

Transportation Environmental Study Report



Highway 7/8 and Road 111 Intersection Improvements

G.W.P. 3083-21-00

Egis Project No.: CCO-23-2829

Prepared for:

Ontario Ministry of Transportation – West Region
659 Exeter Rd
London, ON N6E 1L3

Prepared by:

Egis
115 Walgreen Road, R.R. 3
Carp, ON K0A 1L0

October 1, 2024

TRANSPORTATION ENVIRONMENTAL STUDY REPORT
HIGHWAY 7/8 AND ROAD 111 INTERSECTION IMPROVEMENTS

G.W.P. 3083-21-00



Prepared By:

A handwritten signature in black ink that reads 'Sarah Thornley'.

Sarah Thornley, B.Sc
Environmental Planner
Egis

A handwritten signature in black ink that reads 'Sarah Warner'.

Sarah Warner
Environmental Planner
Egis

Reviewed by:

A handwritten signature in blue ink that reads 'Cavanagh'.

Jennifer Cavanagh, P.Eng.
Senior Environmental Planner
Egis

A handwritten signature in blue ink that reads 'Jeff King'.

Jeff King, B.Sc., mMBA
Senior Environmental Planner
Egis

A handwritten signature in blue ink that reads 'Aaron Stuart'.

Aaron Stuart, P.Eng.
Assistant Project Manager
Egis



THE PUBLIC RECORD

To facilitate the public comment period of this document, copies are accessible during the 30-day comment period electronically on the project website (www.highway7and8perthcountyroad.com) or in hard copy upon request.

Steven Pilgrim, P. Eng.
Consultant Project Manager
Egis

1-1329 Gardiners Road
Kingston, Ontario K7P 0L8
Telephone: 343-344-2629

Email:
highway7and8@mcintoshperry.com

Wendy Xu, P. Eng.
MTO Project Manager

Ministry of Transportation | West Region
3rd Flr, 659 Exeter Road
London, ON N6E 1L3

Telephone: 548-588-1937
Email: wendy.xu@ontario.ca

Interested persons may provide written comments to our project team by **December 23, 2024**. All comments and concerns should be sent directly to the above Project Team Members.

In addition, a Section 16 Request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e., requiring an individual/comprehensive Environmental Assessment (EA) approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester's contact information and full name for the MECP.

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

The request should be sent in writing or by email to:

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

Director, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Ave. W., 1st Floor
Toronto, ON M4V 1P5
EABDirector@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 accessibility requirements in order to participate in this project, please contact one of the project team members listed above.

EXECUTIVE SUMMARY

A Preliminary Design and Class Environmental Assessment (Class EA) study has been undertaken to identify the most appropriate strategy to improve the existing intersection at Highway 7/8 and Road 111 as part of G.W.P. 3083-21-00.

For this study, the consultation plan included a project website, contact letters/OGNs, newspaper notices, online Public Information Centre (PIC), consultation with Indigenous Communities, and meetings with individual stakeholders, members of the public and external agencies. All comments received have been addressed.

The study initially followed the approved environmental planning process for Group 'B' projects under the MTO *"Class Environmental Assessment for Provincial Transportation Facilities"* (2000). The new Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024) was approved in February 2024. In October of 2024 the project was transitioned to follow the updated approved environmental planning process for Group 'B' project under the MTO *"Class Environmental Assessment for Provincial Transportation Infrastructure and Municipal Expressways"* (2024). Transitioning the project required additional consultation including a Notice of Proposed Transition, which was made available for a 30-day comment period, followed by a Notice of Transition.

The Recommended Plan

The Recommended Plan evolved through a process that included the development and evaluation of alternatives, with additional details being developed as the study progressed, as documented in this report. The Recommended Plan for the Highway 7/8 and Road 111 intersection is as follows:

- Construct signalized intersection at the Highway 7/8 and Road 111 intersection. The intersection has been designed to accommodate tractor trailer combination vehicle turning movements;
- Construction of dedicated left turn lanes on each leg of the intersection;
- Installation of new median traffic islands with curb and gutter on Highway 7/8 in the vicinity of the intersection;
- New entrance connections and property access modifications; and
- Installation of illumination at the intersection.

