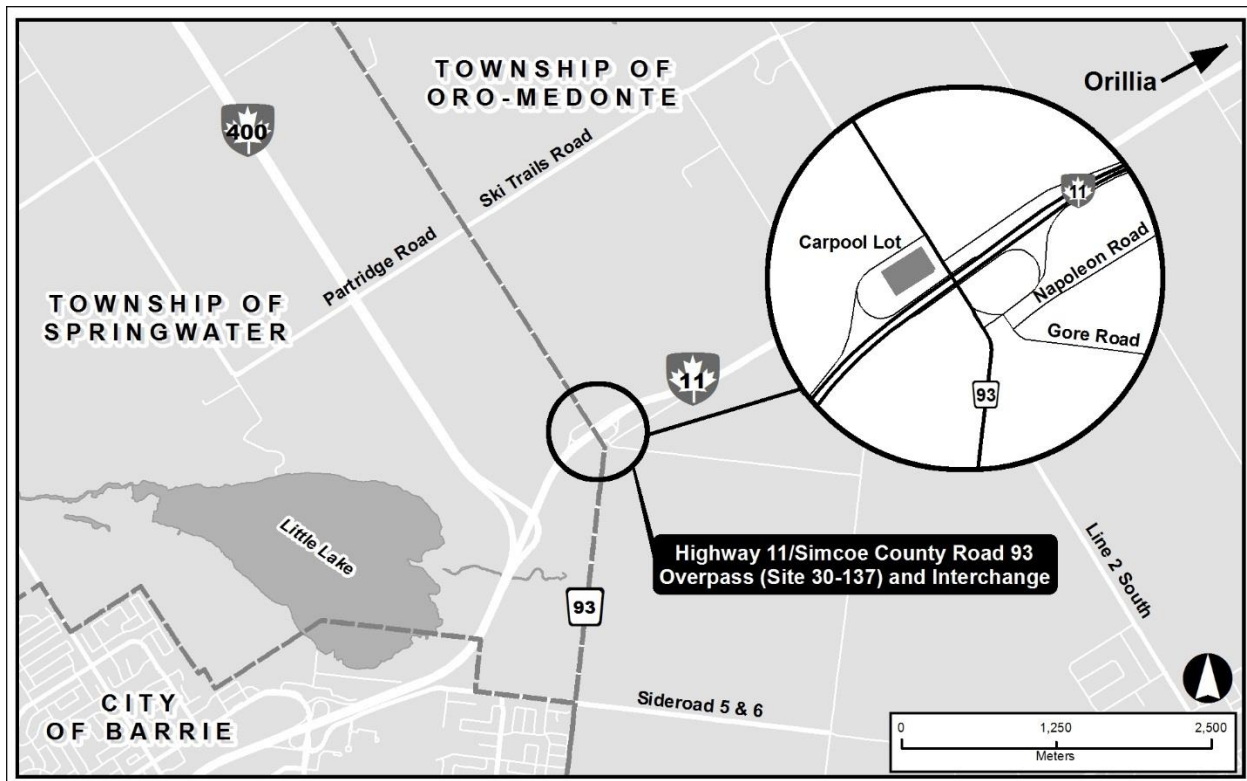
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November 14, 2022

Chief R. Stacey LaForme  
Mississaugas of the Credit First Nation  
4065 Highway 6  
Hagersville, Ontario N0A 1H0

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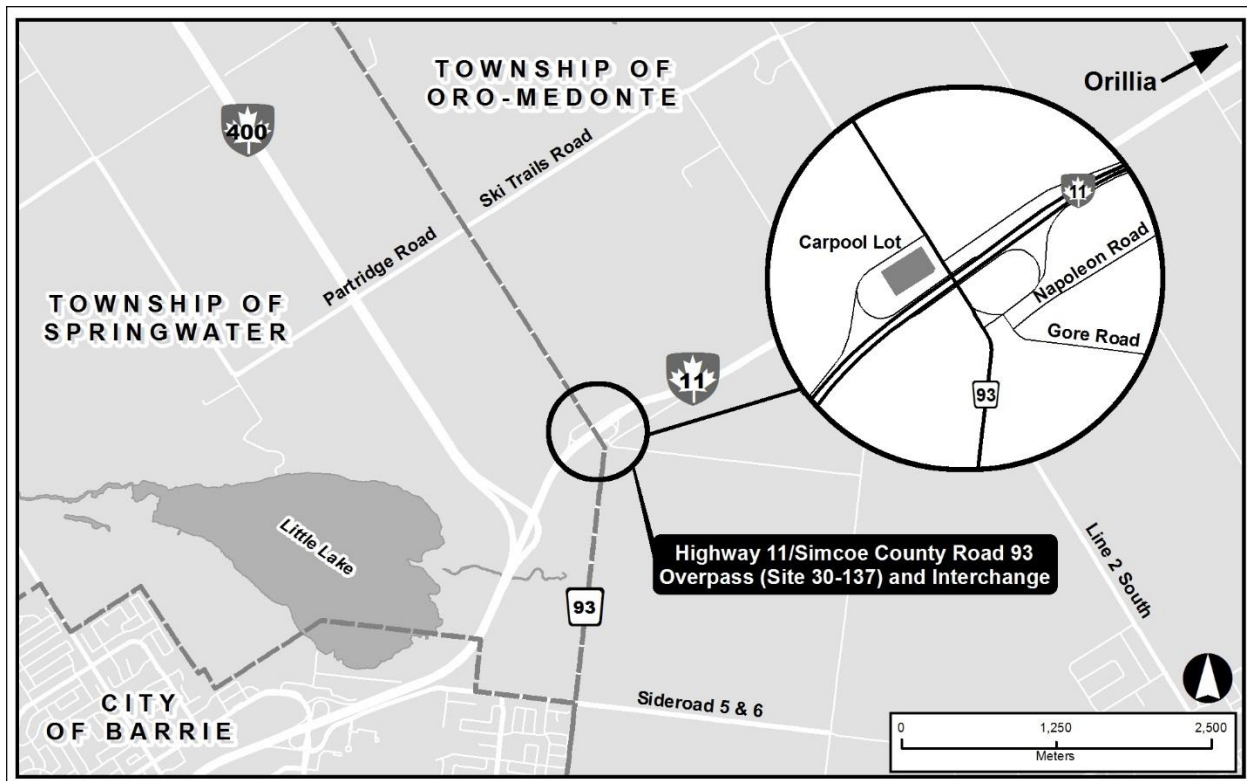
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November 14, 2022

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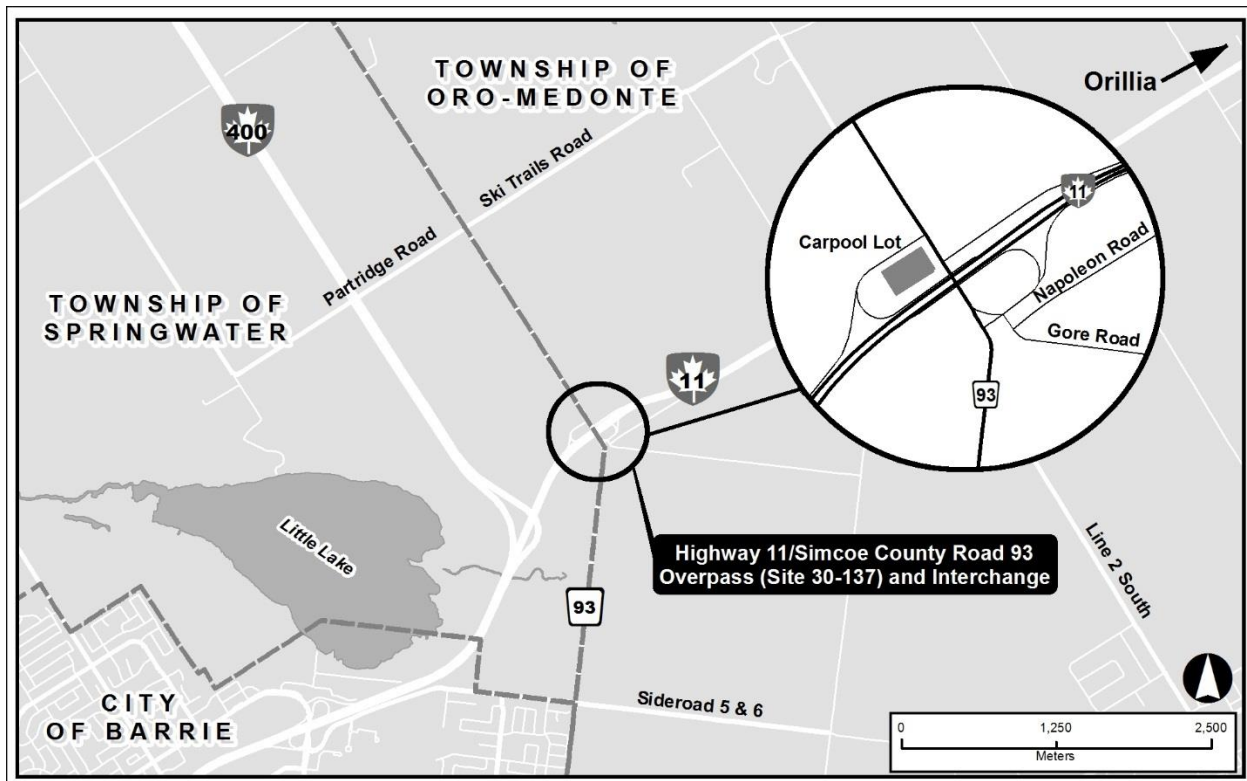
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Department of Consultation and Accommodation  
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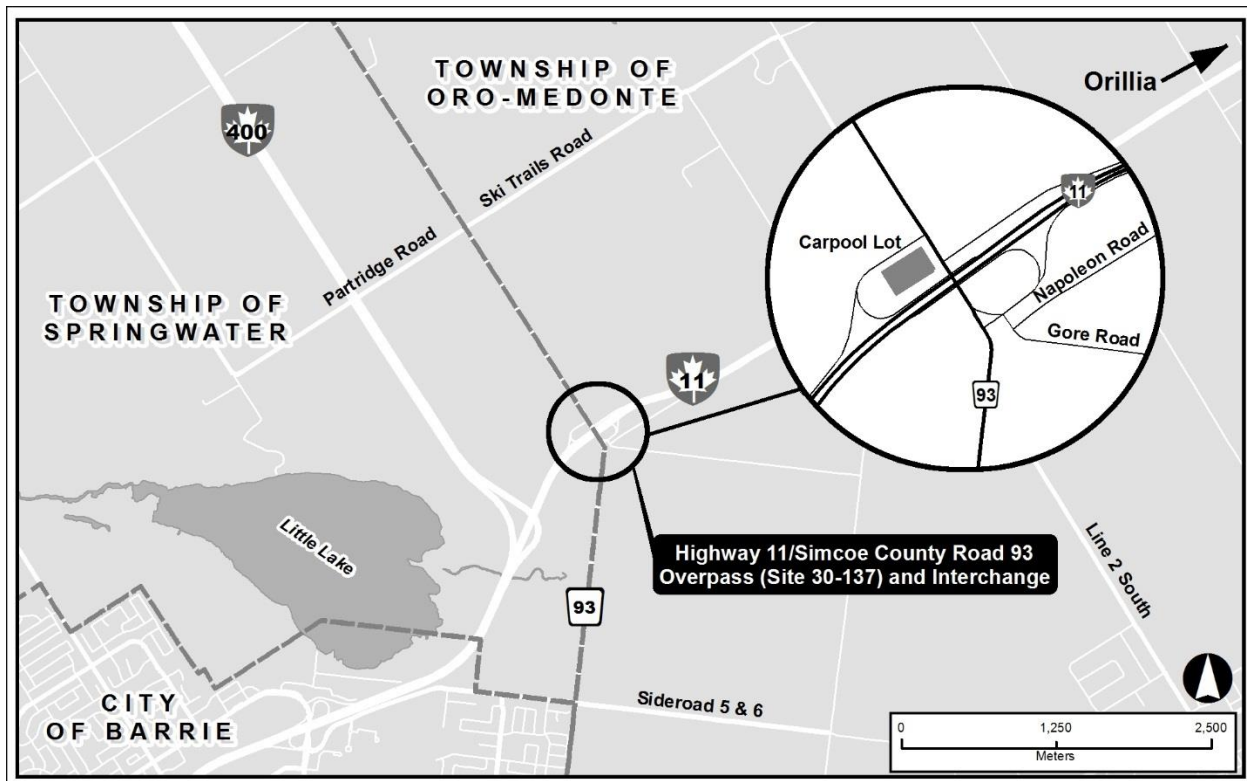
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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Bruce Dickey P.Eng., MH Project Manager  
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**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
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**Ministère des Transports**

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November 14, 2022

Hohahes Leroy Hill  
Secretary  
Haudenosaunee Development Institute  
16 Sunrise Court  
Suite 407, P.O. Box 714  
Oshweken, Ontario N0A 1M0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

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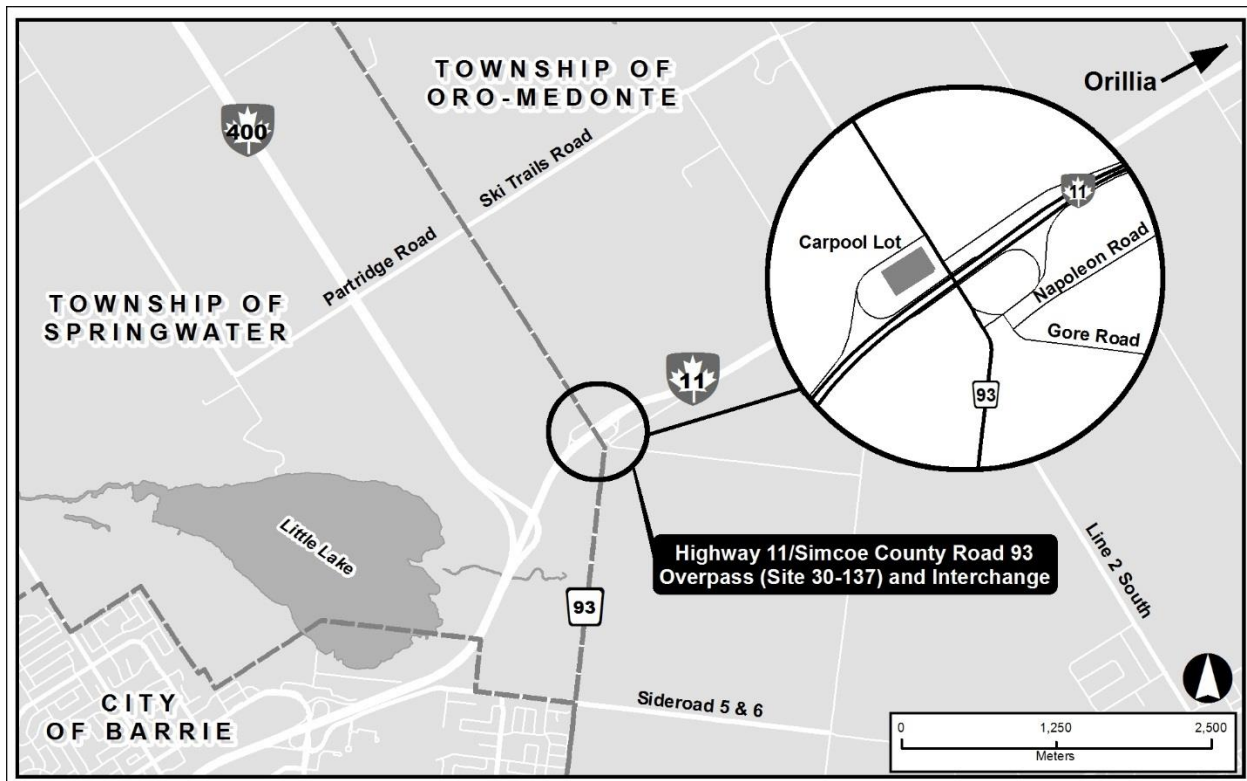
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November 14, 2022

Todd Williams  
Environmental and Archaeology Program Supervisor  
Haudenosaunee Development Institute  
16 Sunrise Court  
Suite 407, P.O. Box 714  
Oshweken, Ontario N0A 1M0

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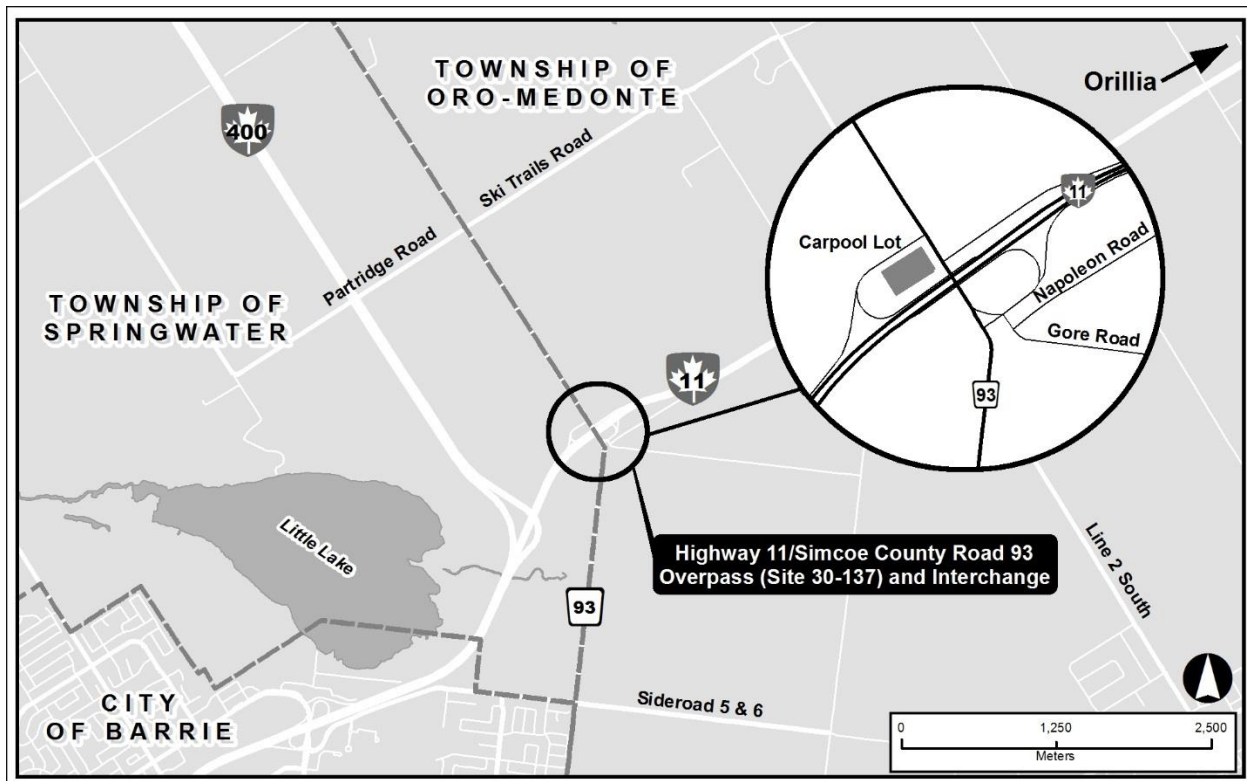
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November 14, 2022

Raechelle Williams  
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16 Sunrise Court  
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Oshweken, Ontario N0A 1M0

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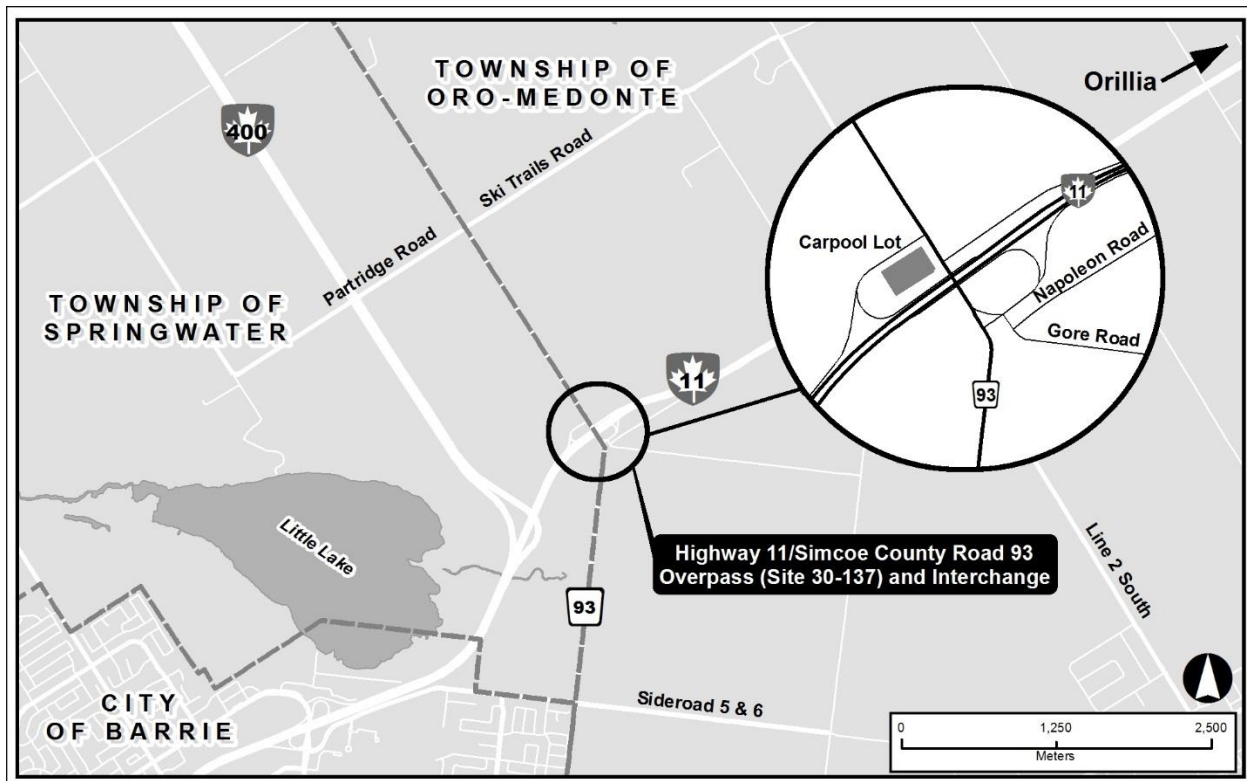
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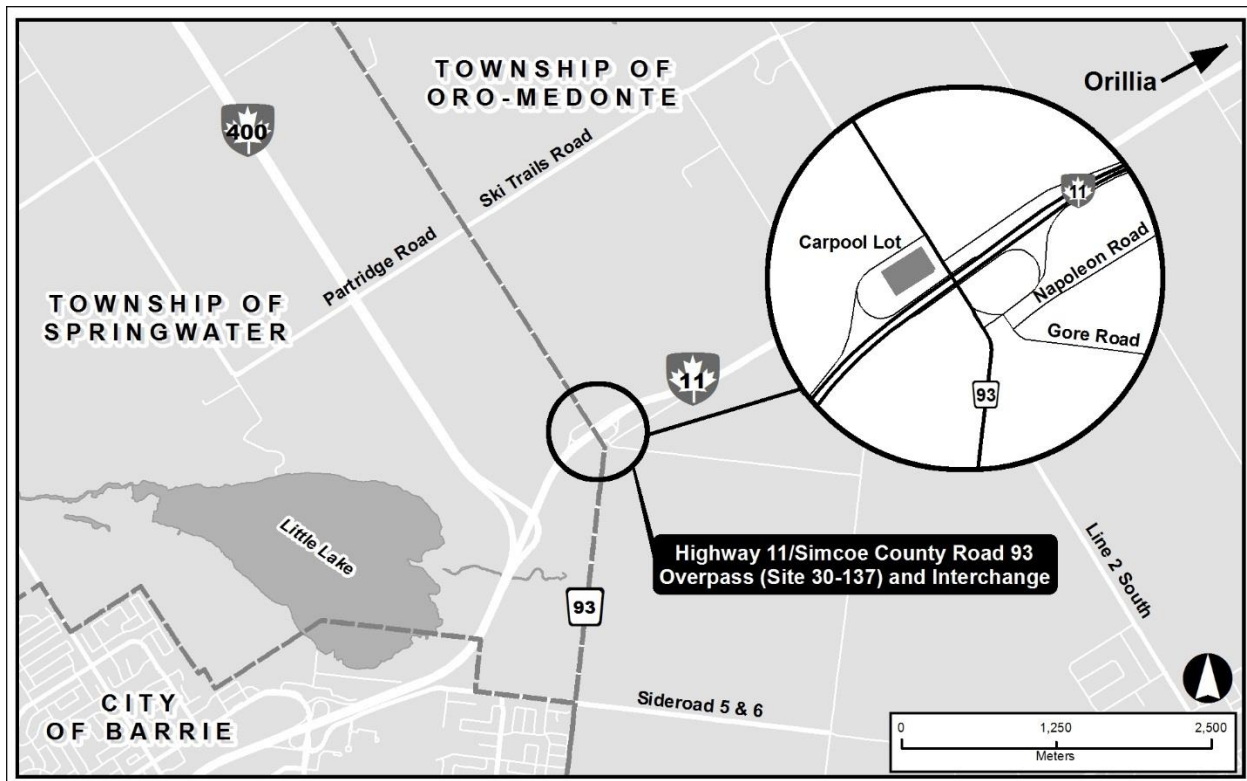
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November 14, 2022

Chief Mark Hill  
Six Nations of the Grand River  
1695 Chiefswood Road  
P.O. Box 5000  
Ohsweken, Ontario N0A 1M0

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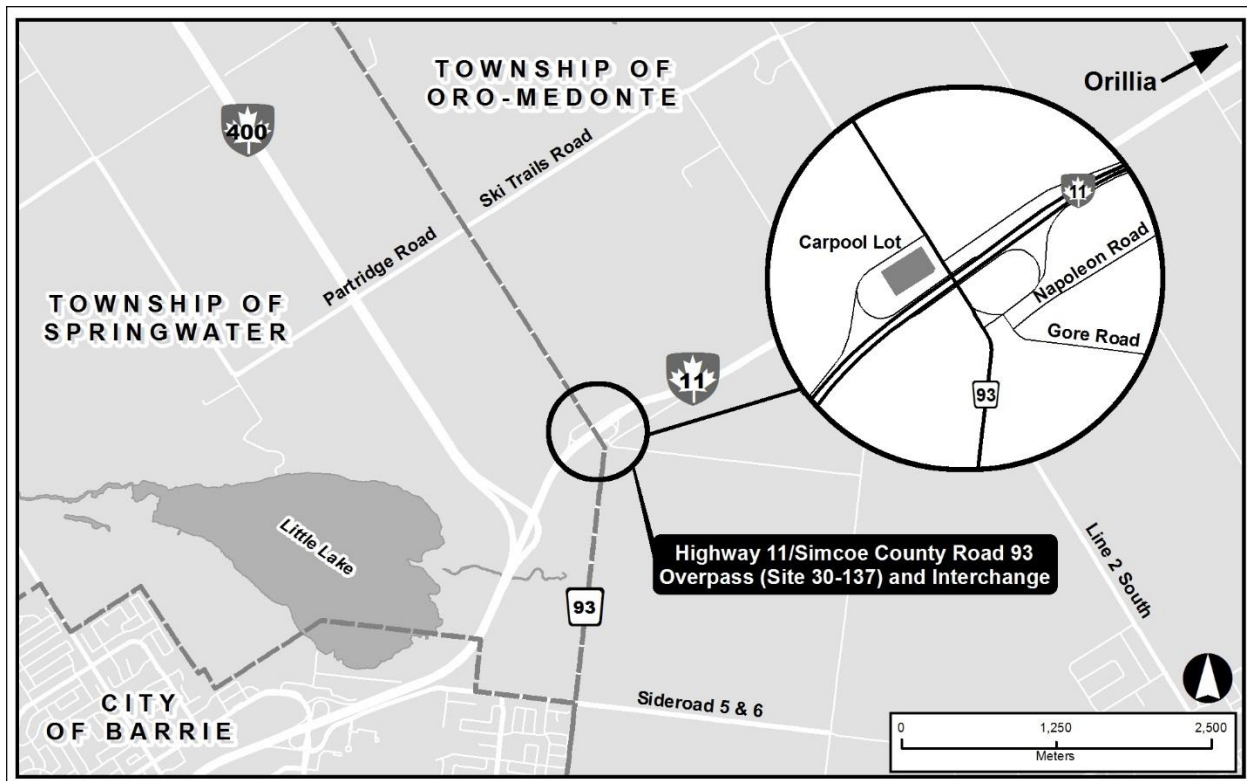
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November 14, 2022

Lonny Bomberry  
Director, Lands and Resources  
Six Nations of the Grand River  
2498 Chiefswood Road  
P.O. Box 5000  
Ohsweken, Ontario N0A 1M0

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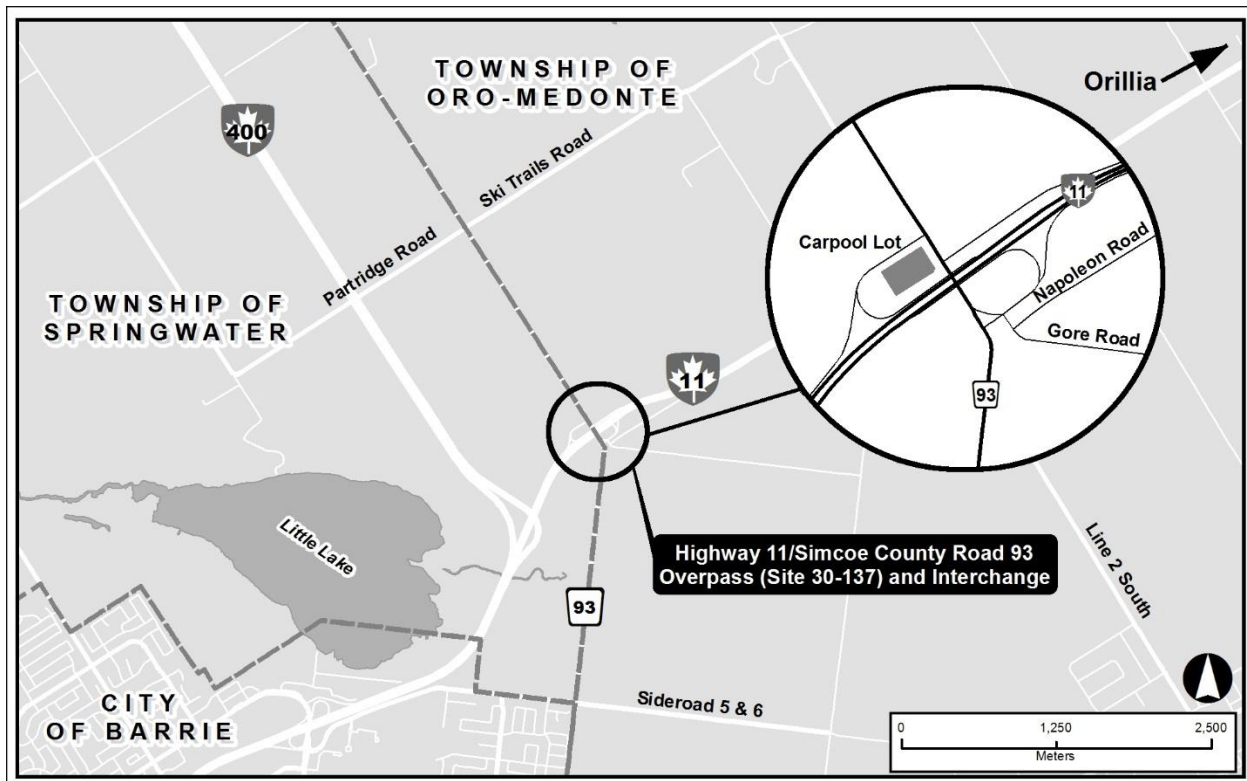
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Tél.: (437) 993-3211



November 14, 2022

Tayler Hill  
Director in Training  
Six Nations of the Grand River  
2498 Chiefswood Road  
P.O. Box 5000  
Ohsweken, Ontario N0A 1M0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Tayler Hill,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

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Yours truly,

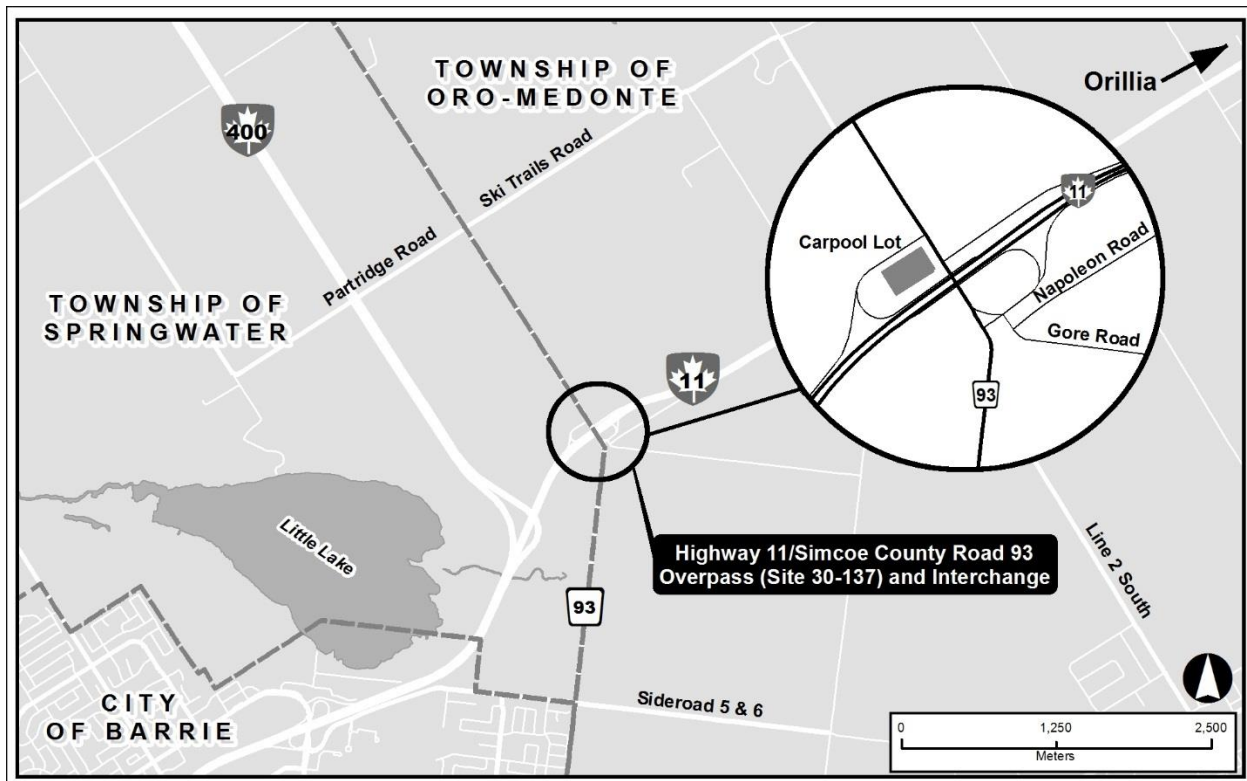
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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

cc: Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
Toronto, ON M3M 0B7  
Tel.: (437) 993-3211

**Ministère des Transports**

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November 14, 2022

Peter Graham  
Land Use Planning  
Six Nations of the Grand River  
2498 Chiefswood Road  
P.O. Box 5000  
Ohsweken, Ontario N0A 1M0

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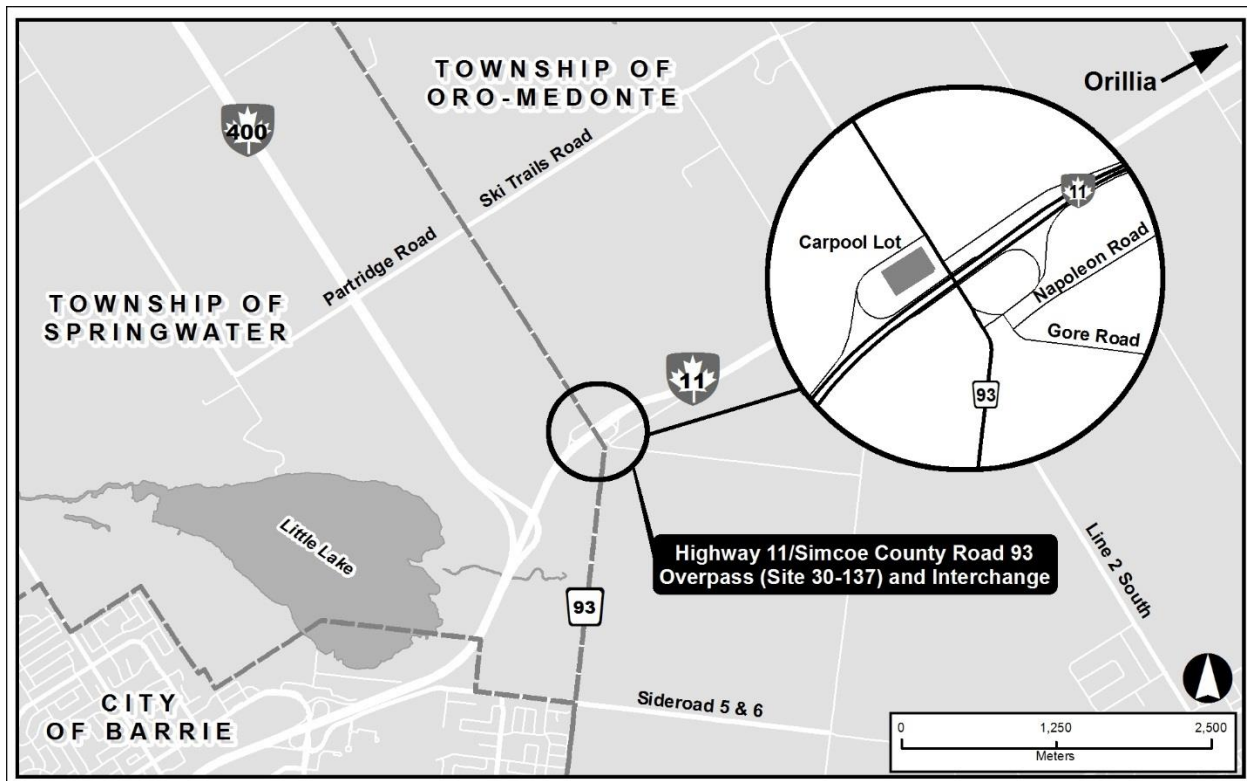
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November 14, 2022

Dawn Russell  
Consultation Admin  
Six Nations of the Grand River  
2498 Chiefswood Road  
P.O. Box 5000  
Ohsweken, Ontario N0A 1M0

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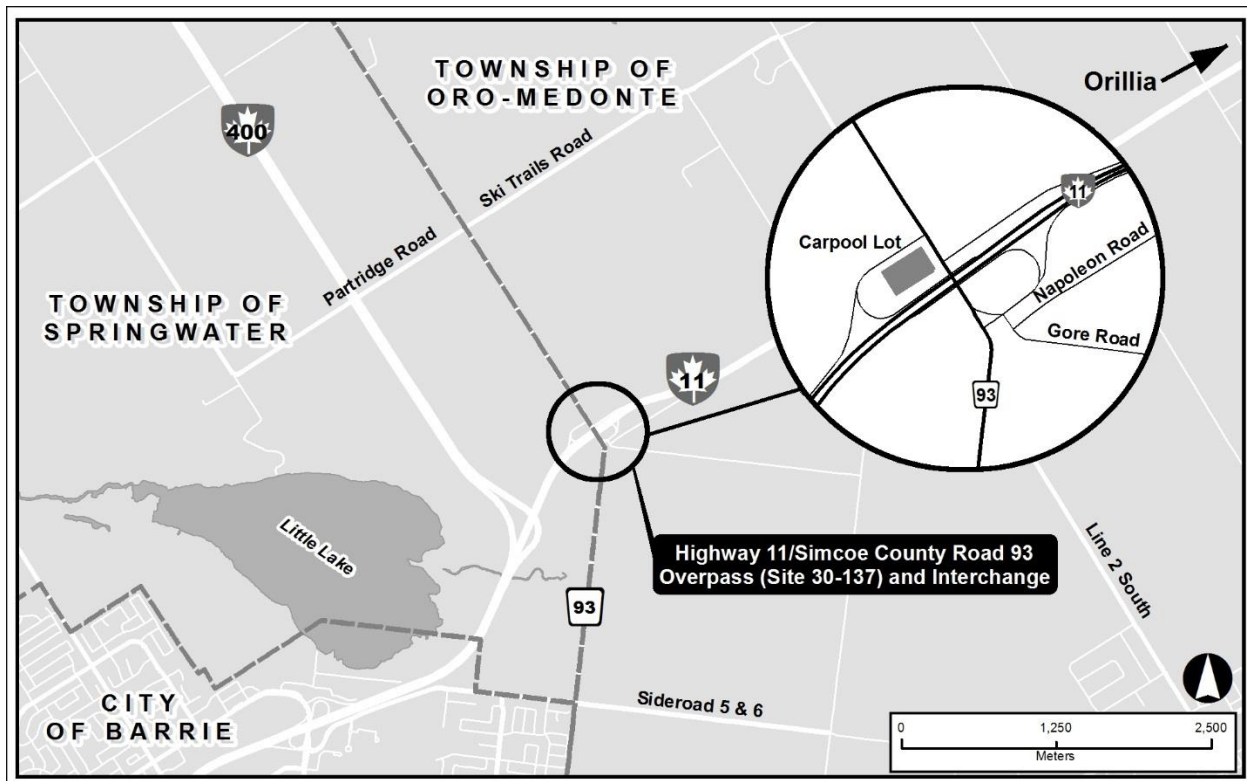
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**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
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November 14, 2022

Grand Chief Rémy Vincent  
Huron-Wendat Nation  
255, rue Chef-Michel-Laveau  
Wendake, Québec G0A 4V0

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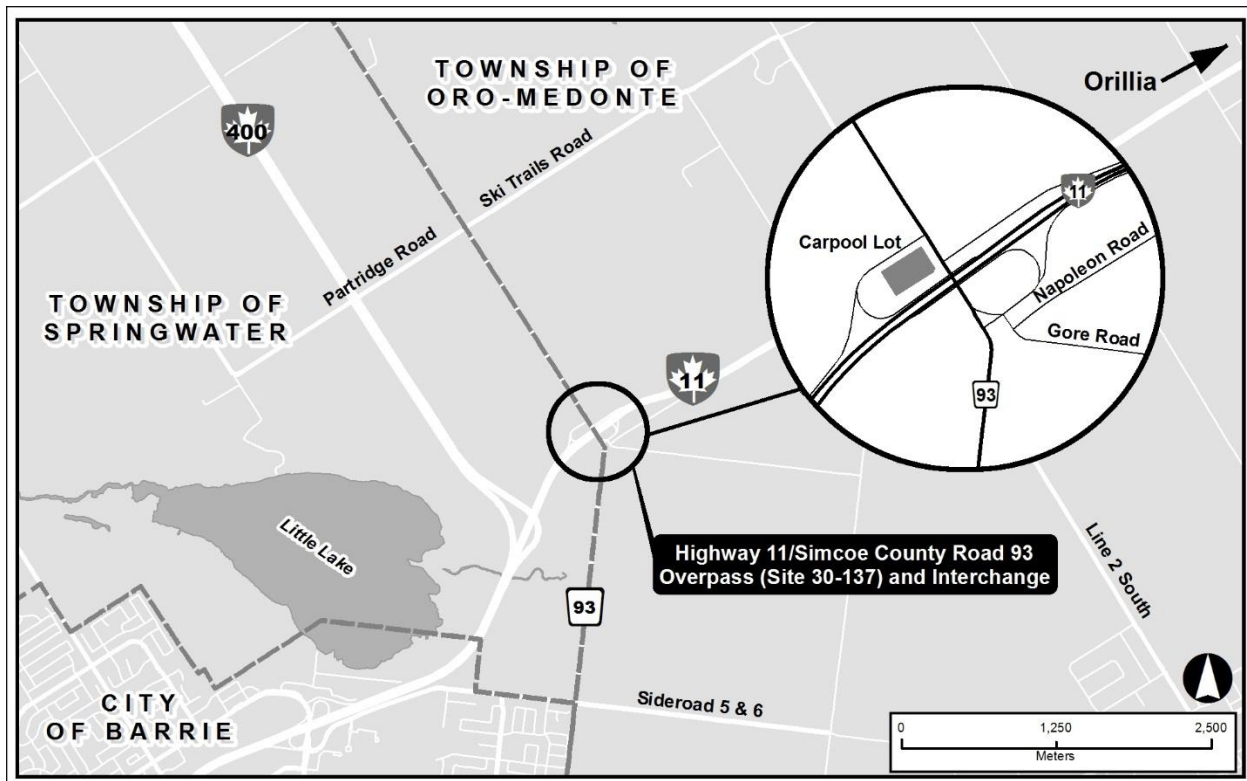
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November 14, 2022