Environmental Impacts and Mitigation

The Recommended Plan recognizes environmental sensitivities that require mitigation during construction to minimize adverse impacts. Environmental factors where mitigation will be required include terrestrial ecosystems including surface water and groundwater, traffic, noise, utilities, archeology, and excess soils. If all mitigation measures identified in the TESR are incorporated during Detail Design, it's anticipated the environmental impacts of the project will be minimal.

Following the 30-day public comment period and 30-day MECP review period of the Transportation Environmental Study Report (TESR), MTO may proceed to Detail Design as outlined in the *MTO Class EA for Provincial Transportation Infrastructure and Municipal Expressways*, (2024).

TABLE OF CONTENTS

1.0 OVERVIEW OF THE UNDERTAKING 1

1.1 *General Description of Project*..... 1

1.1.1 *Study Area*..... 1

1.2 *Project Background*..... 2

1.3 *Purpose of the Transportation Environmental Study Report*..... 3

1.3.1 *Completion of Preliminary Design*..... 3

2.0 TRANSPORTATION NEEDS ASSESSMENT 5

2.1 *Problem Statement*..... 5

2.2 *Opportunity*..... 5

3.0 ENVIRONMENTAL ASSESSMENT PROCESS 6

3.1 *ENVIRONMENTAL ASSESSMENT APPROVAL REGULATIONS*..... 6

3.1.1 *Ontario Environmental Assessment Act*..... 6

3.1.2 *Class Environmental Assessment for Provincial Transportation Infrastructure and Municipal Expressways (2024)* 6

3.1.3 *Class EA Study Process*..... 7

3.1.4 *Impact Assessment Act*..... 8

4.0 CONSULTATION PROCESS 9

4.1 *Project Website*..... 10

4.2 *Notice of Study Commencement*..... 10

4.2.1 *Ontario Government Notice of Study Commencement*..... 10

4.2.2 *General Distribution*..... 11

4.2.3 *Member of Provincial Parliament*..... 11

4.2.4 *Indigenous Communities*..... 11

4.2.5 *Comments Received from Notice of Study Commencement*..... 11

4.3 *Notice of Online Public Information Centre*..... 11

4.3.1 *Comments Received from Online Public Information Centre*..... 12

4.4 *Notice of Proposed Transition*..... 12

4.4.1 *Comments Received from Notice of Proposed Transition*..... 12

4.5 *Notice of Transition and Study Commencement*..... 13

4.6 *Municipal Advisory Committee Meetings* 13

4.7 *Property Owner Meetings*..... 13

4.8 *Notice of Completion* 13

5.0 EXISTING CONDITIONS..... 14

5.1 *Natural Environment* 14

5.1.1 *Fish and Fish Habitat*..... 14

5.1.2 *Terrestrial Ecosystems*..... 14

5.1.3 *Groundwater*..... 16

5.1.4 *Contaminated Property and Waste Management* 16

5.1.5 *Air*..... 17

5.1.6 *Surface Water*..... 17

5.1.7 *Erosion and Sediment Control* 17

5.1.8 *Designated Areas*..... 17

5.1.9 *Species at Risk (SAR)* 17

5.1.10 *Climate Change* 18

5.2 *Socio-Economic Environment* 18

5.2.1 *Noise*..... 18

5.2.2 *Land Use Factors*..... 19

5.3 *Cultural Environment*..... 20

5.3.1 *Built Heritage and Cultural Heritage Landscape*..... 20

5.3.2 *Cultural Heritage – Archaeology* 20

6.0 ANALYSIS AND EVALUATION OF ALTERNATIVES..... 21

6.1 *Long List Alternatives*..... 21

6.1.1 *Screening of Alternatives: “Long List” to “Short List”* 21

Alternative 1: Do Nothing – Not Carried Forward 21

Alternative 2: Signalized Intersection with Mitigation Measures – Carried Forward 21