Lori-Jeanne Bolduc  
Land Planning Analyst  
Huron-Wendat Nation  
255, rue Chef-Michel-Laveau  
Wendake, Québec G0A 4V0

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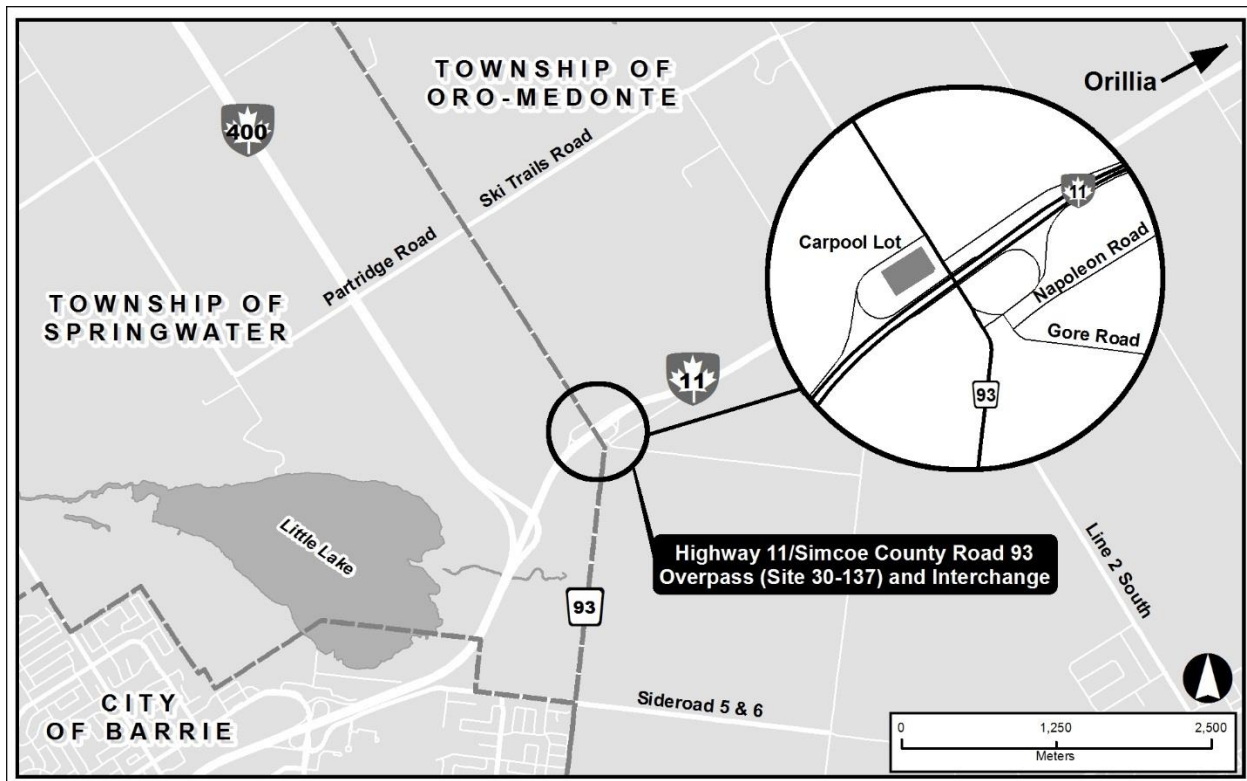
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November 14, 2022

Mario GrosLouis  
Land Planning Advisor  
Huron-Wendat Nation  
255, rue Chef-Michel-Laveau  
Wendake, Québec G0A 4V0

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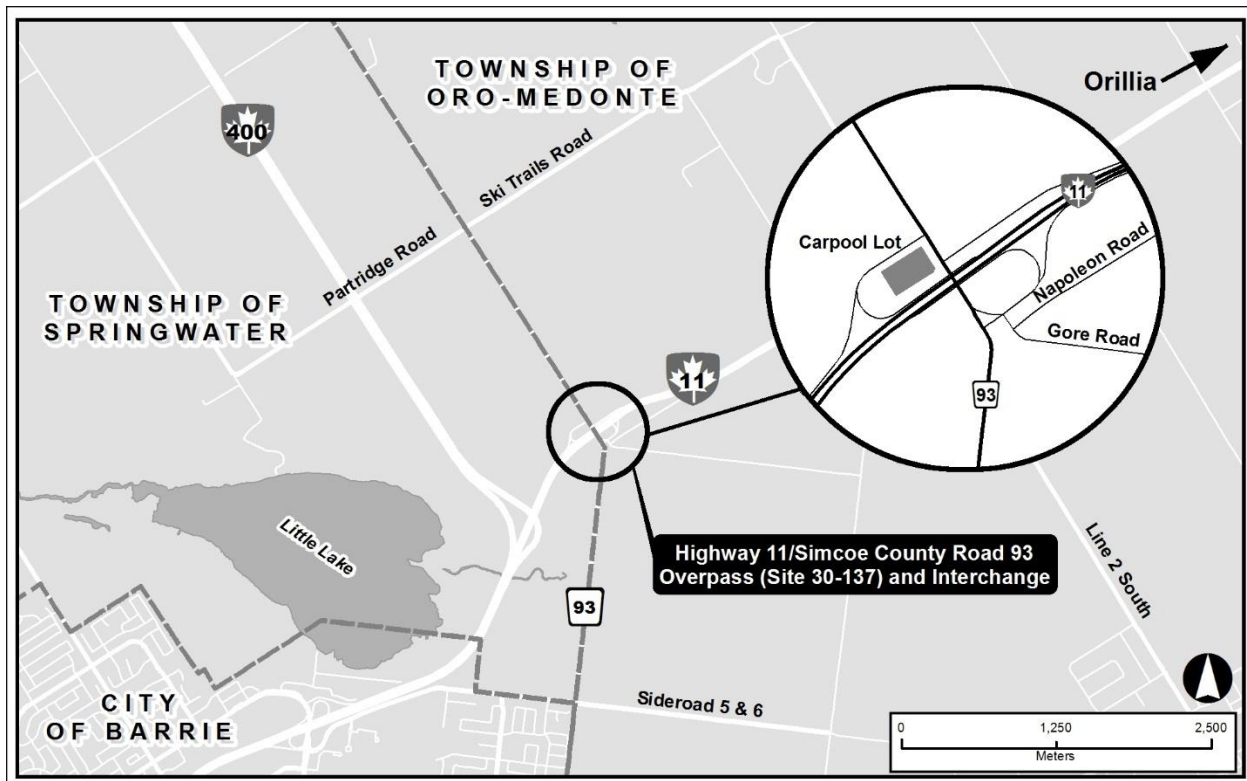
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November 14, 2022

Dr. Louis Lesage  
Directeur  
Huron-Wendat Nation  
255, rue Chef-Michel-Laveau  
Wendake, Québec G0A 4V0

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If you wish to provide comments, or if you require further information regarding this study, please feel free to contact me by phone at (437) 993-3211, or by email at [nanda.kandiah@ontario.ca](mailto:nanda.kandiah@ontario.ca). In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience

Yours truly,

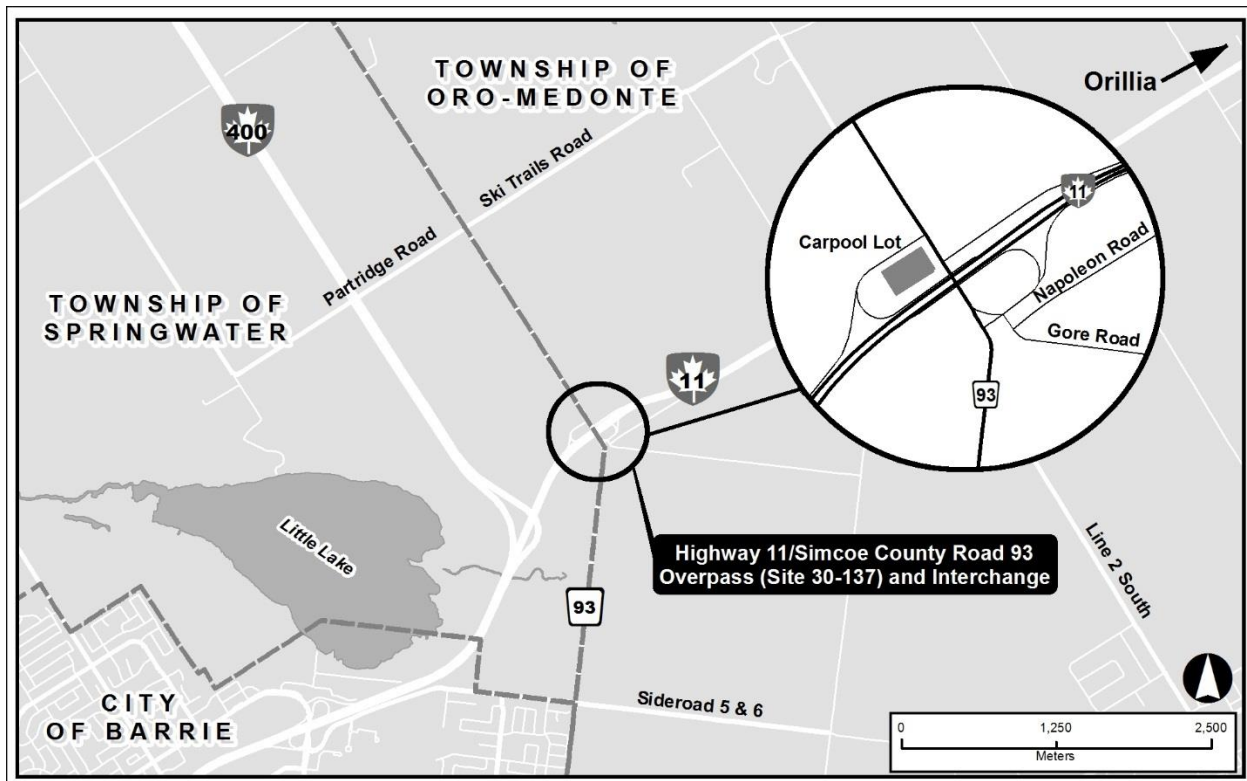
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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

cc: Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**



**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
Toronto, ON M3M 0B7  
Tel.: (437) 993-3211

**Ministère des Transports**

Section de la mise en œuvre des projets  
Direction de conception et d'ingénierie  
Division de la gestion de l'infrastructure  
de transport  
4<sup>e</sup> étage  
159 avenue Sir William Hearst  
Toronto, ON M3M 0B7  
Tél.: (437) 993-3211



November 14, 2022

Mélanie Vincent  
Consultation Coordinator  
Huron-Wendat Nation  
255, rue Chef-Michel-Laveau  
Wendake, Québec G0A 4V0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Mme. Vincent,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

The study has followed the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) with an opportunity for consultation and engagement.

A Stage 1 Archaeological Assessment was undertaken and concluded that there is no archaeological potential within the Hwy 11 Right of Way, however there may be potential in the surrounding agricultural lands. During Detail Design, Stage 2 Archaeological Assessments will be undertaken for areas with archaeological potential that will be impacted by construction.,

Fish and fish habitat impacts are not anticipated as the culvers and ditches are not located in watercourses where fish are present. No downstream affects to Unnamed Tributaries of Willow Creek are anticipated. Project impacts to fish and fish habitat will be re-evaluated during Detail Design.

Terrestrial impacts to vegetation as a result of removals for construction will not result in any impacts to rare or sensitive vegetation communities. No impacts to SAR species are anticipated.

A Transportation Environmental Study Report (TESR) has been prepared to document the existing environmental conditions, potential impacts of the undertaking, required mitigation measures, as well as consultation activities. **The 30-day public review will start on November 17, 2022 and end on December 16, 2022.**

The TESR is available on the project website at [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

If there are no outstanding concerns after completion of the 30-day review period, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.

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Yours truly,

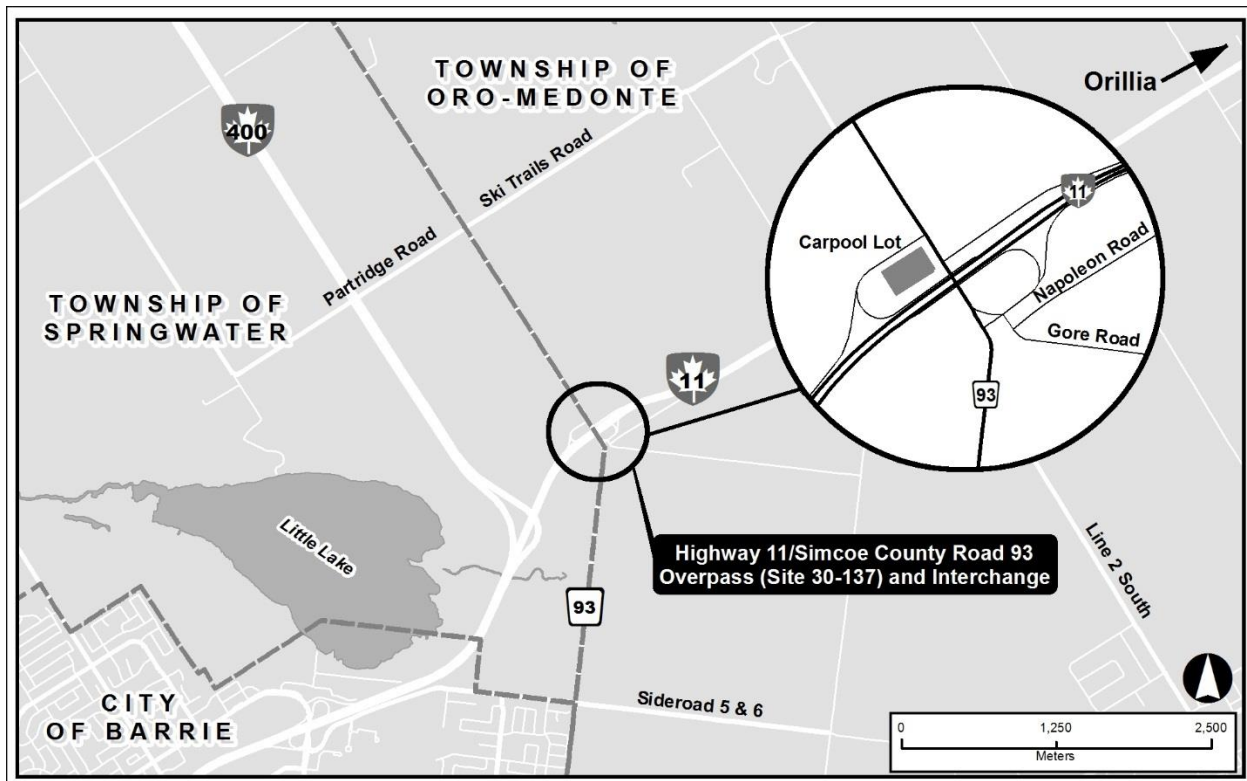
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: [Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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cc: Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
Toronto, ON M3M 0B7  
Tel.: (437) 993-3211

**Ministère des Transports**

Section de la mise en œuvre des projets  
Direction de conception et d'ingénierie  
Division de la gestion de l'infrastructure  
de transport  
4<sup>e</sup> étage  
159 avenue Sir William Hearst  
Toronto, ON M3M 0B7  
Tél.: (437) 993-3211



November 14, 2022

Dominic Ste-Marie  
Consultant  
Huron-Wendat Nation  
255, rue Chef-Michel-Laveau  
Wendake, Québec G0A 4V0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Dominic Ste-Marie,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

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Yours truly,

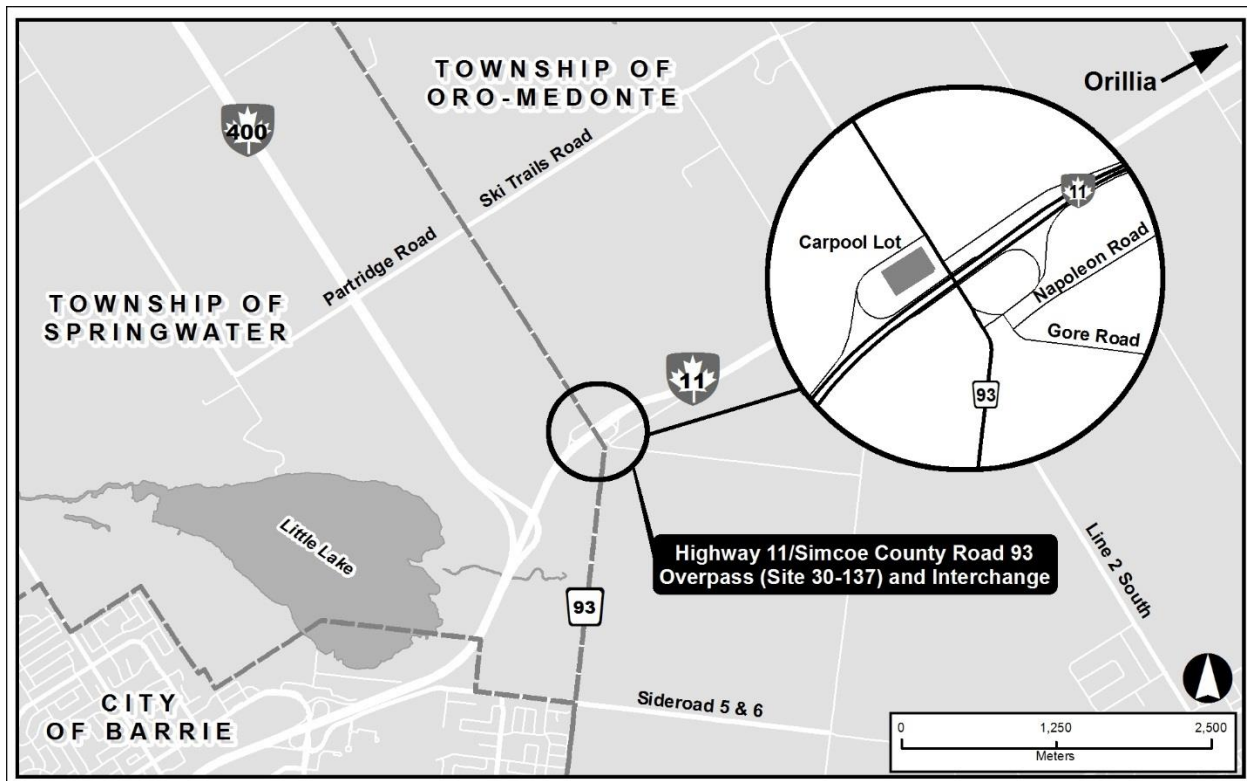
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: [Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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cc: Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

Project Delivery Section  
Design and Engineering Branch  
Transportation Infrastructure  
Management Division  
4th Floor  
159 Sir William Hearst Ave  
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**Ministère des Transports**

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de transport  
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Toronto, ON M3M 0B7  
Tél.: (437) 993-3211



November 14, 2022

Naomie Leduc  
Consultant  
Huron-Wendat Nation  
225, rue Chef-Michel-Laveau  
Wendake, Québec G0A 4V0

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Naomie Leduc,

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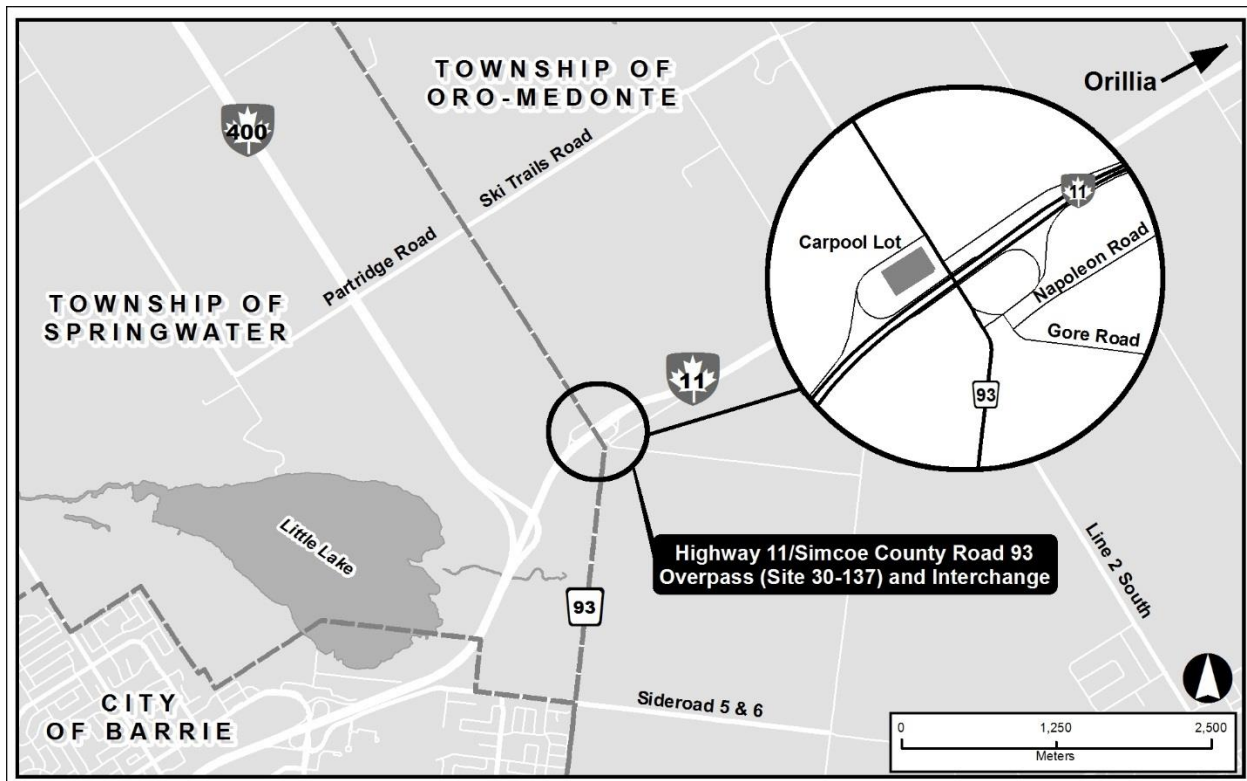
*N. Kandiah*

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**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

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November 14, 2022

Kawartha Nishnawbe Council

**Re: Notice of Study Completion & Transportation Environmental Study Report  
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Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
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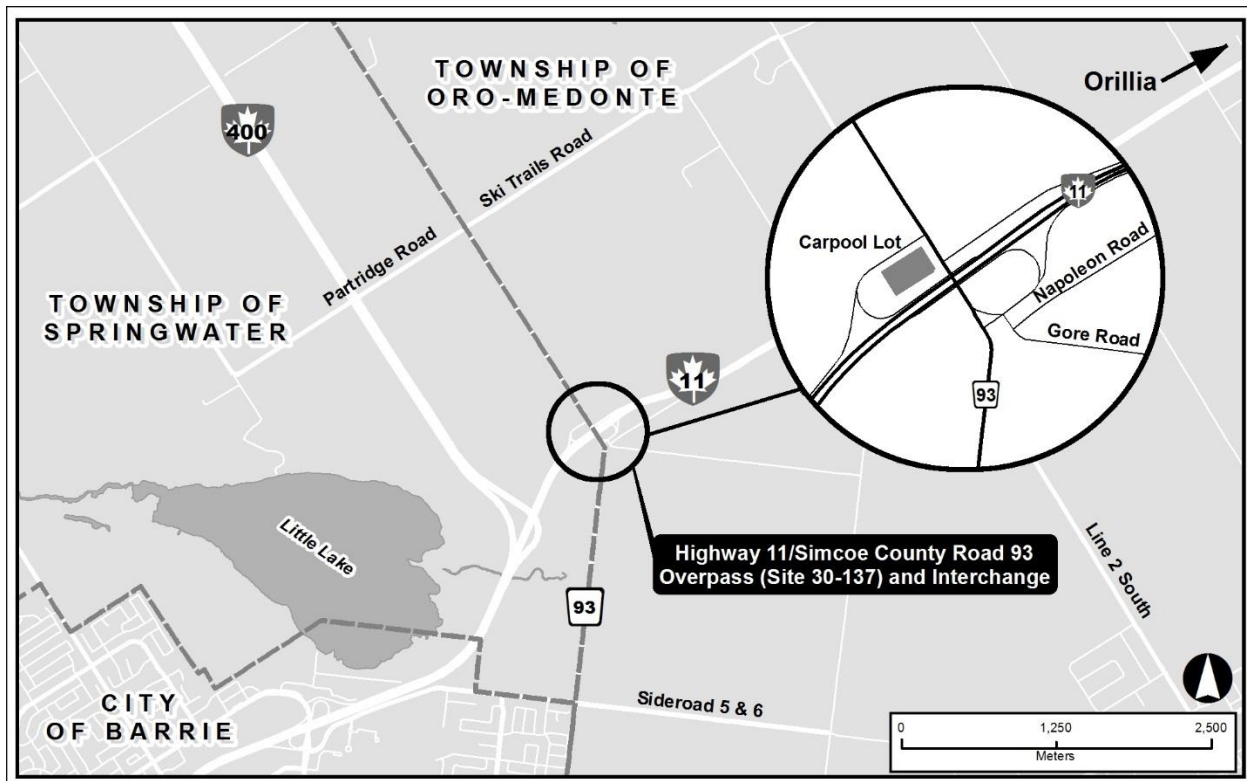
*N. Kandiah*

Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

**Ministry of Transportation**

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159 avenue Sir William Hearst  
Toronto, ON M3M 0B7  
Tél.: (437) 993-3211



November 14, 2022

Karry Sandy-McKenzie  
Barrister & Solicitor, Coordinator for the Williams Treaties  
Williams Treaties First Nations  
8 Creswick Court  
Barrie, Ontario L4M 2J7

**Re: Notice of Study Completion & Transportation Environmental Study Report  
Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Ms. Sandy-McKenzie,

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

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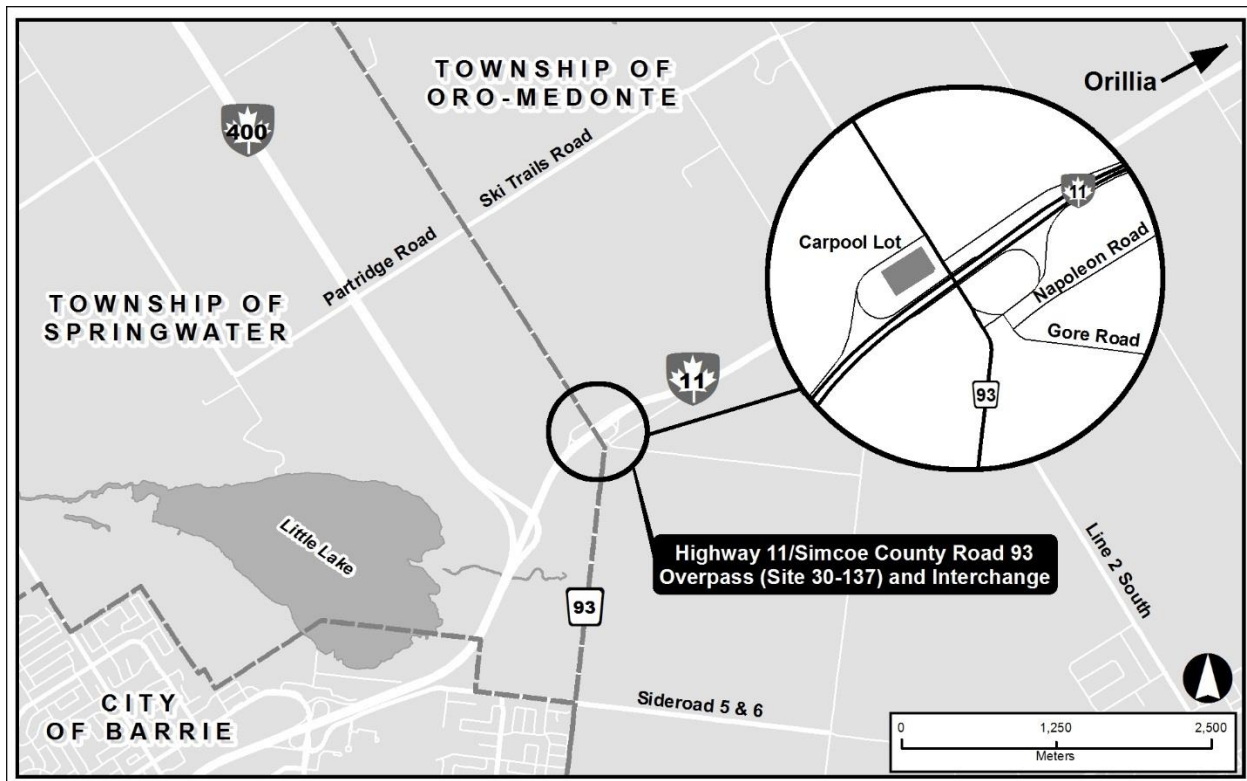
Nanda Kandiah, P. Eng.  
MTO Project Manager  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: 437 993 3211  
Email: Nanda.Kandiah@ontario.ca

Encl. Notice of Completion – Transportation Environmental Study Report Submission

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cc: Rhonda Gribbon, MTO Environmental Planner  
Bruce Dickey P.Eng., MH Project Manager  
Deborah Crawford, MH Environmental Planner





**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

# Notice of Study Completion

## Transportation Environmental Study Report Submission

Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements  
Township of Oro-Medonte and Township of Springwater G.W.P. 2306-16-00

### THE STUDY

**Morrison Hershfield Limited** has been retained by the **Ministry of Transportation (MTO)** to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe (see Key Plan).

The study has examined alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs. The Recommended Plan and Preferred Design Alternative includes:

- Replacement of the existing overpass structure with a longer single span slab-on-girder closed abutment structure protecting for the future widening of Simcoe County Road 93 to four through lanes, with a clear span of 24.5 m between abutment faces that accommodates northbound and southbound lanes of Highway 11 traffic;
- Modifications to the existing interchange configuration with new on/off ramps proposed to accommodate all existing traffic movements to and from Highway 11;
- New roadside ditch drainage alignment to accommodate the modifications to the interchange configuration;
- Inclusion of traffic signals at the West Ramp Terminal (Ramp N-E/W);
- Existing Highway 11 horizontal alignment to be shifted approximately 10 m to the west within MTO's Right-of-Way to reduce property impacts on the east side of the highway;
- Roadside safety improvements, including new TL-5 barrier for median protection along Highway 11;
- Existing carpool parking lot to be modified/reconstructed, while maintaining existing parking capacity; and
- Drainage and illumination improvements.

The proposed Simcoe County Road 93 under the overpass will accommodate one through traffic lane in each direction and one westbound left turn lane to the southbound lanes of Highway 11. The Highway 11 alignment and overpass replacement structure will also accommodate future widening of the highway to six lanes.

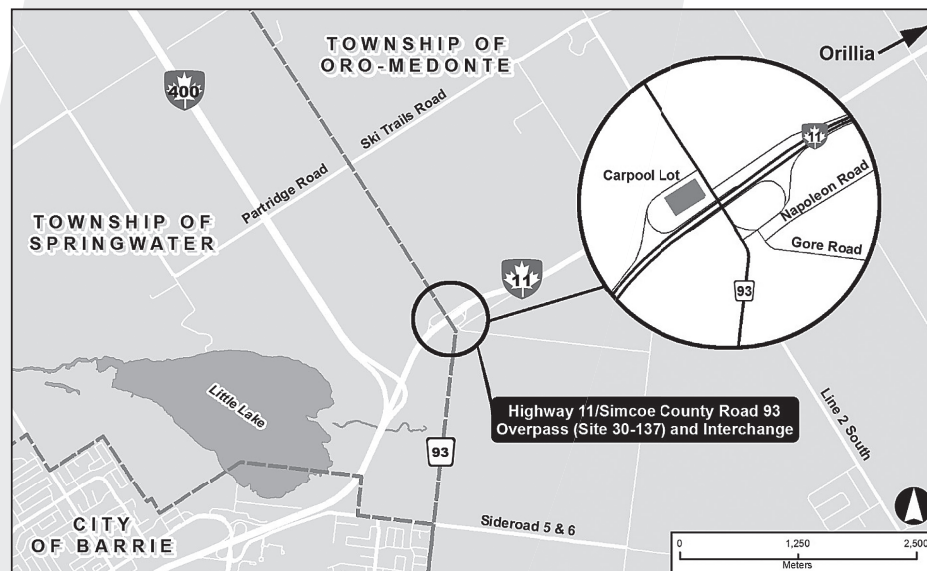
### THE PROCESS

The study has followed the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000) with an opportunity for public engagement. A Transportation Environmental Study Report (TESR) has been prepared to document the existing environmental conditions, potential impacts of the undertaking, required mitigation measures, as well as consultation activities. **The 30-day public review will start on November 17, 2022 and end on December 16, 2022.**

The TESR is available on the project website at [www.Hwy11-93Overpass.ca](http://www.Hwy11-93Overpass.ca)

### COMMENTS

Interested persons are encouraged to review the TESR and provide comments by The Project Team will respond to all comments received during the 30-day public review.



To obtain additional information or to provide comments please contact the following individuals:

**Mr. Bruce Dickey, P. Eng.**  
Consultant Project Manager  
Morrison Hershfield Limited  
Suite 300, 125 Commerce Valley Drive West  
Markham, ON L3T 7W4  
tel: (416) 499-3110  
e-mail: [BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)

**Mr. Nanda Kandiah, P. Eng.**  
MTO Project Manager  
Ministry of Transportation,  
159 Sir William Hearst Avenue  
Toronto, ON M3M 1J8  
tel: (437) 993-3211  
e-mail: [Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)

Outstanding concerns are to be directed to the proponents listed above for a response, unless the outstanding concerns are regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, in which case Part II Order requests on these matters should be addressed in writing to:

**Minister of the Environment,  
Conservation and Parks**  
Ministry of Environment, Conservation  
and Parks  
777 Bay Street, 5th Floor  
Toronto, ON M7A 2J3  
e-mail: [minister.mecp@ontario.ca](mailto:minister.mecp@ontario.ca)

**Director, Environmental  
Assessment Branch**  
Ministry of Environment Conservation  
and Parks  
135 St. Clair Avenue West, 1st Floor  
Toronto, ON M4V 1P5  
e-mail: [EABDirector@ontario.ca](mailto:EABDirector@ontario.ca)

If there are no outstanding concerns after completion of the 30-day review period, the project will be considered to have met the requirements of the Class EA and will proceed to Detail Design.

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

## Project Correspondence and Meeting Minutes

## Municipalities and Review Agencies

# MINUTES



## MEETING WITH COUNTY OF SIMCOE, TOWNSHIP OF ORO-MEDONTE AND TOWNSHIP OF SPRINGWATER

<b>Project:</b>	EA & PD For Hwy 11/Simcoe County Road 93 Bridge Replacement and Interchange Improvements						
<b>Agreement #:</b>	2017-E-0016-005						
<b>Location:</b>	Planning & Transportation Boardroom, Simcoe County Administration Centre, 1110 Highway 26, Midhurst, Ontario L9X 1N6						
<b>Date:</b>	Tuesday, December 04, 2018				<b>Time:</b>	10:30 am	
<b>Teleconference?</b>	Yes		No	✓	<b>Dial-in #:</b>		<b>I.D.</b>
<b>Present Invitees</b>							
Fiona Tam                      P&D Project Manager, MTO Bernard Kamau                Traffic Operations, MTO Rhonda Gribbon               Environmental Planner, MTO David Park                      Director of Planning, Development and Tourism, County of Simcoe Christian Meile                 Director Transportation and Engineering, County of Simcoe Heather Coleman               Director of Public Works, Township of Springwater Justin Metras                   Manager, Infrastructure & Capital Projects, Township of Oro-Medonte Aamir Munir                   Project Manager, MH George Katic                   Highway Engineering, MH Britney Ellis                    Environmental Planning, MH							
<b>Attachments:</b>	none						

ITEM	MINUTES	ACTION BY
1	<b>Introductions</b> <ul style="list-style-type: none"> <li>All present invitees introduced themselves.</li> </ul>	
2	<b>General Discussion</b> <ul style="list-style-type: none"> <li>Aamir provided an overview of the project.</li> <li>The Hwy 11/CR93 Bridge will be replaced and improvements to the interchange will be made. This Project does not include the ultimate widening of Highway 11 but a new highway bridge will be constructed in its ultimate configuration.</li> <li>Preliminary Design and Environmental Assessment stage of the project is currently underway. It is anticipated it should be completed by the end of 2019. The Detailed Design stage of the Project would take place in 2020/2021.</li> <li>The project is placed in 2021 construction program.</li> <li>Currently there is a bus service that runs between Barrie and Orillia with a frequency of 30 minutes and for 14 hours per day.</li> </ul>	

ITEM	MINUTES	ACTION BY
2	<ul style="list-style-type: none"> <li>• Simcoe County is working on a regional transit service which may use the interchange in future. The routes are currently being planned. David Park to provide an update to MH as soon as it is available. The operations are likely to begin after Civic Day in 2019.</li> <li>• It was proposed that MTO/MH study team should consider an option to expand the existing carpool lot to accommodate transit service.</li> <li>• Approximately 500 students commute from Barrie to Lakehead University in Orillia and approximately 260 students from Orillia to Georgian College in Barrie.</li> <li>• Napoleon currently employs 830 people and intends to expand in the near future. Their planned employee strength will grow to 1,200.</li> <li>• Napoleon periodically requires wide loads to be transported in and out of their facility. Such traffic should be incorporated in the proposed design.</li> <li>• O/D survey and mapping is available in the Simcoe County Transportation Master Plan.</li> <li>• County advised there were no current plans to widen CR 93. However EA study will likely be initiated after 2031 for potential 4-laning from Barrie to Hwy 11.</li> <li>• It was discussed that “vacant lot” property at the corner of Gore Road and Napoleon Road i.e. the gravel overflow beside Napoleon parking in the NE quadrant belongs to Napoleon. The property could be impacted by this project.</li> <li>• There is no current plans for Active Transportation on CR 93. County suggested that a sidewalk could be provided on at least one side under the bridge for pedestrian traffic from carpool lot to the Napoleon plant. MTO/MH study team informed meeting participants that a provision for a bicycle lane will be provided under one side of a new highway bridge along CR 93.</li> <li>• One of the two St. James Cemetery entrances could be closed.</li> <li>• Simcoe County is in favour of roundabouts.</li> <li>• The property in the SE quadrant is owned by a Baptist Church. They have no plans to develop in the parcel of land.</li> <li>• There is a box culvert crossing drain to the east on north side of CR 93.</li> <li>• It was discussed that MTO/MH study team developed long list of concept options for bridge replacement and interchange modifications. These options will be evaluated and short-listed to three options to be carried forward for more detailed evaluation.</li> <li>• It was discussed that all of the options include a roundabout on the east side of Highway 11 to address the existing geometrics, operational and highway safety deficiencies. County was informed that number of collisions occurred in this area which should be reduced in the future by having a roundabout. County expressed support for a roundabout.</li> </ul>	

ITEM	MINUTES	ACTION BY
2	<ul style="list-style-type: none"><li>• It was discussed that all of the options include a roundabout on the east side of Highway 11 to address the existing geometrics, operational and highway safety deficiencies. County was informed that number of accidents took place in this area which should be reduced in the future by having a roundabout. County expressed support for a roundabout.</li><li>• It was discussed that meeting would be arranged between MTO/MH study team and Napoleon plant to discuss number of issues including wide loads.</li><li>• County advised there was no watermain or sanitary sewer running along CR 93 Right-of Way. Properties are serviced by wells and septic systems. It was also discussed that MTO/MH study team will look after the relocation of any other utilities impacted by the Project such as Hydro One, Bell Canada and Enbridge.</li><li>• It was discussed that the existing storm sewer system on CR 93 will likely be impacted by the Project. Drainage Engineering and Stormwater Management experts are on MTO/MH study team to develop Preliminary Design for the reconstruction of storm sewer system including Stormwater Management Plan.</li><li>• It was discussed that “vacant land” property in the SE quadrant of the interchange presents an opportunity for MTO/MH study team to construct ramps connecting Highway 11 to County Road 93. County advised that the property is owned by a Baptist Church. They have no plans to develop in the parcel of land.</li><li>• County advised there was a box culvert crossing which drains to the east on north side of CR 93. It is not known at this time if the box culvert will be impacted by the Project.</li></ul>	MH

Distribution: All project team members and attendees.



## Colin Mulrenin

---

**Subject:** FW: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements

---

**From:** Meile, Christian [<mailto:Christian.Meile@simcoe.ca>]

**Sent:** Monday, June 10, 2019 9:45 AM

**To:** Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>

**Cc:** [fiona.tam@ontario.ca](mailto:fiona.tam@ontario.ca)

**Subject:** RE: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements

Good Morning Aamir,

We recently received your notice of Study commencement for the above referenced project. We recognise we had a preliminary meeting regarding this project back in December and believe all outstanding action items have been addressed. This note is simply to communicate, the County of Simcoe remains interested in this study and outcomes and please be sure to keep us apprised of your progress.

Regards,

**Christian Meile, P. Eng.**

**Director, Transportation & Engineering**

Engineering, Planning and Environment Division

County of Simcoe

1110 Hwy. 26

Midhurst, ON

L9X 1N6

Phone 705-726-9300 Ext. 1178

[www.simcoe.ca](http://www.simcoe.ca)



## Alex Frayne

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**From:** Meile, Christian <Christian.Meile@simcoe.ca>  
**Sent:** June 20, 2019 16:49  
**To:** 'Aamir Munir'  
**Subject:** RE: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA

Hello Aamir,

I believe we did discuss these two topics when we met back in December. I have attached the prepared minutes of that meeting.

1. Please see the 12<sup>th</sup> bullet under item #2. The County has no immediate plans for widening CR93. As you can see, we were considering an EA for future widening from Barrie to Hwy. 11 perhaps in 2031. Your timing of 2041 based on traffic modelling is most likely in the ball park. With respect to designing the structure now to accommodate, that would certainly be prudent as this would most likely occur within the life cycle of the bridge. Not sure why the County would be required to contribute to cost share on a Provincial structure but let us know what that would look like.
2. The 14<sup>th</sup> bullet under item #2 attached seemed to indicate that MTO/MH were including a bike lane on one side of the new bridge and a suggestion was to include a sidewalk from the Carpool lot to the Napoleon plant on the NE corner.

Hope that answers your questions.

Regards,

**Christian Meile, P. Eng.**  
**Director, Transportation & Engineering**  
Engineering, Planning and Environment Division  
County of Simcoe  
1110 Hwy. 26  
Midhurst, ON  
L9X 1N6  
Phone 705-726-9300 Ext. 1178  
[www.simcoe.ca](http://www.simcoe.ca)



---

**From:** Aamir Munir <AMunir@morrisonhershfield.com>  
**Sent:** Thursday, June 20, 2019 2:51 PM  
**To:** Meile, Christian <Christian.Meile@simcoe.ca>  
**Subject:** RE: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA

Sorry, forgot to add my contact details. Now attached.

---

**From:** Aamir Munir  
**Sent:** Thursday, June 20, 2019 2:45 PM  
**To:** [Christian.Meile@simcoe.ca](mailto:Christian.Meile@simcoe.ca)  
**Cc:** Tam, Fiona (MTO) ([Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>  
**Subject:** Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA

Hello Christian,

I hope you are doing well.

It has been a little while since we touched base on Hwy 11/CR93 Bridge Replacement and Interchange Improvements project. Just to provide an update, we have been busy working on several options and now have a few shortlisted options selected. We are presenting these options to MTO Senior Management very soon and are expecting to get approval for the preferred option. Once we get the preferred option approved, we will share the design plans with you.

At this point we want to have Simcoe County's feedback on the following:

1. Do you have any plans to widen CR93 at the Hwy 11 Bridge to four lanes in future (beneath the structure)? If yes what is the expected timeline? Based on the results of traffic modeling completed up to Year 2041, there is no need for 4-laning of the CR93. Therefore, the proposed clear span of new Highway 11 overpass structure will not accommodate future 4-laning of the county road. However, MTO would like to confirm the County's future plans seeing that once the structure is in place the span cannot be made wider. Please advise if the County would consider sharing the cost for a longer span structure to accommodate 4-laning of the County Road 93.
2. Do you have any plans to provide provision for active transportation on CR93 at the Hwy 11 bridge in future? If yes, what is the expected timeline? Simcoe County's GIS mapping reference indicate no bike trails in the vicinity.

Can you please confirm the above at your earliest convenience? Thank you!

Regards,

**Aamir Munir, M.Eng., P.Eng.**  
Principal, Head, Traffic and Planning, GTA  
[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)



**A ISO 9001:2008 Certified Company**  
Suite 175, 1005 Skyview Drive | Burlington, ON L7P 5B1  
**Dir: 289-266-1911 | Fax: 905-319-5548**  
[morrisonhershfield.com](http://morrisonhershfield.com)

## Colin Mulrenin

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**Subject:** FW: Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement  
**Attachments:** Cover letter Hwy 11 County Rd 93.pdf; Hwy 11 County Rd 93.pdf

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**From:** Simpson, Colleen [<mailto:Colleen.Simpson@simcoe.ca>]  
**Sent:** Tuesday, July 02, 2019 1:53 PM  
**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>  
**Subject:** Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement

Good afternoon,

Please see the attached letter outlining our concerns regarding the above noted project.

Sincerely,

**Colleen Simpson, MDEM**  
**Manager, 911 & Emergency Planning**  
County of Simcoe, Emergency Management  
[1110 Highway 26, Midhurst, Ontario L9X 1N6](#)  
Phone: [705-726-9300](tel:705-726-9300) Ext. 1155 Cell: [705-722-1650](tel:705-722-1650)  
Email: [Colleen.Simpson@simcoe.ca](mailto:Colleen.Simpson@simcoe.ca)  
[simcoe.ca](http://simcoe.ca)



**County of Simcoe Paramedic Services**  
1110 Highway 26,  
Midhurst, ON L9X 1N6  
**Phone** (705) 726-9300  
**Fax** (705) 722-6601  
**Simcoe.ca**

**County of Simcoe Emergency Management**  
1110 Highway 26,  
Midhurst, ON L9X 1N6  
**Phone** (705) 726-9300  
**Fax** (705) 792-5743  
**Simcoe.ca**



June 27, 2019

Aamir Munir  
Project Manager  
Morrison Hershfield Limited  
1005 Skyview Driv, Unit 175  
Burlington, ON L7P 5B1

Fiona Tam  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, ON M3M 1J8

**Reference: Preliminary Design and Class Environmental Assessment Study – Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements, Township of Oro-Medonte and Township of Springwater, G.W.P. 2306-16-00**

Dear Mr. Munir and Ms. Tam,

This reply is being sent on behalf of Emergency Management Simcoe County and County of Simcoe Paramedic Services. Our main concern with any road work is free access for emergency vehicles. We understand that some of the work will cause road closures or lane closures, but it is imperative that emergency responders be able to respond to calls for service within a reasonable timeframe. The nature of emergency services means that emergency vehicles may be responding from various locations, so it is not sufficient to simply divert traffic to one particular area. Preferably, there should be alternate routes or allowance for emergency vehicles.

Additionally, road closures and restrictions due to construction will decrease traffic flow and potentially cause more accidents. Alternate routes, signage, and efficient communication to the public should help to reduce any emergencies related to construction work. We also ask that you notify us in advance of any road closures, even if only short term, so that we can prepare any alternate traffic routes.

We appreciate your attention to this matter.

Sincerely,

**Colleen Simpson, MDEM**  
**Manager, 911 & Emergency Planning**  
County of Simcoe, Emergency Management  
1110 Highway 26, Midhurst, Ontario L9X 1N6  
**Phone:** 705-726-9300 Ext. 1155 **Cell:** 705-722-1650  
**Email:** Colleen.Simpson@simcoe.ca  
simcoe.ca

**Andrew Robert**  
**Director and Chief**  
County of Simcoe Paramedic Services  
1110 Highway 26, Midhurst, Ontario L9X 1N6  
**Phone:** 705-726-9300 Ext. 1231 **Fax:** 705-722-6601  
**E-mail:** andrew.robert@simcoe.ca  
simcoe.ca

Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and  
Interchange Improvements  
Township of Oro-Medonte and Township of Springwater, County of Simcoe  
G.W.P. 2306-16-00

**CONTACT INFORMATION FORM**

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
Environmental Planner  
Morrison Hershfield  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
Fax: (416) 499-9658  
Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☒ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: Colleen Simpson  
Title: Manager, 911 & Emergency Planning  
Department: Emergency Management  
Organization: County of Simcoe  
Mailing Address: 1110 Highway 26  
Midhurst, ON L9X 1N6  
Phone: 705-726-9300, ext. 1155  
Fax: \_\_\_\_\_  
Email: colleen.simpson@simcoe.ca

3) In the space below, please provide any comments you may have regarding the study.

See attached letter.



## Colin Mulrenin

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**Subject:** FW: Hwy 11/CR93 Overpass replacement  
**Attachments:** 0244PM-10062019.pdf

---

**From:** Metras, Justin [<mailto:jmetras@oro-medonte.ca>]  
**Sent:** Monday, June 10, 2019 2:48 PM  
**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>  
**Subject:** Hwy 11/CR93 Overpass replacement

Britney

Please find attached my updated contact information form.

Thanks

Justin

Justin Metras  
Manager, Infrastructure and Capital Projects  
705.487.2171x2125  
Township of Oro-Medonte



**Notice of Collection/Use/Disclosure:** All information about municipal services is collected in accordance with the *Municipal Act, 2001*, under s.8 and for Council's purposes under s.239(1) and may be used in Council deliberations, and disclosed in full, including email, names, opinions and addresses to other persons requesting access to records, or as part of a public agenda. All information submitted to the municipality is subject to the Municipal Freedom of Information Act (MFIPPA). Questions about this notice of collection should be directed to the Clerk's Office (705) 487-2171.

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**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements**  
**Township of Oro-Medonte and Township of Springwater, County of Simcoe**  
**G.W.P. 2306-16-00**

## CONTACT INFORMATION FORM

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
 Environmental Planner  
 Morrison Hershfield  
 Suite 300, 125 Commerce Valley Drive West  
 Markham, Ontario L3T 7W4  
 Phone: (416) 499-3110  
 Fax: (416) 499-9658  
 Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☒ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: JUSTIN METRAS  
 Title: MANAGER, INFRASTRUCTURE AND CAPITAL PROJECTS  
 Department: OPERATIONS AND COMMUNITY SERVICES  
 Organization: TOWNSHIP OF ORO-MEDONTE  
 Mailing Address: 148 LINE 7 SOUTH  
ORO-MEDONTE, ON CANADA L0L 2E0  
 Phone: 705-487-2171 X2125  
 Fax: \_\_\_\_\_  
 Email: JMETRAS@ORO-MEDONTE.CA

3) In the space below, please provide any comments you may have regarding the study.

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**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements**  
**Township of Oro-Medonte and Township of Springwater, County of Simcoe**  
**G.W.P. 2306-16-00**

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 Environmental Planner  
 Morrison Hershfield  
 Suite 300, 125 Commerce Valley Drive West  
 Markham, Ontario L3T 7W4  
 Phone: (416) 499-3110  
 Fax: (416) 499-9658  
 Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☐ No ☒

*Helga Drechsler*  
*Emergency Services Assistant*

*Township of Oro Medonte*  
*148 Line 7 South*  
*Oro-medonte, ON L0L2E0*

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Department: \_\_\_\_\_  
 Organization: \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_  
 \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Fax: \_\_\_\_\_  
 Email: \_\_\_\_\_

3) In the space below, please provide any comments you may have regarding the study.

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## Colin Mulrenin

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**Subject:** FW: Highway 11/County Road 93 Overpass Replacement  
**Attachments:** 20190610134113230.pdf

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**From:** Heather Coleman [<mailto:Heather.Coleman@springwater.ca>]  
**Sent:** Monday, June 10, 2019 1:51 PM  
**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>  
**Subject:** Highway 11/County Road 93 Overpass Replacement

Hi Britney

Please see attached.

Thanks.



**Heather Coleman BA, CET**  
**Director of Public Works**  
Township of Springwater  
2231 Nursery Road  
Minesing, ON L9X 1A8  
P. 705-728-4784 ext 2051  
F. 705-728-6957



***Effective May 1, 2019, The Township of Springwater will be moving to bids&tenders.  
To create an account with bids&tenders, visit [www.bidsandtenders.ca](http://www.bidsandtenders.ca)***

The information contained in this message is directed in confidence solely to the person(s) named above and may not be otherwise distributed, copied or disclosed. The message may contain information that is privileged, confidential and exempt from disclosure under the *Municipal Freedom of Information and Protection of Privacy Act*. If you have received this message in error, please notify the sender of the error so that we can update our distribution list and then delete the message without making a copy.

**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements**  
**Township of Oro-Medonte and Township of Springwater, County of Simcoe**  
**G.W.P. 2306-16-00**

**CONTACT INFORMATION FORM**

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
 Environmental Planner  
 Morrison Hershfield  
 Suite 300, 125 Commerce Valley Drive West  
 Markham, Ontario L3T 7W4  
 Phone: (416) 499-3110  
 Fax: (416) 499-9658  
 Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☒ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: Heather Coleman  
 Title: Director of Public Works.  
 Department: Public Works  
 Organization: Township of Springwater  
 Mailing Address: 2231 Nursery Rd Minesing L9X 1A8  
 Phone: 705 728 4784  
 Fax: 705 728 6957  
 Email: heather.coleman@springwater.ca

3) In the space below, please provide any comments you may have regarding the study.

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## Colin Mulrenin

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**Subject:** FW: Study for Highway 11/Simcoe County Road 93 Overpass Replacement

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**From:** Barner, Wendy [<mailto:BarnerW@rvh.on.ca>]

**Sent:** Friday, June 14, 2019 9:56 AM

**To:** Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>

**Subject:** Study for Highway 11/Simcoe County Road 93 Overpass Replacement

Hi Aamir –

I am following up on the stakeholder engagement Contact Information form that was sent out to us at Royal Victoria Regional Health Centre in Barrie.

I would like to just touch base about the before we submit the form

My contact information is below, please contact me at your earliest convenience.

Regards,

**Wendy Barner, BEng, MArch, OAA**

Interim Director, Capital Planning and Redevelopment

Royal Victoria Regional Health Centre

201 Georgian Drive

Barrie, ON. L4M 6M2

[BarnerW@rvh.on.ca](mailto:BarnerW@rvh.on.ca)

Tel (705) 728 9090 x44010

Cell (705) 794-8259

[www.rvh.on.ca](http://www.rvh.on.ca)

*Inspiring care...*

## Colin Mulrenin

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**Subject:** FW: CONTACT INFORMATION FORM: Highway 11/Simcoe County Road 93 Overpass  
**Attachments:** Contact Information Form\_RVH.pdf

---

**From:** Barner, Wendy [<mailto:BarnerW@rvh.on.ca>]  
**Sent:** Friday, June 21, 2019 8:27 AM  
**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>  
**Subject:** CONTACT INFORMATION FORM: Highway 11/Simcoe County Road 93 Overpass

Hello Brittney –

Please find the attached form indicating that RVH wishes to receive further information as the Highway 11/Simcoe County Road 93 Overpass Project proceeds.

Regards,

**Wendy Barner, BEng, MArch, OAA**  
Interim Director, Capital Planning and Redevelopment

Royal Victoria Regional Health Centre  
201 Georgian Drive  
Barrie, ON. L4M 6M2  
[BarnerW@rvh.on.ca](mailto:BarnerW@rvh.on.ca)  
Tel (705) 728 9090 x44010  
Cell (705) 794-8259  
[www.rvh.on.ca](http://www.rvh.on.ca)

*Inspiring care...*

**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and  
Interchange Improvements  
Township of Oro-Medonte and Township of Springwater, County of Simcoe  
G.W.P. 2306-16-00**

**CONTACT INFORMATION FORM**

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
Environmental Planner  
Morrison Hershfield  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
Fax: (416) 499-9658  
Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☒ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name:	BEN PETERSEN
Title:	EXECUTIVE VICE PRESIDENT, CORPORATE SERVICES AND CHIEF FINANCIAL OFFICER
Department:	ADMINISTRATION
Organization:	ROYAL VICTORIA REGIONAL HEALTH CENTRE
Mailing Address:	201 GEORGIAN DRIVE BARRIE, ON L4M 6M2
Phone:	705-728-9090 EXT. 42001
Fax:	
Email:	PETERSENB@RVH.ON.CA

3) In the space below, please provide any comments you may have regarding the study.

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## Colin Mulrenin

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**From:** Britney Ellis  
**Sent:** Tuesday, June 18, 2019 12:00 PM  
**To:** Kirstin Geissler  
**Subject:** FW: Environmental study  
**Attachments:** 20190618101627515.pdf

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Hwy 11/93

---

**From:** Salliou, Yvonne (OPP) [mailto:Yvonne.Salliou@opp.ca]  
**Sent:** Tuesday, June 18, 2019 10:21 AM  
**To:** Britney Ellis <BELLis@morrisonhershfield.com>  
**Subject:** Environmental study

See attached.

Yvonne Salliou  
Orillia (Barrie) Detachment  
705-726-6484 ext. 6402  
[Yvonne.salliou@opp.ca](mailto:Yvonne.salliou@opp.ca)

**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements**  
**Township of Oro-Medonte and Township of Springwater, County of Simcoe**  
**G.W.P. 2306-16-00**

## CONTACT INFORMATION FORM

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
 Environmental Planner  
 Morrison Hershfield  
 Suite 300, 125 Commerce Valley Drive West  
 Markham, Ontario L3T 7W4  
 Phone: (416) 499-3110  
 Fax: (416) 499-9658  
 Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☒ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: ISSP. VERONICA EATON  
 Title: DETACHMENT COMMANDER  
 Department: ORILLIA OPP DETACHMENT  
 Organization: O.P.P.  
 Mailing Address: 66 PETER ST. S.  
ORILLIA, ONT L3V 5B1  
 Phone: 705-326-3536  
 Fax: \_\_\_\_\_  
 Email: veronica.eaton@opp.ca

3) In the space below, please provide any comments you may have regarding the study.

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## Alex Frayne

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**Subject:** FW: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA

**Attachments:** HWY 11 & CR93 Interchange comments.pdf; RE: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA

---

**From:** Meile, Christian <[Christian.Meile@simcoe.ca](mailto:Christian.Meile@simcoe.ca)>

**Sent:** Thursday, May 20, 2021 11:48 AM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Cc:** [Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)

**Subject:** RE: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA

Hello,

Please find attached correspondence in response to your recent project update.

Regards,

**Christian Meile, P. Eng.**

**Director, Transportation & Engineering**

Engineering, Planning and Environment Division

County of Simcoe

705-726-9300 Ext. 1178

1110 Hwy. 26

Midhurst, ON

L9X 1N6

[www.simcoe.ca](http://www.simcoe.ca)





**County of Simcoe  
Transportation and  
Engineering**  
1110 Highway 26,  
Midhurst, Ontario L9X 1N6

Main Line (705) 726 9300  
Toll Free 1 866 893 9300  
Fax (705) 727 7984  
Web: simcoe.ca



May 20<sup>th</sup>, 2021

**File No.:** T05 – MTO Hwy 11

Mr. Bruce Dickey, P. Eng.  
Project Manager  
Morrison Hershfield Ltd.  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario  
L3T 7W4

**Email Transmission only**

Dear Mr. Dickey:

**RE: Project update for Preliminary Design & Class EA  
Highway 11/Simcoe Road 93 Overpass replacement and Interchange Improvements**

This is in response to your recent project update correspondence dated May 13<sup>th</sup>, 2021, concerning the above noted project.

The County of Simcoe previously participated in an introductory project meeting in December 2018, with the project manager at the time, Aamir Munir. A number of questions and comments were provided from that meeting in addition to some preliminary project information. Some of these questions/comments are repeated here as the details of the proposed preferred alternative are not clear;

- The key plan attached to your May 13<sup>th</sup> correspondence appears to show the existing configuration as opposed to proposed modifications to on/off ramp alignment. Please confirm.
- Does the preferred alternative include any property acquisition?
- It appears the preferred alternative does not provide for future widening of County Road 93 under the structure. Please confirm. I have also attached previous email comments from 2019 regarding this question.
- Does the preferred alternative accommodate a future sidewalk and active transportation facility under the structure, along County Road 93?

It is understood an Environmental Study report is being prepared however, confirmation of these previous comments would be helpful.

Should you have any further questions please contact the undersigned.

Regards,

Christian Meile, P. Eng.  
Director, Transportation & Engineering  
Engineering, Planning and Environment Division  
County of Simcoe  
cc: Cristian Crosato, P. Eng, Project Manager MTO

## Alex Frayne

---

**Subject:** FW: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA  
**Attachments:** Simcoe C.Meile 2021 05 27.pdf; Attachment #1 - Preferred Plan & Profile-Plan.pdf

---

**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Sent:** May 28, 2021 9:31 AM

**To:** Meile, Christian <[Christian.Meile@simcoe.ca](mailto:Christian.Meile@simcoe.ca)>

**Cc:** [Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)

**Subject:** RE: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA

Good morning,

Thanks for your correspondence from last Thursday. Please find attached a letter in response to your comments, as well as a plan of the preferred alternative for the above interchange.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



Suite 300, 125 Commerce Valley Drive West. | Markham, ON L3T 7W4  
Dir: 416 499 3181 x1011470 | Fax: 416 499 9658  
[morrisonhershfield.com](http://morrisonhershfield.com)

---

**From:** Meile, Christian <[Christian.Meile@simcoe.ca](mailto:Christian.Meile@simcoe.ca)>

**Sent:** Thursday, May 20, 2021 11:48 AM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Cc:** [Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)

**Subject:** RE: Highway 11: Simcoe County Road 93/Penetanguishene Road Bridge Replacement and Interchange Improvements PD & EA

Hello,

Please find attached correspondence in response to your recent project update.

Regards,

**Christian Meile, P. Eng.**

**Director, Transportation & Engineering**

Engineering, Planning and Environment Division

County of Simcoe

705-726-9300 Ext. 1178

1110 Hwy. 26

Midhurst, ON

L9X 1N6

[www.simcoe.ca](http://www.simcoe.ca)





MORRISON HERSHFIELD

May 27, 2021

Christian Meile, P.Eng.  
Director, Transportation & Engineering  
Engineering, Planning and Environment Division  
County of Simcoe  
1110 Highway 26  
Midhurst, ON L9X 1N6

Dear Mr. Meile:

**Re: Project Update for Preliminary Design & Class EA  
Highway 11/Simcoe Road 93 Overpass Replacement & Interchange Improvements**

Thank you for your letter of May 20, 2021. I'll address your comments/questions in order as follows:

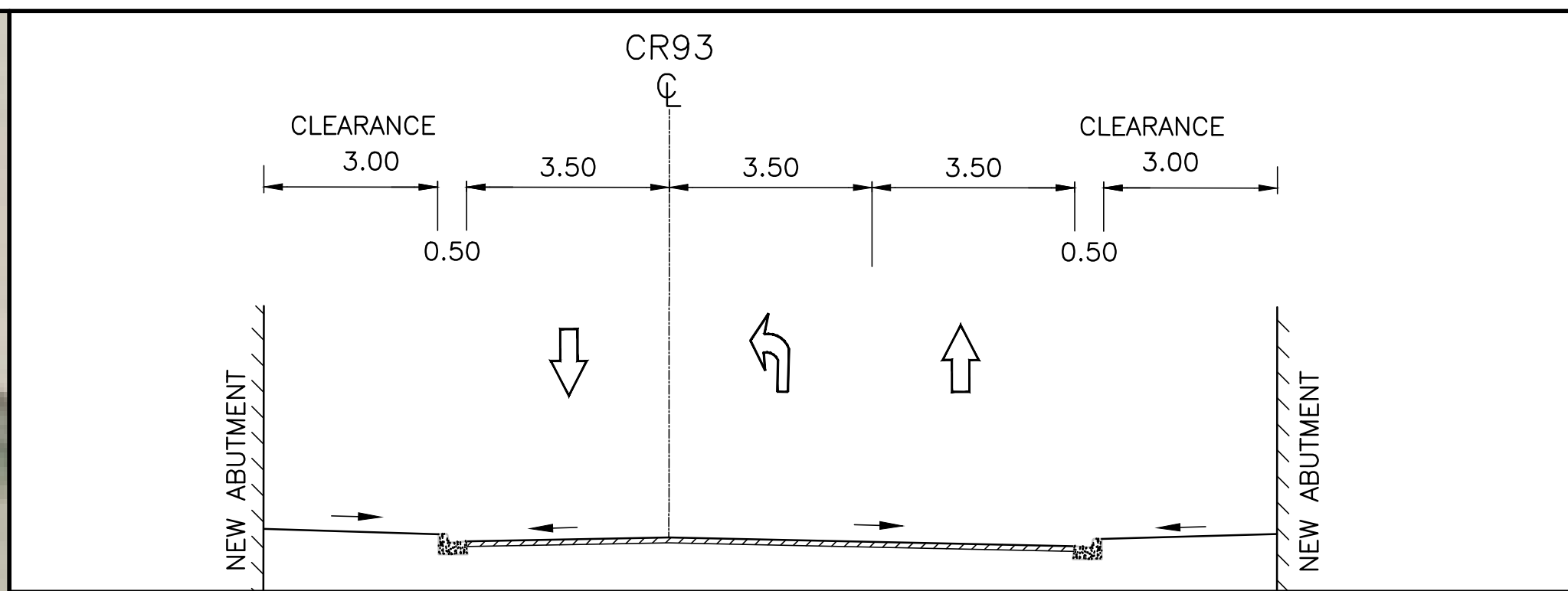
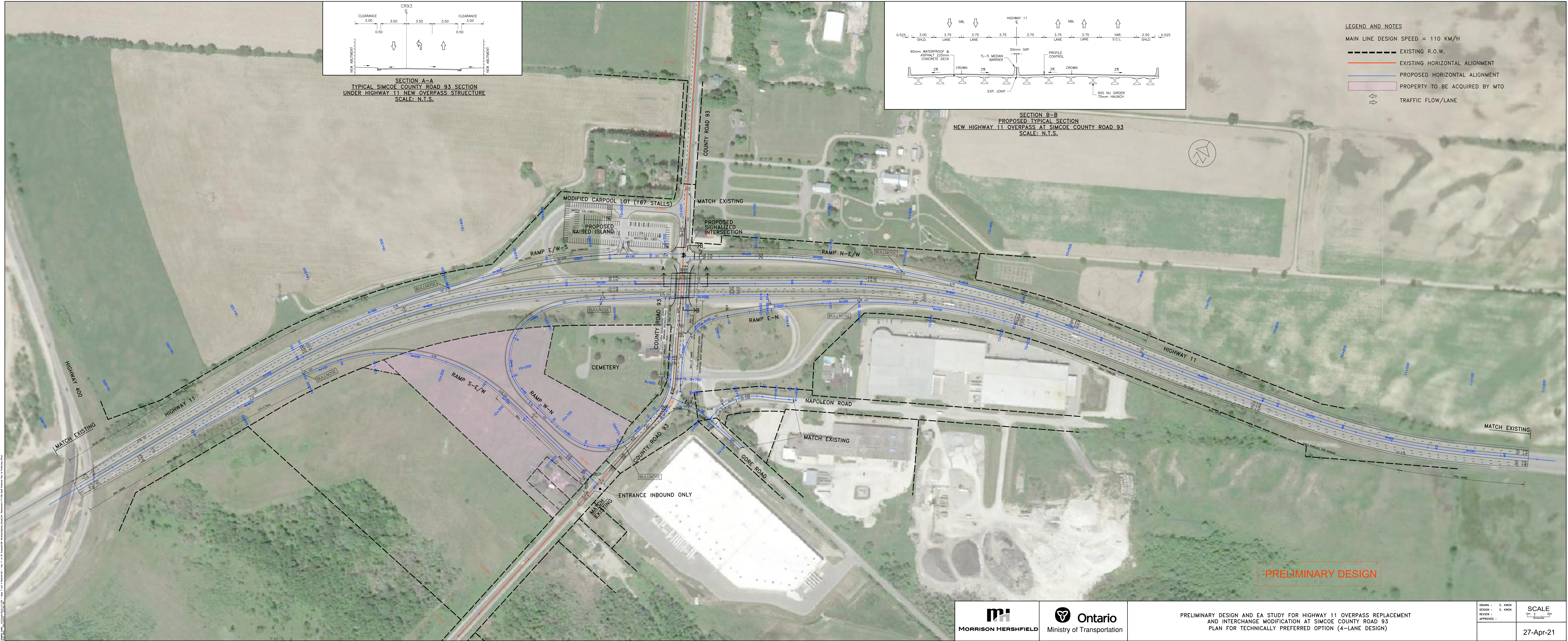
1. The plan for the proposed modifications to the above interchange was attached to our email as a PDF attachment. I have appended it to this letter.
2. Permanent property acquisition is only required within the southeast quadrant of the new interchange to accommodate the new alignment of the S-E/W and W-N ramps. Notification to the landowners has been provided. No property is required for the proposed improvements to Highway 11 or Simcoe Road 93.
3. The preferred alternative will accommodate two through lanes and a westbound left turn lane on Simcoe Road 93 under the Highway 11 structure. Provisions for possible widening of Simcoe Road 93 in the future is not provided.
4. The preferred alternative for the new structure provides 3m boulevards on both sides of Simcoe Road 93 behind raised curb and gutter which could be used for future sidewalks. The typical cross-section is shown on Section A-A of the attached PDF drawing.

We can appreciate that Item 3 above related to the potential EA Study by Simcoe County for widening of Simcoe Road 93 from Barrie to Highway 11 is of prime concern to the County. To better understand Simcoe's future plans for the road and impacts to the Highway 11 structure, we would like to arrange a meeting via teleconference with Simcoe staff at your earliest convenience. Please let me know as to your availability over the next few weeks.

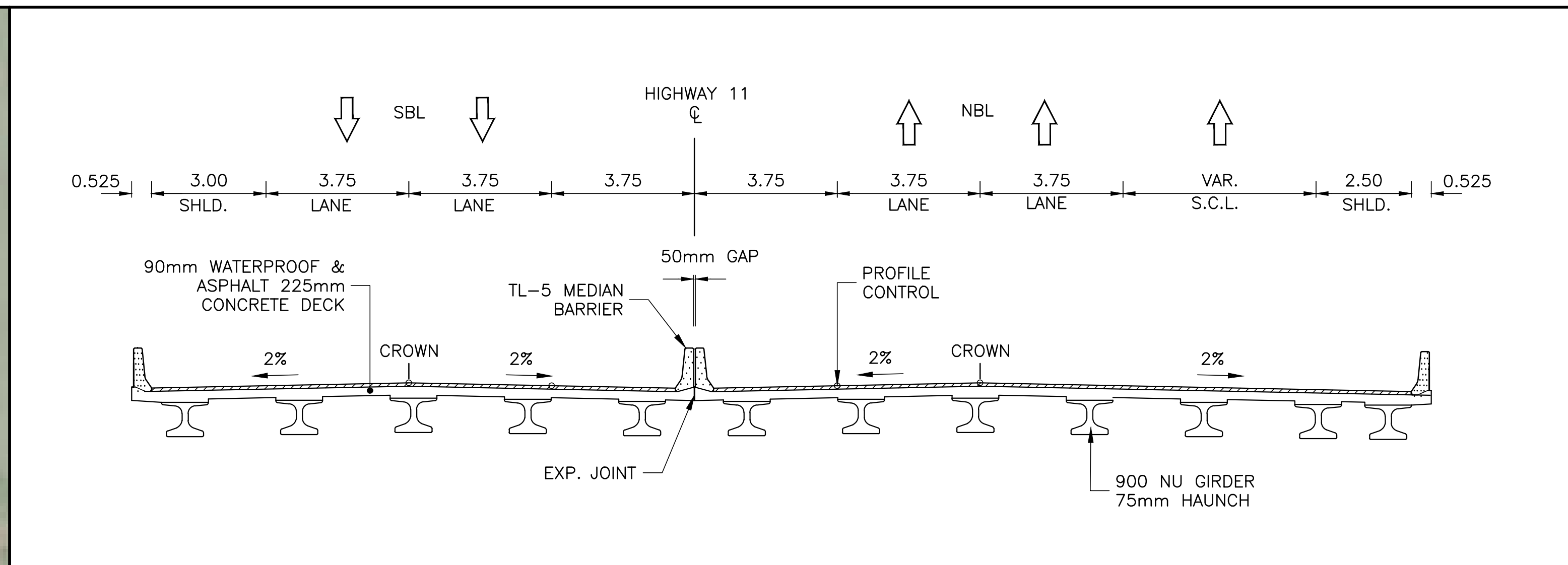
Yours truly,

Bruce Dickey, P.Eng.  
Senior Project Manager





SECTION A-A  
TYPICAL SIMCOE COUNTY ROAD 93 SECTION  
UNDER HIGHWAY 11 NEW OVERPASS STRUCTURE  
SCALE: N.T.S.



SECTION B-B  
PROPOSED TYPICAL SECTION  
NEW HIGHWAY 11 OVERPASS AT SIMCOE COUNTY ROAD 93  
SCALE: N.T.S.

- LEGEND AND NOTES**
- MAIN LINE DESIGN SPEED = 110 KM/H
- EXISTING R.O.W.
  - EXISTING HORIZONTAL ALIGNMENT
  - PROPOSED HORIZONTAL ALIGNMENT
  - PROPERTY TO BE ACQUIRED BY MTO
  - TRAFFIC FLOW/LANE

PRELIMINARY DESIGN



**Subject:** FW: Township of Oro-Medonte Contact Update Request

**From:** "Teeter, Janette" <[jteeter@oro-medonte.ca](mailto:jteeter@oro-medonte.ca)>  
**Date:** May 21, 2021 at 10:11:43 AM EDT  
**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Subject:** Township of Oro-Medonte Contact Update Request

Further to correspondence received from you, please note that Karen Way, Clerk is no longer with the Township.

Can you please update your database to reflect Yvonne Aubichon, Clerk for any correspondence being addressed to the Township.

Thank you.  
Regards,  
Janette

Janette Teeter , CMO, Dipl. M.A.  
Supervisor, Clerk's Services/Deputy Clerk  
705.487.2171 x2143  
Township of Oro-Medonte



**P: (705) 487-2171**  
**F: (705) 487-0133**  
**148 Line 7 South**  
**Oro-Medonte, ON L0L2E0**  
[www.oro-medonte.ca](http://www.oro-medonte.ca)

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# MINUTES



## MEETING WITH COUNTY OF SIMCOE, TOWNSHIP OF ORO-MEDONTE AND TOWNSHIP OF SPRINGWATER

<b>Project:</b>	EA & PD For Hwy 11/Simcoe County Road 93 Bridge Replacement and Interchange Improvements																					
<b>Agreement #:</b>	2017-E-0016-005																					
<b>Location:</b>	Virtual																					
<b>Date:</b>	Monday, June 14, 2021					<b>Time:</b>	9:30 am															
<b>Teleconference?</b>	Yes	x	No		<b>Dial-in #:</b>			<b>I.D.</b>														
<b>Present Invitees</b>																						
<table border="0"> <tr> <td>Cristian Crosato</td> <td>P&amp;D Project Manager, MTO</td> </tr> <tr> <td>Rhonda Gribbon</td> <td>Environmental Planner, MTO</td> </tr> <tr> <td>Christian Meile</td> <td>Director Transportation and Engineering, County of Simcoe</td> </tr> <tr> <td>Scott Haw</td> <td>Director of Public Works, Township of Springwater</td> </tr> <tr> <td>Justin Metras</td> <td>Manager, Roads &amp; Fleet, Township of Oro-Medonte</td> </tr> <tr> <td>Bruce Dickey</td> <td>Project Manager, MH</td> </tr> <tr> <td>Britney Ellis</td> <td>Environmental Planning, MH</td> </tr> </table>									Cristian Crosato	P&D Project Manager, MTO	Rhonda Gribbon	Environmental Planner, MTO	Christian Meile	Director Transportation and Engineering, County of Simcoe	Scott Haw	Director of Public Works, Township of Springwater	Justin Metras	Manager, Roads & Fleet, Township of Oro-Medonte	Bruce Dickey	Project Manager, MH	Britney Ellis	Environmental Planning, MH
Cristian Crosato	P&D Project Manager, MTO																					
Rhonda Gribbon	Environmental Planner, MTO																					
Christian Meile	Director Transportation and Engineering, County of Simcoe																					
Scott Haw	Director of Public Works, Township of Springwater																					
Justin Metras	Manager, Roads & Fleet, Township of Oro-Medonte																					
Bruce Dickey	Project Manager, MH																					
Britney Ellis	Environmental Planning, MH																					
<b>Attachments:</b>	none																					

ITEM	MINUTES	ACTION BY
1	<b>Introductions</b> <ul style="list-style-type: none"> <li>All present invitees introduced themselves.</li> </ul>	
2	<b>Project Overview</b> <p>B.Dickey provided an overview of the project.</p> <ul style="list-style-type: none"> <li>The Hwy 11/CR93 Bridge will be replaced with a single-span slab on girder closed abutment structure, 2 through lanes, 1 westbound left turn lane, and 3m sidewalks on both sides, with a 17.5m clear span between abutment faces, which will accommodate future widening of Hwy 11 by one lane in each direction.</li> <li>Modifications to existing interchange with new on/off ramps for all traffic movements to/from Hwy 11.</li> </ul>	

ITEM	MINUTES	ACTION BY
	<ul style="list-style-type: none"> <li>• Reconfiguration of Gore Rd/Napoleon Rd intersection at CR93. It was noted that options involving roundabouts were evaluated and eliminated due to operational and safety concerns related to large truck movements.</li> <li>• Traffic signals at the west ramp terminal. The east ramp terminal would not be signalized initially, but it is anticipated that they would be warranted within three years of opening.</li> <li>• Shift of Hwy 11 alignment to the west by about 10m to avoid property impacts.</li> <li>• Existing carpool lot to be modified/reconstructed while maintaining existing parking capacity.</li> <li>• Property acquisition to accommodate new S-E/W ramp, including a parcel currently owned by Township of Springwater.</li> <li>• It is anticipated that a TESR will be issued for public review later this year. Following the review period and environmental approval, detail design would commence for construction to start in 2024, subject to approvals and availability of construction funds.</li> </ul>	
	<p><b>Discussion of Issues/Concerns/Feedback</b></p> <p>a) <b>County of Simcoe</b></p> <ul style="list-style-type: none"> <li>• C.Meile advised that Simcoe County plans to initiate an EA study by 2031 for widening CR93 to 4 lanes from Barrie to Hwy 11 and beyond, the exact west limits of study to be determined. Simcoe is not in favour of a structure span which would impede future widening to 4 through lanes on CR93.</li> <li>• C.Crosato stated that MTO policy is to replace like for like, i.e. replace with a span similar to existing. If a larger structure span is to be provided, it would be the responsibility of Simcoe for the incremental increase of construction costs and future maintenance and rehabilitation costs.</li> <li>• B.Dickey provided preliminary additional construction costs of \$900K for a structure to accommodate an additional 7.0m span, plus a future incremental cost of \$200K at such time as the larger structure is widened for the future 6-laning of Hwy 11, for a total construction cost of approx. \$1.1M. MTO will provide approximate costs for future maintenance and rehabilitation of a larger structure shortly.</li> <li>• A cost-sharing agreement between MTO and Simcoe would need to be in place prior to the start of construction based on refined cost estimates. In order to modify the preliminary design to modify the proposed structure configuration, Simcoe would need to provide written agreement in principle within two weeks after received costing information.</li> </ul>	<p>MTO</p> <p>Simcoe</p>

ITEM	MINUTES	ACTION BY
	<ul style="list-style-type: none"><li>MH noted that there are a number of heritage and other environmental constraints that the County should be aware of when they commence their EA Study. These will be documented in MTO's TESR.</li></ul> <p><b>b) Township of Oro-Medonte</b></p> <ul style="list-style-type: none"><li>B.Dickey noted that a meeting was held with Napoleon in late May. Napoleon did not support the proposed access arrangements to their CR93 facility in the proposed design. As a result, two further access options are being evaluated for presentation to Napoleon:<ul style="list-style-type: none"><li>Permit full in-bound access to their CR93 entrance opposite the new S-E/W ramp terminal by providing a separate EB left turn lane from CR93 with signaling of the ramp terminal.</li><li>Upgrade Gore Rd between Napoleon Rd and Napoleon's Gore Rd entrance to accommodate bi-directional truck traffic on Gore Rd by providing 3.5m lanes and 1.5m shoulders as part of the Ministry contract at the expense of Oro-Medonte (preliminary construction estimate \$1M including utility relocations).</li></ul></li><li>J.Metras stated that Oro-Medonte would not consider contributing to upgrading Gore Rd.</li><li>Oro-Modonte had no comments or concerns with the proposed reconfiguration of Gore Rd and Napoleon Rd at CR93.</li></ul> <p><b>c) Township of Springwater</b></p> <ul style="list-style-type: none"><li>Springwater had no comments or concerns with the recommended plan.</li><li>B.Ellis noted that correspondence has been sent to the Clerk's Office regarding the property acquisition.</li></ul> <p><b>d) Other Discussion</b></p> <ul style="list-style-type: none"><li>B.Dickey confirmed that all sight distance and truck turning radius requirements have been confirmed for the recommended plan.</li></ul>	

Distribution: All project team members and attendees

## Indigenous Communities

## Colin Mulrenin

---

**Subject:** FW: Highway 11/Simcoe County Road 93 Overpass Replacement (G.W.P. 2306-16-00)

---

**From:** Sharday James <[shardayj@ramafirstnation.ca](mailto:shardayj@ramafirstnation.ca)>

**Sent:** June-11-19 9:03 AM

**To:** Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>

**Subject:** Highway 11/Simcoe County Road 93 Overpass Replacement (G.W.P. 2306-16-00)

Hello,

This email is in regards to a notice we received dated June 4<sup>th</sup> about the overpass replacement and interchange improvements to Highway 11 and Simcoe County Road 93. At this time we have no comments but ask that you keep us informed of this project going forward. Please send us the TESR when it is completed.

Thank you,  
Sharday James

---

### Sharday James

*Community Consultation Worker, Communications*

**Chippewas of Rama First Nation**

(ph) 705-325-3611, 1633

(cell)

(fax)

(url) [www.ramafirstnation.ca](http://www.ramafirstnation.ca)

-----  
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By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

-----  
 Please consider the environment before printing this e-mail.



## Colin Mulrenin

---

**Subject:** FW: Highway 11/Simcoe County Road 93 Overpass Replacement

---

**From:** Tam, Fiona (MTO) [<mailto:Fiona.Tam@ontario.ca>]

**Sent:** Tuesday, June 11, 2019 4:23 PM

**To:** Dave Mowat <[dmowat@scugogfirstnation.com](mailto:dmowat@scugogfirstnation.com)>

**Cc:** [shardayj@ramafirstnation.ca](mailto:shardayj@ramafirstnation.ca); Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>

**Subject:** RE: Highway 11/Simcoe County Road 93 Overpass Replacement

Hi Dave,

Thank you for your confirmation email to the project listed in the subject line. I can confirm that Chippewas of Rama First Nation Group is part of our contact list for this project and both groups will continue to receive notices forthcoming.

In regards to the archaeological assessment for this project, we are currently conducting Stage 1 archaeological assessment on lands within MTO's right-of-way. The project team is working on identifying a preferred design and whether additional property requirements are necessary. Should there be lands acquired for this project beyond MTO right-of-way, we will proceed to carryout Stage 2 archaeology assessment. Please let us know if you would like a copy of our final archaeology report and we will distribute it when it is available.

If you have further questions or comments, feel free to reach out to me.  
Regards,

Fiona

**Fiona Tam, P. Eng. | Project Engineer | Planning and Design – York West/ Simcoe | Ministry of Transportation Ontario**

✉: [Fiona.tam@ontario.ca](mailto:Fiona.tam@ontario.ca) | ☎: 416-235-3889 | 📍: 159 Sir William Hearst Avenue, Toronto, Ontario, M3M 1J8

---

**From:** Dave Mowat <[dmowat@scugogfirstnation.com](mailto:dmowat@scugogfirstnation.com)>

**Sent:** June-11-19 12:46 PM

**To:** Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>

**Cc:** Sharday James <[shardayj@ramafirstnation.ca](mailto:shardayj@ramafirstnation.ca)>

**Subject:** Highway 11/Simcoe County Road 93 Overpass Replacement

Good Afternoon:

Regarding the notice for this project dated June 4/19 I want to mention that it is situated in the Treaty #16 area, and I would defer to Rama First Nation. Will an archaeological assessment be conducted however?

Thank you,

Dave Mowat  
Consultation, Lands and Membership Supervisor  
Mississaugas of Scugog Island First Nation  
22521 Island Rd.

Port Perry, ON, L9L 1B6  
Phone: (905) 985-3337 ext. 263  
Fax: (905) 985-8828  
Email: [dmowat@scugogfirstnation.com](mailto:dmowat@scugogfirstnation.com)

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**Mississaugas of Scugog Island First Nation Notice & Disclaimer**

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---

## Colin Mulrenin

---

**Subject:** FW:

---

**From:** Tam, Fiona (MTO) [<mailto:Fiona.Tam@ontario.ca>]  
**Sent:** Wednesday, August 28, 2019 2:23 PM  
**To:** Dave Simpson <[consultation@alderville.ca](mailto:consultation@alderville.ca)>  
**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>  
**Subject:** RE:

Hi Dave,

I did hear back from both Beausoleil and Rama First Nations. From your email, it seems the Alderville First Nation group does not have too much interest to this project going forward. Would you kindly confirm if you would like to be removed from the project contact list going forward?

Thank you,  
Fiona

**Fiona Tam, P. Eng. | Project Engineer | Planning and Design – York West/ Simcoe | Ministry of Transportation Ontario**  
✉: [Fiona.tam@ontario.ca](mailto:Fiona.tam@ontario.ca) | ☎: 416-235-3889 | 📍: 159 Sir William Hearst Avenue, Toronto, Ontario, M3M 1J8

---

**From:** Dave Simpson <[consultation@alderville.ca](mailto:consultation@alderville.ca)>  
**Sent:** August-28-19 11:13 AM  
**To:** Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>; Tam, Fiona (MTO) <[Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)>  
**Subject:**

Fiona, Dave Simpson here from Alderville First Nation. In regard to the highway 11/Simcoe Road 93 overpass replacement and interchange improvements. G.W.P. 2306-16-00

I was just wondering if you heard back from either Beausoleil or Rama First Nations. This project seems to be closer to either of these two First Nations.

I appreciate being contacted but I'm sure that if there are any concerns, either of these two First Nations would address them..

Dave Simpson  
Alderville First Nation  
Consultation  
Ph: 905 352-2011  
Cell 905 375-5480  
[consultation@alderville.ca](mailto:consultation@alderville.ca)

Local Businesses and Members of the  
Public



MORRISON HERSHFIELD

June 5, 2019

Mr. Stephen Schroeter  
Napoleon Home Comfort  
24 Napoleon Road,  
Barrie, Ontario L4M 0G8

**Re: Preliminary Design and Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Mr. Schroeter:

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe. A key plan of the study area has been included with this correspondence.

## THE PROJECT

The study will examine alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs.