Alternative 3: Multi-lane Roundabout – Carried Forward 22

6.2 *Short List Alternatives* 22

6.3 *Evaluation of Short List Alternatives*..... 23

6.3.1 *Short List Evaluation Results* 23

7.0 THE RECOMMENDED PLAN.....25

8.0 ENVIRONMENTAL IMPACTS AND MITIGATION.....27

8.1 *Natural Environment*27

8.1.1 Fish and Fish Habitat.....27

8.1.2 Terrestrial Ecosystems.....27

8.1.3 Groundwater.....28

8.1.4 Contaminated Property and Waste Management29

8.1.5 Air.....29

8.1.6 Surface Water.....29

8.1.7 Erosion and Sediment Control29

8.1.8 Designated Areas.....30

8.1.9 Species at Risk30

8.1.10 Climate Change.....30

8.2 *Socio-economic Environment*.....30

8.2.1 Noise.....30

8.2.2 Land Use Factors.....30

8.3 *Cultural Environment*.....32

8.3.1 Built Heritage and Cultural Heritage Landscape.....32

8.3.2 Cultural Heritage - Archaeology.....32

9.0 SUMMARY OF ENVIRONMENTAL CONCERNS AND COMMITMENTS33

10.0 COMMITMENTS TO FUTURE WORK – DETAIL DESIGN.....38

List of Tables

Table 1: Long List Alternatives to the Undertaking	21
Table 2: Decision Matrix: Short List Evaluation Results	24
Table 3: Summary of Environmental Concerns and Commitments Table	34

List of Figures

Figure 1: Study Area Key Plan	2
Figure 2: Overview of Class EA Process (2024) for Group 'B' Projects	8
Figure 3: Plan View of Alternative 2 (Signalized Intersection)	22
Figure 4: Plan View of Alternative 3 (Roundabout)	23
Figure 5: Proposed Highway 7/8 Typical Section	25
Figure 6: Proposed Road 111 Typical Section	25

APPENDICES

Appendix A	Public Consultation / Ontario Government Notices
Appendix B	Correspondence
Appendix C	Public Information Centre
Appendix D	Meeting Minutes

GLOSSARY OF TERMS

AODA – Accessibility for Ontarians with Disabilities

Alignment - The vertical and horizontal position of a road

Alternatives - Well-defined and distinct course of action that fulfills a given set of requirements. Both alternative methods and alternatives to a proposed undertaking. The *Environmental Assessment Act* distinguishes between alternatives to the undertaking and alternative methods of carrying out the undertaking

Alternative Methods - Alternative ways of carrying out the selected alternative which may include Preliminary Design, Detail Design, construction, or maintenance alternatives

Alternatives To - Alternative ways of solving a documented transportation deficiency or taking advantage of an opportunity

ANSI - Area of Natural or Scientific Interest

BMP – Best Management Practices

Class Environmental Assessment Document - An individual environmental report documenting a planning process that is formally submitted under the EA Act. Once the Class EA document is approved, projects covered by the class can be implemented without having to seek further approvals under the *Environmental Assessment Act* provided the Class EA process is followed

Class Environmental Assessment Process - A planning process established for a group of projects to ensure compliance with the Environmental Assessment (EA) Act. The EA Act, in Section 13 makes provision for the establishment of Class Environmental Assessments

Corridor - A band of variable width between two locations. In transportation studies, a corridor is defined as an area where a new or improved transportation facility might be located

CHVI – Cultural Heritage Value or Interest

CHER – Cultural Heritage Evaluation Report

DCPT - Dynamic Cone Penetration Tests

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

Detail Design - The final stage in the design process in which the engineering and environmental components of a Preliminary Design are refined and details concerning, for example, property, drainage, utility relocations and quantity estimate requirements are prepared, and contract documents and drawings are produced. This is typically at a 1:500 scale

EA - Environmental Assessment (2024)

EA Act - *Environmental Assessment Act* (as amended by S.O. 1996 C.27), RSO 1980

EB – East-bound

EMS – Emergency Management Services

Environment

- air, land or water
- plant and animal life, including man
- the social, economic and cultural conditions that influence the life of a man or a community
- any building structure, machine or other device or thing made by man
- any solid, liquid, gas, odour, heat, sound, vibration, or radiation resulting directly or indirectly from the activities of man, or
- any part or combination of the foregoing

Environmental Effect - A change in the existing conditions of the environment which may have either beneficial (positive) or detrimental (negative) effects

ESA – Endangered Species Act. Legislation that provides automatic species protection, species classified as endangered or threatened automatically receive legal protection. Habitat protection: when a species is classified endangered or threatened, its habitat is also protected

ESC – Erosion and Sediment Control

Evaluation - The outcome of a process that appraises the advantages and disadvantages of alternatives

External Agencies - Include Federal departments and agencies, provincial ministries and agencies, conservation authorities, municipalities, Crown corporations or other agencies other than MTO

FWCA – Fish and Wildlife Conservation Act

IAA – Impact Assessment Act. Legislation that outlines a process for assessing the impacts of major projects and project carried out on federal lands or outside of Canada. Replaced the former Canadian Environmental Assessment Act, 2012