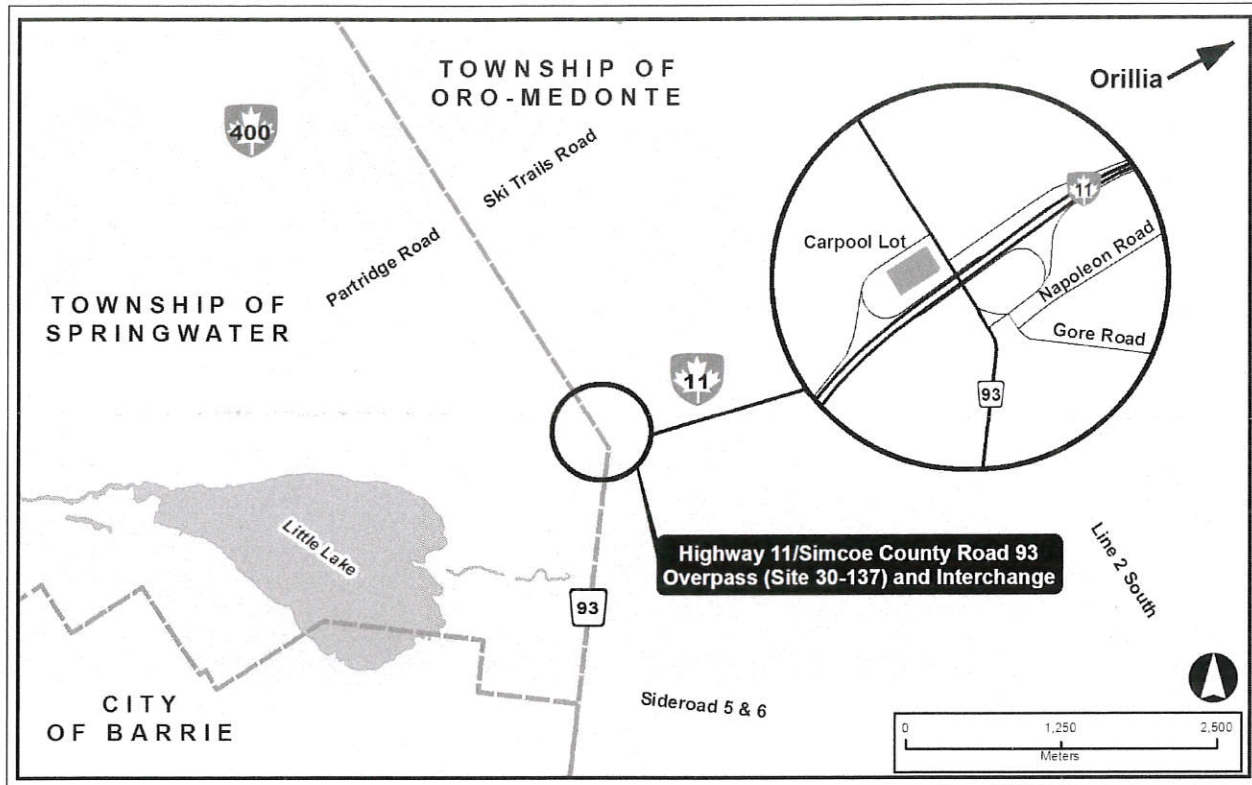
## THE PROCESS

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) will be prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation procedures, as well as consultation activities. The TESR will be made available for a 30-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known.

## COMMENTS

The purpose of this letter is to inform project stakeholders and agencies of the study. Attached to this correspondence is a Contact Information Form. Please indicate whether you or your organization has an interest in the project and if you would like to provide any input at this time. A reply by **July 7, 2019** is appreciated.

Should you require further information regarding this project or would like to provide comments, please feel free to contact us at the information listed below.



**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**

## Colin Mulrenin

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**From:** Aamir Munir  
**Sent:** Monday, July 22, 2019 8:51 AM  
**To:** George Katic; Britney Ellis; Kirstin Geissler  
**Subject:** FW: FEEDBACK to Notice of Study Commencement: Hwy 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements

---

**From:** Tina Stinson [mailto:TStinson@napoleon.com]  
**Sent:** Friday, July 19, 2019 4:43 PM  
**To:** Aamir Munir <AMunir@morrisonhershfield.com>; fiona.tam@ontario.ca  
**Cc:** Chris Schroeter <cschroeter@napoleon.com>; Ron McArthur <rmcarthur@napoleon.com>; Rob Vandertogt <RVandertogt@napoleon.com>; Kelly Morrison <kmorrison@napoleon.com>  
**Subject:** FEEDBACK to Notice of Study Commencement: Hwy 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements  
**Importance:** High

Good afternoon,

As per the Notice placed in the June 13, 2019 issue of the Barrie Advance, Wolf Steel Ltd. (Napoleon) would like to provide feedback and impact information on the Notice of Study Commencement regarding the Hwy 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements – G.W.P. 2306-16-00.

Wolf Steel Ltd. (Napoleon) is located at:  
9 and 24 Napoleon Road (two locations)  
Barrie, ON  
L4M 0G8

Our distribution centre/warehouse is located at:  
2621 Gore Road,  
Shanty Bay, ON

All three locations are located adjacent to the Hwy 11/Simcoe County Road 93 Overpass.

We have a very extensive manufacturing operation (including production and assembly lines) and a large logistics centre with truck traffic that cannot be disrupted. Currently we have a daily truck volume of approximately 120/day. With our growth projections over the next five years we expect this to increase to 155 trucks/day.

Additionally, associates need to have access to our facilities over a 3 shift (24 hour/day) period and we have customers visiting us on a daily basis.





What are the next steps in this process and where do we go from here to ensure that we are guaranteed no disruption to our global business?


Sincerely,

**Tina Stinson**  
Executive Assistant | Executive Office

**NAPOLEON**  
FIREPLACES | GRILLS | HEATING & COOLING  
24 Napoleon Road | Barrie | Ontario | CA | L4M 0G8

**T:** 1 705-721-1212 x 273  
**E:** [TStinson@napoleon.com](mailto:TStinson@napoleon.com)  
[www.napoleonfireplaces.com](http://www.napoleonfireplaces.com) | [www.napoleongrills.com](http://www.napoleongrills.com) | [www.napoleonheatingandcooling.com](http://www.napoleonheatingandcooling.com)

 <small>Please print only when necessary. Please do not print unless you really need to. Thank you for your cooperation.</small>	 <small>Please print only when necessary. Please do not print unless you really need to. Thank you for your cooperation.</small>
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 Please don't print this e-mail unless you really need to  
Disclaimer

## Colin Mulrenin

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**From:** Britney Ellis  
**Sent:** Wednesday, June 19, 2019 11:08 AM  
**To:** Aamir Munir  
**Cc:** George Katic; Kirstin Geissler  
**Subject:** FW: Study to Examine Replacement of Simcoe County Road 93 Overpass  
**Attachments:** Contact Information Form\_Wolf Steel Ltd.pdf

---

**From:** Maribelle Denosta [mailto:MDenosta@napoleon.com]  
**Sent:** Wednesday, June 19, 2019 10:36 AM  
**To:** Britney Ellis <BEllis@morrisonhershfield.com>  
**Cc:** Michelle Lalljee <MLalljee@napoleon.com>  
**Subject:** Study to Examine Replacement of Simcoe County Road 93 Overpass

Hello Britney,

This is in response to the letter sent on 5<sup>th</sup> of June 2019.

Please find attached filled in contact information form.

**Maribelle Denosta**  
Co op Student | Operations

**T:** 705.721.1212 x  
**E:** [MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)

**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and  
Interchange Improvements  
Township of Oro-Medonte and Township of Springwater, County of Simcoe  
G.W.P. 2306-16-00**

## CONTACT INFORMATION FORM

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
Environmental Planner  
Morrison Hershfield  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
Fax: (416) 499-9658  
Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☒ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: ROB VANDERTOFT  
Title: VICE PRESIDENT - OPERATIONS  
Department: OPERATIONS  
Organization: WOLF STEEL LTD (NAPOLEON)  
Mailing Address: 9 NAPOLEON ROAD, BARRIE, ONTARIO, CANADA L4M 0G8  
  
Phone: (705) 721-1212 EXT. 777  
Fax: \_\_\_\_\_  
Email: RVandertoft@napoleon.com

3) In the space below, please provide any comments you may have regarding the study.

PLEASE NOTE THAT BARRIE TRANSIT IS EXTENDING THE PUBLIC TRANSPORTATION  
FROM RV14 TO NAPOLEON ROAD. THEIR TRIAL IS SLATED FORTHE SUMMER. AS  
FAR AS WE UNDERSTAND, THE BUS WILL TRAVEL TO PENETANGUISHENE ROAD,  
THEN WILL MAKE A RIGHT TO GORE ROAD, AND LEFT TO NAPOLEON ROAD, THEN  
WILL MAKE A U-TURN INFRONT OF OUR OFFICE (9 NAPOLEON ROAD) TO GET BACK  
ON-ROUTE TO ORILLA.

## Colin Mulrenin

---

**Subject:** FW: Study to Examine Replacement of Simcoe County Road 93 Overpass

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**From:** Michelle Lalljee [<mailto:MLalljee@napoleon.com>]

**Sent:** Tuesday, July 23, 2019 3:41 PM

**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>

**Cc:** Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>; Rob Vandertogt <[RVandertogt@napoleon.com](mailto:RVandertogt@napoleon.com)>; Maribelle Denosta <[MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)>

**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Thank you Britney!

Rob Vandertogt's contact information is the following:

E-mail: [rvandertogt@naploen.com](mailto:rvandertogt@naploen.com)

Office: 705-721-1212 x 777

Cell: 705-816-1800

He should be your primary contact if you need information from our organization or need to send information to our team regarding this project.

It is best to contact me as well as I manage all his appointments etc.

Look forward to hearing from you regarding next steps.

**Michelle Lalljee**

Assistant | Operations

**T:** 1 705-721-1212 x 262

**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)

---

**From:** Britney Ellis [<mailto:BEllis@morrisonhershfield.com>]

**Sent:** July-23-19 3:36 PM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>; Maribelle Denosta <[MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)>

**Cc:** Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>

**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Hi Michelle,

Thank you for reaching out. I can confirm Aamir received the email send last Friday July 19<sup>th</sup> and circulated to the project team. We are currently in the process of preparing a detailed response to provide you with additional project information and next steps. We will be in touch again shortly.

Best Regards,

**Britney Ellis**

Environmental Planner

[bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)



**From:** Michelle Lalljee [<mailto:MLalljee@napoleon.com>]  
**Sent:** Tuesday, July 23, 2019 3:04 PM  
**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Maribelle Denosta <[MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)>  
**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Hi Britney,

Rob Vandertogt (VP of Operations at Wolf Steel Ltd./Napoleon) would like to set up teleconference meeting with your project leader to discuss the scope of this study and details regarding the overpass.

I was recently copied on an e-mail that was sent from our Executive office to yours. She was responding to an article in the newspaper regarding this project on behalf of the ownership. She didn't realize that Rob had already been in communication with you. Her email to Aamir Munir is attached so you can see her concerns. She advised she did not hear back from Aamir despite her request for more details.

As a follow-up, Rob would like to have a discussion with your lead to better understand the potential impact this will have on our business as we are located right on Gore and Napoleon Road.

If you could kindly let us know who I should contact to arrange this that would be great.

Thanks in advance.

**Michelle Lalljee**  
Assistant | Operations

**T:** 1 705-721-1212 x 262  
**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)

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**From:** Britney Ellis [<mailto:BEllis@morrisonhershfield.com>]  
**Sent:** June-19-19 11:06 AM  
**To:** Maribelle Denosta <[MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)>  
**Cc:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Thank you, Maribelle.

Britney

**Britney Ellis**  
Environmental Planner  
[bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)



Suite 300, 125 Commerce Valley Dr. West | Markham, ON L3T 7W4  
Dir: 416 499 3110 x1011435 | Fax: 416 499 9658  
[morrisonhershfield.com](http://morrisonhershfield.com)

---

**From:** Maribelle Denosta [<mailto:MDenosta@napoleon.com>]  
**Sent:** Wednesday, June 19, 2019 10:36 AM  
**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>

**Cc:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Subject:** Study to Examine Replacement of Simcoe County Road 93 Overpass

Hello Britney,

This is in response to the letter sent on 5<sup>th</sup> of June 2019.

Please find attached filled in contact information form.

**Maribelle Denosta**

Co op Student | Operations

**T:** 705.721.1212 x

**E:** [MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)

## Colin Mulrenin

---

**From:** Dan Sharpe <DSharpe@napoleon.com>  
**Sent:** Friday, October 4, 2019 2:43 PM  
**To:** Britney Ellis  
**Cc:** Aamir Munir; Michelle Lalljee  
**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Hi Britney,

Thanks for your response. We are in the middle of a bit of an office move, so starting next week you should actually be able to reach me at Michelle's extension. I've copied it below for your reference, thanks!

705-721-1212 x262

**Dan Sharpe**

Assistant | Operations

**T:** 705.721.1212 x  
**E:** DSharpe@napoleon.com

---

**From:** Britney Ellis [mailto:BEllis@morrisonhershfield.com]  
**Sent:** Friday, October 4, 2019 2:42 PM  
**To:** Dan Sharpe <DSharpe@napoleon.com>  
**Cc:** Aamir Munir <AMunir@morrisonhershfield.com>; Michelle Lalljee <MLalljee@napoleon.com>  
**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Hi Dan,

Thanks for your email and voicemail. Our team is still working with the Ministry to review potential design options. It is anticipated that we will have a preferred recommendation to share in November.

We will be in touch as soon as the preferred recommendation is available.

Also, is there an extension I can note in our contact list for you? I tried to call you back but was put through to Michelle's voicemail.

Best,  
Britney

**Britney Ellis**  
Environmental Planner  
[bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)



Suite 300, 125 Commerce Valley Dr. West | Markham, ON L3T 7W4  
Dir: 416 499 3110 x1011435 | Fax: 416 499 9658  
[morrisonhershfield.com](http://morrisonhershfield.com)

---

**From:** Dan Sharpe [mailto:DSharpe@napoleon.com]  
**Sent:** Monday, September 30, 2019 4:02 PM  
**To:** Britney Ellis <BEllis@morrisonhershfield.com>



**Cc:** Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>; Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Hi Britney,

As per your conversation with Michelle two weeks ago, I'm just wondering if you had a plan that you could share with us? We would love to discuss the potential changes with your team, do let me know when a convenient time to meet would be, thank you.

**Dan Sharpe**

Assistant | Operations

**T:** 705.721.1212 x

**E:** [DSharpe@napoleon.com](mailto:DSharpe@napoleon.com)

---

**From:** Michelle Lalljee

**Sent:** Wednesday, September 11, 2019 10:54 AM

**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>

**Cc:** Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>; Dan Sharpe <[DSharpe@napoleon.com](mailto:DSharpe@napoleon.com)>

**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Hi Britney,

Hope all is well.

Just wondering if you have an update for our offices? Rob Vandertogt (VP of Operations) did reach out to you on August 23<sup>rd</sup> requesting detailed information on the changes planned for the 93 overpass. He also requested a possible meeting to discuss the proposed changes with your team. Unfortunately, he didn't receive a response.

Let me know if you have an update or a time that we can discuss this further.

Thanks in advance.

**Michelle Lalljee**

Assistant | Operations

**T:** 1 705-721-1212 x 262

**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)

---

**From:** Britney Ellis [<mailto:BEllis@morrisonhershfield.com>]

**Sent:** July-23-19 3:36 PM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>; Maribelle Denosta <[MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)>

**Cc:** Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>

**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Hi Michelle,

Thank you for reaching out. I can confirm Aamir received the email send last Friday July 19<sup>th</sup> and circulated to the project team. We are currently in the process of preparing a detailed response to provide you with additional project information and next steps. We will be in touch again shortly.

Best Regards,

**Britney Ellis**



---

**From:** Michelle Lalljee [<mailto:MLalljee@napoleon.com>]  
**Sent:** Tuesday, July 23, 2019 3:04 PM  
**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Maribelle Denosta <[MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)>  
**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Hi Britney,

Rob Vandertogt (VP of Operations at Wolf Steel Ltd./Napoleon) would like to set up teleconference meeting with your project leader to discuss the scope of this study and details regarding the overpass.

I was recently copied on an e-mail that was sent from our Executive office to yours. She was responding to an article in the newspaper regarding this project on behalf of the ownership. She didn't realize that Rob had already been in communication with you. Her email to Aamir Munir is attached so you can see her concerns. She advised she did not hear back from Aamir despite her request for more details.

As a follow-up, Rob would like to have a discussion with your lead to better understand the potential impact this will have on our business as we are located right on Gore and Napoleon Road.

If you could kindly let us know who I should contact to arrange this that would be great.

Thanks in advance.

**Michelle Lalljee**  
Assistant | Operations

**T:** 1 705-721-1212 x 262  
**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)

---

**From:** Britney Ellis [<mailto:BEllis@morrisonhershfield.com>]  
**Sent:** June-19-19 11:06 AM  
**To:** Maribelle Denosta <[MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)>  
**Cc:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Subject:** RE: Study to Examine Replacement of Simcoe County Road 93 Overpass

Thank you, Maribelle.

Britney

**Britney Ellis**  
Environmental Planner  
[bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)



---

**From:** Maribelle Denosta [<mailto:MDenosta@napoleon.com>]  
**Sent:** Wednesday, June 19, 2019 10:36 AM  
**To:** Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>  
**Cc:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Subject:** Study to Examine Replacement of Simcoe County Road 93 Overpass

Hello Britney,

This is in response to the letter sent on 5<sup>th</sup> of June 2019.

Please find attached filled in contact information form.

**Maribelle Denosta**  
Co op Student | Operations  
**T:** 705.721.1212 x  
**E:** [MDenosta@napoleon.com](mailto:MDenosta@napoleon.com)

# MINUTES

## MEETING WITH NAPOLEON

<b>Project:</b>	EA & PD For Hwy 11/Simcoe County Road 93 Bridge Replacement and Interchange Improvements						
<b>Agreement #:</b>	2017-E-0016-005						
<b>Location:</b>	McLean Boardroom, 24 Napoleon Road, Barrie, ON, L4M 0G8						
<b>Date:</b>	Wednesday, December 04, 2019				<b>Time:</b>	1:00 pm – 2:00 pm	
<b>Teleconference?</b>	<b>Yes</b>		<b>No</b>	✓	<b>Dial-in #:</b>		<b>I.D.</b>
<b>Meeting Invitees</b>							
Fiona Tam                      P&D Project Manager, MTO Rhonda Gribbon              Environmental Planner, MTO Rob Vandertogt              Vice President, Operations, Napoleon Greg Watson                      Operations, Napoleon, Aamir Munir                      Project Manager, MH George Katic                      Highway Engineering, MH Britney Ellis                      Environmental Planner, MH							
<b>Attachments:</b>	none						

ITEM	MINUTES	ACTION BY
1	<b>Introductions</b> <ul style="list-style-type: none"> <li>All present invitees introduced themselves.</li> </ul>	Info
2	<b>Project Overview</b> <ul style="list-style-type: none"> <li>MTO / MH provided an overview of the project including review of preferred alternative design configuration of interchange to improve existing sub-standard conditions</li> <li>The Hwy 11/CR93 Bridge will be replaced. This Project does not include the widening of Highway 11 to 6 lanes but a new highway bridge will be constructed it does not preclude future widening of Highway 11 to 6 lanes.</li> <li>Preliminary Design and Environmental Assessment stage of the project is currently underway. The Detail Design stage of the Project would take place in 2020/2021. It was noted that further discussion/coordination with Napoleon would be undertaken during detailed design.</li> <li>The project is currently placed in 2022 construction program.</li> </ul>	Info

ITEM	MINUTES	ACTION BY
3	<p><b>Open Discussion/Concerns/Issues/Feedback</b></p> <ul style="list-style-type: none"> <li>It was noted that the new Highway 11 northbound exit ramp configuration will line up with Napoleon's existing exit driveway at County Road 93. New ramps terminal intersection will have traffic signals. Napoleon noted that only one-way traffic is permitted for large transport trucks through their compound. Bi-directional truck traffic through their facility is not feasible from an operations standpoint. Napoleon will review truck operations to determine if entrance/exit driveways can be reversed.</li> <li>Napoleon inquired if there will be a left turn lane on County Road 93 eastbound at the new intersection turning into new entrance (existing exit) driveway. MTO/MH advised that they can look into whether a left-turn lane could be accommodated based on truck turning traffic, property constraints, nearby cemetery and proposed interchange configuration</li> <li>Napoleon inquired if direct access from new E-N ramp could be permitted into facility. MTO advised that Corridor Management Policy does not permit direct access to private property. Also it was discussed that highway interchanges are designed in a way to provide connections between highways and county/regional/municipal roads, not driveways.</li> <li>Napoleon inquired if improvements can be made to intersections of County Road 93 and Gore Road/Napoleon Road to reduce number of turns required out of Napoleon Road and improve flow of traffic. MTO noted that Gore Road/Napoleon Road intersection is outside of their ROW and scope for this project. Modifications to existing intersections would need to be undertaken by Township Oro-Medonte.</li> <li>MH to provide Napoleon with County and Township of Oro-Medonte contacts the design team has been dealing with for this project.</li> <li>MTO/MH also advised that the existing tight horizontal curve on County Road 93 presented a significant design challenge due to sight distance and property constraints including existing church/cemetery.</li> <li>Napoleon noted that shift changes generally occur between 3:00 pm – 3:30 pm with over 100 cars entering/leaving the facility. Approximate percentage of staff coming from Barrie or Orillia estimated to be 50/50.</li> <li>MTO noted that traffic signal operations can be reviewed and/or modified to accommodate timing of shift changes or heavy delivery periods to reduce vehicle queues. Napoleon to send frequency of trucks per hour (am/pm peak) for review and consideration in traffic signal design for proposed East Ramp Terminal intersection.</li> </ul>	<p>Napoleon</p> <p>MTO/MH</p> <p>MH</p> <p>Napoleon</p>

ITEM	MINUTES	ACTION BY
3	<ul style="list-style-type: none"> <li>○ Napoleon to review and advise what (if any) upgrades to the entrance driveway would be needed. Further coordination on requirements will be undertaken during detail design. It was noted that MTO would obtain a Permission-to-Enter (PTE) from Napoleon in order to complete driveway entrance modifications during construction.</li> <li>• Napoleon inquired if more lanes along Highway 11 were proposed.               <ul style="list-style-type: none"> <li>○ MTO/MH advised that 4 main through lanes on Highway 11 will be maintained but two (2) additional speed change lanes are proposed on the east side of the highway based on revised interchange configuration. It was noted that the Highway 11 traffic lanes will be shifted approximately 10 m to the west (away from Napoleon) within MTO's Right of Way to avoid property impact to Napoleon.</li> </ul> </li> <li>• Napoleon noted that they have an existing septic system on their property close to the highway to the north of the county road. They will share plans/layout of septic system with MTO in order to inform MTO's Detail Designers. MTO/MH team added there was also high pressure gasmain running in this area along MTO Right-of-Way.</li> <li>• MH noted that the preliminary traffic staging approach proposed to maintain all existing lanes on Highway 11 and Simcoe County Road 93 during construction. Some short-term closures may be required to facilitate ramp tie-in's. MTO will coordinate with Napoleon during detail design and construction to advise of any anticipated ramps and the county road short term closures.</li> <li>• Napoleon noted that they are a seasonal business. The busiest operation periods are from Nov-March. Spring/Summer is a slower period for business.</li> <li>• Napoleon noted they have another plant on Bayview Drive in Barrie.</li> <li>• Napoleon inquired about new signage opportunities in advance of new Highway 11 northbound exit ramp. It was noted that MTO Corridor Management oversees signage and associated requests.</li> </ul>	Napoleon

Distribution: All project team members and attendees.

**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and  
Interchange Improvements  
Township of Oro-Medonte and Township of Springwater, County of Simcoe  
G.W.P. 2306-16-00**

## CONTACT INFORMATION FORM

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
Environmental Planner  
Morrison Hershfield  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
Fax: (416) 499-9658  
Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☒ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name: PATRICK ROBBENHAAR  
Title: GENERAL MANAGER  
Department: \_\_\_\_\_  
Organization: THE SARJEANT COMPANY  
Mailing Address: 15 SARJEANT DRIVE  
BARRIE, ON L4N 4V9  
Phone: 705-728-2460  
Fax: \_\_\_\_\_  
Email: PROBBENHAAR@SARJEANTS.COM

3) In the space below, please provide any comments you may have regarding the study.

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## Colin Mulrenin

---

**Subject:** FW: GWP 2306-16-00

----- Original message -----

From: [REDACTED] >  
Date: 2019-06-24 8:21 a.m. (GMT-05:00)  
To: [Fiona.Tam@ontario.ca](mailto:Fiona.Tam@ontario.ca)  
Cc: Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>  
Subject: GWP 2306-16-00

Hello Ms Tam and Mr Munir.

My comments re the bridge replacement over highway 93 are as follows:

Please make it wide enough that all current and future farm vehicles will be able to pass through, with their very wide and high loads.

On an historical note, Morrison was a contractor that did major work on Highway 93, or as it was known at the time, The Penetanguishene Road, in the 1840's. So Morrison Hershfield carries on the tradition.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Colin Mulrenin**

---

**Subject:** FW: GWP 2306-16-00

-----Original Message-----

From: [REDACTED]  
Sent: Saturday, June 22, 2019 7:38 AM  
To: Aamir Munir <AMunir@morrisonhershfield.com>  
Subject: GWP 2306-16-00

We would like to receive further information and be put on the mailing list regarding the the Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements.  
Thank you.  
Sent from my iPhone

**Preliminary Design for the Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange Improvements**  
**Township of Oro-Medonte and Township of Springwater, County of Simcoe**  
**G.W.P. 2306-16-00**

**CONTACT INFORMATION FORM**

**PLEASE RETURN BY FAX/MAIL/EMAIL BY JULY 7, 2019 TO:**

Britney Ellis  
Environmental Planner  
Morrison Hershfield  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
Fax: (416) 499-9658  
Email: [bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)

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

Yes ☒ No ☐

If no, you will be removed from the project mailing list and will receive no further notifications regarding this project.

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

Name:  
Title:  
Department:  
Organization:  
Mailing Address:

Phone:  
Fax:  
Email:

3) In the space below, please provide any comments you may have regarding the study.

## Colin Mulrenin

---

**From:** Britney Ellis  
**Sent:** Friday, June 28, 2019 5:28 PM  
**To:** [REDACTED]  
**Cc:** Aamir Munir  
**Subject:** Highway 11 / Simcoe County Road 93 Overpass Replacement and Interchange Improvements  
**Attachments:** Hwy11\_93\_OGN\_StudyCommencement\_Final.pdf

Hi [REDACTED],

As a follow up to our telephone conversation this afternoon, please find attached a copy of the Notice of Study Commencement for the Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass and Interchange Improvements at Highway 11.

I have added your name and mailing address [REDACTED] to the project contact list to ensure you receive future notifications.

Should you have any additional questions do not hesitate to reach out.

Best Regards,

**Britney Ellis**  
Environmental Planner  
[bellis@morrisonhershfield.com](mailto:bellis@morrisonhershfield.com)



Suite 300, 125 Commerce Valley Dr. West | Markham, ON L3T 7W4  
Dir: 416 499 3110 x1011435 | Fax: 416 499 9658  
[morrisonhershfield.com](http://morrisonhershfield.com)

## Colin Mulrenin

---

**Subject:** FW: Voice Mail (40 seconds)  
**Attachments:** [REDACTED]

---

**From:** Microsoft Outlook On Behalf Of [REDACTED]  
**Sent:** Friday, June 28, 2019 4:31 PM  
**To:** Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>  
**Subject:** Voice Mail (40 seconds)

Hi this is [REDACTED] I live at [REDACTED]

And I never received any notice about project number 93 can it's a machine road fridge and interchange improvement -- and I just wondered why because so this is second time that I haven't received any notice about something -- and there's a few other people in the area too so I just wondered what was going on and why we didn't all received the information.

[REDACTED] thank you.

Preview provided by Microsoft Speech Technology. [Learn More...](#)

---

**You received a voice message from** [REDACTED]

Caller-Id: [REDACTED]

May 13, 2021

Manager, Government Relations  
Ontario Trucking Association  
555 Dixon Road  
Etobicoke, Ontario M9W 1H8

**Re: Project Update for Preliminary Design & Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Madam/Sir:

Morrison Hershfield Limited has been retained by the Ministry of Transportation (MTO) to conduct a Preliminary Design and Class Environmental Assessment Study for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe (see key plan). The purpose of this letter is to provide an update on the project since our initial project notification was sent in June 2019.

The study has examined alternatives for the replacement of the Simcoe County Road 93 Overpass and Interchange configuration at Highway 11 to improve operations, safety and address future transportation needs. The Recommended Plan and Preferred Design Alternative includes:

- Replacement of the existing overpass structure with a single span slab-on-girder closed abutment structure, with a clear span of 17.5 m between abutment faces that accommodates northbound and southbound lanes of Highway 11 traffic;
- Modifications to the existing interchange configuration with new on/off ramps proposed to accommodate all existing traffic movements to and from Highway 11;
- New roadside ditch drainage alignment to accommodate the modifications to the interchange configuration;
- Inclusion of traffic signals at the West Ramp Terminal (Ramp N-E/W);
- Existing Highway 11 horizontal alignment to be shifted approximately 10 m to the west within MTO's Right-of-Way to reduce property impacts on the east side of the highway and to improve existing highway geometric deficiencies;
- Roadside safety improvements, including new TL-5 barrier for median protection along Highway 11;
- Existing carpool parking lot to be modified/reconstructed, while maintaining existing parking capacity; and
- Drainage and illumination improvements.



The proposed Simcoe County Road 93 under the overpass will accommodate one through traffic lane in each direction and one westbound left turn lane to the southbound lanes of Highway 11. The Highway 11 alignment and overpass replacement structure will also accommodate future widening of the highway to six lanes. A plan illustrating the Preferred Design Alternative for the highway overpass replacement and interchange configuration is provided as an attachment to this letter.

The project is following the approved planning process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A Transportation Environmental Study Report (TESR) is being prepared documenting the existing environmental conditions, potential impacts of the undertaking, required mitigation measures, as well as consultation activities. It is anticipated that the TESR will be completed in Summer 2021. Once completed, the TESR will be made available for a 45-day public review period. Advance notice of the TESR review period will be placed in a local newspaper and mailed to individuals and organizations on the project's stakeholder mailing list, once details become known.

After completion of this preliminary design study, a detail design study will be undertaken before the preferred alternative is constructed. It is anticipated that the detail design study will commence later in 2021.

Should you require further information regarding this project or would like to provide comments at this time, please feel free to contact us at the information listed below. A reply by **June 3, 2021** is appreciated.

Yours truly,



Mr. Bruce Dickey, P. Eng.                      and  
Project Manager  
Morrison Hershfield Limited  
Suite 300, 125 Commerce Valley Drive West  
Markham, Ontario L3T 7W4  
Phone: (416) 499-3110  
BDickey@morrisonhershfield.com

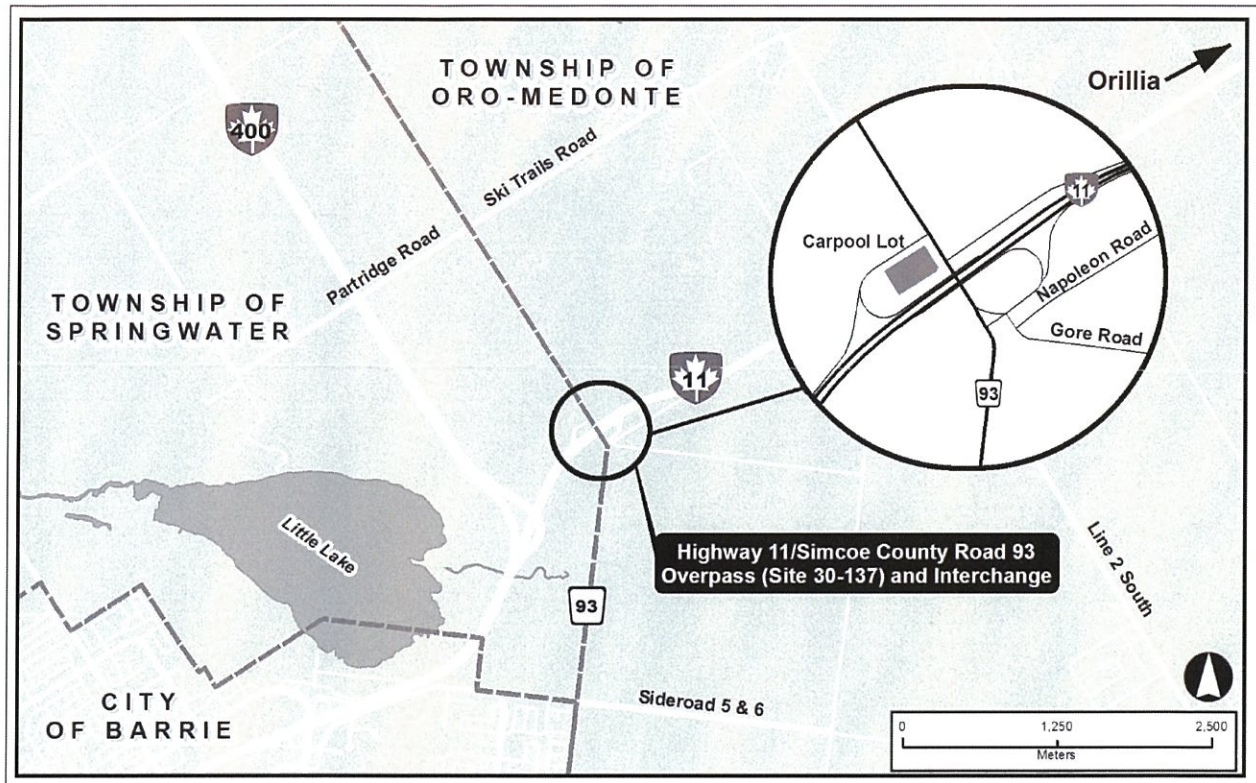
Mr. Cristian Crosato, P. Eng.  
Project Manager, Planning and Design  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, Ontario M3M 1J8  
Phone: (416) 235-5581  
Cristian.Crosato@ontario.ca

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

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

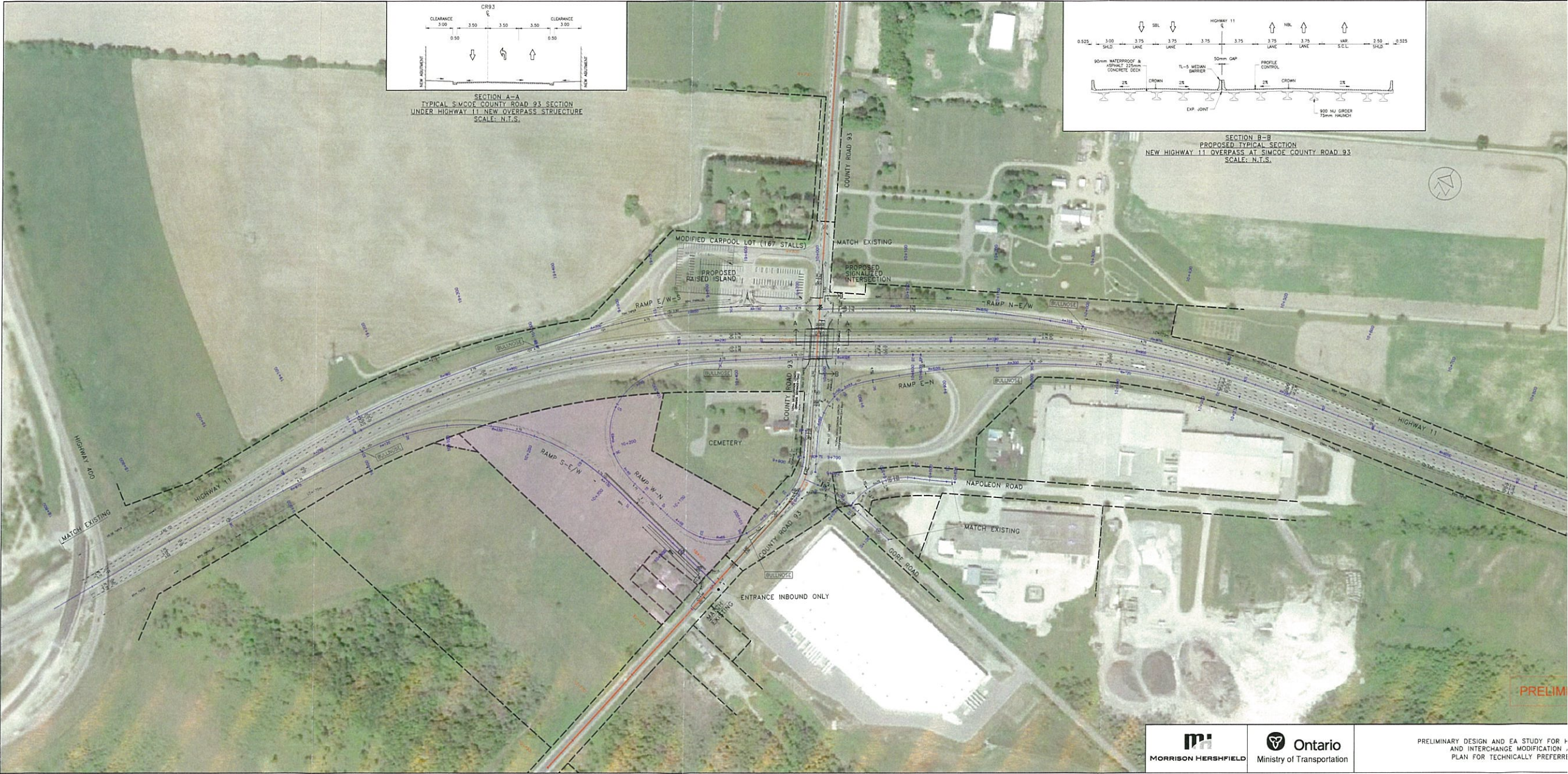
CC: Rhonda Gribbon, MTO Environmental Planner  
Britney Ellis, MH Environmental Planner





**Key Plan – Highway 11/Simcoe County Road 93 Overpass and Interchange  
Township of Oro-Medonte and Township of Springwater**







## Alex Frayne

---

**Subject:** FW: Ontario Trucking Association - Feedback GWP 2306-16-00 - Hwy 11 - Simcoe County Road 93 Interchange Improvements

---

**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Sent:** June 7, 2021 9:58 AM

**To:** Geoffrey Wood <[geoffrey.wood@ontruck.org](mailto:geoffrey.wood@ontruck.org)>; [Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)

**Cc:** Lynch, Joe (MTO) <[Joe.Lynch@ontario.ca](mailto:Joe.Lynch@ontario.ca)>; Schaefer, John (MTO) <[John.Schaefer@ontario.ca](mailto:John.Schaefer@ontario.ca)>; Jurashtchuk, Peter (MTO) <[Peter.Jurashtchuk@ontario.ca](mailto:Peter.Jurashtchuk@ontario.ca)>

**Subject:** RE: Ontario Trucking Association - Feedback GWP 2306-16-00 - Hwy 11 - Simcoe County Road 93 Interchange Improvements

Hi Geoffrey,

Many thanks for your email of June 2<sup>nd</sup>. We appreciate your interest in the proposed improvements to the Highway 11/Simcoe Road 93 Interchange.

We recognize the importance of this interchange for trucking access to commercial developments in the area, most notably Napoleon and Dufferin on the east side of the interchange. All current design standards have been applied to this conceptual design in terms of lane/shoulder widths and horizontal/vertical clearances to accommodate large trucks as well as access for emergency vehicles.

Once the project moves forward into detail design and contract preparation, there will be additional opportunities to comment on construction staging and management of traffic during temporary conditions. During construction, a public communications plan will be developed to keep interested parties informed on temporary traffic impacts during construction.

Feel free to contact me or Cristian Crosato if you have any further questions or concerns.

Regards,

Bruce Dickey

**Bruce Dickey, P.Eng., AVS**

Manager of Business Development

[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



**MORRISON HERSHFIELD**  
People • Culture • Capabilities

Suite 300, 125 Commerce Valley Drive West. | Markham, ON L3T 7W4

Dir: 416 499 3181 x1011470 | Fax: 416 499 9658

[morrisonhershfield.com](http://morrisonhershfield.com)

---

**From:** Geoffrey Wood <[geoffrey.wood@ontruck.org](mailto:geoffrey.wood@ontruck.org)>

**Sent:** Wednesday, June 02, 2021 12:30 PM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; [Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)

**Cc:** Lynch, Joe (MTO) <[Joe.Lynch@ontario.ca](mailto:Joe.Lynch@ontario.ca)>; Schaefer, John (MTO) <[John.Schaefer@ontario.ca](mailto:John.Schaefer@ontario.ca)>; Jurashtchuk, Peter (MTO) <[Peter.Jurashtchuk@ontario.ca](mailto:Peter.Jurashtchuk@ontario.ca)>

**Subject:** Ontario Trucking Association - Feedback GWP 2306-16-00 - Hwy 11 - Simcoe County Road 93 Interchange Improvements

Hi Bruce and Cristian.

Hope all is well. Wanted to get you a quick note with respect to the work planned for the interchange of Hwy 11 and Simcoe County Road 93 as identified in the attached.

The [Ontario Trucking Association](#) appreciates the opportunity to provide feedback.

We have a number of member trucking companies who service businesses in this area and below are a few points we wanted to share with you:

- OTA is supportive of MTO taking the initiative to complete the work and applaud the government for supporting the trucking industry in this regard.
- Ensure adequate horizontal and vertical clearances remain in place for oversize loads.
- Ensure adequate shoulder space remains in place for first responders to access the highway in case of incident or for disabled vehicles to be able to be moved out of traffic flow.
- That trucks and drivers should have plenty of advanced notice about construction and roadway realignment (signage and variable messaging).
- That sufficient space should be provided to allow trucks and drivers to adjust to constructions zones (e.g., avoid roadway designs and temporary construction zones the force drivers to make evasive maneuvers).
- That exit and entrance ramps to the highway are not closed and that truck traffic be accommodated throughout the construction process.
- That the new roadway designs including the planned enhancements to Gore and Napoleon Roads and the interchange with Simcoe County Road 93 be able to sufficiently accommodate truck traffic that make wide turns.
- That sufficient lighting exists throughout the construction area to ensure proper visibility for all hours of the day and climatic / weather conditions.
- That sufficient considerations be given to future winter road maintenance in the form of clearance, salting and sanding on all roads including Gore and Napoleon Roads where there are grades that trucks must navigate when entering and exiting businesses that rely on truck transportation.
- That additional feedback received during the construction process can be addressed in partnership with MTO, the consultants and the construction firms.

Thank you for your attention to this matter and should you have any questions, please do not hesitate to reach out. All the best. Geoff – OTA

Geoff Wood

Senior Vice President, Policy

**Ontario Trucking Association (OTA)**

O:416-249-7401 ext. 242

M:416-209-6713

[gw@ontruck.org](mailto:gw@ontruck.org)

## Alex Frayne

---

**Subject:** FW: Letter from Napoleon - Hwy 11/93 Interchange  
**Attachments:** HWY 11\_93 Project\_Letter From Napoleon\_June 1 2021.pdf

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**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Sent:** June 1, 2021 4:00 PM  
**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>  
**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>  
**Subject:** Letter from Napoleon - Hwy 11/93 Interchange

Hi Bruce and Cristian,

Thank you for sending the minutes to our meeting on May 28<sup>th</sup>, 2021. I will be forwarding this to everyone on that call, Senior Management, and Ownership.

Attached please find a letter from Napoleon as a response to the plan you forwarded via e-mail on May 13<sup>th</sup>, 2021.

We look forward to re-visiting the design changes with MH and the MTO in the near future.

Let us know if you require anything from us in preparation for our next meeting.

Thanks for collaborating with us!

Regards,

**Michelle Lalljee**  
Assistant | Operations

**NAPOLEON**  
FIREPLACES | GRILLS | HEATING & COOLING  
24 Napoleon Road | Barrie | Ontario | CA | L4M 0G8

**T:** 1 705-721-1212 x 20262  
**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)



[napoleon.com](http://napoleon.com)





June 1, 2021

Mr. Bruce Dickey  
Manager of Business Development  
Morrison Hershfield Limited  
Suite 300, 125 Commerce Valley Drive West  
Markham, ON L3T 7W4  
[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)

Mr. Cristian Crosato  
Project Engineer  
Ministry of Transportation  
159 Sir William Hearst Avenue  
Toronto, ON M3M 1J8  
[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)

**Re: Project Update for Preliminary Design & Class Environmental Assessment Study  
Highway 11/Simcoe County Road 93 Overpass Replacement and Interchange  
Improvements, Township of Oro-Medonte and Township of Springwater  
G.W.P. 2306-16-00**

Dear Bruce Dickey and Cristian Crosato:

We appreciate everyone taking the time to meet with the Wolf Steel Limited Manufacturing and Logistics Team on May 28<sup>th</sup>, 2021 to discuss the Preliminary Design for the Replacement of the Simcoe County Road 93 (Penetanguishene Road) Overpass (Site # 30-137) and Interchange Improvements at Highway 11 in the Township of Oro-Medonte and Township of Springwater, County of Simcoe.

We wanted to take this opportunity to ensure our concerns and viewpoint were clear, so we decided to follow this up in writing. At this time, Wolf Steel Limited does not agree with the preliminary design proposal sent to us on May 13<sup>th</sup>, 2021 via e-mail due to several concerns (as discussed on our call and identified in the "General Discussion" section of the meeting minutes sent to us via e-mail on June 1, 2021).

Areas of concern include:

- The safety of our Associates walking to and from 9 Napoleon Road, 24 Napoleon Road, and Gore Road (pedestrian traffic over 3 shifts, 24 hours a day, 5-6 days a week).
- Increased congestion for the ~1000 Associate cars entering and exiting Napoleon Road on to/from Simcoe County Road 93 as shifts change daily (car traffic is heaviest between 6:00 AM - 9:00 AM, 2:00 PM - 5:30 PM, 10:00 PM - 12:00 AM). Also impacted would be customer access to Napoleon Home Comfort retail store located at the rear of 24 Napoleon Road.

**CONTACT US**

24 Napoleon Road  
Barrie, Ontario, Canada  
L4M 0G8  
705-721-1212

103 Miller Drive  
Crittenden, Kentucky, USA  
41030  
859 428-9555

[napoleon.com](http://napoleon.com)



- Disruption to the City of Barrie Bus traffic entering and exiting Napoleon Road off Simcoe County Road 93. There is a bus stop located across from the main entrance of 9 Napoleon Road (it is one of the stops on the 3 Orillia Georgian College route).
- The "Proposed Signalized Intersection" at the West Ramp Terminal (Ramp N-E/W) and Simcoe County Road 93 lane accommodating only one through traffic lane in each direction. This will cause significant traffic delays on this road.
- Increased Dufferin Construction Company truck traffic located at 27 Napoleon Road starting this year.
- The inbound-only entrance to the Napoleon Logistics Centre is limited to vehicles exiting Ramp S-E/W. This limits and restricts traffic flow forcing all trucks to enter and exit using Gore Road.
- Gore Road is not equipped to handle large two-way truck traffic (too narrow or proper shoulders etc.). It is not designed for this type of traffic or volume.

Due to these concerns, Wolf Steel Limited cannot sign off on this project at this time and look forward to reviewing the redesign as discussed during our meeting on May 28<sup>th</sup>, 2021. When available, please provide us with the proposed changes in advance for our review and we can set up another call. On our next call, we strongly suggest Dufferin have a representative attend similar to Wolf Steel Limited.

We will continue to work with both Morrison Hershfield Limited and the Ministry of Transportation as this project progresses to ensure the design is safe for our Associates, truck drivers, customers, and the community.

If you have any questions or concerns please do not hesitate to contact us through Michelle Lalljee at [mlalljee@napoleon.com](mailto:mlalljee@napoleon.com) or 705-721-1212 ext. 20262.

Regards,



Jeff Laurin  
Director, North America Operations  
Wolf Steel Limited (Napoleon)  
24 Napoleon Road  
Barrie, ON L4M 0G8  
[jlaurin@napoleon.com](mailto:jlaurin@napoleon.com)



## Alex Frayne

---

**Subject:** FW: Letter from Napoleon - Hwy 11/93 Interchange

---

**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Sent:** November 16, 2021 11:23 AM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[ISTefan@napoleon.com](mailto:ISTefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

**Subject:** RE: Letter from Napoleon - Hwy 11/93 Interchange

Hi Michelle,

Thanks for your email updating us as to the addition to your team. I apologize for the delay in getting back to you.

As you have heard from both Rhonda and Cristian, MTO has a new Project Manager on this project, Nanda Kandiah, replacing Cristian. The Ministry will be contacting you directly in the near future to update you and your team as to the current status of the project.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



Suite 300, 125 Commerce Valley Drive West. | Markham, ON L3T 7W4  
Dir: 416 499 3181 | Fax: 416 499 9658  
[morrisonhershfield.com](http://morrisonhershfield.com)

---

**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Sent:** Tuesday, November 09, 2021 10:33 AM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[ISTefan@napoleon.com](mailto:ISTefan@napoleon.com)>

**Subject:** RE: Letter from Napoleon - Hwy 11/93 Interchange

Hi Bruce and Cristian,

Hope your are doing well! It has been awhile since we last spoke/messaged.

Thought I would take the opportunity to introduce the newest member to our "Hwy Team". Ionut Stefan is the new VP of Advanced Manufacturing at Napoleon. He will be joining us on this journey as 2024 construction planning continues. He is cc'd on this e-mail.

Please include him on your communication along with myself, Jeff Laurin, and Doug Wilcox.

Do you have any updates for our group? Want to ensure we are planning accordingly.

Thanks in advance. Look forward to hearing from you.

**Michelle Lalljee**

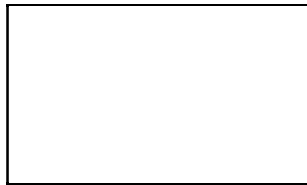
Corporate Affairs Administrator | Executive

**NAPOLEON**

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24 Napoleon Road | Barrie | Ontario | CA | L4M 0G8

**T:** 1 705-721-1212 x 20262

**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)



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**From:** Michelle Lalljee

**Sent:** Tuesday, June 1, 2021 4:00 PM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>

**Subject:** Letter from Napoleon - Hwy 11/93 Interchange

Hi Bruce and Cristian,

Thank you for sending the minutes to our meeting on May 28<sup>th</sup>, 2021. I will be forwarding this to everyone on that call, Senior Management, and Ownership.

Attached please find a letter from Napoleon as a response to the plan you forwarded via e-mail on May 13<sup>th</sup>, 2021.

We look forward to re-visiting the design changes with MH and the MTO in the near future.

Let us know if you require anything from us in preparation for our next meeting.

Thanks for collaborating with us!

Regards,

**Michelle Lalljee**

Assistant | Operations

**NAPOLEON**

FIREPLACES | GRILLS | HEATING & COOLING

24 Napoleon Road | Barrie | Ontario | CA | L4M 0G8

**T:** 1 705-721-1212 x 20262

**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)



 Please don't print this e-mail unless you really need to  
Disclaimer

## Alex Frayne

---

**Subject:** FW: Letter from Napoleon - Hwy 11/93 Interchange

---

**From:** Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Sent:** November 15, 2021 8:49 AM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>; Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[ISTefan@napoleon.com](mailto:ISTefan@napoleon.com)>

**Subject:** RE: Letter from Napoleon - Hwy 11/93 Interchange

Hi Michelle, pleased to hear you and hope you're doing well as well.

I wish to update that I left my previous position in Project Delivery and moved to a different role within the Ministry. Nanda Kandiah has since taken over the Highway 11/93 interchange project as the new project manager. Nanda is included in this email.

Best regards,

Cristian

---

**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Sent:** November 9, 2021 10:33 AM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[ISTefan@napoleon.com](mailto:ISTefan@napoleon.com)>

**Subject:** RE: Letter from Napoleon - Hwy 11/93 Interchange

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

Hi Bruce and Cristian,

Hope your are doing well! It has been awhile since we last spoke/messed.

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Please include him on your communication along with myself, Jeff Laurin, and Doug Wilcox.

Do you have any updates for our group? Want to ensure we are planning accordingly.

Thanks in advance. Look forward to hearing from you.

**Michelle Lalljee**

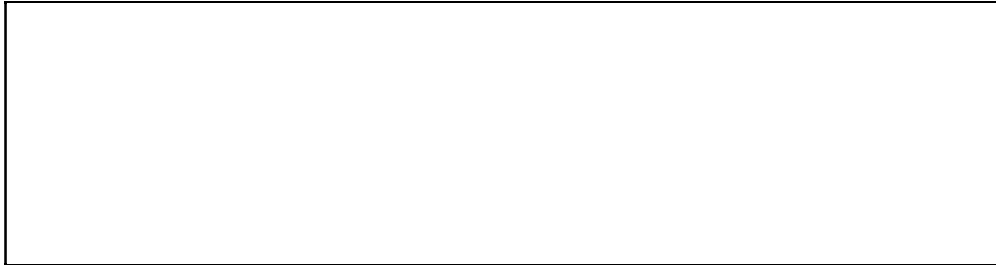
Corporate Affairs Administrator | Executive

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**T:** 1 705-721-1212 x 20262

**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)



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---

**From:** Michelle Lalljee

**Sent:** Tuesday, June 1, 2021 4:00 PM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Crosato, Cristian (MTO) <[Cristian.Crosato@ontario.ca](mailto:Cristian.Crosato@ontario.ca)>

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Attached please find a letter from Napoleon as a response to the plan you forwarded via e-mail on May 13<sup>th</sup>, 2021.

We look forward to re-visiting the design changes with MH and the MTO in the near future.

Let us know if you require anything from us in preparation for our next meeting.

Thanks for collaborating with us!

Regards,

**Michelle Lalljee**

Assistant | Operations

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**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)

## Alex Frayne

---

**Subject:** FW: Letter from Napoleon - Hwy 11/93 Interchange  
**Attachments:** 1171166-Opt8 Preferred Plan & Profile-Final-Plan Feb2522.pdf; Napoleon 2022 02 23.pdf

---

**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Sent:** March 3, 2022 10:59 AM  
**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>  
**Subject:** RE: Letter from Napoleon - Hwy 11/93 Interchange

Good morning, Michelle,

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I have also copied Jeff Laurin, Douglas Wilcox, and Ionut Stefan. Please forward this to anyone else in your organization whom you think should be involved.

Best regards,

Bruce Dickey

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



Suite 300, 125 Commerce Valley Drive West. | Markham, ON L3T 7W4  
Dir: 416 499 3181 | Fax: 416 499 9658  
[morrisonhershfield.com](http://morrisonhershfield.com)

---

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**Sent:** Tuesday, November 09, 2021 10:33 AM  
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Please include him on your communication along with myself, Jeff Laurin, and Doug Wilcox.

Do you have any updates for our group? Want to ensure we are planning accordingly.

Thanks in advance. Look forward to hearing from you.

**Michelle Lalljee**

Corporate Affairs Administrator | Executive

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Attached please find a letter from Napoleon as a response to the plan you forwarded via e-mail on May 13<sup>th</sup>, 2021.

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Let us know if you require anything from us in preparation for our next meeting.

Thanks for collaborating with us!



Regards,

**Michelle Lalljee**

Assistant | Operations

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March 2, 2022

Jeff Laurin  
Director, North American Operations  
Wolf Steel Limited (Napoleon)  
24 Napoleon Road  
Barrie, ON  
L4M 0G8

Dear Mr. Laurin:

**Re: Preliminary Design and Class EA Study for Highway 11/Simcoe Road 93  
Overpass Replacement and Interchange Improvements  
GWP 2306-16-00**

This is in reply to your letter of June 1, 2021 to me and Cristian Crosato. Cristian is no longer managing this project for the Ministry and has been replaced by Nanda Kandiah, P.Eng.

I apologize for the delay in our response. We have been working with the Ministry and other stakeholders to evaluate alternatives which best address the needs and concerns of Napoleon and other interested parties while maintaining the safety and efficient operation of the local transportation network. As a result, I am pleased to provide you with the attached revised Preferred Alternative for the proposed improvements to the Highway 11/Simcoe Road 93 interchange.

The following outline the key changes to the proposed plan that was presented to you last spring:

- There is no change to Napoleon's current internal traffic flow. The existing entrance on Simcoe Road 93 will remain as an Exit Only, and the existing entrance on Gore Road will remain as an Entrance Only.
- The existing entrance on Simcoe Road 93 will be upgraded to the Ministry's current commercial standards, including turning radii in both quadrants protected/delineated with concrete curb and gutter to accommodate turning movements of large trucks leaving the Logistics Centre.
- The new S-E/W ramp terminal has been offset slightly to the east of Napoleon's exit to reduce the chance of wrong-way traffic onto the one-way ramp for traffic exiting from Napoleon's Logistic Centre.

- Although traffic exiting from the ramp terminal will be controlled by a stop sign, traffic demand at the intersection will be monitored after construction, and traffic signals will be installed when warranted.
- As a result of discussions with the County of Simcoe, a longer bridge will be provided to accommodate a future widening of County Road 93 to four (4) through lanes under the bridge.

I trust that the above revisions to the proposed plan will satisfactorily address Napoleon's concerns regarding truck access to Napoleon's Logistics Centre.

I would also like to address some of the other areas of concern outlined in your June 1<sup>st</sup> letter.

1. Pedestrian Safety: In all areas of new construction, the shoulders beyond the travelled lanes will be reconstructed to current standards. Under the Highway 11 structure, paved boulevards will be provided between the bridge abutments and travelled lanes behind concrete curb and gutter in both directions. It should be noted that there are no sidewalks currently within the project area. Sidewalks are the responsibility of the local jurisdiction having ownership of the road.
2. Vehicular Congestion: We have analyzed the operation of the intersections within the project limits both for current and projected future volumes and traffic composition. Our proposed improvements will not add additional traffic to the area, but rather will improve the operational efficiency and safety of traffic in the vicinity of the interchange.
3. Barrie Transit: We have consulted with Barrie Transit regarding impacts on their system. They expressed no concerns. There will be no impact on the bus stop at 9 Napoleon Rd. They will continue to be engaged throughout the project in an effort to minimize any disruption to service during construction.
4. Dufferin: Subsequent to our meeting last spring, we issued correspondence providing information on the project and proposed improvements. We have not received a response to date; however, we will continue to engage them as the project progresses.
5. Gore Road: Discussions were held with the Township of Oro-Medonte. No proposed improvements or widening of Gore Road is proposed at this time. As the final Preferred Option will not require a change to Napoleon's current internal traffic flow, concerns regarding two-way truck traffic on Gore Road have been avoided.

We look forward to your favourable response to our final Preferred Option so that we can move forward to obtain the necessary environmental approvals to allow the project to move forward to detail design. The ministry is currently planning to start construction of this project in 2025 subject to completion of required detail design, property acquisition, utility relocations, environmental approvals, and approvals for funding for construction.

If necessary, we would be pleased to meet with you and your team to discuss the project.

Sincerely,  
Morrison Hershfield Limited

A handwritten signature in blue ink, appearing to read "B. Dickey".

Bruce Dickey, P.Eng.  
Project Manager  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)

cc: Nanda Kandiah  
Michelle Lalljee  
Stefan Ionut  
Doug Wilcox

## Alex Frayne

---

**Subject:** FW: Letter from Napoleon - Hwy 11/93 Interchange

---

**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Sent:** March 9, 2022 10:46 AM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

**Subject:** Re: Letter from Napoleon - Hwy 11/93 Interchange

Hi Bruce,

Thank you for sending those documents. We are currently reviewing them as a Team.

We would like for you to set up a meeting with the teams at Morrison Hershfield, MTO, Dufferin (optional), and ourselves to discuss the differences between the preliminary design released to us last year vs. the preliminary design/preferred option sent to us on March 3rd, 2022.

We understand from your letter that you haven't received a response from Dufferin. If you deem them a necessary part of this conversation, our team will reach out to them to get a corporate contact for you. We suggest they be part of this meeting as a professional courtesy/so they can understand the potential impact to their business. I will leave it up to you whether they are included or not.

From our team you can include the following people in this meeting:

- Jeff Laurin
- Ionut Stefan
- Doug Wilcox
- Scott Sallows
- Chris Barrington
- Michelle Lalljee

Napoleon looks forward to this meeting with MH and the MTO to discuss the proposed preliminary design/preferred option for the Highway 11/Simcoe Road 93 Overpass Replacement and Interchange Improvements. We want to ensure our concerns are addressed because the safety of our Associates is priority.

Let me know who I can work with to establish a date/time for this meeting. Also let me know if you want us to reach out to our local contact at Dufferin.

Thanks in advance,

**Michelle Lalljee**

Corporate Affairs Administrator | Executive

**NAPOLEON**

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**Bruce Dickey, P.Eng., AVS**

Manager of Business Development

[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



**MORRISON HERSHFIELD**  
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Corporate Affairs Administrator | Executive

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Assistant | Operations

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## Alex Frayne

---

**Subject:** FW: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th  
**Attachments:** Hwy 11 & 93 Preliminary Design - Mtg with Napoleon 2022 03 16.pdf

---

**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Sent:** March 18, 2022 12:46 PM  
**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Cc:** Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>  
**Subject:** Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

Attached are the Minutes from our meeting on Wednesday, as well as a copy of the presentation slides.

I appreciate the chance to meet with and your team, and am pleased that we were able to agree on an mutually satisfactory solution to Napoleon's concerns.

As discussed, we will require a letter agreeing in principle to the recommended access strategy for Napoleon by the end of March.

Feel free to contact me if you have any questions.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



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# MINUTES



MORRISON HERSHFIELD

## MEETING WITH NAPOLEON

<b>Project:</b>	Environmental Assessment (EA) and Preliminary Design (PD) for Highway 11/Simcoe County Road 93 Bridge Replacement and Interchange Improvements		
<b>Agreement #:</b>	2019-E-0030-017		
<b>Location:</b>	Teleconference		
<b>Date:</b>	Wednesday, March 16, 2022	<b>Time:</b>	1:00pm – 1:30pm
<b>Meeting Invitees</b>			
Nanda Kandiah	Project Manager, MTO		
Lukasz Grobel	Area Manager, MTO		
Rhonda Gribbon	Environmental Planner, MTO		
Ramon Hylton	Traffic Engineer, MTO		
Jeff Laurin	Director NA Operations, Napoleon		
Doug Wilcox	VP of Supply Chain, Napoleon		
Ionut Stefan	VP of Advanced Manufacturing, Napoleon		
Michelle Lalljee	Operations Assistant, Napoleon		
Bruce Dickey	Project Manager, MH		
Britney Ellis	Environmental Planner, MH		
<b>Attachments:</b>	none		

ITEM	MINUTES	ACTION BY
1	<b>Introductions</b> All present invitees introduced themselves.	Info
2	<b>Project Overview</b> Bruce Dickey presented a PowerPoint display (copy of the slides attached to these Minutes) which covered: <ul style="list-style-type: none"> <li>Existing conditions.</li> <li>Details of plans presented to Napoleon at May 28, 2021 meeting and concerns presented by Napoleon in June 1, 2021 letter.</li> <li>Summary of additional options developed and evaluated to address Napoleon's concerns.</li> <li>Recommended access option (send to Napoleon on March 2, 2022.</li> <li>Response to other concerns raised by Napoleon in June 1, 2021 letter.</li> <li>Future action and anticipated schedule.</li> </ul>	Info
3.	<b>General Discussion:</b>	

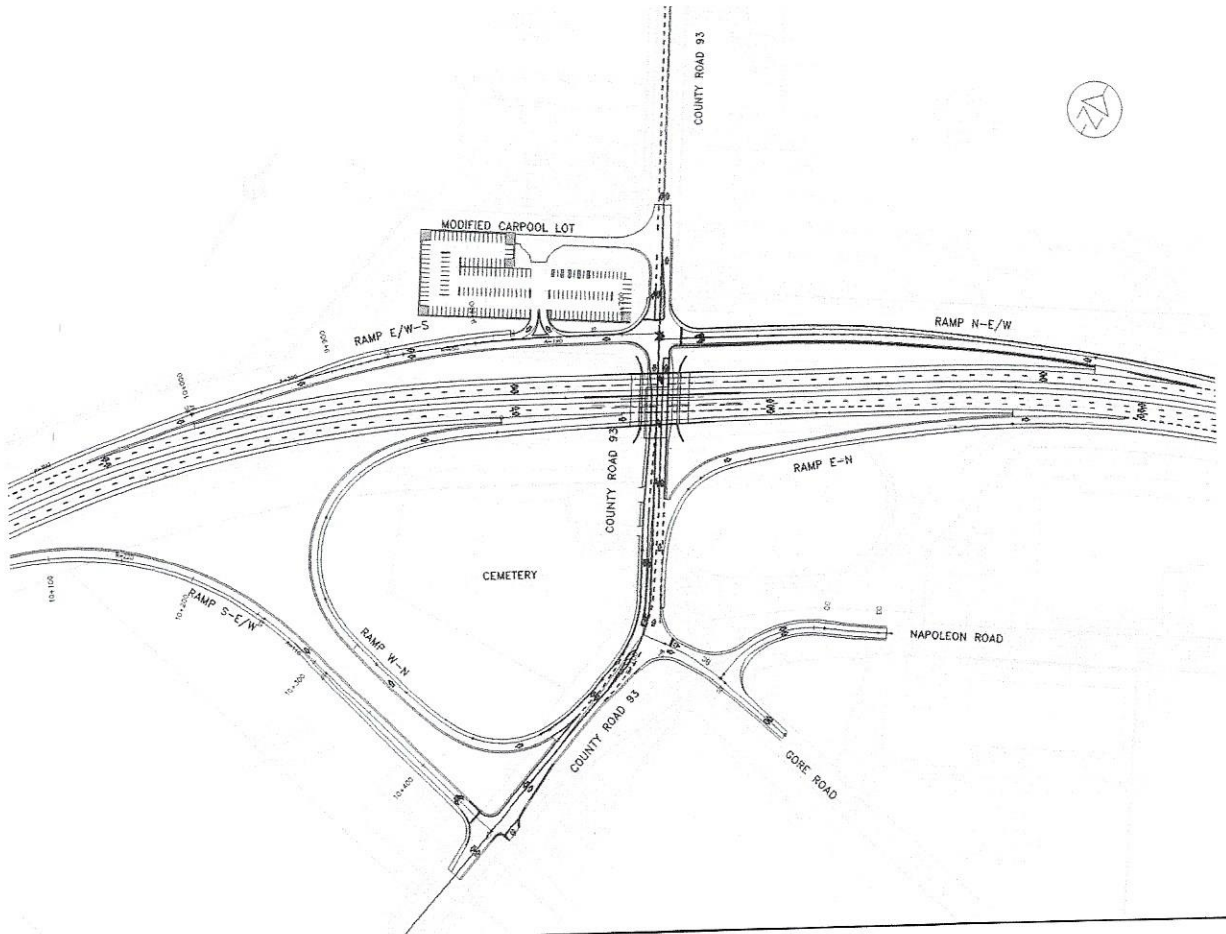
ITEM	MINUTES	ACTION BY
	<ul style="list-style-type: none"><li>• Traffic impacts during construction were discussed:<ul style="list-style-type: none"><li>○ Highway 11 and all interchange movements will be maintained at all times.</li><li>○ CR 93 will remain open at all times except for the following:<ul style="list-style-type: none"><li>▪ Full closure of CR 93 will be required when the existing bridge is demolished in 3 separate stages over the multi-year construction schedule. These will be scheduled for overnight construction.</li><li>▪ Full closure of CR 93 will be required during construction of the new bridge by using temporary (approx 15 minutes) closures while new girders are lifted into place.</li></ul></li><li>○ During detailed design, a Traffic Management and Public Consultation Plan will be prepared which will give clear direction to the contractor as to allowable road closure times and the advance notice and consultation that must be provided to all affected parties.</li></ul></li><li>• Impacts on Napoleon's CR 93 entrance during Simcoe County's future widening of CR 93 from 2 to 4 lanes was discussed:<ul style="list-style-type: none"><li>○ The future widening design will be the responsibility of the County of Simcoe. However, any work within the footprint of the interchange limits will require approval by MTO.</li><li>○ Details of Simcoe's proposed widening are unknown at this time. The County has stated that preliminary design is unlikely to start before 2031, so design and construction is well into the future.</li></ul></li></ul>	MTO
4.	<p><b>Next Steps</b></p> <ul style="list-style-type: none"><li>• Napoleon requested that a copy of the presentation slides be provided (they are attached to these Minutes).</li><li>• By March 31, 2022, Napoleon will provide MTO and Morrison Hershfield a letter agreeing in principle to the recommended access option presented.</li></ul>	Napoleon

Distribution: All attendees.

Attach: Presentation Slides



**Key Plan:**







MORRISON HERSHFIELD

# PRELIMINARY DESIGN – HIGHWAY 11 / SIMCOE COUNTY ROAD 93 INTERCHANGE

March 16, 2022



# EXISTING CONDITIONS

TOWNSHIP OF  
ORO-MEDONTE

Orillia ↗

Ski Trails Road

Carpool Lot

Napoleon Road

Gore Road



93

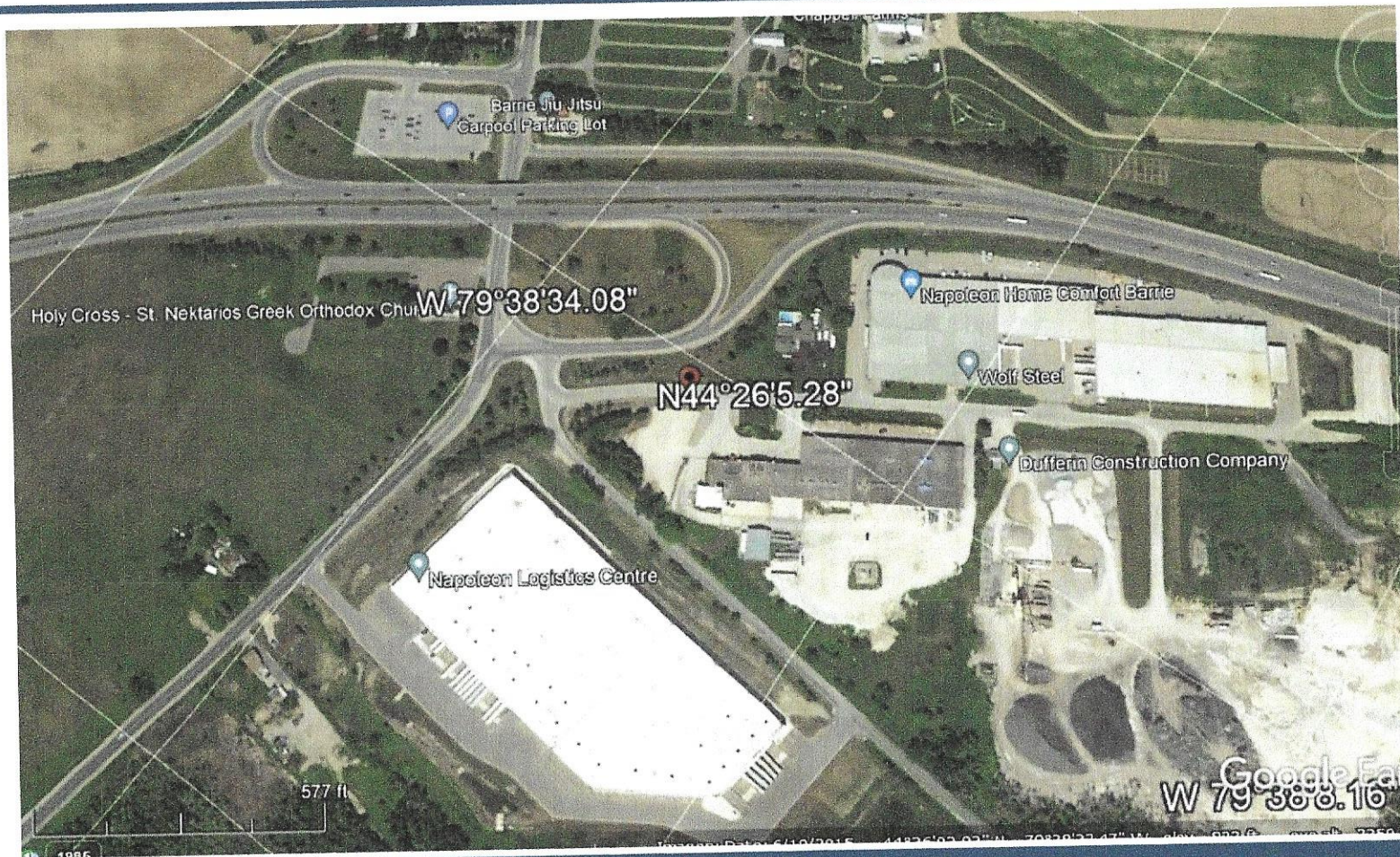
Highway 11/Simcoe County Road 93  
Overpass (Site 30-137) and Interchange

Line 2 South

93

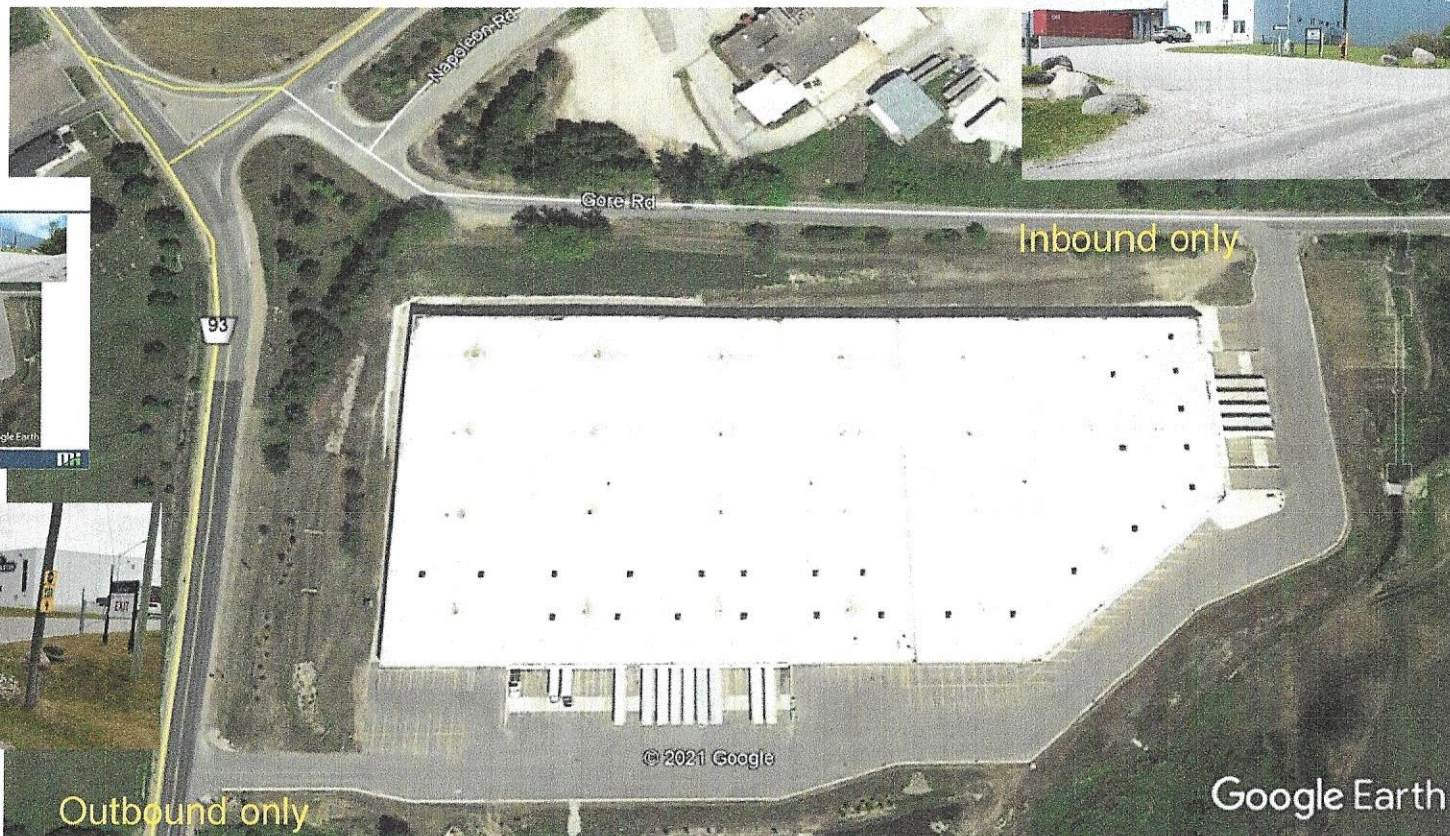


# EXISTING CONDITIONS





# EXISTING CONDITIONS



EXISTING CONDITIONS





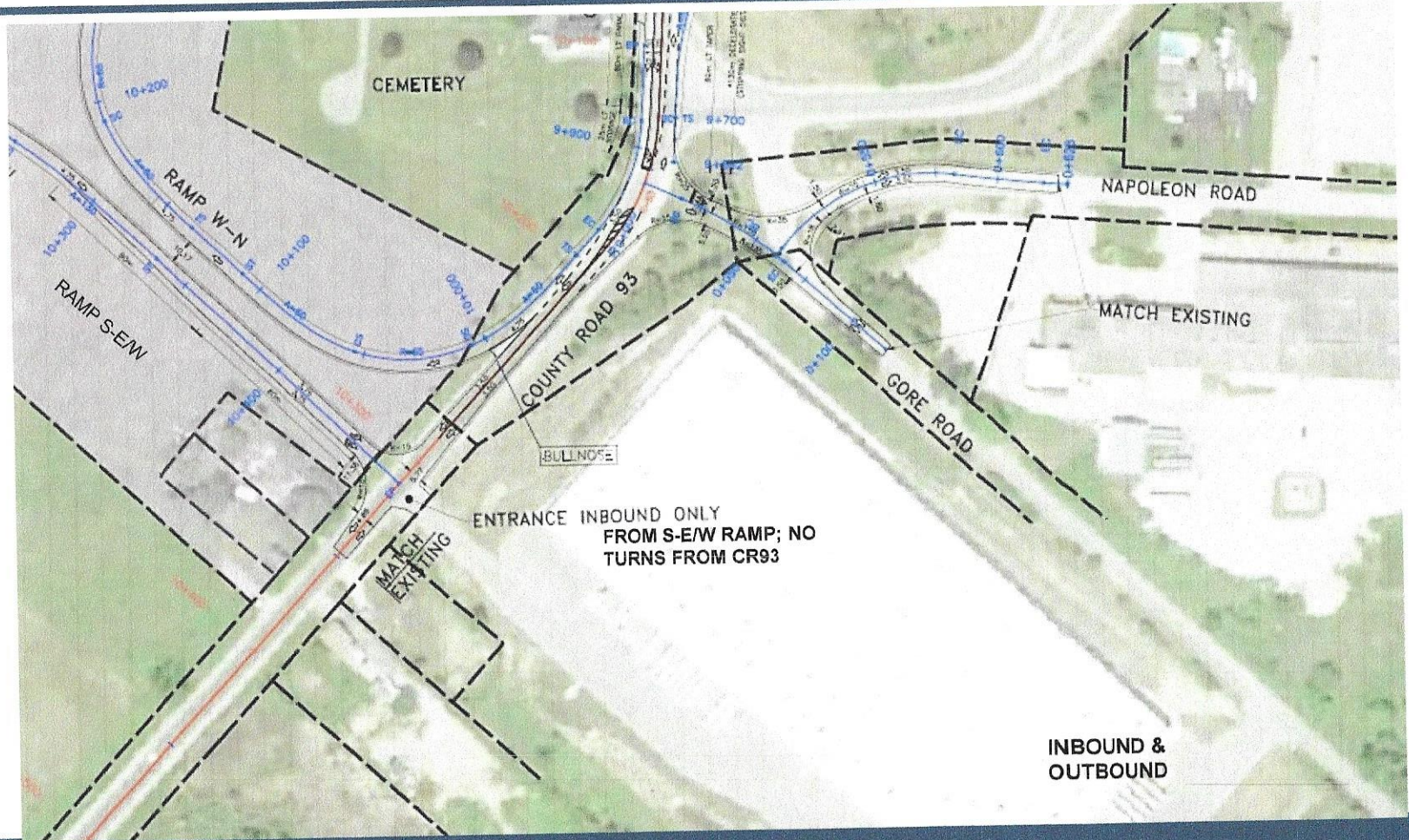
## PREFERRED PLAN PRESENTED TO NAPOLEON MAY 28, 2021

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- Replacement of existing overpass with clear span of 17.5m between abutment faces to carry NB & SB lanes of Hwy 11; accommodate CR 93 one through lane in each direction as per existing.
- Modifications to interchange configuration with new on/off ramps to accommodate all existing movements to and from Hwy 11.
- New traffic signals at N-E/W Ramp Terminal (west terminal)
- Shift of Hwy 11 horizontal alignment 10m to west within MTO ROW to reduce property impacts and improve existing geometrics.
- Napoleon Access:
  - CR 93 Entrance in-bound for direct access from new S-E/W ramp only; no turns allowed from CR 93. Traffic EB and WB on CR 93 directed to Gore Rd entrance.
  - Gore Rd Entrance for both in-bound and out-bound traffic.



## PREFERRED PLAN PRESENTED TO NAPOLEON MAY 28, 2021





## PREFERRED PLAN PRESENTED TO NAPOLEON MAY 28, 2021

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### ■ Napoleon's Concerns:

- Traffic on CR 93 prevented from entering; forces inbound traffic from CR 93 to use Gore Rd entrance
- Gore Rd entrance forced to accommodate both inbound and outbound truck traffic
- Logistics Centre site is not set up to accommodate 2-way truck traffic
- Gore Rd in poor condition – will not accommodate passing trucks

### ■ Potential Alternatives (Ranked by Napoleon):

1. Allow all inbound and outbound movements at CR 93 entrance.
2. Allow all inbound only movements from CR 93 and S-E/W Ramp (Gore Rd entrance becomes outbound only)
3. Upgrade Gore Rd to accommodate passing trucks for inbound and outbound movement

## ANALYSIS OF ACCESS OPTIONS

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**Option 1. Full Access at CR 93 Entrance (In and Out)**

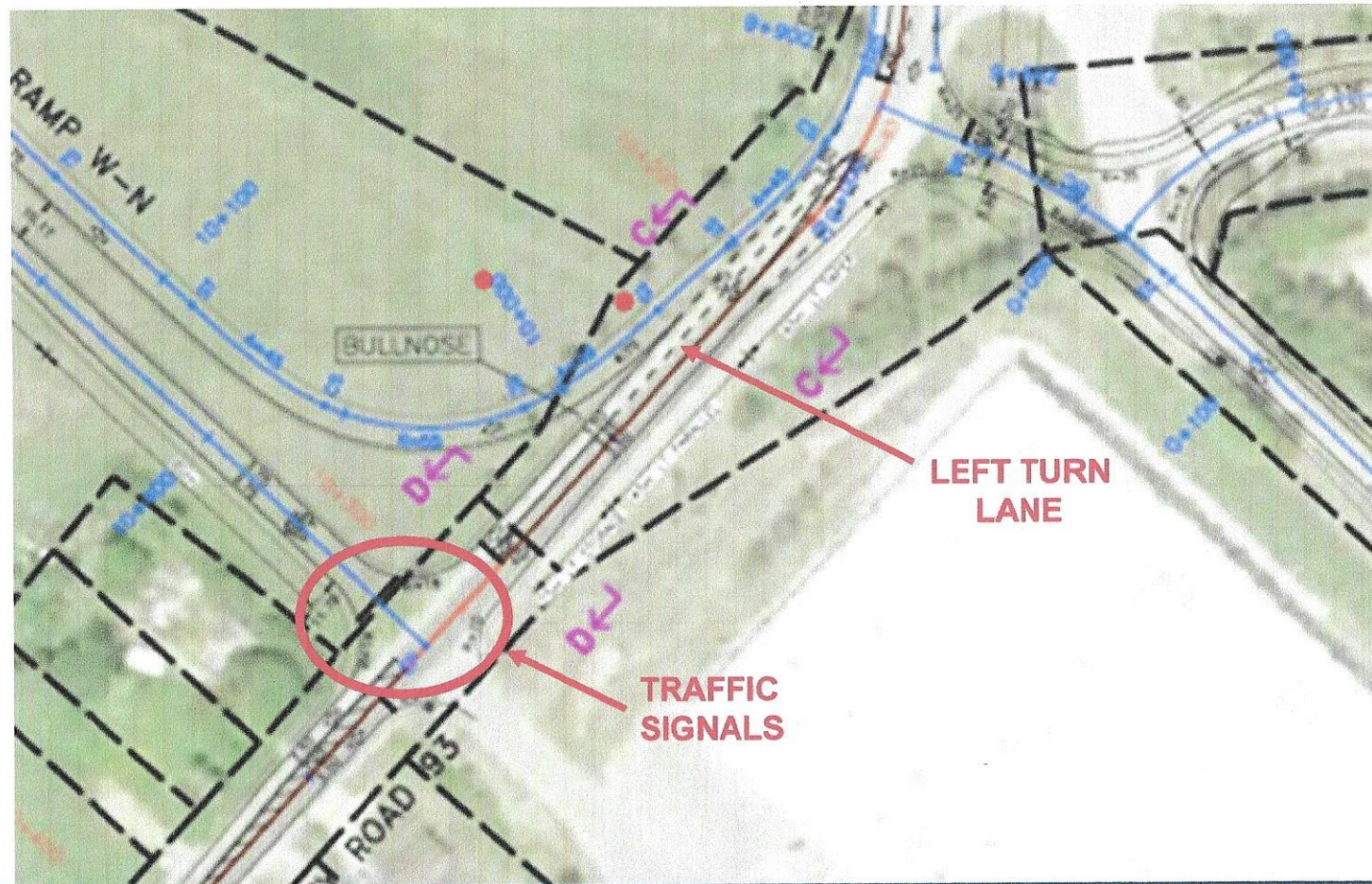
**Option 2. Full In-Bound Access at CR 93**

- Separate EB left turn lane required
- Operational/safety concerns with left turn lane on steep downgrade with substandard curve
- Property constraints for a separate WB right turn lane to accommodate large trucks
- Additional construction costs:
  - Left turn lane/right turn taper \$325K
  - Utility relocations \$100K
  - Traffic signals \$300K
  - TOTAL \$725K



# ANALYSIS OF ACCESS OPTIONS

## Option 1 & 2





# ANALYSIS OF ACCESS OPTIONS

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## Option 3. Upgrade Gore Rd to Municipal Standards

- Provide 3.5 m lanes and 1.5 m shoulders with full depth reconstruction to accommodate 2-way truck traffic.
- Total length approx. 250 m. from current construction limit to entrance
- Hydro poles need to be relocated.
- Incremental construction cost estimate:

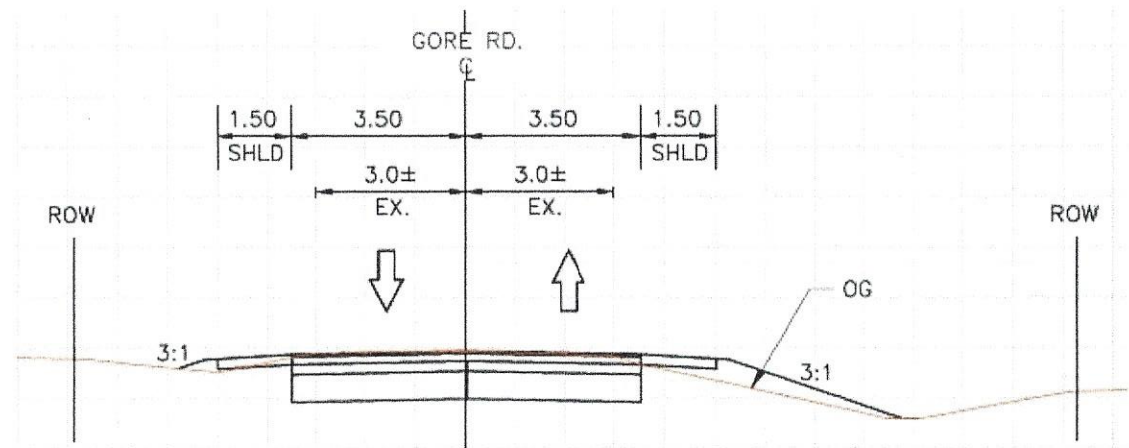
▪ Grading/paving	\$370K
▪ Utility relocations	<u>\$100K</u>
TOTAL	\$470K
- Oro-Medonte has stated they will not contribute to improvements on Gore Rd.