LIO – Land Information Ontario

MCM – Ministry of Citizenship and Multiculturalism

Mitigation Measure - A measure that is incorporated into a project to reduce, eliminate, or ameliorate detrimental environmental effects

Mitigation - Taking actions that either remove or alleviate to some degree the negative impacts associated with the implementation of alternatives

MNR –Ministry of Natural Resources

MECP – Ministry of the Environment, Conservation and Parks

MPP – Member of Provincial Parliament

MTO – Ministry of Transportation

MHSTCI – Ministry of Heritage, Sport, Tourism and Cultural Industries

NHIC – Natural Heritage Information Centre

NOC – Notice of Commencement

OGN – Ontario Government Notice

OPSS – Ontario Provincial Standard Specification

OHSA – Occupational Health and Safety Act

PDR – Preliminary Design Report

PIC – Public Information Centre. One of the consultation techniques used in an informal setting with information, displays and project representatives to share thoughts and identify concerns with the public and agencies.

Preliminary Design - That part of the planning and design process during which various alternative solutions are examined and evaluated including consideration of environmental effects and mitigation.

Protective Permissive – A flashing green arrow followed by a solid green signal. Flashing green is a protected turn and gives turning cars the right of way. Solid green means the turning lane must allow through traffic the right of way.

PSW – Provincially Significant Wetland

PTE – Permission to Enter

ROW - Right-of-Way: easement granted or reserved by the Crown over the land for transportation purposes, i.e. highway

SAR – Species at Risk

SARA – Species at Risk Act. Federal legislation to prevent wildlife species from being extirpated or becoming extinct, to provide for the recovery of wildlife species that are extirpated, endangered or threatened as a result of human activity and to manage species of special concern to prevent them from becoming endangered or threatened.

SARO – Species at Risk in Ontario

Section 16 Request - The act of requesting that an environmental assessment initiated as a Class EA be required to follow the individual EA process. Such requests are only available on the grounds that the order may prevent, mitigate, or remedy adverse impacts on the existing aboriginal and treaty rights of the aboriginal peoples of Canada

SP – Special Provision

TAC – Transportation Association of Canada

TLI – Temporary Limited Interest

TESR - Transportation Environmental Study Report

Undertaking - In keeping with the definition of the *Environmental Assessment Act*, a project or activity subject to the Class Environmental Assessment

WB – West-bound

1.0 OVERVIEW OF THE UNDERTAKING

Egis (formerly McIntosh Perry Consulting Engineers) was retained by the Ontario Ministry of Transportation (MTO) to complete a Preliminary Design and Class Environmental Assessment (Class EA) Study for intersection improvements at Highway 7/8 and Road 111 located in the Township of Perth East at the border of the City of Stratford and the Township of Perth East, in Perth County as part of G.W.P. 3083-21-00.

1.1 General Description of Project

The purpose of the study is to determine the appropriate strategy for the improvements of the Highway 7/8 and Road 111 intersection. A Preliminary Design and Class EA which includes an evaluation of a number of intersection improvement alternatives was undertaken. A Recommended Plan was selected as part of the evaluation and is reviewed in more detail in Section 6.0. The Recommended Plan includes the following works:

- Construct signalized intersection at the Highway 7/8 and Road 111 intersection. The intersection has been designed to accommodate tractor trailer combination vehicle turning movements;
- Construction of dedicated left turn lanes on each leg of the intersection;
- Installation of new median traffic islands with curb and gutter on Highway 7/8 in the vicinity of the intersection;
- New entrance connections and property access modifications; and
- Installation of illumination at the intersection.

The study has met the requirements of a Group 'B' project under the MTO's *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways* (2024). The study included environmental and engineering field investigations and seeking input from the public, local municipalities, external ministries/agencies, Indigenous communities, and impacted property owners.

1.1.1 Study Area

The study area includes the intersection of Highway 7/8 and Road 111 located in the Township of Perth East at the boundary of the City of Stratford and the Township of Perth East, County of Perth (**Figure 1**). This section of Highway 7/8 traverses east to west and connects the City of Stratford to the City of Kitchener and Waterloo. Highway 7/8 at this intersection is a four-lane, undivided highway with no traffic controls running east/west. Road 111 is a two-lane two-way undivided collected road and traverses north to south at this intersection; stop signs at the north and south entrances to the intersection control traffic merging onto Highway 7/8.