## ANALYSIS OF ACCESS OPTIONS

### Option 3



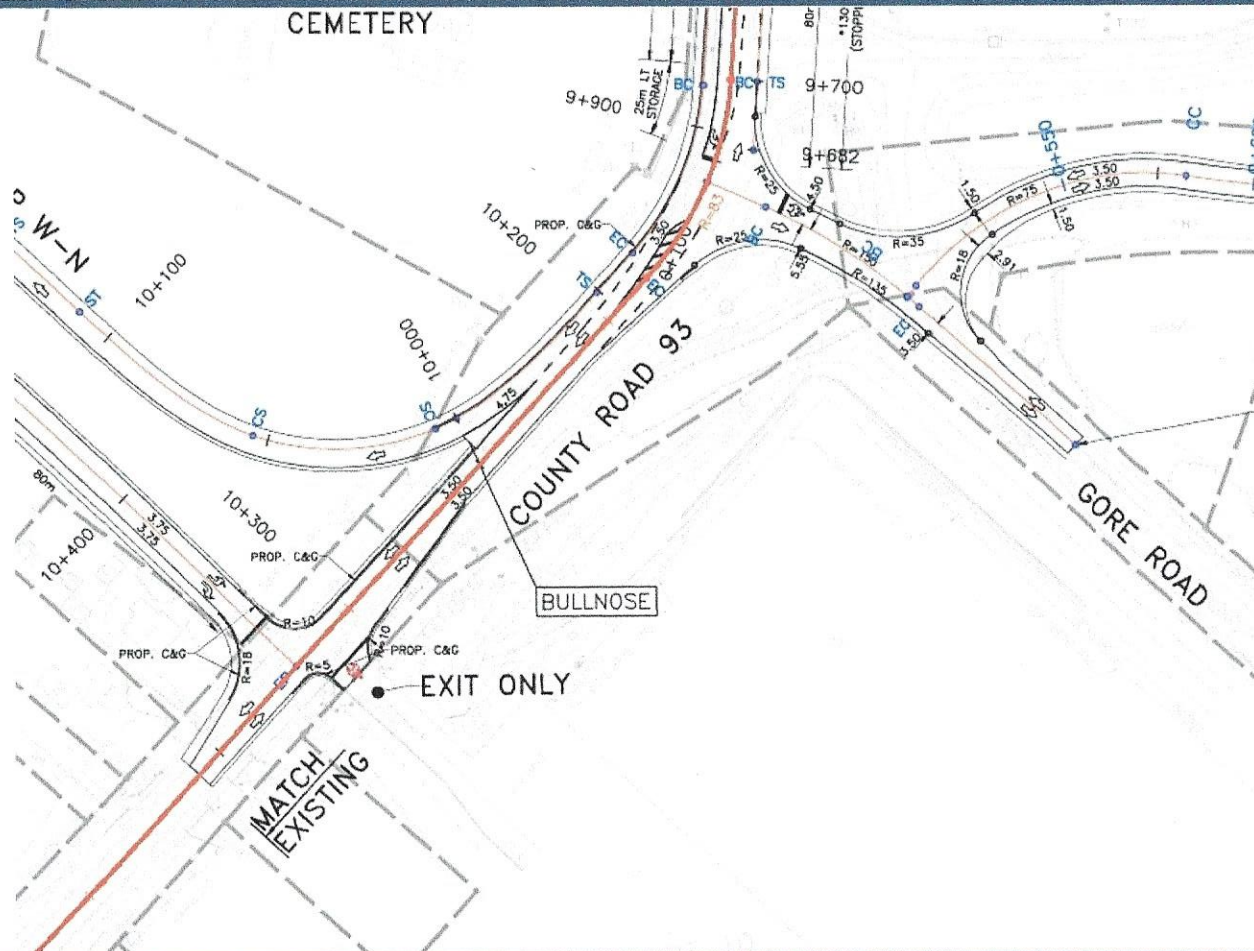
Existing



Proposed



## RECOMMENDED OPTION (MARCH 2, 2022)



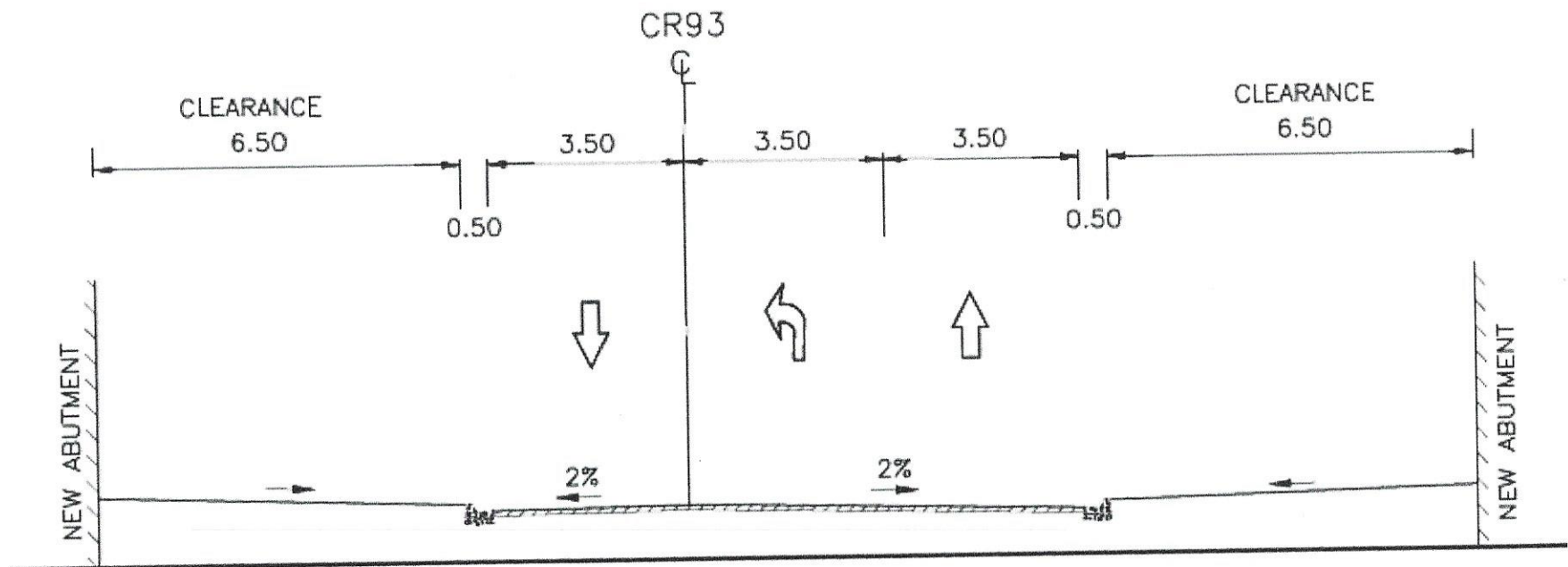
## **RECOMMENDED OPTION (MARCH 2, 2022)**

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- No change to Napoleon's current traffic flow
  - CR 93 entrance remains Exit Only
  - Gore Rd entrance remains Entrance Only
- CR 93 entrance upgraded to current commercial standards
  - Ramp S-E/W offset slightly to east to reduce chance of wrong-way traffic onto ramp
  - Improved turning radii protected/delineated with C&G to accommodate turning of large trucks exiting from Logistics Centre
  - Future signalization of ramp terminal/intersection when warranted by traffic volumes (will be reviewed again during detailed design prior to 2025 construction).
- New Hwy 11 overpass span increased from 17.5 m to 24.5 m to accommodate future widening of CR 93 from 2 to 4 lanes by County of Simcoe



## RECOMMENDED OPTION (MARCH 2, 2022)



SECTION A-A  
TYPICAL SIMCOE COUNTY ROAD 93 SECTION  
UNDER HIGHWAY 11 NEW OVERPASS STRUCTURE  
SCALE: N.T.S.

# **RECOMMENDED OPTION (MARCH 2, 2022)**

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## **Other Concerns Raised by Napoleon**

- **Pedestrian Safety**
  - All shoulders to current design standards
  - Paved boulevards under Hwy 11 bridge
  - Sidewalks are a municipal responsibility
- **Vehicular Congestion**
  - No change in number of lanes (one though lane in each direction plus auxiliary lanes where needed)
  - Operation of entire interchange analyzed for current and projected volumes
  - Traffic signals provided where warranted
  - Improvements will improve operational efficiency and safety of interchange



# **RECOMMENDED OPTION (MARCH 2, 2022)**

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## **Other Concerns Raised by Napoleon (con'd)**

- **Barrie Transit Bus Stop at 9 Napoleon Rd**
  - No change to current bus stop
  - Barrie Transit has been consulted and have expressed no concerns
- **Dufferin**
  - No concerns expressed to date
  - MH/MTO will continue to engage with Dufferin. Will be issuing a project update letter March 2022
- **Gore Road**
  - Oro-Medonte has no improvements proposed at this time
  - Recommended option will not change Napoleon's internal traffic flow – concerns with 2-way truck traffic on Gore Rd have been avoided



## **FUTURE ACTION / ANTICIPATED SCHEDULE**

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- Transportation Environmental Study Report (TESR) to be posted for a public 45-day review period, anticipated to start in Summer, 2022
- MTO will respond to any concerns raised during the review period
- Upon obtaining environmental approval, the project will move forward to the detailed design phase, anticipated to start in late 2022
- Construction is currently planned to begin in 2025 subject to timely completion of property acquisition, utility relocation, environmental approvals, and availability of funding

## Alex Frayne

---

**Subject:** FW: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

---

**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Sent:** March 31, 2022 9:27 AM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

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Let us know how you want to proceed to address the below items raised by Jeff Laurin.

We look forward to wrapping this up as soon as possible.

Thanks.

**Michelle Lalljee**

Corporate Affairs Administrator | Executive Office

**NAPOLEON**

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**T:** 1 705-721-1212 x 20262

**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)

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**From:** Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>

**Sent:** Friday, March 25, 2022 3:15 PM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

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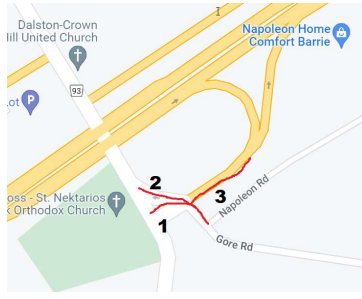
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Items / concerns are as follow's;

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Perhaps we can meet again just to review these couple of points as per our discussion today.

Have a fantastic weekend and look forward to hearing from you.

**Jeff Laurin**

Director North America | Operations

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E: [JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)

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**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Sent:** Friday, March 18, 2022 12:46 PM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Cc:** Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>

**Subject:** Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

Attached are the Minutes from our meeting on Wednesday, as well as a copy of the presentation slides.

I appreciate the chance to meet with and your team, and am pleased that we were able to agree on an mutually satisfactory solution to Napoleon's concerns.

As discussed, we will require a letter agreeing in principle to the recommended access strategy for Napoleon by the end of March.

Feel free to contact me if you have any questions.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



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## Alex Frayne

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**Subject:** FW: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

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**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Sent:** May 2, 2022 4:43 PM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Cc:** 'Gribbon, Rhonda (MTO)' <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; 'Grobel, Lukasz (MTO)' <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; 'Hylton, Ramon (MTO)' <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

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Hi Bruce,

Thank you for your patience.

**Q1** – your response is adequate.

**Q2** – We understand the explanation regarding the MTO standards. We would like to ensure that the MTO traffic study considered the fact that the traffic from and to our facility is heavily concentrated at the start and end of the working shift time (start of shift 7:00 AM and end of shift 3:00 PM Monday-Friday). As many as 200 Associate vehicles use the Napoleon RD access intersection within a 10 or 15-minute timeframe. We want to ensure that this study was performed during those key shift travel times and observations of the delays were part of the study. Can the analysis/more details be shared with us in regards to this?

Thanks in advance for the additional information.

**Michelle Lalljee**

Corporate Affairs Administrator | Executive Office

**NAPOLEON**

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**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Sent:** Friday, April 29, 2022 12:37 PM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Cc:** 'Gribbon, Rhonda (MTO)' <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; 'Grobel, Lukasz (MTO)' <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; 'Hylton, Ramon (MTO)' <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

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Hi Michelle,

I'm following up with you to see if you have had a chance to prepare a letter confirming Napoleon's agreement in principle with our conceptual design. The Ministry is anxious to close this loop so that we can move forward to finalize the preliminary design.

Best regards,

Bruce

---

**From:** Bruce Dickey

**Sent:** Monday, April 11, 2022 1:58 PM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

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Hi Michelle,

I apologize for the delay in replying to your March 31<sup>st</sup> email. We have been working with the Ministry to carefully review Jeff's comments and to evaluate options to address those concerns. Below is the Ministry's position on the two points you raised.

**Q1) Impact of Drainage on the adjacent Property**

A1) Drainage will be designed to ensure that there will be no adverse impacts to private property. More detailed drainage work will be carried out during the detail design/contract preparation phase of this project.

**Q2) Requested 2 lane approach (one lane for right turn and the other for left turn) for Gore Road at CR 93**

A2) The Ministry's current design standards for intersection design explicitly discourages a two-lane approach (separate right-turn lane and left-turn lanes) for stop-controlled intersections such as this location at County Road 93 and Gore Road in this type of semi-urban or rural road environment for safety reasons. With a two-lane approach, the possibility of an adjacent standing vehicle blocking the vision of a driver preparing to enter the major roadway may create an unsafe situation. MTO has also completed a traffic analysis study and has confirmed that, operationally, a two-lane approach would not produce significant benefits related to Level of Service or delays in the future under several growth scenarios. Therefore, MTO will be providing a single shared left and right turn lane (i.e. a one lane approach from the minor road) for this intersection as shown in our current design.

I would appreciate it if you could provide us with a letter confirming Napoleon's agreement in principle with the conceptual design as presented at our March 16th meeting.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
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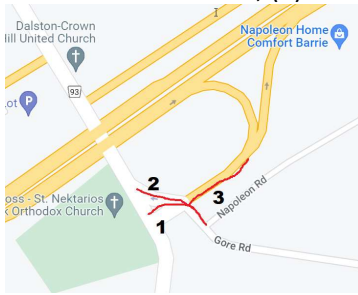
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**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Cc:** Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>

**Subject:** Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

Attached are the Minutes from our meeting on Wednesday, as well as a copy of the presentation slides.

I appreciate the chance to meet with and your team, and am pleased that we were able to agree on an mutually satisfactory solution to Napoleon's concerns.

As discussed, we will require a letter agreeing in principle to the recommended access strategy for Napoleon by the end of March.

Feel free to contact me if you have any questions.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**

Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



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## Alex Frayne

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**Subject:** FW: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th  
**Attachments:** Hwy 11 & CR 93 Preliminary Design (Napoleon)\_2022May19.pdf

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**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Sent:** September 20, 2022 11:13 AM  
**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Cc:** Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>  
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

I apologize for the delay in replying to your May 2<sup>nd</sup> email.

During this period, we have taken an in-depth look at Napoleon's concerns related to the concentration of vehicles arriving at and departing from your facilities at the beginning and end of the morning and afternoon shifts based on the lane configurations presented in our conceptual design.

The current design has been evaluated for the 2031 horizon year in comparison with a second scenario that includes a conservatively high number of employees (400 vehicles entering during the AM peak hour and 400 vehicles exiting during the PM peak hour to/from Napoleon properties, respectively) as a sensitivity analysis or "stress test". Even when considering the higher volumes in the sensitivity analysis, the queues increase by only 12 metres and average vehicle delay by only 5 seconds. In addition, the eastbound left turn storage length (75 metres) on Simcoe Road 93 is adequate to accommodate the queue length for both scenarios. MTO also visited the site on July 20th, 2022 during the afternoon peak from 2:30 P.M. to 4:30 P.M to monitor current traffic operations at the intersection and confirmed that conditions were in line with our traffic analysis.

In summary, our traffic analysis and field review indicate that the lane configurations in our conceptual design will continue to operate satisfactorily during the morning and afternoon shift change peak periods. The Ministry will, of course, monitor traffic operations upon completion of the interchange reconstruction.

In addition, as we noted in our last response, the Ministry's design standards explicitly discourage an exclusive right-turn lane exiting from Gore Road based on the rural nature of the roadside environment and the posted speed limits on both Simcoe Road 93 and Gore Road at this location. A two-lane approach for stop-controlled intersections, as would be the case with an exclusive right turn, creates the possibility of an adjacent standing vehicle blocking the vision of a driver preparing to enter the major roadway, potentially creating an unsafe situation.

As the Highway 11 and Simcoe Road 93 interchange project moves into further phases of design, the Ministry will continue to consult with Napoleon and review any new traffic data that becomes available. The possibility of any additional mitigation measures can be looked at further in the detail design phase.

Attached for your reference is a copy of the traffic study which addresses this issue.

I hope that this adequately addresses Napoleon's concerns and clearly provides the rationale for the Ministry's design. As discussed previously, we would request written confirmation of Napoleon's endorsement of the conceptual design of the Highway 11/Simcoe Road 93 interchange improvements.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



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**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Sent:** Thursday, August 11, 2022 9:21 AM  
**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Cc:** Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>  
**Subject:** FW: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Bruce,

Hope your summer is going well so far!

We haven't received a response to the below. Just wanted to make sure our question/concern is addressed.

Let us know if you require anything from us.

Thanks.

**Michelle Lalljee**  
Corporate Affairs Administrator | Executive Office

**NAPOLEON**  
FIREPLACES | GRILLS | HVAC  
24 Napoleon Road | Barrie | Ontario | L4M 0G8

**T:** 1 705-721-1212 x 20262  
**E:** [MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)

---

**From:** Michelle Lalljee  
**Sent:** Monday, May 2, 2022 4:43 PM  
**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Cc:** 'Gribbon, Rhonda (MTO)' <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; 'Grobel, Lukasz (MTO)' <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; 'Hylton, Ramon (MTO)' <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[istefan@napoleon.com](mailto:istefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>  
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Bruce,

Thank you for your patience.

**Q1** – your response is adequate.

**Q2** – We understand the explanation regarding the MTO standards. We would like to ensure that the MTO traffic study considered the fact that the traffic from and to our facility is heavily concentrated at the start and end of the working shift time (start of shift 7:00 AM and end of shift 3:00 PM Monday-Friday). As many as 200 Associate vehicles use the Napoleon RD access intersection within a 10 or 15-minute timeframe. We want to ensure that this study was performed during those key shift travel times and observations of the delays were part of the study. Can the analysis/more details be shared with us in regards to this?

Thanks in advance for the additional information.

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**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Sent:** Friday, April 29, 2022 12:37 PM  
**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Cc:** 'Gribbon, Rhonda (MTO)' <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; 'Grobel, Lukasz (MTO)' <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; 'Hylton, Ramon (MTO)' <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>  
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

I'm following up with you to see if you have had a chance to prepare a letter confirming Napoleon's agreement in principle with our conceptual design. The Ministry is anxious to close this loop so that we can move forward to finalize the preliminary design.

Best regards,

Bruce

---

**From:** Bruce Dickey  
**Sent:** Monday, April 11, 2022 1:58 PM  
**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>  
**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>  
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

I apologize for the delay in replying to your March 31<sup>st</sup> email. We have been working with the Ministry to carefully review Jeff's comments and to evaluate options to address those concerns. Below is the Ministry's position on the two points you raised.

**Q1) Impact of Drainage on the adjacent Property**

A1) Drainage will be designed to ensure that there will be no adverse impacts to private property. More detailed drainage work will be carried out during the detail design/contract preparation phase of this project.

**Q2) Requested 2 lane approach (one lane for right turn and the other for left turn) for Gore Road at CR 93**



A2) The Ministry's current design standards for intersection design explicitly discourages a two-lane approach (separate right-turn lane and left-turn lanes) for stop-controlled intersections such as this location at County Road 93 and Gore Road in this type of semi-urban or rural road environment for safety reasons. With a two-lane approach, the possibility of an adjacent standing vehicle blocking the vision of a driver preparing to enter the major roadway may create an unsafe situation. MTO has also completed a traffic analysis study and has confirmed that, operationally, a two-lane approach would not produce significant benefits related to Level of Service or delays in the future under several growth scenarios. Therefore, MTO will be providing a single shared left and right turn lane (i.e. a one lane approach from the minor road) for this intersection as shown in our current design.

I would appreciate it if you could provide us with a letter confirming Napoleon's agreement in principle with the conceptual design as presented at our March 16th meeting.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



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Dir: 416 499 3181 | Fax: 416 499 9658  
[morrisonhershfield.com](http://morrisonhershfield.com)

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**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Sent:** Thursday, March 31, 2022 9:27 AM  
**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>  
**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>  
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Bruce and Nanda,

Just following up with this e-mail that Jeff sent on March 25<sup>th</sup>.

After reviewing the recommended access options presented by your group on March 16, 2002 with Napoleon Ownership, they would like the below items/concerns reviewed and addressed prior to sending a letter agreeing to the proposed plan/preliminary design.

Let us know how you want to proceed to address the below items raised by Jeff Laurin.

We look forward to wrapping this up as soon as possible.

Thanks.

**Michelle Lalljee**

Corporate Affairs Administrator | Executive Office

**NAPOLEON**

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E: MLalljee@napoleon.com

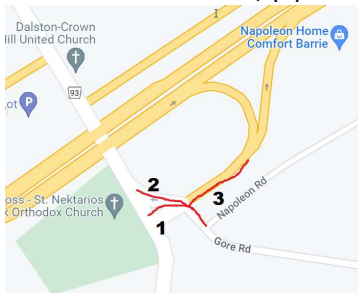
**From:** Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>**Sent:** Friday, March 25, 2022 3:15 PM**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>**Cc:** Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Bruce

Thank you for the quick call today with Napoleon's couple of concerns for us to review. I will just list them here for further discussion between you, Nandiah and Us here at Napoleon.

Items / concerns are as follow's;

1. Water shed location on the north side of Napoleon rd near north/east bound on ramp - Is this the location as we have concerns with our facility off of Gore Rd.
2. The exit onto Hwy 93 is going to be a major bottleneck with one lane exit as currently off Napoleon rd we have a (1) southbound lane on to 93, (2) a northbound lane to 93 and (3) a direct turn northbound on Hwy 11



- We are proposing a 2 lane exit off gore onto 93, one lane for southbound traffic and 1 lane for northbound. The congestion at this intersection for large truck and associate vehicles will be extremely impacted.

Perhaps we can meet again just to review these couple of points as per our discussion today.

Have a fantastic weekend and look forward to hearing from you.

**Jeff Laurin**

Director North America | Operations

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E: JLaurin@napoleon.com

We work with HEART  - Honesty, Engagement, Accountability, Respect and Teamwork

**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>**Sent:** Friday, March 18, 2022 12:46 PM**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>**Cc:** Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>;

Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>

**Subject:** Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

Attached are the Minutes from our meeting on Wednesday, as well as a copy of the presentation slides.

I appreciate the chance to meet with and your team, and am pleased that we were able to agree on an mutually satisfactory solution to Napoleon's concerns.

As discussed, we will require a letter agreeing in principle to the recommended access strategy for Napoleon by the end of March.

Feel free to contact me if you have any questions.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



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# MEMORANDUM

**TO:** Ramon Hylton, MTO Traffic

**FOR INFO OF:** Nanda Kandiah, MTO PM  
Bruce Dickey, MH PM

**FROM:** Sara Fadaee, MH Traffic  
Mark Bekkers, MH Traffic

**PROJECT No.:** 2001480.17

**RE:** Highway 11 & County Road 93 Preliminary  
Design – Napoleon's Concern Regarding  
Future Lane Configuration at CR93/Gore Rd  
Intersection (Draft Memo)

**DATE:** May 19, 2022

\\MH.LOCAL\DATA\OFFICES\TORONTO\PROJ\1171166 - MEGA 3 AND 4 RETAINERS\5 - HWY 11 AT 93 OVERPASS\08. WORKING\TRAFFIC\DOCUMENTATION\8-TRAFFIC ANALYSIS FOR NAPOLEON - CR93 GORE RD INTERSECTION\HWY 11 & CR 93 PRELIMINARY DESIGN (NAPOLEON)\_2022MAY19.DOCX

## 1. Introduction

The Ministry of Transportation of Ontario (MTO) is planning to replace the existing overpass structure on Highway 11 and make improvements to the existing interchange with Simcoe County Road 93 / Penetanguishene Road. This undertaking also includes improvements to the existing road network within the project limits in order to address geometric, operational and safety deficiencies. Preliminary design drawings for the preferred design option are provided in **Appendix A**.

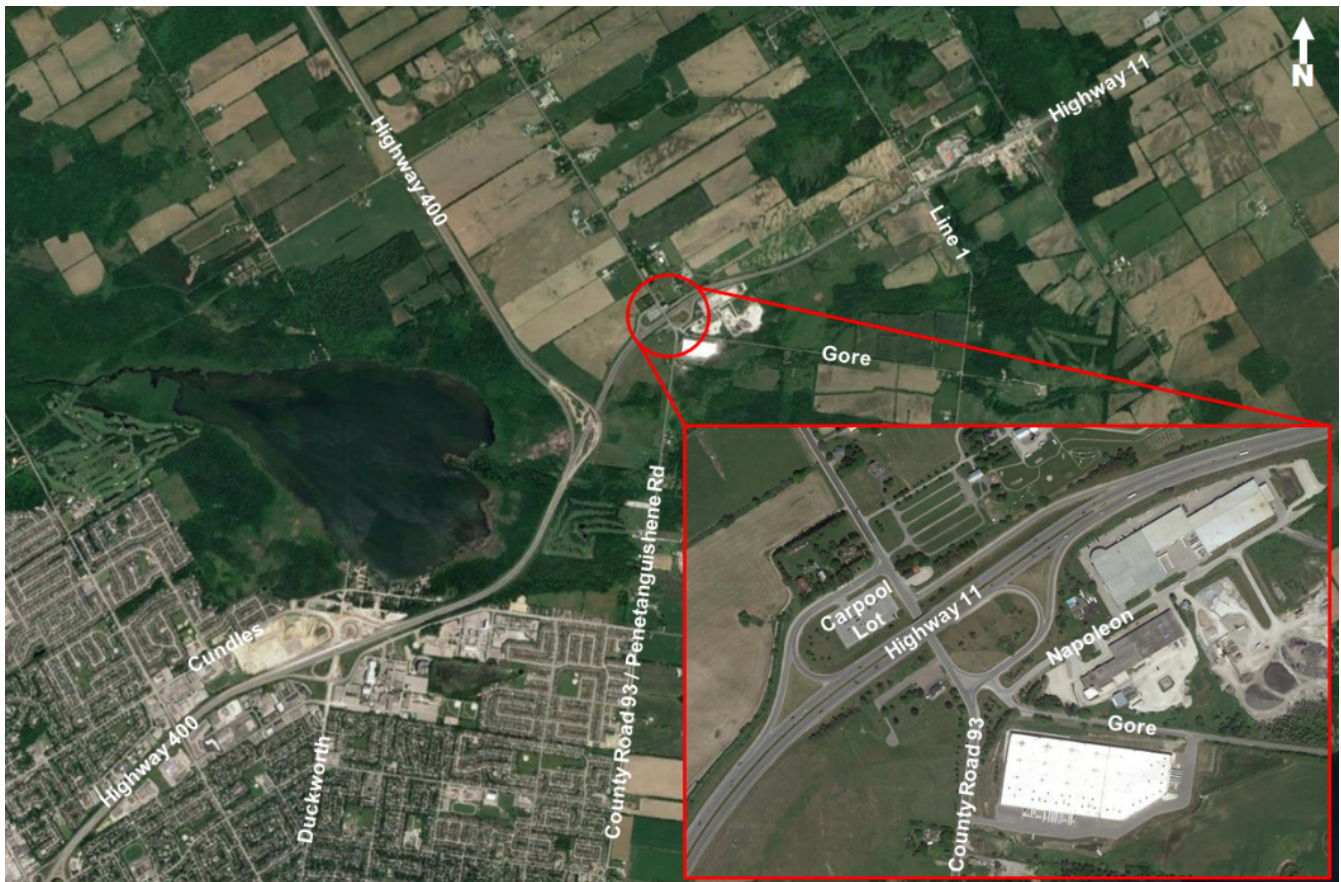
Napoleon has stated an objection to the proposed lane configuration at the CR 93 / Gore Road intersection. Napoleon is concerned about high volume of traffic (approximately 200 vehicles within a 10- or 15-minute timeframe) entering/leaving the Napoleon facility through Gore Road at CR 93 at shift change. They advised that the shift work starts at 7:00 am and ends at 3:00 pm during weekdays. This would translate to an inbound spike in traffic prior to 7:00 am and an outbound spike in traffic shortly after 3:00 pm. Napoleon has expressed a desire for a 2-lane approach (one right-turn lane and one left-turn lane) from Gore Road to CR 93 to accommodate these volume spikes.

This memorandum provides traffic analysis to support the proposed 1-lane configuration at the CR 93 / Gore Road intersection during the Highway 11 & Simcoe County Road 93 (CR 93) Preliminary Design assignment.

## 2. Background

The study area consists of Highway 11, Simcoe County Road 93 / Penetanguishene Road, Gore Road, and Napoleon Road. The study area, as well as the broader region, is illustrated in **Figure 1**.

FIGURE 1: HIGHWAY 11/COUNTY ROAD 93 STUDY AREA



**Highway 11**, within the study area, is a north-south divided highway with a four-lane cross-section with a posted speed of 90 km/h.

**Simcoe County Road 93 / Penetanguishene Road** (formerly known as Highway 93) is an east-west undivided highway with a two-lane cross-section and a posted speed limit of 80 km/h travelling between the City of Barrie in the south and the Town of Penetanguishene in the north. Within the vicinity of Crown Hill, as this highway passes under Highway 11, the posted speed limit is reduced to 60 km/h.

**Gore Road** is an east-west two-lane roadway with an assumed speed limit of 50 km/h. This roadway extends from Line 1 to the highway ramp connecting to northbound Highway 11.

**Napoleon Road** is a north-south two-lane roadway with an assumed speed limit of 50 km/h. This roadway extends north from Gore Road and terminates approximately 530 m north thereof. Access to/from the Napoleon and Dufferin Construction properties is provided along Napoleon Road.

### 3. Modeling Approach/Assumptions

Intersection traffic analysis for the weekday morning (6:00 – 7:00) and afternoon (15:00 – 16:00) peak hours was undertaken using Synchro/Sim-Traffic modelling software (version 10). The following assumptions were used within the analysis:

- Weekday morning (6:00 – 7:00) and afternoon (15:00 – 16:00) peak hours are comparable to



the previous set of peak hour turning volumes that were used for intersection operations assessment (Refer to **Appendix B** for more details).

- Horizon year – 2031 for Gore Road Analysis
- Saturation flow rate – 1,900 veh/h/ln
- Peak Hour Factor (PHF) – 0.76 was calculated based on existing 8-hour counts (Refer to **Appendix B**)
- Annual traffic growth rate – 1%
- Current posted speed limit on CR 93 is 60 km/h within the vicinity of the bridge and ramp terminals, transitioning to 80 km/h beyond the study area
- Heavy vehicle percentages were obtained from existing traffic data; however, it was increased to 20% to err on the conservative side.

The CR 93 / Gore Road intersection is stop-controlled on the minor approach (i.e., Gore Road). A detailed analysis of vehicle delays, Level Of Service (LOS) and 95<sup>th</sup> percentile queues was completed using SimTraffic. SimTraffic considers randomized vehicle behaviours for a defined set of parameters such as gap acceptance and lane change decisions which produces a more robust analysis of delays/queues at stop-controlled intersections. The SimTraffic models for each option assessed a one-hour simulation preceded by a ten-minute seeding interval for the morning and afternoon peak hours and the results were compiled from an average of five simulation runs.

#### 4. Baseline Study Area Traffic Volumes

The existing traffic volume data was used to develop representative highway volumes and turning movement volumes at the study area intersections during the weekday peak hours. Peak hour vehicle trips generated by the Napoleon facility along Gore Road and Napoleon Road were produced using the **Institute of Transportation Engineers (ITE) Trip Generation Manual (9<sup>th</sup> Edition)** and an approximate Gross Floor Area (GFA) for each land use. The estimated ITE trip generation is shown below in **Table 1**.

**TABLE 1: PEAK HOUR TRIP GENERATION AT STUDY AREA DEVELOPMENTS**

Property	Land Use	GFA	Formula	AM Peak (veh/h)			PM Peak (veh/h)		
				In	Out	Total	In	Out	Total
Napoleon (North)	ITE 890	177,600 ft <sup>2</sup>	$T=0.17(X)$ $T=0.45(X)$	21	9	30	38	42	80
Napoleon (South)	ITE 890	71,600 ft <sup>2</sup>	$T=0.17(X)$ $T=0.45(X)$	8	4	12	15	17	32
Napoleon Warehouse	ITE 152	262,000 ft <sup>2</sup>	$T=0.14(X)-25.62$ $T=0.13(X)-3.73$	8	3	11	9	21	30
Dufferin Construction	ITE 110	10 acres	$T=7.51(X)$ $T=7.26(X)$	62	13	75	16	57	73
<b>Total Trip Generation</b>				<b>99</b>	<b>29</b>	<b>128</b>	<b>78</b>	<b>137</b>	<b>215</b>

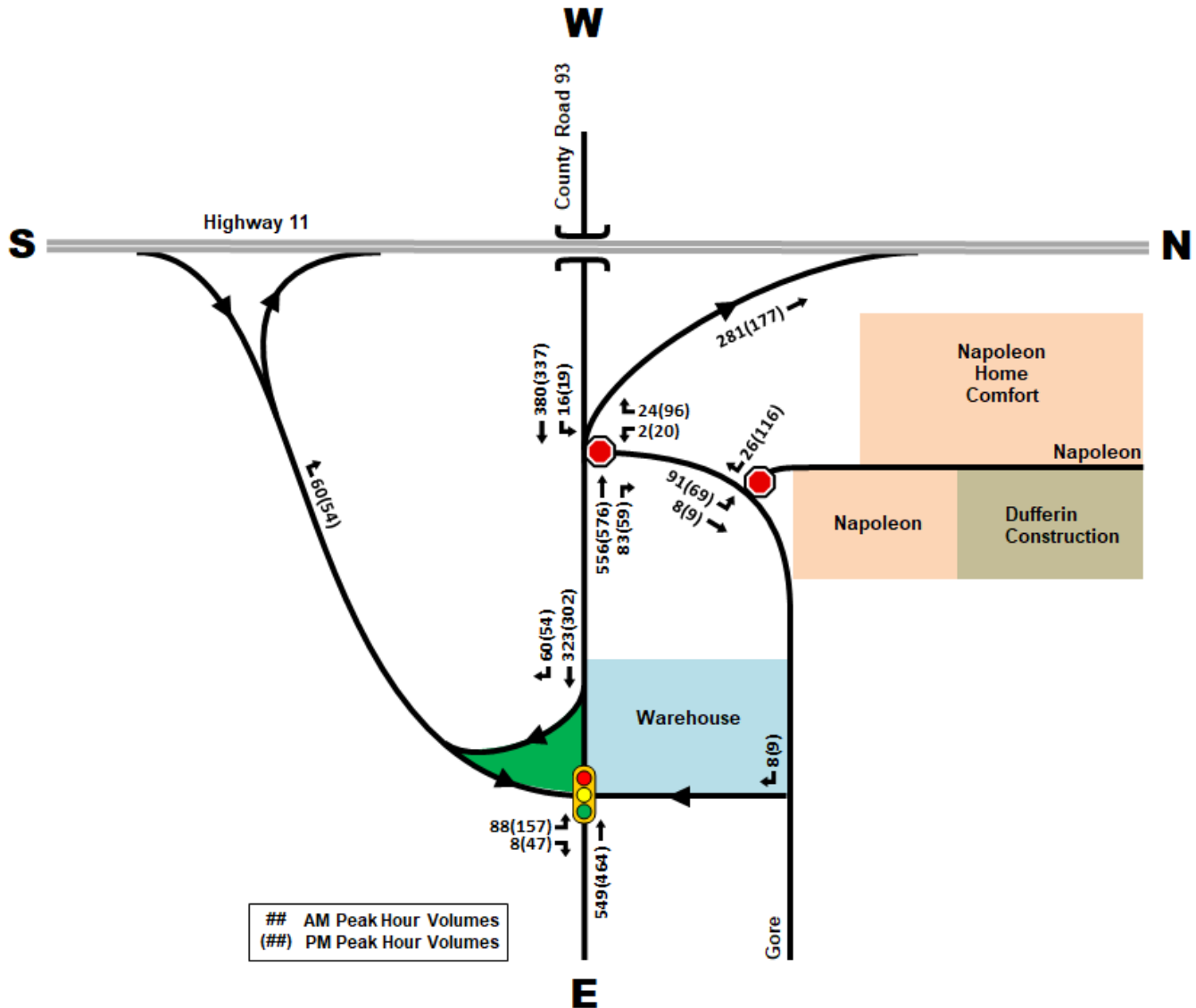
X = 1 per 1,000 ft<sup>2</sup>; 1 per acre

The peak hour trips generated from each site were assigned based on the land use, study area context and anticipated travel origins / destinations. However, turning movement volumes at ramp terminals were not adjusted to reflect the addition of site volumes as they were assumed to already capture these trips. Study area traffic volumes were balanced between intersections.



Study area turning movement volumes were projected to a baseline 2031 horizon year, using an annual growth rate of 1%, and are depicted below in **Figure 2**. Trips generated by the Napoleon properties and Dufferin Construction were not adjusted for growth.

**FIGURE 2: PROJECTED 2031 PEAK HOUR TRAFFIC VOLUMES – AM (PM) PEAK HOURS**

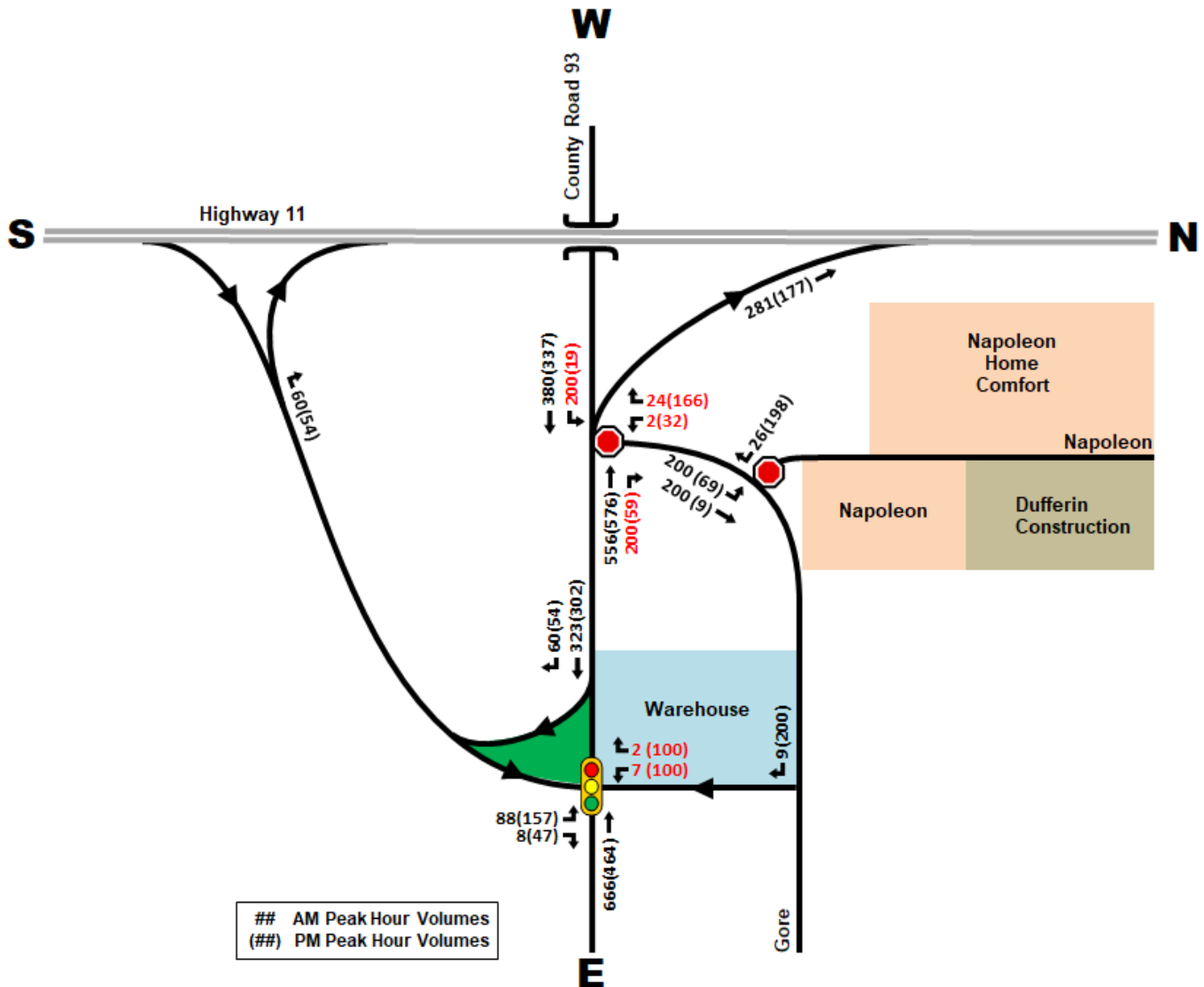


## 5. Proposed Gore Road Lane Configuration (CR 93 / Gore Road Intersection)

As shown on the preliminary design drawings for the preferred option, Gore Road includes one lane on approach to the CR 93 / Gore Road intersection. The design provides for a single lane approach with both left-turns and right-turns shared at the stop-controlled approach to the intersection. This design has been evaluated for the 2031 horizon year using SimTraffic, as described previously, in comparison with a second scenario that includes a conservatively high number of employees (400 vehicles in during the AM peak hour and 400 vehicles out during the PM peak hour to/from Napoleon properties, respectively) as a sensitivity analysis or “stress test”. The scenarios included are listed below:

- Scenario 1: Single Lane Westbound Approach at CR 93 / Gore Road intersection. One shared left/right-turn lane. Projected TMCs to the year 2031. As noted above, turning movement volumes at ramp terminals were not adjusted to reflect the addition of Napoleon site volumes as they were assumed to already capture these trips.
- Scenario 2: Similar to Option 1, however the inbound and outbound vehicles (400 vehicles per hour) and associated heavy vehicles (20%) to/from the Napoleon facility were increased to conduct a sensitivity analysis. Turning movement volumes for this scenario are depicted below in **Figure 3**.

**FIGURE 3: INCREASED 2031 PEAK HOUR TRAFFIC VOLUMES – AM (PM) PEAK HOURS**



The following analysis shown in **Table 2** evaluates the above scenarios. Given that traffic signals at the CR 93 / Gore Road intersection would not be warranted for the sensitivity analysis, the evaluation of both scenarios included stop-controlled on Gore Road for a fair comparison.

**TABLE 2: SYNCHRO/SIMTRAFFIC RESULTS FOR CR 93 / GORE ROAD INTERSECTION – AM (PM) PEAK HOURS**

Intersections	Movements	LOS	v/c	Delay (s)	95th Queue (m)	Available Storage Length (m)
<b>Scenario 1: Single Lane Southbound Approach</b>						
CR 93 / Gore	SBLR	B (C)	0.06 (0.28)	10 (13)	11 (27)	40
	WBT	A (A)	0.36 (0.37)	3 (3)	0 (2)	165
	WBR	A (A)	0.05 (0.04)	2 (3)	16 (14)	40
	EBL	A (A)	0.02 (0.03)	5 (5)	9 (10)	75
	EBT	A (A)	0.24 (0.22)	0 (0)	1 (0)	200
	<b>Overall</b>	<b>A (A)</b>	<b>0.36 (0.37)</b>	<b>2 (3)</b>	<b>-</b>	<b>-</b>
<b>Scenario 2: Single Lane Southbound Approach + Added Volume</b>						
CR 93 / Gore	SBLR	C (E)	0.15 (0.81)	45 (18)	12 (39)	40
	WBT	A (A)	0.43 (0.45)	5 (3)	11 (3)	165
	WBR	A (A)	0.15 (0.05)	4 (2)	20 (14)	40
	EBL	C (B)	0.45 (0.03)	12 (6)	34 (10)	75
	EBT	A (A)	0.29 (0.26)	1 (0)	35 (0)	200
	<b>Overall</b>	<b>A (A)</b>	<b>0.45 (0.81)</b>	<b>5 (4)</b>	<b>-</b>	<b>-</b>

Based on the analysis using higher turning volumes (Scenario 2), the southbound approach (Gore Rd approach to CR93) reported a LOS E and 39m queues during the PM peak hour, while this approach reported a LOS C and 27m queues during the PM peak hour for Scenario 1. The average vehicle delay for Scenario 2 is only approximately 5 seconds greater than Scenario 1 during the PM peak hour. In addition, the eastbound left turn storage length (75m) is adequate to accommodate the queue length for both scenarios. Synchro/Sim-Traffic reports are included in **Appendix C**.

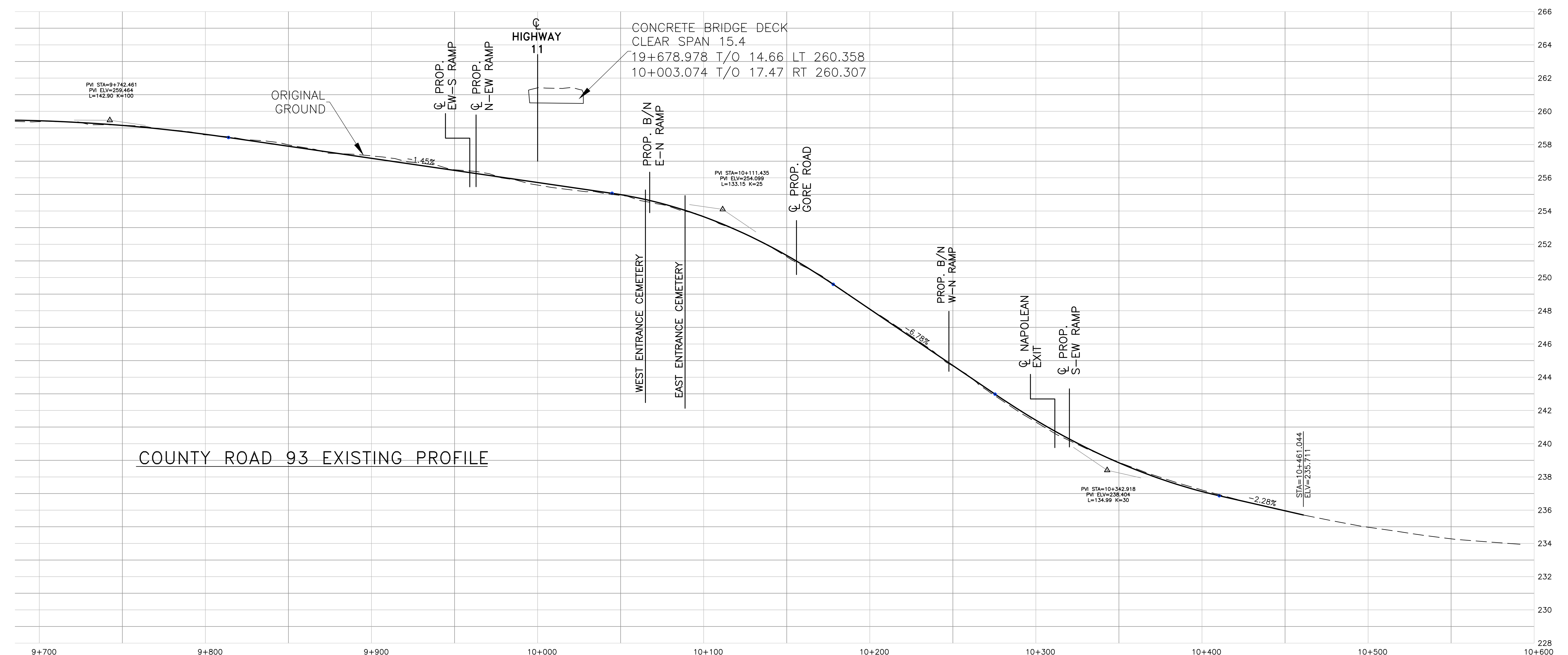
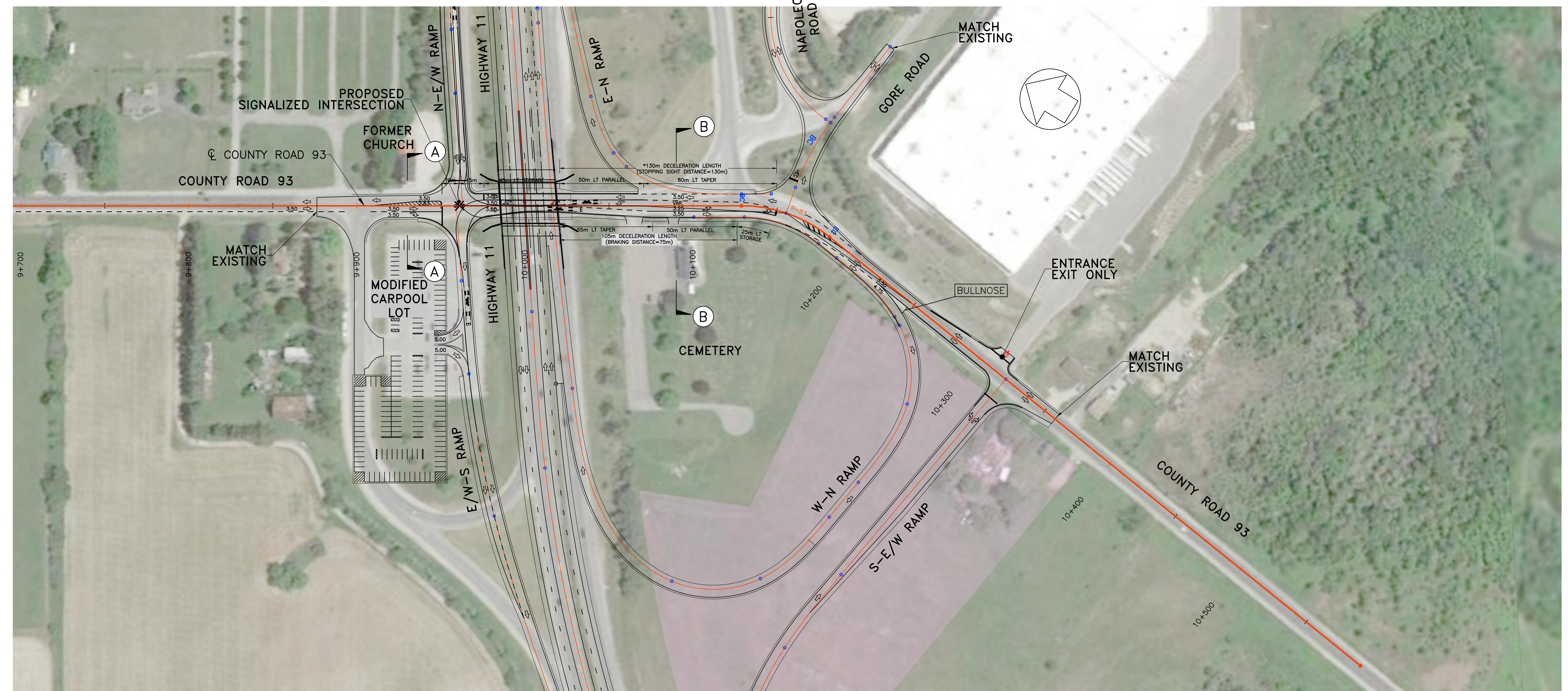
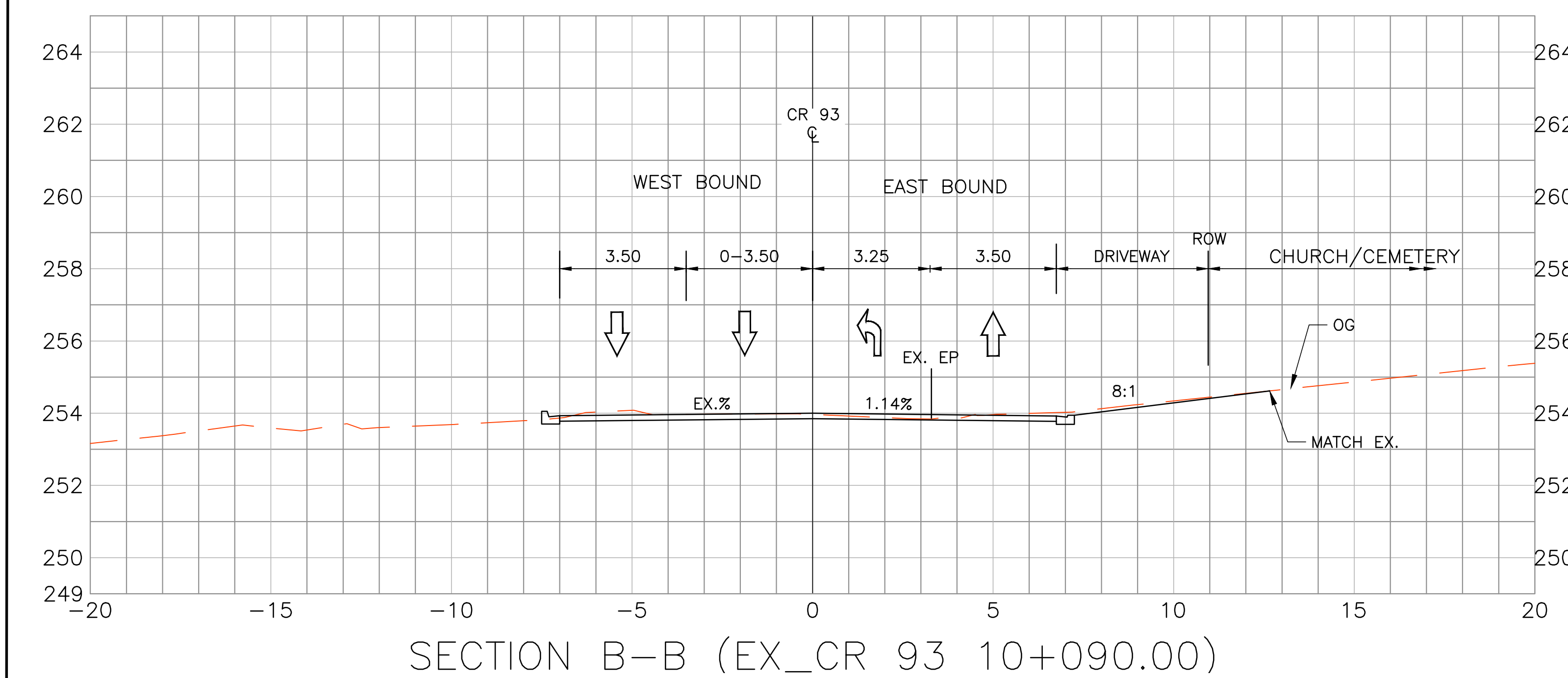
## 6. Conclusion

As a result of the analysis provided herein, the impacts of increasing the inbound and outbound traffic along Gore Road in Scenario 2 compared to Scenario 1 do not present any significant concern. While the artificially inflated volumes do cause a sizeable increase to the volume-to-capacity ratio, the corresponding queues and delays remain manageable. Therefore, a single-lane approach at the CR 93 / Gore Road intersection is recommended for the preferred design.

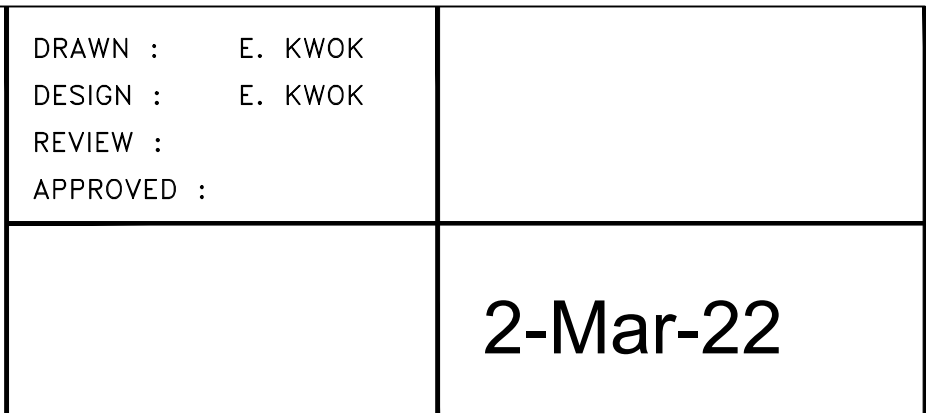
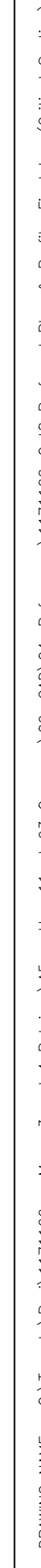
# **APPENDIX A**


## **Preliminary Design Drawings for Preferred Option**





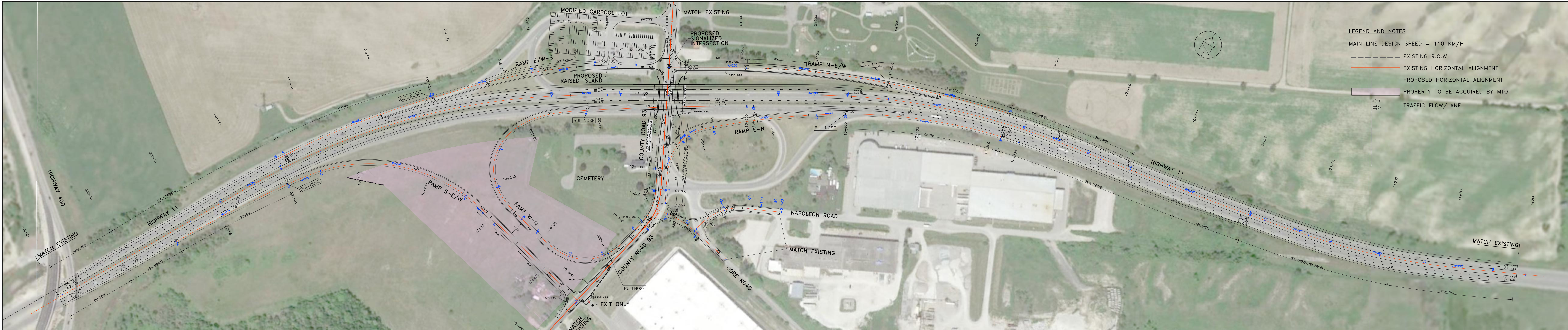




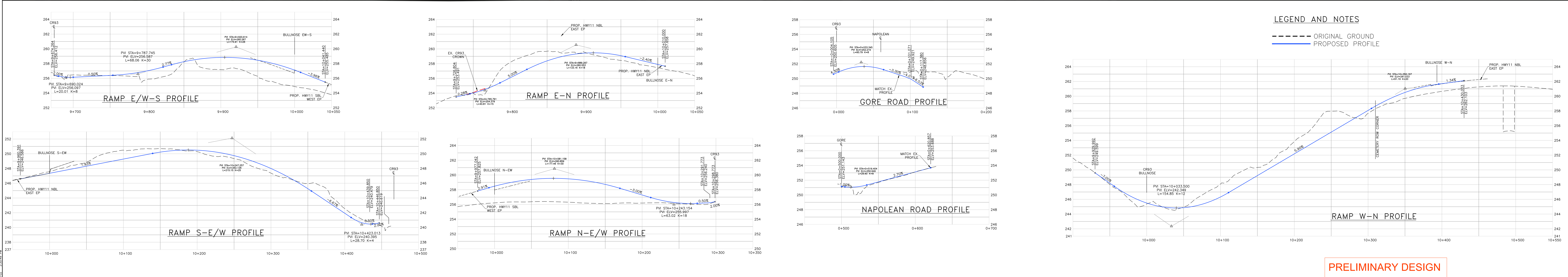
 <p><b>MORRISON HERSHFIELD</b></p>	 <p><b>Ontario</b> Ministry of Transportation</p>
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PRELIMINARY DESIGN AND EA STUDY FOR HIGHWAY 11 OVERPASS REPLACEMENT  
AND INTERCHANGE MODIFICATION AT SIMCOE COUNTY ROAD 93  
PLAN FOR TECHNICALLY PREFERRED OPTION (4-LANE DESIGN)  
CRITICAL SECTIONS



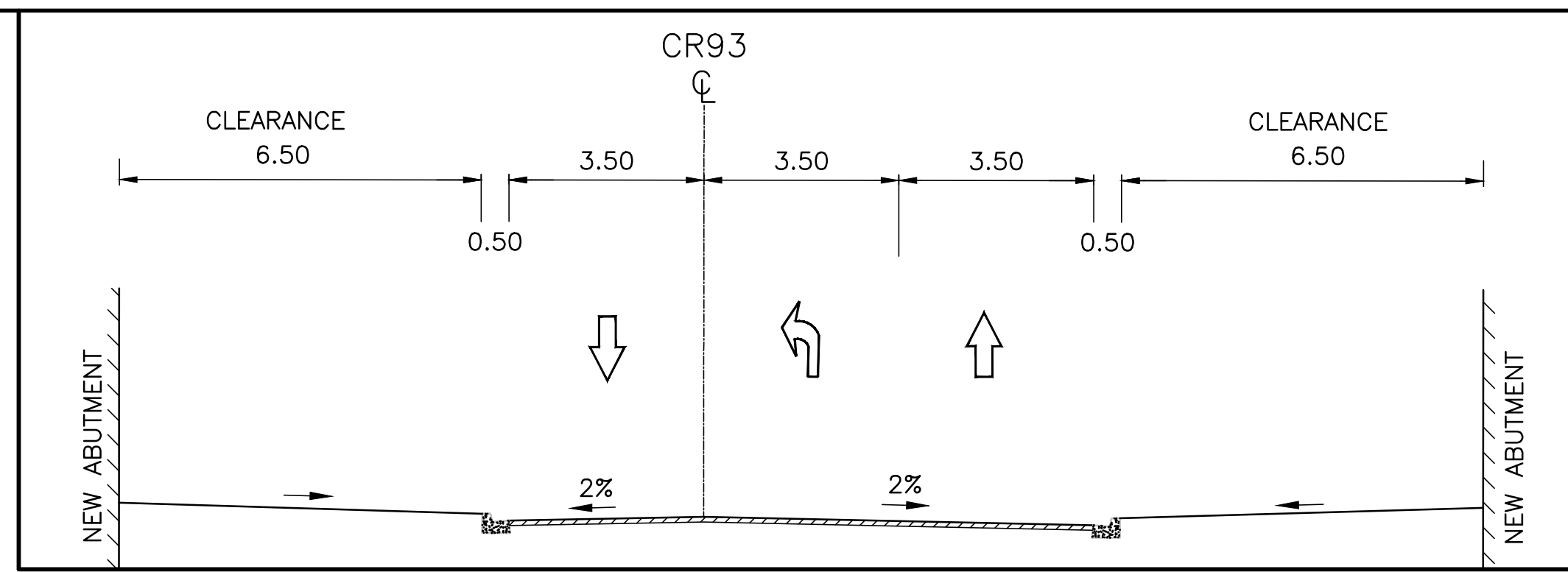
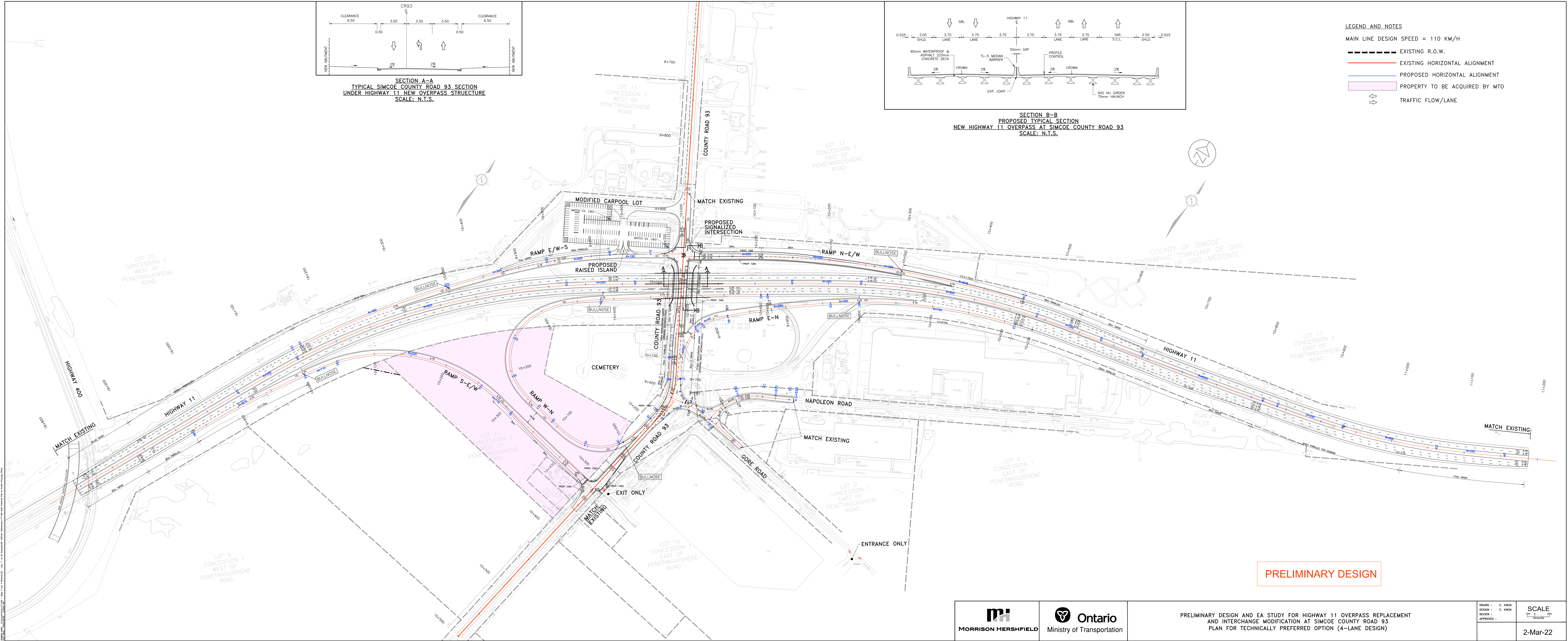


- LEGEND AND NOTES
- MAIN LINE DESIGN SPEED = 110 KM/H
- EXISTING R.O.W.
  - EXISTING HORIZONTAL ALIGNMENT
  - PROPOSED HORIZONTAL ALIGNMENT
  - PROPERTY TO BE ACQUIRED BY MTO
  - TRAFFIC FLOW/LANE

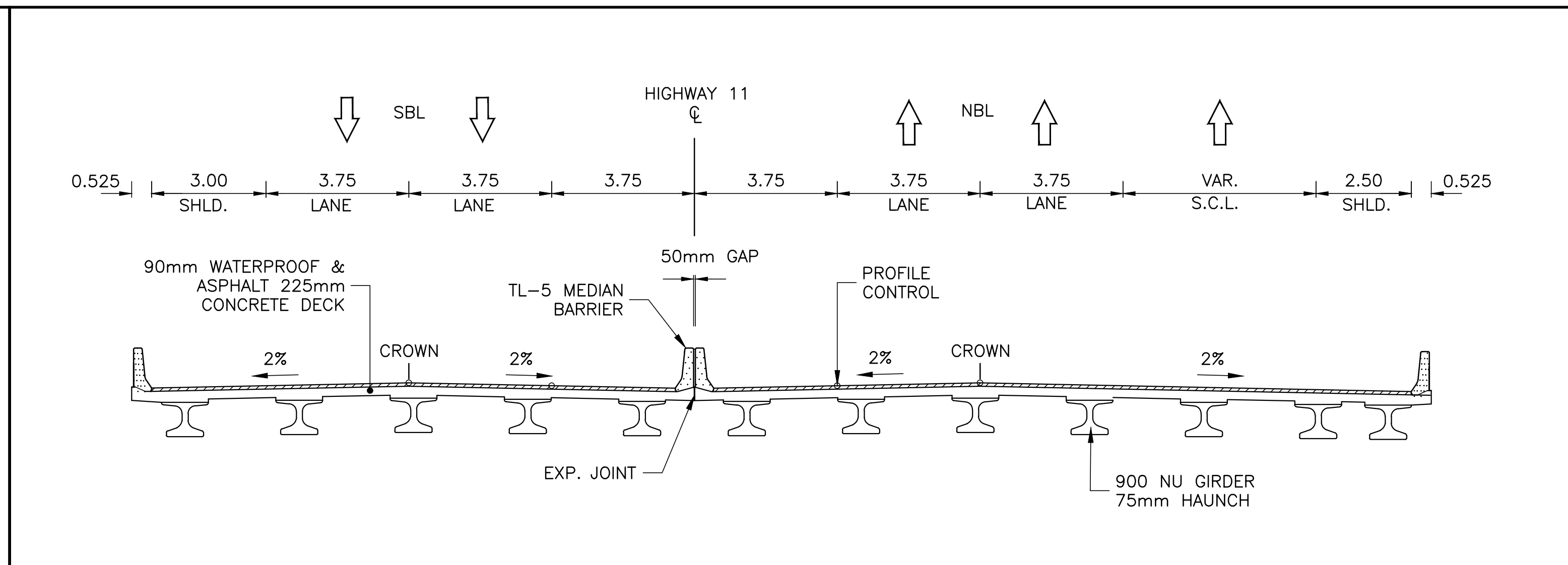


DRAWING NAME: C:\Users\p301171166 - May 11 at 03:00pm\09\_04\04\_Retention\171166-0908 Preferred Plan & Profile-Final.dwg (Ramps\_P301171166)  
DRAWN BY: E. KWOK  
DESIGN BY: E. KWOK  
REVIEW BY: E. KWOK  
APPROVED BY: E. KWOK  
DATE: 2022-03-02





SECTION A-A  
TYPICAL SIMCOE COUNTY ROAD 93 SECTION  
UNDER HIGHWAY 11 NEW OVERPASS STRUCTURE  
SCALE: N.T.S.



SECTION B-B  
PROPOSED TYPICAL SECTION  
NEW HIGHWAY 11 OVERPASS AT SIMCOE COUNTY ROAD 93  
SCALE: N.T.S.

- LEGEND AND NOTES
- MAIN LINE DESIGN SPEED = 110 KM/H
- EXISTING HORIZONTAL ALIGNMENT
  - PROPOSED HORIZONTAL ALIGNMENT
  - PROPERTY TO BE ACQUIRED BY MTO
  - TRAFFIC FLOW/LANE

PRELIMINARY DESIGN



# **APPENDIX B**

## **Traffic Data**



## INTERSECTION LAYOUT SHEET

Date: July 19, 2016 Day: TUES Request # 096 Observer(s) VIDEO

Gretch Code (LHRS O/S): 3471100000 Ramp # 12, 22, 23

Hwy # 400A Location HWY 11 / SIMCOE RD 93-PENETANGUISHENE RD (E)

Reg/Mun \_\_\_\_\_ Town/City Oro-Medonte

Comments \_\_\_\_\_

Segment 1 - (AM or PM) (Please Circle ONE)

Weather Cloudy

### DATASETS

For office use only:

Edit File: \_\_\_\_\_

AM Peak: \_\_\_\_\_

PM Peak: \_\_\_\_\_

Processed by: \_\_\_\_\_

SIGNALIZED Y or N  
(Please Circle)

If Intersection is  
Unsignalized, show the  
locations of the stop  
signs.

NOT  
POSTED  
km/h

HWY 11

60  
km/h

SIMCOE RD 93



INDICATE LOCATION &  
DIRECTION OF STUDY VEHICLE

VEHICLE

N S E W

VEHICLE

- 1) Show all lanes approaching and leaving the intersection.
- 2) Show all channelizations.
- 3) If there are two or more through lanes in one direction, indicate if these lanes are not continuous.
- 4) Show pedestrian crosswalks and sidewalks along crossing roads.
- 5) Show bicycle lanes.
- 6) Show ramp # if applicable.

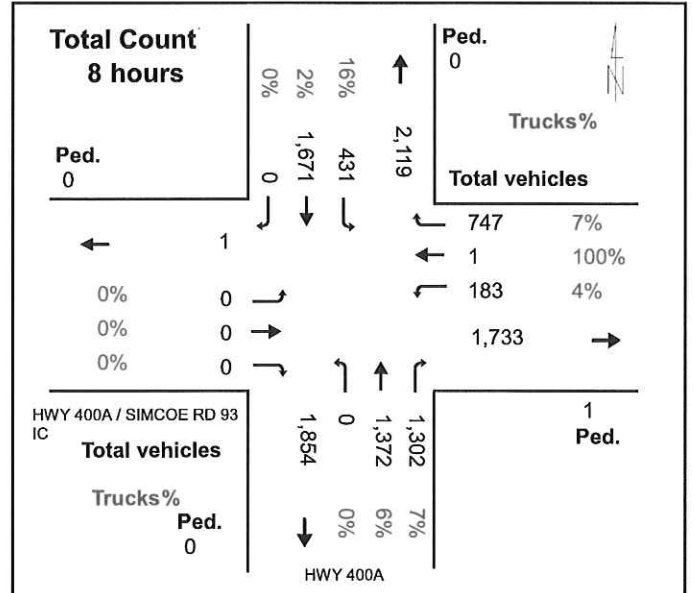
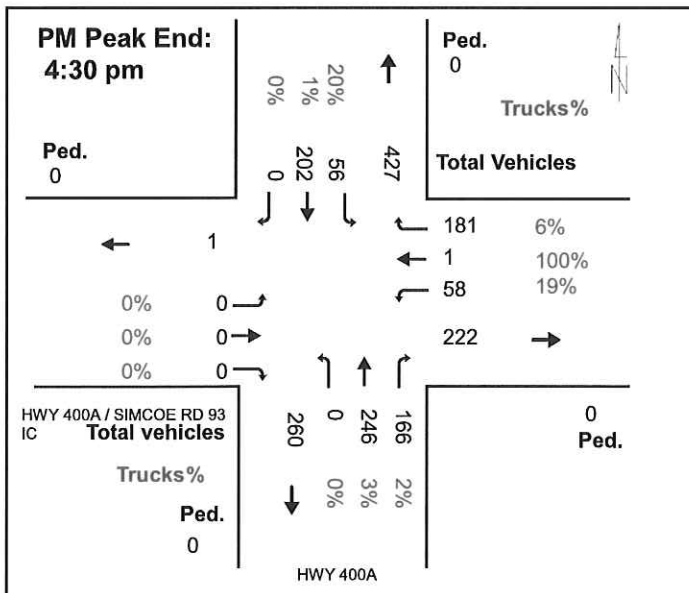
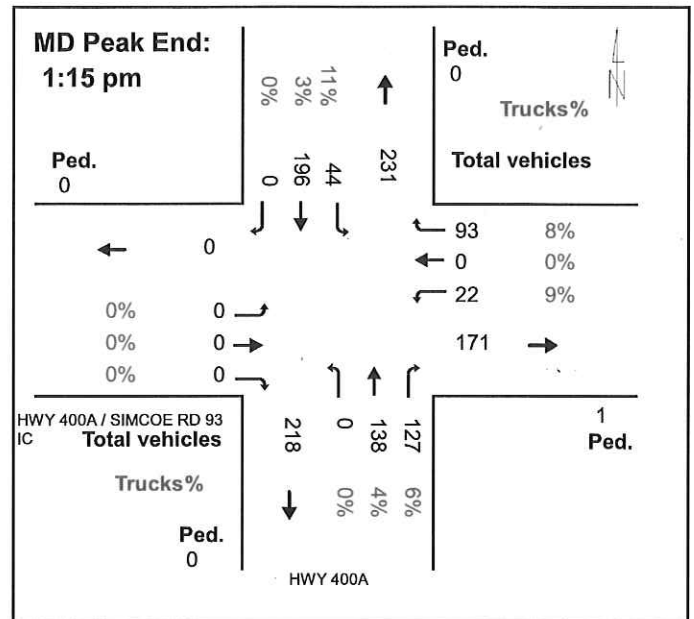
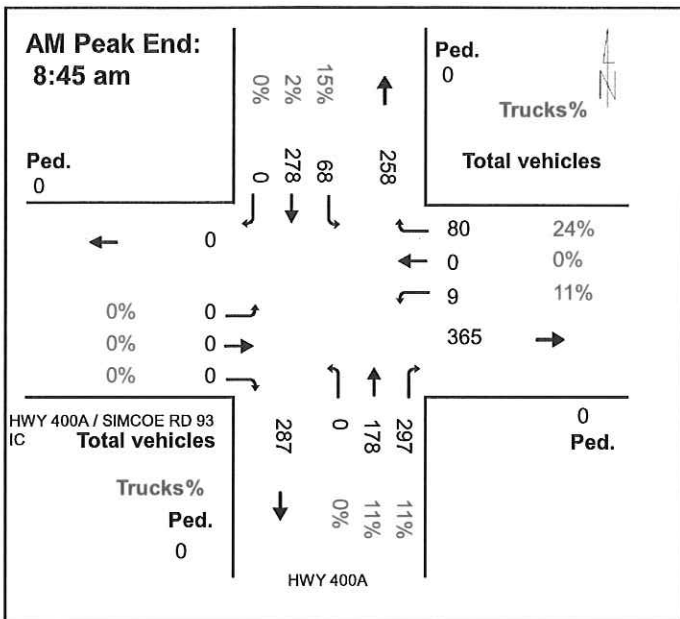
Greek  
Orthodox Church

ST. JAMES  
CEMETERY

SIMCOE RD 93

60  
km/h

km/h



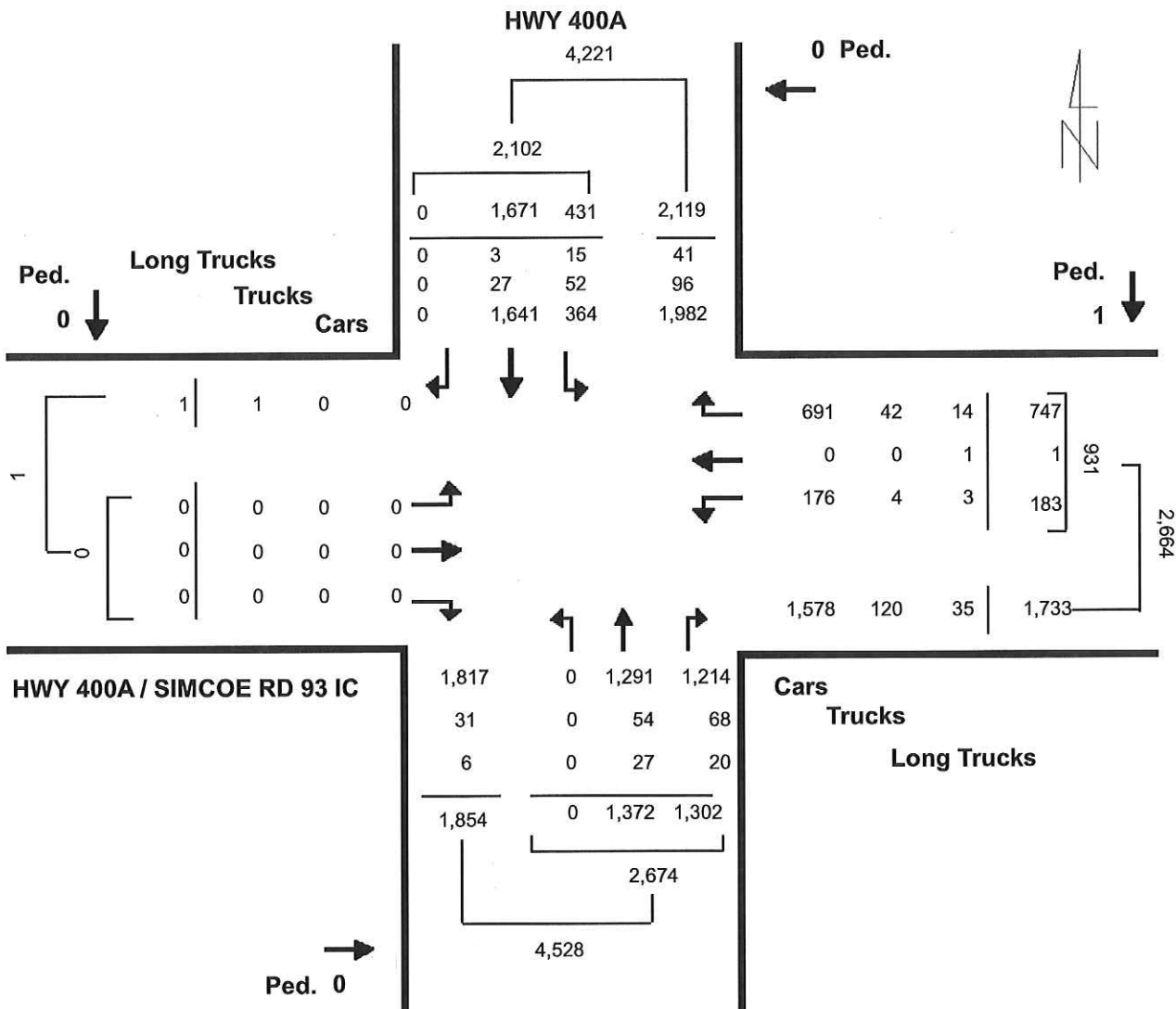
# COUNT TOTAL

HWY 400A @ HWY 400A / SIMCOE RD 93 IC

Central

Intersection ID:471100000(--E--)

Date: 19-Jul-2016





## 15 MIN REPORT

Intersection ID:471100000(--E--) HWY 400A @ HWY 400A / SIMCOE RD 93 IC

Municipality: Central

Date: 19-Jul-2016

NORTH APPROACH						EAST APPROACH						SOUTH APPROACH						WEST APPROACH						Total							
Time	Cars		Trucks		Heavyies	Ped	Left	Thru	Right	Left	Thru	Right	Heavyies	Ped	Left	Thru	Right	Cars	Left	Thru	Right	Trucks	Left		Thru	Right	Heavyies	Ped			
Period1																															
7:15	13	27	0	1	2	0	0	4	0	19	0	0	1	0	0	0	1	0	27	26	0	3	3	0	3	0	0	0	0	131	
7:30	13	50	0	2	3	0	0	3	0	5	1	0	0	0	0	0	0	0	40	37	0	3	4	0	4	2	0	0	0	167	
7:45	17	60	0	3	0	0	0	2	0	11	0	0	1	0	0	0	0	0	48	46	0	3	11	0	0	3	0	0	0	205	
8:00	15	70	0	5	0	0	0	0	0	11	0	0	3	0	0	2	0	0	46	76	0	5	8	0	1	2	0	0	0	244	
8:15	10	63	0	3	1	0	0	2	0	13	1	0	2	0	0	1	0	0	39	80	0	2	2	0	4	6	0	0	0	229	
8:30	15	57	0	1	1	0	0	2	0	17	0	0	5	0	0	2	0	0	40	72	0	3	6	0	0	1	0	0	0	223	
8:45	18	83	0	0	3	0	0	4	0	20	0	0	3	0	0	1	0	0	34	37	0	4	6	0	0	1	0	0	0	214	
9:00	6	58	0	3	2	0	0	4	0	13	0	0	1	0	0	0	0	0	37	38	0	2	4	0	1	2	0	0	0	171	
9:15	10	56	0	4	2	0	0	2	0	9	0	0	0	1	0	0	0	0	30	31	0	0	2	0	0	0	0	0	0	147	
9:30	12	46	0	2	0	0	0	4	0	12	0	0	2	0	0	0	0	0	29	30	0	3	0	0	0	0	0	0	0	141	
9:45	13	46	0	1	0	0	0	3	0	19	0	0	0	0	0	0	0	0	37	29	0	4	3	0	2	0	0	0	0	159	
10:00	5	39	0	1	0	0	0	5	0	18	0	0	3	0	0	0	0	0	32	16	0	1	2	0	0	0	0	0	0	123	
Period2																															
12:15	4	25	0	0	2	0	0	7	0	19	0	0	0	0	0	1	0	0	28	17	0	0	1	0	0	0	0	0	0	0	104
12:30	10	51	0	2	2	0	0	8	0	22	1	0	3	0	0	1	0	0	41	34	0	2	1	0	0	1	0	0	0	0	179
12:45	4	43	0	1	0	0	0	6	0	26	0	0	0	0	0	0	0	0	27	30	0	0	1	0	1	0	0	0	0	0	139
13:00	14	56	0	1	1	0	0	2	0	18	0	0	1	0	0	1	0	0	26	34	0	0	4	0	1	0	0	0	0	0	159
13:15	11	41	0	1	2	0	0	4	0	20	1	0	0	0	0	1	0	0	38	22	0	1	0	0	1	0	0	0	0	0	144
13:30	7	44	0	0	0	0	0	4	0	19	0	0	1	1	0	0	0	0	30	28	0	3	1	0	0	0	0	0	0	0	139
13:45	10	47	0	1	2	0	0	4	0	15	0	0	2	0	0	0	0	0	31	28	0	2	2	0	1	1	0	0	0	0	147
14:00	14	48	0	0	1	0	0	3	0	19	0	0	2	0	0	0	0	0	30	22	0	0	0	0	0	0	0	0	0	0	139
Period3																															
15:15	12	32	0	0	0	0	0	8	0	21	0	0	1	0	0	0	0	0	44	48	0	1	0	0	1	0	0	0	0	0	169
15:30	12	45	0	2	0	0	0	4	0	25	0	0	3	0	0	0	0	0	41	43	0	3	0	0	1	0	0	0	0	0	181
15:45	4	44	0	2	2	0	0	35	0	82	0	0	1	0	0	1	0	0	68	35	0	0	1	0	3	0	0	0	0	0	279
16:00	12	52	0	2	0	0	0	12	0	53	0	0	2	0	0	2	0	0	50	38	0	3	1	0	0	0	0	0	0	0	228
16:15	13	49	0	2	0	0	0	5	0	15	0	0	3	0	0	0	0	0	55	40	0	0	1	0	1	0	0	0	0	0	184
16:30	16	55	0	3	0	0	0	5	0	21	0	0	1	1	1	0	0	0	65	49	0	1	1	0	0	0	0	0	0	0	219
16:45	14	45	0	3	0	0	0	5	0	25	0	0	0	0	0	0	0	0	49	53	0	1	1	0	1	0	0	0	0	0	198
17:00	12	61	0	0	0	0	0	13	0	32	0	0	0	0	0	0	0	0	50	43	0	1	0	0	0	0	0	0	0	0	213
17:15	13	66	0	2	1	0	0	6	0	26	0	0	0	0	0	0	0	0	61	39	0	1	0	0	0	1	0	0	0	0	217
17:30	17	72	0	1	0	0	0	5	0	24	0	0	0	0	0	0	0	0	47	33	0	0	1	0	0	0	0	0	0	0	201
17:45	13	63	0	1	0	0	0	2	0	22	0	0	0	0	0	0	0	0	38	35	0	1	0	0	0	0	0	0	0	0	175
18:00	5	47	0	2	0	0	0	3	0	20	0	0	1	0	0	0	0	0	33	25	0	1	1	0	1	0	0	0	0	0	140

## Ministry of Transportation - Traffic Signal Warrants

Municipality: Central  
 Intersection: HWY 400A @ HWY 400A / SIMCOE RD 93 IC  
 Major Road: HWY 400A  
 Direction: North-South  
 Minor Road: HWY 400A / SIMCOE RD 93 IC

### Warrant 1 - Minimum Vehicular Volume

#### A - All Approaches

	Min. Req.	Min. Req.	8:00	9:00	10:00	13:00	14:00	16:00	17:00	18:00	Total
Volume	720	576	693	759	507	489	489	666	717	640	4960
Warrant %	100	80	80	100	70	68	68	80	80	80	626

Controlling Sectional % 78%

#### B - Minor Street Both Approaches

	Min. Req.	Min. Req.	8:00	9:00	10:00	13:00	14:00	16:00	17:00	18:00	Total
Volume	255	204	10	13	15	24	17	59	30	16	184
Warrant %	100	80	4	5	6	9	7	23	12	6	72

Controlling Sectional % 9%

**WARRANT 1 HAS BEEN SATISFIED** 9%

### Warrant 2 - Delay To Cross Traffic

#### A - Major Street Both Approaches

	Min. Req.	Min. Req.	8:00	9:00	10:00	13:00	14:00	16:00	17:00	18:00	Total
Volume	720	576	683	746	492	465	472	607	687	624	4776
Warrant %	100	80	80	100	68	65	66	80	80	80	619

Controlling Sectional % 77%

#### B - Traffic Crossing Major Street

	Min. Req.	Min. Req.	8:00	9:00	10:00	13:00	14:00	16:00	17:00	18:00	Total
Volume	75	60	10	13	15	24	17	59	30	16	184
Warrant %	100	80	13	17	20	32	23	79	40	21	245

Controlling Sectional % 31%

**WARRANT 2 HAS BEEN SATISFIED** 31%

### Warrant 3 - Accident Experience

- A Reportable accident within a 12 month period averaged over 36 consecutive months susceptible to correction by a traffic signal was ..... 0
- Based on the minimum warrant value of 5 this section has been satisfied ..... 0%
- B Adequate trial of less restrictive remedies requirement was satisfied ..... 100%
- C Either Warrant #1 or #2 being satisfied by at least 80% was satisfied ..... 0%