The study area limits also include the MTO right-of-way (ROW) along Highway 7/8, the municipal ROW and the adjacent lands. The study area extends approximately 500 m along Highway 7/8.

The topography around this site is generally flat and low-lying. The surrounding area is primarily commercial and residential with several businesses and private residences located along Highway 7/8 and Road 111.

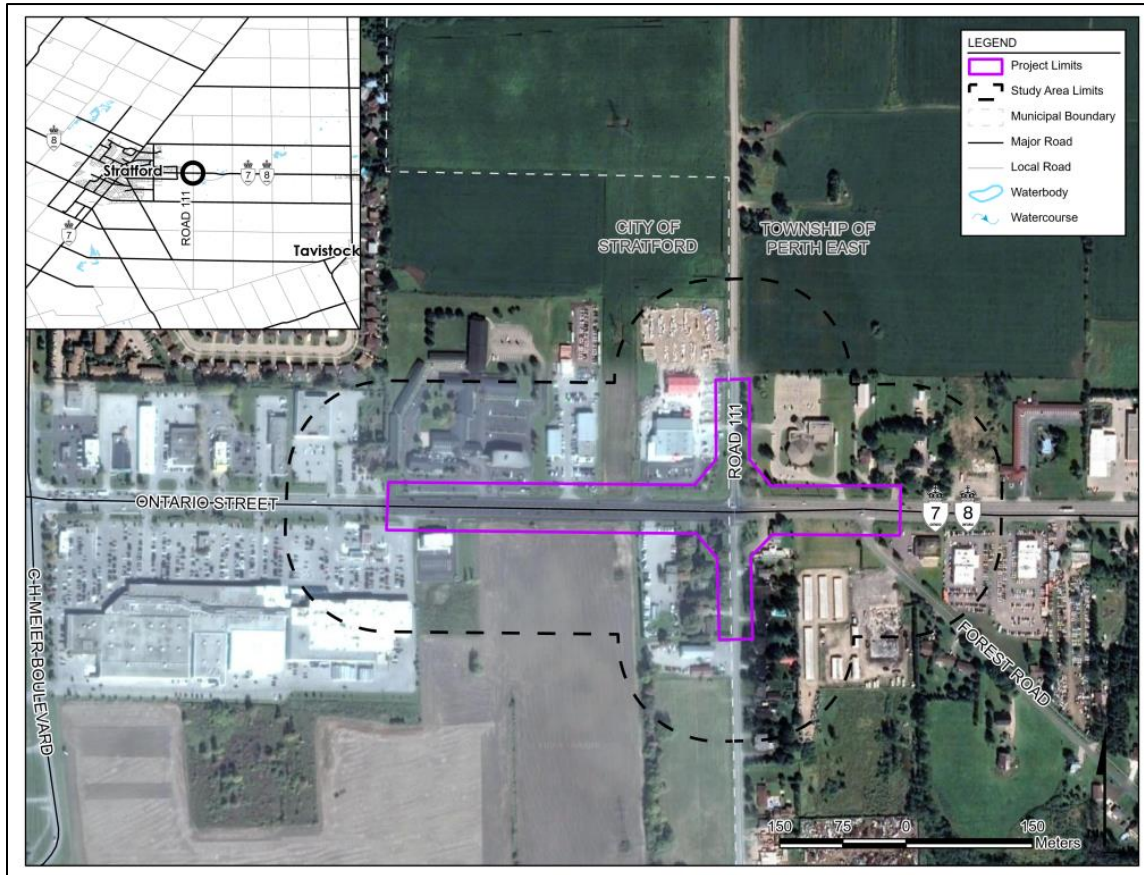


Figure 1: Study Area Key Plan

1.2 Project Background

Highway 7

Highway 7 is a major arterial highway which traverses the entire southern half of Ontario and is one of Ontario's longest provincial highways, with a length of 536 km. The western segment begins at Highway 4 north of London and extends 154 km to Georgetown. South of St. Marys, Highway 7 curves northeast into Perth County until it reaches downtown Stratford where it meets Highway 8 and continues east through the town of Shakespeare and New Hamburg, then splitting with Highway 8 at King Street E in Kitchener.

Highway 8

Highway 8 is a major arterial highway which traverses south-west Ontario in a general east-west orientation. The 160 km route has a western limit at Highway 21 in Goderich and an eastern limit outside Hamilton. Highway 8 meets Highway 7 in downtown Stratford and continues concurrently for 45 km through the town of Shakespeare and New Hamburg, splitting with Highway 7 at King Street E in Kitchener.

Road 111

Road 111 traverses in a north-south orientation between Highway 20 to the south and Line 40 to the north. Road 111 has a posted speed limit of 80 km/h and stop signs to control traffic through and onto Highway 7/8.

1.3 Purpose of the Transportation Environmental Study Report

As a result of identified deficiencies at the Highway 7/8 and Road 111 intersection, the Preliminary Design and Class EA was initiated to determine the transportation needs at the intersection and develop the appropriate strategy for improvements.

This TESR has been in ongoing development during the Preliminary Design and documents the environmentally significant aspects of the study. The TESR provides an overview of the project, consultation undertaken, a summary of the environmental conditions, and the potential impacts and mitigation measures to address the environmental conditions within the study area.

This TESR fulfills the documentation and consultation requirements of the Class EA process for a Group 'B' project.

This report is being made available for a 30-day comment period electronically on the project website at www.highway7and8perthcountyroad.com and hard copies which are available upon request.

Steven Pilgrim, P. Eng.
 Consultant Project Manager
 Egis
 1-1329 Gardiners Road
 Kingston, Ontario K7P 0L8
 Telephone: 343-344-2635
 Email: highway7and8@mcintoshperry.com

Wendy Xu, P.Eng.
 MTO Project Manager
 Ministry of Transportation | West Region
 3rd Flr, 659 Exeter Road
 London, ON N6E 1L3
 Telephone: 548-588-1937
 Email: wendy.xu@ontario.ca

Interested persons are encouraged to comment on this document and provide comments to the Project Team by December 23, 2024.

In addition, a Section 16 Request may be made to the MECP for an order requiring a higher level of study (i.e. requiring a 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.

If any significant design modifications or changes that result in environmental impacts that were not identified in the TESR are made to the project following the completing of the TESR, a TESR Addendum may be required to document the project changes.

1.3.1 Completion of Preliminary Design

If there are no significant concerns following the 30-day TESR comment period, 30-day MECP review period, or if the MECP has not received a Section 16 Request with issues relating to Aboriginal and treaty rights, the Class EA will be considered complete, and the project will be eligible to proceed to Detail Design and construction.

The next phase of design is anticipated to commence in early 2025, with construction anticipated to start in summer 2025, subject to province-wide needs and priorities.

2.0 TRANSPORTATION NEEDS ASSESSMENT

The objective of the study is to develop a Preliminary Design for the intersection improvements at Highway 7/8 and Road 111. The proposed design should reasonably accommodate existing and future traffic.

The purpose of the study is also to:

- Identify and assess all natural and social environmental constraints within the study area and recommend preliminary mitigation measures to reduce environmental impacts and to minimize disruption to Highway 7/8 operations for consideration during Detail Design;
- Ensure the design alternatives are technically feasible, reasonable, and constructible based on highway geometrics;
- Identify design alternatives;
- Identify any property requirements – temporary or permanent and work with landowners to acquire property, as needed;
- Recommend the most appropriate strategy for staging the construction; and
- Prepare the TESR in compliance with the Class EA (2024), supported by all project-specific environmental reference documents.

2.1 Problem Statement

The Highway 7/8 and Road 111 intersection requires improvements to address the safety concerns associated with the intersection traffic operations. Specific issues identified include safety-related concerns such as visibility, speeding, and left turns.

2.2 Opportunity

The installation of a signalized intersection will improve the overall safety of the Highway 7/8 and Road 111 intersection. The intersection improvements will address the problem statement by providing the following:

- Left turn lanes will provide refuge for left-turning traffic, allowing traffic on through lanes to proceed uninterrupted;
- The dedicated left turn lane will assist in reducing collisions from vehicles slowing or waiting for left turn movements;
- Lighting around the intersection will improve visibility and reduce collision occurrences;
- Median and curb installations between traffic directions will help improve sight lines and reduce collisions by forcing traffic to enter the intersection in specified areas; and
- A signalized intersection will improve intersection operational safety to reduce collisions, by improving sightlines, and offering designated time slots for traffic movements which are conflicting with others.