**WARRANT 3 HAS BEEN SATISFIED** 0%

### Warrant 4 - Combination Warrant

Warrant 1 satisfied 80% or more ..... 0%

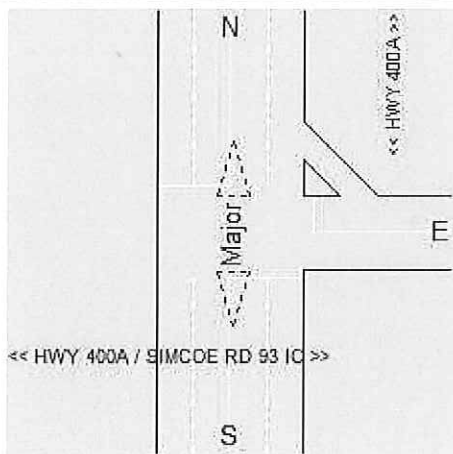
Warrant 2 satisfied 80% or more ..... 0%

Warrant 3 satisfied 80% or more ..... 0%

**WARRANT 4 HAS BEEN SATISFIED** 0%

**CONCLUSION: TRAFFIC SIGNALS ARE NOT WARRANTED**

## Traffic Signal Warrant Parameter Summary



Configuration	T - West
Flow Condition	Restricted
No. of Lanes on Major	1
No. of Collisions	0
Count Date	Jul 19, 2016

Approach >>	North	East	South	West
AADT Factor Used	n/a	n/a	n/a	n/a
AADT Factor Kind	n/a	n/a	n/a	n/a
Traffic Pattern	n/a	n/a	n/a	n/a
Default Pattern?	n/a	n/a	n/a	n/a
Right Turn Channel?	No	Yes	No	n/a
Major / Minor	Major	Minor	Major	n/a

## Bicycle Count Form

Location: HWY 11 &amp; SIMCOE RD 93-PENETANGUISHENE RD (EAST RAMPS)















Site ID: 3471100000

Count Date: 07/19/2016

Time	APPROACH			
	North	East	South	West
06:00 to 06:15				
06:15 to 06:30				
06:30 to 06:45				
06:45 to 07:00				
07:00 to 07:15				
07:15 to 07:30				
07:30 to 07:45				
07:45 to 08:00				
08:00 to 08:15				
08:15 to 08:30				
08:30 to 08:45				
08:45 to 09:00			1	
09:00 to 09:15				
09:15 to 09:30				
09:30 to 09:45				
09:45 to 10:00				
10:00 to 10:15				
10:15 to 10:30				
10:30 to 10:45				
10:45 to 11:00				
11:00 to 11:15				
11:15 to 11:30				
11:30 to 11:45				
11:45 to 12:00				
12:00 to 12:15	1			
12:15 to 12:30				
12:30 to 12:45				
12:45 to 13:00				
13:00 to 13:15				
13:15 to 13:30				
13:30 to 13:45				
13:45 to 14:00				
14:00 to 14:15				
14:15 to 14:30				
14:30 to 14:45				
14:45 to 15:00				
15:00 to 15:15				
15:15 to 15:30				
15:30 to 15:45		1	1	
15:45 to 16:00				
16:00 to 16:15				
16:15 to 16:30				
16:30 to 16:45				
16:45 to 17:00				
17:00 to 17:15			1	
17:15 to 17:30				
17:30 to 17:45				
17:45 to 18:00				
18:00 to 18:15				
18:15 to 18:30				
18:30 to 18:45				
18:45 to 19:00				
19:00 to 19:15				
19:15 to 19:30				
19:30 to 19:45				
19:45 to 20:00				

2016 Turning Movemetrn Counts at CR 93/Gore Road

Time Ending	North Approach (Southbound)										East Approach (Westbound)										South Approach (Northbound)										West Approach (Eastbound)										Total
	Cars			Trucks			Heavies			Ped	Cars			Trucks			Heavies			Ped	Cars			Trucks			Heavies			Ped	Cars			Trucks			Heavies			Ped	
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
7:15	13	27	0	1	2	0	0	1	0	0	4	0	19	0	0	1	0	0	1	0	0	0	27	26	0	3	3	0	2	1	0	0	0	0	0	0	0	0	0	131	
7:30	13	50	0	2	3	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	40	37	0	3	4	0	4	2	0	0	0	0	0	0	0	0	0	167		
7:45	17	60	0	3	0	0	0	0	0	0	2	0	11	0	0	1	0	0	0	0	0	48	46	0	3	11	0	0	0	3	0	0	0	0	0	0	0	0	0	205	
8:00	15	70	0	5	0	0	0	0	0	0	0	0	11	0	0	3	0	0	2	0	0	46	76	0	5	8	0	1	2	0	0	0	0	0	0	0	0	0	0	244	
8:15	10	63	0	3	1	0	0	0	0	0	2	0	13	1	0	2	0	0	1	0	0	39	80	0	2	2	0	4	6	0	0	0	0	0	0	0	0	0	0	229	
8:30	15	57	0	1	1	0	1	0	0	0	2	0	17	0	0	5	0	0	2	0	0	40	72	0	3	6	0	0	1	0	0	0	0	0	0	0	0	0	0	223	
8:45	18	83	0	0	3	0	0	0	0	0	4	0	20	0	0	3	0	0	1	0	0	34	37	0	4	6	0	0	1	0	0	0	0	0	0	0	0	0	0	214	
9:00	6	58	0	3	2	0	0	0	0	0	4	0	13	0	0	1	0	0	0	0	0	37	38	0	2	4	0	1	2	0	0	0	0	0	0	0	0	0	0	171	
9:15	10	56	0	4	2	0	0	0	0	0	2	0	9	0	0	0	1	0	0	0	0	30	31	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	147	
9:30	12	46	0	2	0	0	1	0	0	0	4	0	12	0	0	2	0	0	0	0	0	29	30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141	
9:45	13	46	0	1	0	0	1	1	0	0	3	0	19	0	0	0	0	0	0	0	0	37	29	0	4	3	0	2	0	0	0	0	0	0	0	0	0	0	0	159	
10:00	5	39	0	1	0	0	1	0	0	0	5	0	18	0	0	3	0	0	0	0	0	32	16	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	123	
12:15	4	25	0	0	2	0	0	0	0	0	7	0	19	0	0	0	0	0	1	0	0	28	17	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	104	
12:30	10	51	0	2	2	0	0	0	0	0	8	0	22	1	0	3	0	0	1	0	0	41	34	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	179	
12:45	4	43	0	1	0	0	0	0	0	0	6	0	26	0	0	0	0	0	0	0	0	27	30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	139	
13:00	14	56	0	1	1	0	0	0	0	0	2	0	18	0	0	1	0	0	1	0	0	26	34	0	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	159	
13:15	11	41	0	1	2	0	0	0	0	0	4	0	20	1	0	0	0	0	1	1	0	38	22	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	144	
13:30	7	44	0	0	0	0	1	0	0	0	4	0	19	0	0	1	1	0	0	0	0	30	28	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	139	
13:45	10	47	0	1	2	0	1	0	0	0	4	0	15	0	0	2	0	0	0	0	0	31	28	0	2	2	0	1	1	0	0	0	0	0	0	0	0	0	0	147	
14:00	14	48	0	0	1	0	0	0	0	0	3	0	19	0	0	2	0	0	0	0	0	30	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	139	
15:15	12	32	0	0	0	0	1	0	0	0	8	0	21	0	0	1	0	0	0	0	0	44	48	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	169	
15:30	12	45	0	2	0	0	1	1	0	0	4	0	25	0	0	3	0	0	0	0	0	41	43	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	181	
15:45	4	44	0	2	2	0	1	0	0	0	35	0	82	0	0	1	0	0	1	0	0	68	35	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	279	
16:00	12	52	0	2	0	0	1	0	0	0	12	0	53	0	0	2	0	0	2	0	0	50	38	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	228	
16:15	13	49	0	2	0	0	0	0	0	0	5	0	15	0	0	3	0	0	0	0	0	55	40	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	184	
16:30	16	55	0	3	0	0	0	0	0	0	5	0	21	0	0	1	1	1	0	0	0	65	49	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	219	
16:45	14	45	0	3	0	0	1	0	0	0	5	0	25	0	0	0	0	0	0	0	0	49	53	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	198	
17:00	12	61	0	0	0	0	1	0	0	0	13	0	32	0	0	0	0	0	0	0	0	50	43	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	213	
17:15	13	66	0	2	1	0	1	0	0	0	6	0	26	0	0	0	0	0	0	0	0	61	39	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	217	
17:30	17	72	0	1	0	0	1	0	0	0	5	0	24	0	0	0	0	0	0	0	0	47	33	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	201	
17:45	13	63	0	1	0	0	0	0	0	0	2	0	22	0	0	0	0	0	0	0	0	38	35	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	
18:00	5	47	0	2	0	0	1	0	0	0	3	0	20	0	0	1	0	0	0	0	0	33	25	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	140	

Time Ending															Total	Peak Hour Factor
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR				
7:15	0	32	30	14	30	0	0	0	0	4	0	21			131	
7:30	0	47	43	15	53	0	0	0	0	4	0	5			167	
7:45	0	51	60	20	60	0	0	0	0	2	0	12			205	
8:00	0	52	86	20	70	0	0	0	0	0	0	16			244	747
8:15	0	45	88	13	64	0	0	0	0	3	0	16			229	0.765368852
8:30	0	43	79	17	58	0	0	0	0	2	0	24			223	901
8:45	0	38	44	18	86	0	0	0	0	4	0	24			214	910
9:00	0	40	44	9	60	0	0	0	0	4	0	14			171	837
9:15	0	30	33	14	58	0	0	0	0	3	0	9			147	755
9:30	0	32	30	15	46	0	0	0	0	4	0	14			141	673
9:45	0	43	32	15	47	0	0	0	0	3	0	19			159	618
10:00	0	33	18	7	39	0	0	0	0	5	0	21			123	570
12:15	0	28	18	4	27	0	0	0	0	7	0	20			104	527
12:30	0	43	36	12	53	0	0	0	0	9	0	26			179	565
12:45	0	28	31	5	43	0	0	0	0	6	0	26			139	545
13:00	0	27	38	15	57	0	0	0	0	2	0	20			159	581
13:15	0	40	22	12	43	0	0	0	0	5	0	21			143	620
13:30	0	33	29	8	44	0	0	0	0	5	0	20			139	58

# **APPENDIX C**












## **Synchro/Sim-Traffic Reports**



# HCM Unsignalized Intersection Capacity Analysis

## 201: County Road 93 & Gore

Option 8  
Projected 2031 - AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	24	556	83	16	380
Future Volume (Veh/h)	2	24	556	83	16	380
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	26	604	90	17	413
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			192			162
pX, platoon unblocked	0.87	0.82			0.82	
vC, conflicting volume	1051	604			694	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	723	406			516	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	99	95			98	
cM capacity (veh/h)	330	521			843	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	28	604	90	17	413	
Volume Left	2	0	0	17	0	
Volume Right	26	0	90	0	0	
cSH	500	1700	1700	843	1700	
Volume to Capacity	0.06	0.36	0.05	0.02	0.24	
Queue Length 95th (m)	1.3	0.0	0.0	0.5	0.0	
Control Delay (s)	12.6	0.0	0.0	9.4	0.0	
Lane LOS	B			A		
Approach Delay (s)	12.6	0.0		0.4		
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			39.3%	ICU Level of Service		A
Analysis Period (min)			15			

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	5:50	5:50	5:50	5:50	5:50	5:50
End Time	7:00	7:00	7:00	7:00	7:00	7:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	4686	4790	4755	4787	4782	4758
Vehs Exited	4667	4802	4768	4817	4755	4761
Starting Vehs	184	208	193	204	157	191
Ending Vehs	203	196	180	174	184	186
Travel Distance (km)	13923	14234	14072	14282	14240	14150
Travel Time (hr)	188.0	192.3	189.9	192.4	192.0	190.9
Total Delay (hr)	22.8	23.7	23.1	23.4	23.3	23.2
Total Stops	861	927	917	807	786	859
Fuel Used (l)	1020.2	1056.3	1035.0	1055.6	1050.6	1043.5

### Interval #0 Information Seeding

Start Time	5:50
End Time	6:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	6:00
End Time	7:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	4686	4790	4755	4787	4782	4758
Vehs Exited	4667	4802	4768	4817	4755	4761
Starting Vehs	184	208	193	204	157	191
Ending Vehs	203	196	180	174	184	186
Travel Distance (km)	13923	14234	14072	14282	14240	14150
Travel Time (hr)	188.0	192.3	189.9	192.4	192.0	190.9
Total Delay (hr)	22.8	23.7	23.1	23.4	23.3	23.2
Total Stops	861	927	917	807	786	859
Fuel Used (l)	1020.2	1056.3	1035.0	1055.6	1050.6	1043.5

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201: County Road 93 & Gore Performance by movement

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Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.5	0.1	0.0	0.0	0.7
Total Del/Veh (s)	10.4	0.4	5.2	3.3	2.4	5.3	0.1	2.2

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Intersection: 201: County Road 93 & Gore












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Movement	WB	NB	SB	SB
Directions Served	LR	R	L	T
Maximum Queue (m)	11.5	19.2	10.7	1.1
Average Queue (m)	4.8	7.7	2.3	0.0
95th Queue (m)	11.3	15.9	9.1	0.8
Link Distance (m)	41.8			34.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)		15.0	45.0	
Storage Blk Time (%)		0		
Queuing Penalty (veh)		1		

# HCM Unsignalized Intersection Capacity Analysis

## 201: County Road 93 & Gore

Option 8  
Projected 2031 - PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	96	576	59	19	337
Future Volume (Veh/h)	20	96	576	59	19	337
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	104	626	64	21	366
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			192			162
pX, platoon unblocked	0.77	0.75			0.75	
vC, conflicting volume	1034	626			690	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	338			423	
tC, single (s)	6.5	6.3			4.2	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.3	
p0 queue free %	92	80			97	
cM capacity (veh/h)	261	523			839	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	126	626	64	21	366	
Volume Left	22	0	0	21	0	
Volume Right	104	0	64	0	0	
cSH	445	1700	1700	839	1700	
Volume to Capacity	0.28	0.37	0.04	0.03	0.22	
Queue Length 95th (m)	8.7	0.0	0.0	0.6	0.0	
Control Delay (s)	16.2	0.0	0.0	9.4	0.0	
Lane LOS	C			A		
Approach Delay (s)	16.2	0.0		0.5		
Approach LOS	C					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			44.0%	ICU Level of Service		A
Analysis Period (min)			15			

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6409	6381	6350	6340	6371	6369
Vehs Exited	6347	6349	6357	6327	6345	6342
Starting Vehs	261	282	323	313	286	292
Ending Vehs	323	314	316	326	312	315
Travel Distance (km)	18397	18435	18290	18208	18242	18314
Travel Time (hr)	336.9	326.6	372.1	321.8	318.8	335.2
Total Delay (hr)	120.5	109.6	156.5	106.9	104.1	119.5
Total Stops	1659	1684	2034	1811	1710	1780
Fuel Used (l)	1528.9	1516.8	1554.4	1497.3	1482.7	1516.0

### Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	3:00
End Time	4:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	6409	6381	6350	6340	6371	6369
Vehs Exited	6347	6349	6357	6327	6345	6342
Starting Vehs	261	282	323	313	286	292
Ending Vehs	323	314	316	326	312	315
Travel Distance (km)	18397	18435	18290	18208	18242	18314
Travel Time (hr)	336.9	326.6	372.1	321.8	318.8	335.2
Total Delay (hr)	120.5	109.6	156.5	106.9	104.1	119.5
Total Stops	1659	1684	2034	1811	1710	1780
Fuel Used (l)	1528.9	1516.8	1554.4	1497.3	1482.7	1516.0



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201: County Road 93 & Gore Performance by movement

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.6	0.0	0.0	0.0	1.0
Total Del/Veh (s)	13.3	7.7	3.1	2.5	5.3	0.1	2.8

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Intersection: 201: County Road 93 & Gore












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Movement	WB	NB	NB	SB
Directions Served	LR	T	R	L
Maximum Queue (m)	36.8	4.9	16.7	16.6
Average Queue (m)	13.6	0.2	6.2	2.5
95th Queue (m)	27.4	2.4	13.6	10.4
Link Distance (m)	41.8	171.0		
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	0			
Storage Bay Dist (m)			15.0	45.0
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

# HCM Unsignalized Intersection Capacity Analysis

## 201: County Road 93 & Gore

Option 8  
Increased 2031 - AM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	24	556	200	200	380
Future Volume (Veh/h)	2	24	556	200	200	380
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	3	32	732	263	263	500
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			192			162
pX, platoon unblocked	0.86	0.85			0.85	
vC, conflicting volume	1758	732			995	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1797	601			909	
tC, single (s)	6.5	6.3			4.3	
tC, 2 stage (s)						
tF (s)	3.6	3.4			2.4	
p0 queue free %	93	92			55	
cM capacity (veh/h)	40	421			581	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	35	732	263	263	500	
Volume Left	3	0	0	263	0	
Volume Right	32	0	263	0	0	
cSH	233	1700	1700	581	1700	
Volume to Capacity	0.15	0.43	0.15	0.45	0.29	
Queue Length 95th (m)	4.0	0.0	0.0	17.8	0.0	
Control Delay (s)	23.2	0.0	0.0	16.2	0.0	
Lane LOS	C			C		
Approach Delay (s)	23.2	0.0		5.6		
Approach LOS	C					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			53.7%	ICU Level of Service		A
Analysis Period (min)			15			

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	5:50	5:50	5:50	5:50	5:50	5:50
End Time	7:00	7:00	7:00	7:00	7:00	7:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	5097	5166	5200	5114	5185	5153
Vehs Exited	5125	5190	5203	5152	5143	5162
Starting Vehs	193	219	212	197	182	202
Ending Vehs	165	195	209	159	224	190
Travel Distance (km)	14247	14403	14556	14150	14430	14357
Travel Time (hr)	195.2	197.8	199.8	194.4	198.5	197.1
Total Delay (hr)	24.8	25.1	25.9	24.7	25.7	25.2
Total Stops	1104	1101	1098	1106	1136	1107
Fuel Used (l)	1058.3	1067.1	1080.0	1051.7	1070.0	1065.4

### Interval #0 Information Seeding

Start Time	5:50
End Time	6:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	6:00
End Time	7:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	5097	5166	5200	5114	5185	5153
Vehs Exited	5125	5190	5203	5152	5143	5162
Starting Vehs	193	219	212	197	182	202
Ending Vehs	165	195	209	159	224	190
Travel Distance (km)	14247	14403	14556	14150	14430	14357
Travel Time (hr)	195.2	197.8	199.8	194.4	198.5	197.1
Total Delay (hr)	24.8	25.1	25.9	24.7	25.7	25.2
Total Stops	1104	1101	1098	1106	1136	1107
Fuel Used (l)	1058.3	1067.1	1080.0	1051.7	1070.0	1065.4

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201: County Road 93 & Gore Performance by movement

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Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	1.2	0.4	0.0	0.3
Total Delay (hr)	0.0	0.0	0.0	0.8	0.2	0.7	0.1	1.8
Total Del/Veh (s)	45.1	0.3	4.8	4.9	3.5	12.3	1.0	4.6

Intersection: 201: County Road 93 & Gore












Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (m)	11.6	22.4	21.9	33.9	45.7
Average Queue (m)	4.9	1.7	13.7	21.3	8.5
95th Queue (m)	11.4	10.8	19.9	34.0	35.1
Link Distance (m)	41.8	171.0			34.7
Upstream Blk Time (%)				1	2
Queuing Penalty (veh)				0	11
Storage Bay Dist (m)			15.0	45.0	
Storage Blk Time (%)		0	1	1	2
Queuing Penalty (veh)		0	8	2	4



# HCM Unsignalized Intersection Capacity Analysis

## 201: County Road 93 & Gore

Option 8  
Increased 2031 - PM Peak

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	32	166	576	59	19	337
Future Volume (Veh/h)	32	166	576	59	19	337
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Hourly flow rate (vph)	42	218	758	78	25	443
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			192			162
pX, platoon unblocked	0.79	0.78			0.78	
vC, conflicting volume	1251	758			836	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1094	544			645	
tC, single (s)	6.6	6.4			4.2	
tC, 2 stage (s)						
tF (s)	3.7	3.5			2.3	
p0 queue free %	75	44			97	
cM capacity (veh/h)	167	392			715	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	260	758	78	25	443	
Volume Left	42	0	0	25	0	
Volume Right	218	0	78	0	0	
cSH	322	1700	1700	715	1700	
Volume to Capacity	0.81	0.45	0.05	0.03	0.26	
Queue Length 95th (m)	51.1	0.0	0.0	0.8	0.0	
Control Delay (s)	49.8	0.0	0.0	10.2	0.0	
Lane LOS	E			B		
Approach Delay (s)	49.8	0.0		0.5		
Approach LOS	E					
Intersection Summary						
Average Delay		8.4				
Intersection Capacity Utilization		49.0%		ICU Level of Service		A
Analysis Period (min)		15				

### Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	2:50	2:50	2:50	2:50	2:50	2:50
End Time	4:00	4:00	4:00	4:00	4:00	4:00
Total Time (min)	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	6238	6412	6293	6394	6272	6323
Vehs Exited	6168	6355	6233	6315	6250	6264
Starting Vehs	253	281	311	265	275	276
Ending Vehs	323	338	371	344	297	332
Travel Distance (km)	17956	18440	18210	18208	18165	18196
Travel Time (hr)	319.9	350.4	355.8	338.2	285.4	329.9
Total Delay (hr)	108.1	132.9	141.0	123.0	71.2	115.2
Total Stops	1762	1877	1985	2018	1508	1826
Fuel Used (l)	1483.1	1538.4	1530.9	1513.3	1443.3	1501.8

### Interval #0 Information Seeding

Start Time	2:50
End Time	3:00
Total Time (min)	10
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

### Interval #1 Information Recording

Start Time	3:00
End Time	4:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	6238	6412	6293	6394	6272	6323
Vehs Exited	6168	6355	6233	6315	6250	6264
Starting Vehs	253	281	311	265	275	276
Ending Vehs	323	338	371	344	297	332
Travel Distance (km)	17956	18440	18210	18208	18165	18196
Travel Time (hr)	319.9	350.4	355.8	338.2	285.4	329.9
Total Delay (hr)	108.1	132.9	141.0	123.0	71.2	115.2
Total Stops	1762	1877	1985	2018	1508	1826
Fuel Used (l)	1483.1	1538.4	1530.9	1513.3	1443.3	1501.8

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201: County Road 93 & Gore Performance by movement

---

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.3	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.5	0.6	0.0	0.0	0.0	1.3
Total Del/Veh (s)	17.7	1.2	9.9	3.4	2.2	5.6	0.2	3.7

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Intersection: 201: County Road 93 & Gore

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Movement	WB	NB	NB	SB
Directions Served	LR	T	R	L
Maximum Queue (m)	44.4	6.1	14.0	10.4
Average Queue (m)	22.6	0.3	6.6	3.1
95th Queue (m)	38.7	3.1	13.6	10.3
Link Distance (m)	41.8	171.0		
Upstream Blk Time (%)	1			
Queuing Penalty (veh)	2			
Storage Bay Dist (m)			15.0	45.0
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

**Alex Frayne**

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**Subject:** FW: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

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**From:** Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>  
**Sent:** October 12, 2022 10:31 AM  
**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Cc:** Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Good Morning Michelle:

Mr. Bruce Dickey's email below provided very detailed explanation on rationale and justification for the MTO's proposed design. However, as noted in his email, the MTO will continue to consult with Napoleon on this project during detail design phase of this project, anticipated to begin in 2023.

The MTO is currently finalizing the Preliminary Design Report and Transportation Environmental Study Report (TESR) for this project. The TESR is expected to be posted for public review before end of 2022.

Thank you for your interest and participation on this preliminary design phase of this project.

Regards,

Nanda Kandiah, P.Eng.  
Senior Project Engineer  
Project Delivery, Simcoe/York-West  
Engineering Office, Central Region  
Ontario Ministry of Transportation

Tel: (437) 993-3211  
Email: [nanda.kandiah@ontario.ca](mailto:nanda.kandiah@ontario.ca)

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**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Sent:** September 20, 2022 11:13 AM  
**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Cc:** Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>  
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

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

Hi Michelle,

I apologize for the delay in replying to your May 2<sup>nd</sup> email.

During this period, we have taken an in-depth look at Napoleon's concerns related to the concentration of vehicles arriving at and departing from your facilities at the beginning and end of the morning and afternoon shifts based on the lane configurations presented in our conceptual design.

The current design has been evaluated for the 2031 horizon year in comparison with a second scenario that includes a conservatively high number of employees (400 vehicles entering during the AM peak hour and 400 vehicles exiting during the PM peak hour to/from Napoleon properties, respectively) as a sensitivity analysis or "stress test". Even when considering the higher volumes in the sensitivity analysis, the queues increase by only 12 metres and average vehicle delay by only 5 seconds. In addition, the eastbound left turn storage length (75 metres) on Simcoe Road 93 is adequate to accommodate the queue length for both scenarios. MTO also visited the site on July 20th, 2022 during the afternoon peak from 2:30 P.M. to 4:30 P.M. to monitor current traffic operations at the intersection and confirmed that conditions were in line with our traffic analysis.

In summary, our traffic analysis and field review indicate that the lane configurations in our conceptual design will continue to operate satisfactorily during the morning and afternoon shift change peak periods. The Ministry will, of course, monitor traffic operations upon completion of the interchange reconstruction.

In addition, as we noted in our last response, the Ministry's design standards explicitly discourage an exclusive right-turn lane exiting from Gore Road based on the rural nature of the roadside environment and the posted speed limits on both Simcoe Road 93 and Gore Road at this location. A two-lane approach for stop-controlled intersections, as would be the case with an exclusive right turn, creates the possibility of an adjacent standing vehicle blocking the vision of a driver preparing to enter the major roadway, potentially creating an unsafe situation.

As the Highway 11 and Simcoe Road 93 interchange project moves into further phases of design, the Ministry will continue to consult with Napoleon and review any new traffic data that becomes available. The possibility of any additional mitigation measures can be looked at further in the detail design phase.

Attached for your reference is a copy of the traffic study which addresses this issue.

I hope that this adequately addresses Napoleon's concerns and clearly provides the rationale for the Ministry's design. As discussed previously, we would request written confirmation of Napoleon's endorsement of the conceptual design of the Highway 11/Simcoe Road 93 interchange improvements.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



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---

**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Sent:** Thursday, August 11, 2022 9:21 AM



**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Cc:** Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>  
**Subject:** FW: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Bruce,

Hope your summer is going well so far!

We haven't received a response to the below. Just wanted to make sure our question/concern is addressed.

Let us know if you require anything from us.

Thanks.

**Michelle Lalljee**

Corporate Affairs Administrator | Executive Office

**NAPOLEON**

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---

**From:** Michelle Lalljee  
**Sent:** Monday, May 2, 2022 4:43 PM  
**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Cc:** 'Gribbon, Rhonda (MTO)' <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; 'Grobel, Lukasz (MTO)' <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; 'Hylton, Ramon (MTO)' <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[istefan@napoleon.com](mailto:istefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>  
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Bruce,

Thank you for your patience.

**Q1** – your response is adequate.

**Q2** – We understand the explanation regarding the MTO standards. We would like to ensure that the MTO traffic study considered the fact that the traffic from and to our facility is heavily concentrated at the start and end of the working shift time (start of shift 7:00 AM and end of shift 3:00 PM Monday-Friday). As many as 200 Associate vehicles use the Napoleon RD access intersection within a 10 or 15-minute timeframe. We want to ensure that this study was performed during those key shift travel times and observations of the delays were part of the study. Can the analysis/more details be shared with us in regards to this?

Thanks in advance for the additional information.

---

**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>  
**Sent:** Friday, April 29, 2022 12:37 PM  
**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>  
**Cc:** 'Gribbon, Rhonda (MTO)' <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; 'Grobel, Lukasz (MTO)' <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; 'Hylton, Ramon (MTO)' <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan

<[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

I'm following up with you to see if you have had a chance to prepare a letter confirming Napoleon's agreement in principle with our conceptual design. The Ministry is anxious to close this loop so that we can move forward to finalize the preliminary design.

Best regards,

Bruce

---

**From:** Bruce Dickey

**Sent:** Monday, April 11, 2022 1:58 PM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisenhershfield.com](mailto:BEllis@morrisenhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>

**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

I apologize for the delay in replying to your March 31<sup>st</sup> email. We have been working with the Ministry to carefully review Jeff's comments and to evaluate options to address those concerns. Below is the Ministry's position on the two points you raised.

**Q1) Impact of Drainage on the adjacent Property**

A1) Drainage will be designed to ensure that there will be no adverse impacts to private property. More detailed drainage work will be carried out during the detail design/contract preparation phase of this project.

**Q2) Requested 2 lane approach (one lane for right turn and the other for left turn) for Gore Road at CR 93**

A2) The Ministry's current design standards for intersection design explicitly discourages a two-lane approach (separate right-turn lane and left-turn lanes) for stop-controlled intersections such as this location at County Road 93 and Gore Road in this type of semi-urban or rural road environment for safety reasons. With a two-lane approach, the possibility of an adjacent standing vehicle blocking the vision of a driver preparing to enter the major roadway may create an unsafe situation. MTO has also completed a traffic analysis study and has confirmed that, operationally, a two-lane approach would not produce significant benefits related to Level of Service or delays in the future under several growth scenarios. Therefore, MTO will be providing a single shared left and right turn lane (i.e. a one lane approach from the minor road) for this intersection as shown in our current design.

I would appreciate it if you could provide us with a letter confirming Napoleon's agreement in principle with the conceptual design as presented at our March 16th meeting.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisenhershfield.com](mailto:bdickey@morrisenhershfield.com)

---

**From:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Sent:** Thursday, March 31, 2022 9:27 AM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>

**Cc:** Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>

**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Bruce and Nanda,

Just following up with this e-mail that Jeff sent on March 25<sup>th</sup>.

After reviewing the recommended access options presented by your group on March 16, 2002 with Napoleon Ownership, they would like the below items/concerns reviewed and addressed prior to sending a letter agreeing to the proposed plan/preliminary design.

Let us know how you want to proceed to address the below items raised by Jeff Laurin.

We look forward to wrapping this up as soon as possible.

Thanks.

**Michelle Lalljee**

Corporate Affairs Administrator | Executive Office

**NAPOLEON**

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---

**From:** Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>

**Sent:** Friday, March 25, 2022 3:15 PM

**To:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>; Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Cc:** Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>

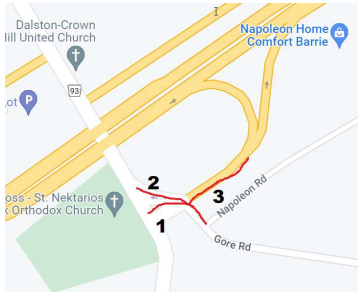
**Subject:** RE: Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Bruce

Thank you for the quick call today with Napoleon's couple of concerns for us to review. I will just list them here for further discussion between you, Nandiah and Us here at Napoleon.

Items / concerns are as follow's;

1. Water shed location on the north side of Napoleon rd near north/east bound on ramp - Is this the location as we have concerns with our facility off of Gore Rd.
2. The exit onto Hwy 93 is going to be a major bottleneck with one lane exit as currently off Napoleon rd we have a (1) southbound lane on to 93, (2) a northbound lane to 93 and (3) a direct turn northbound on Hwy 11



- We are proposing a 2 lane exit off gore onto 93, one lane for southbound traffic and 1 lane for northbound. The congestion at this intersection for large truck and associate vehicles will be extremely impacted.

Perhaps we can meet again just to review these couple of points as per our discussion today.

Have a fantastic weekend and look forward to hearing from you.

**Jeff Laurin**

Director North America | Operations

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We work with HEART  - Honesty, Engagement, Accountability, Respect and Teamwork

**From:** Bruce Dickey <[BDickey@morrisonhershfield.com](mailto:BDickey@morrisonhershfield.com)>

**Sent:** Friday, March 18, 2022 12:46 PM

**To:** Michelle Lalljee <[MLalljee@napoleon.com](mailto:MLalljee@napoleon.com)>

**Cc:** Kandiah, Nanda (MTO) <[Nanda.Kandiah@ontario.ca](mailto:Nanda.Kandiah@ontario.ca)>; Gribbon, Rhonda (MTO) <[Rhonda.Gribbon@ontario.ca](mailto:Rhonda.Gribbon@ontario.ca)>; Grobel, Lukasz (MTO) <[Lukasz.Grobel@ontario.ca](mailto:Lukasz.Grobel@ontario.ca)>; Hylton, Ramon (MTO) <[Ramon.Hylton@ontario.ca](mailto:Ramon.Hylton@ontario.ca)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Douglas Wilcox <[DOWilcox@napoleon.com](mailto:DOWilcox@napoleon.com)>; Jeff Laurin <[JLaurin@napoleon.com](mailto:JLaurin@napoleon.com)>; Ionut Stefan <[IStefan@napoleon.com](mailto:IStefan@napoleon.com)>

**Subject:** Hwy 11/93 Interchange Preliminary Design - Minutes of March 16th

Hi Michelle,

Attached are the Minutes from our meeting on Wednesday, as well as a copy of the presentation slides.

I appreciate the chance to meet with and your team, and am pleased that we were able to agree on an mutually satisfactory solution to Napoleon's concerns.

As discussed, we will require a letter agreeing in principle to the recommended access strategy for Napoleon by the end of March.

Feel free to contact me if you have any questions.

Best regards,

Bruce

**Bruce Dickey, P.Eng., AVS**  
Manager of Business Development  
[bdickey@morrisonhershfield.com](mailto:bdickey@morrisonhershfield.com)



Suite 300, 125 Commerce Valley Drive West. | Markham, ON L3T 7W4  
Dir: 416 499 3181 | Fax: 416 499 9658  
[morrisonhershfield.com](http://morrisonhershfield.com)

## Utilities



## Colin Mulrenin

---

**Subject:** FW: Do Not Reply: G-TEL Locate:20184217286 - PENETANGUISHENE RD,SPRINGWATER-ID#:894966:#ID

**Attachments:** 20184217286\_6.pdf; 20184217286\_5.pdf; 20184217286\_4.pdf; 20184217286\_3.pdf; 20184217286\_2.pdf; 20184217286\_1.pdf; 915179\_919698\_pri.pdf

-----Original Message-----

From: gtel5@competers.com [mailto:gtel5@competers.com]

Sent: Thursday, October 18, 2018 9:33 PM

To: George Katic <GKatic@morrisonhershfield.com>

Subject: Do Not Reply: G-TEL Locate:20184217286 - PENETANGUISHENE RD,SPRINGWATER-ID#:894966:#ID

Here is the locate you have requested, for RequestNumber:20184217286

Please send all inquiries regarding your locate to: customerservice@gtel.ca (include your request number).

GTEL Engineering

## Colin Mulrenin

---

**From:** Kamrul Islam  
**Sent:** Thursday, November 8, 2018 2:14 PM  
**To:** Mark-ups@enbridge.com  
**Cc:** George Katic; Aamir Munir; 'Tam, Fiona (MTO)'; 'Mazzotta, Rob (MTO)'  
**Subject:** RE: MTO Highway 11 @ CR 93 Interchange PE design Initiation - Enbridge Gas  
**Attachments:** MTO Letter 1-Enbridge Gas.pdf; Consultant Letter 2-Enbridge Gas.pdf; Base Plan for Utility Markup.pdf

Hello,

MTO initiated Preliminary Design and Environmental Assessment study for Highway 11 Overpass Replacement and Interchange Modifications at Simcoe County Road 93 / Penetanguishene Road in Simcoe County, Town of Oro-Medonte and Town of Springwater.

Please refer to the attached Base Plan for Utility Markups drawing. Please also find attached signed MTO Letter 1 and signed MH Letter 2 as per requirements of MTO Utility Relocation Guidelines.

We request you to kindly provide markups of your utility/plants to the undersigned no later than **Friday December 21, 2018.**

Best regards

**KAMRUL ISLAM, P.Eng., M.Sc.**  
Transportation Engineer / MH Utility Coordinator  
[kislam@morrisonhershfield.com](mailto:kislam@morrisonhershfield.com)



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## Colin Mulrenin

---

**From:** Kamrul Islam <KIslam@morrisonhershfield.com>  
**Sent:** Thursday, November 8, 2018 2:14 PM  
**To:** Mark-Ups  
**Cc:** George Katic; Aamir Munir; 'Tam, Fiona (MTO)'; 'Mazzotta, Rob (MTO)'  
**Subject:** RE: MTO Highway 11 @ CR 93 Interchange PE design Initiation - Enbridge Gas  
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Best regards

**KAMRUL ISLAM, P.Eng., M.Sc.**

Transportation Engineer / MH Utility Coordinator

[kislam@morrisonhershfield.com](mailto:kislam@morrisonhershfield.com)



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## Colin Mulrenin

---

**From:** George Katic  
**Sent:** Monday, February 11, 2019 10:26 AM  
**To:** Taylor, Angela  
**Cc:** Kamrul Islam; Britney Ellis; Kirstin Geissler; Aamir Munir  
**Subject:** RE: MTO Highway 11 Overpass Replacement and Interchange Modifications at Simcoe County Road 93/Penetanguishene Road\_Bell Tower

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Thank you Angela.

Regarding this phase of the project i.e. Preliminary Design and Environmental Assessment study.....We are assessing different options right now, and would select a Technically Preferred Option for Hwy 11 bridge replacement and Simcoe County Road 93 (Penetanguishene Road) interchange modifications by late Spring/early Summer. We will then assess utility impacts & some Bell's underground conduits at around Hwy 11 bridge could be impacted. I envision a meeting with all utilities in late Summer to discuss **preliminary** utility relocation strategies. The current phase of the project should be completed by the end of this year. Thereafter, MTO would initiate a Detailed Design study, likely in 2020, to complete detailed design phase of the project, **finalize utility relocations Design**, and complete tender documents. Last week MTO advised Program Year for this Project is 2022 i.e. the construction would start in 2022 which would include utility relocations. Not just Bell's plant could be impacted but very likely Hydro One aerial cables and even maybe Enbridge gasmain.

Last but not least, I don't anticipate any impact by this project on Bell Mobility Cell Tower.

Regards,

George Katic, P.Eng.  
Senior Project Manager-Transportation  
[gkatic@morrisonhershfield.com](mailto:gkatic@morrisonhershfield.com)



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[morrisonhershfield.com](http://morrisonhershfield.com)

---

**From:** Taylor, Angela [mailto:[angela.taylor@bell.ca](mailto:angela.taylor@bell.ca)]  
**Sent:** Monday, February 11, 2019 9:31 AM  
**To:** George Katic <[GKatic@morrisonhershfield.com](mailto:GKatic@morrisonhershfield.com)>  
**Cc:** Kamrul Islam <[KIslam@morrisonhershfield.com](mailto:KIslam@morrisonhershfield.com)>; Britney Ellis <[BELLis@morrisonhershfield.com](mailto:BELLis@morrisonhershfield.com)>; Kirstin Geissler <[KGeissler@morrisonhershfield.com](mailto:KGeissler@morrisonhershfield.com)>; Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>  
**Subject:** RE: MTO Highway 11 Overpass Replacement and Interchange Modifications at Simcoe County Road 93/Penetanguishene Road\_Bell Tower

Hi George,

Yes, it is a Bell Mobility Cell Tower at that location. Can you let me know where you are at with this design? Will there be a meeting with all utilities soon? Can you give me any information on the planned timing for this project?

Angela

*Angela Taylor*

Network Provisioning Manager

Bell Canada

136 Bayfield St, Floor 2, Barrie, ON L4M 3B1

Phone: 705-722-2442

Cell: 416-435-4904

email: [angela.taylor@bell.ca](mailto:angela.taylor@bell.ca)

---

**From:** George Katic <[GKatic@morrisonhershfield.com](mailto:GKatic@morrisonhershfield.com)>

**Sent:** February-08-19 10:43 AM

**To:** Taylor, Angela <[angela.taylor@bell.ca](mailto:angela.taylor@bell.ca)>

**Cc:** Kamrul Islam <[KIslam@morrisonhershfield.com](mailto:KIslam@morrisonhershfield.com)>; Britney Ellis <[BEllis@morrisonhershfield.com](mailto:BEllis@morrisonhershfield.com)>; Kirstin Geissler <[KGeissler@morrisonhershfield.com](mailto:KGeissler@morrisonhershfield.com)>; Aamir Munir <[AMunir@morrisonhershfield.com](mailto:AMunir@morrisonhershfield.com)>

**Subject:** MTO Highway 11 Overpass Replacement and Interchange Modifications at Simcoe County Road 93/Penetanguishene Road\_Bell Tower

Hi Angela:

Regarding MTO Preliminary Design and Environmental Assessment study for Highway 11 Overpass Replacement and Interchange Modifications at Simcoe County Road 93 (Penetanguishene Road), Location: Simcoe County, Town of Oro-Medonte and Town of Springwater.....

Thank you for sending us, through Telecon, digital utility markups for Bell Canada plants within the study limits. Recently, our Environmental team enquired who owns a Communication Tower within the study limits on the north side of Highway 11 to the west of Simcoe County Road 93 (Penetanguishene Road). The tower is not shown on Bell markups. See attachment for reference showing preliminary Composite Utility Plan we developed for all utilities (Bell, Hydro One and Enbridge).

We would like to confirm if Bell Canada owns communication tower? **Please confirm**, and if does kindly provide Bell's contact info if different entity within Bell is looking after the tower.

Thank you.

George Katic, P.Eng.

Senior Project Manager-Transportation

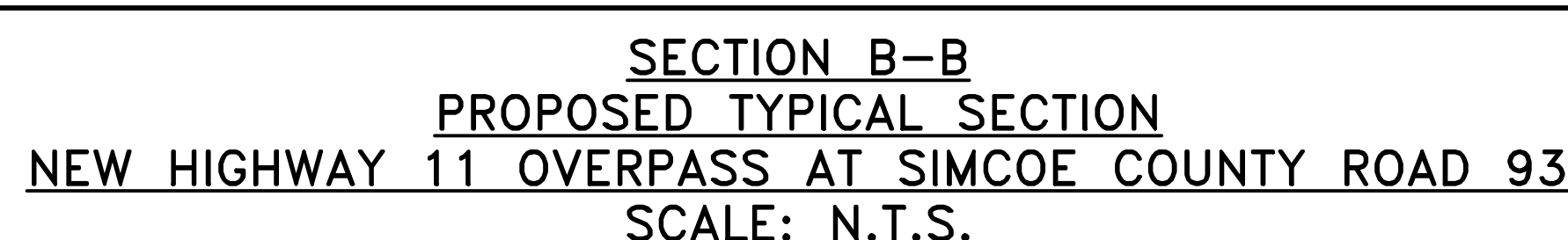
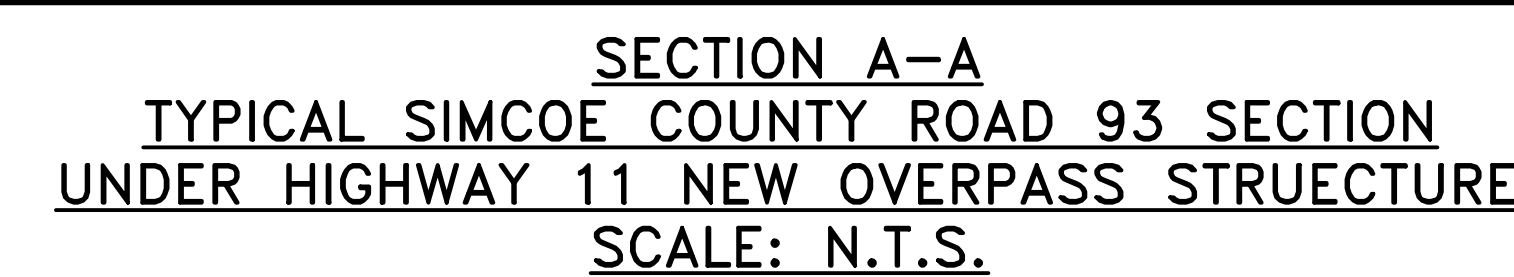
[gkatic@morrisonhershfield.com](mailto:gkatic@morrisonhershfield.com)



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## **APPENDIX C: DESIGN DRAWINGS**





## PRELIMINARY DESIGN



PRELIMINARY DESIGN AND EA STUDY FOR HIGHWAY 11 OVERPASS REPLACEMENT  
AND INTERCHANGE MODIFICATION AT SIMCOE COUNTY ROAD 93  
PLAN FOR TECHNICALLY PREFERRED OPTION (4-LANE DESIGN)

DRAWN : E. KWOK DESIGN : E. KWOK REVIEW : APPROVED :	<p>SCALE</p>
	2-Mar-22