3.0 ENVIRONMENTAL ASSESSMENT PROCESS

3.1 ENVIRONMENTAL ASSESSMENT APPROVAL REGULATIONS

A Class EA study is carried out in accordance with applicable environmental legislation and the current government policies and procedures. The Class EA planning document defines groups of projects and activities, and the environmental assessment process that the MTO has committed to follow for these projects. Provided that this process is followed, and its requirements are met for a project, the requirements of the *Ontario Environmental Assessment Act* are met.

The policies and legislation that apply to this study are described below.

3.1.1 Ontario Environmental Assessment Act

The Environmental Assessment process ensures that governments and public bodies consider potential environmental effects before an infrastructure project begins. The objectives of an environmental assessment are to minimize or avoid adverse environmental effects before they occur and incorporate environmental factors into decision-making while providing opportunities for public input into the process and investigations.

3.1.2 Class Environmental Assessment for Provincial Transportation Infrastructure and Municipal Expressways (2024)

The MTO's Class EA was approved under the *Ontario Environmental Assessment Act* in 1999 (amended in 2000). The MTO Class EA was updated in 2024. In February 2024, the Class EA was amended to support the government's EA modernization initiative and ensure consistency with the *Environmental Assessment Act*. The amendment also renamed the MTO Class EA to the "*Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways*" to better reflect the project types covered by the class. The updated version includes major and minor amendments by both the MTO and MECP, including administrative amendments made by the MECP in 2020, and ensures consistency with the amended EA Act.

The MTO Class EA defines the EA process to be followed in respect of projects and activities similar in complexity and performed by the MTO. Provided the appropriate EA process is followed, projects and activities included under the MTO Class EA do not require formal review and approval separately under the EA Act. Under the Class EA, the groupings are largely defined by their relative complexity and potential for impacts and the undertakings, or projects are classified into three groups:

Group A: Projects that are new provincial transportation facilities and highway / freeway realignments.

Group B: Projects that modify access or add capacity to existing provincial transportation facilities, and new service / maintenance / operations facilities.

Group C: Improvements to existing provincial transportation facilities.

Group D: Operation, maintenance, administration and miscellaneous work required to facilitate the provincial transportation system.

The MTO Class EA outlines principles and processes that must be followed for applicable projects, including consultation, development and evaluation of alternatives, and documentation. Public participation and

consultation with property owners and other interested parties is a significant element of the decision-making process.

This Preliminary Design and class environmental assessment study has met the requirements of a Group 'B' undertaking in accordance with the MTO Class EA (2024). Group 'B' projects include major improvements to existing transportation facilities including highway improvements that provide/cause a significant modification in traffic access (may also modify "footprint") to and from existing highways, or that introduce/remove municipal road access to local areas.

The Class EA process, which is principle-based rather than prescriptive, has culminated in this document, recognized as the Transportation Environmental Study Report, also known as the TESR.

3.1.3 Class EA Study Process

The MTO Class EA prescribes a multi-stage path through planning, to Preliminary Design and then Detail Design study phases before construction can begin on a provincial highway project.

The Preliminary Design and Detail Design will be completed using this 2024 Class EA process. Refer to **Figure 2** for an overview of the Class EA Process.

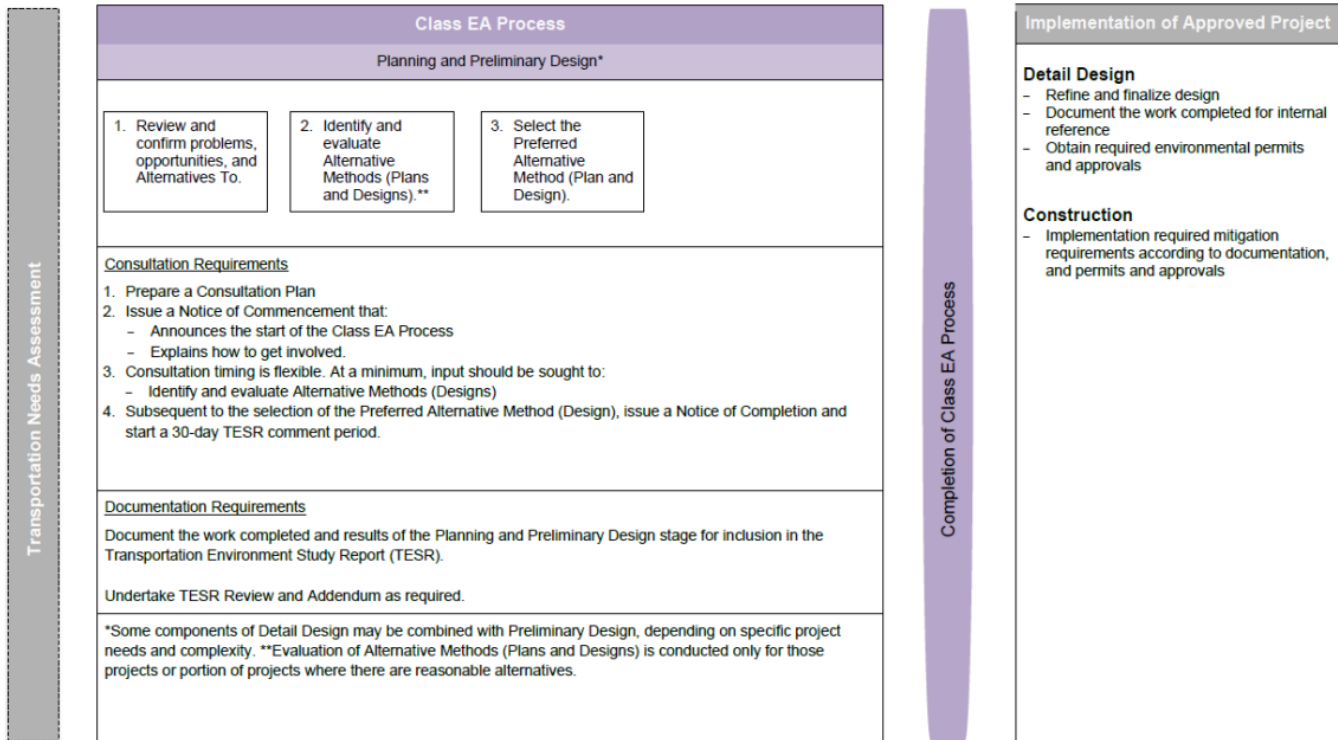


Figure 2: Overview of Class EA Process (2024) for Group 'B' Projects

3.1.4 Impact Assessment Act

On August 28, 2019, the *Impact Assessment Act* (IAA) replaced the former *Canadian Environmental Assessment Act, 2012* (CEEA, 2012). The Impact Assessment Act outlines a process for assessing the impacts of major projects and projects carried out on federal lands or outside of Canada. Impact assessment is a planning and decision-making tool used to assess the positive and negative environmental, economic, health and social effects of proposed projects and impacts to Indigenous groups and rights of Indigenous peoples.

The projects and activities that are subject to the IAA are very similar to those that were subject to an environmental assessment under the CEEA, 2012. The Project List focuses federal impact assessments on projects that have the most potential for adverse environmental effects in areas of federal jurisdiction. However, some changes have been made to the "Project List", such as new thresholds or projects have been introduced or increased. Under the IAA, only those projects designated by the Physical Activities Regulations or designated by the MECP on a discretionary basis may be subject to federal environmental assessment. Please note that this study is not subject to the IAA.

4.0 CONSULTATION PROCESS

Public consultation is a key component of the Class EA process for this Preliminary Design study. The exchange of information with both the public and government agencies respecting the environmental conditions/issues and the project overview ensured a thorough and transparent consultation process to meet the requirements of this Group 'B' Class EA.

The process aims to notify all interested parties of the project and to provide an opportunity for input to the study and decision-making process. This was accomplished by presenting the findings of each stage of work to the public, and through ongoing discussions with various government agencies and ministries, Indigenous Communities, non-government interest groups and property owners.

The consultation process was developed through a Consultation Plan at the start of the Preliminary Design with the establishment of a contact list for public and agency consultation. The contact list is provided in **Appendix A** and includes the following stakeholders:

- Provincial and Municipal government agencies;
- Member of Provincial Parliament;
- Indigenous Communities;
- Emergency services;
- School boards and school bus transportation;
- Nearby residents, property owners;
- Local businesses; and
- Utilities.

The Consultation Plan's purpose is to document communication between all parties in a thorough, coordinated, and transparent consultation process throughout the project. This provided a comprehensive approach to consultation that proactively solicited feedback and input from all stakeholders and property owners. The plan included the following key elements:

- Notice of Study Commencement;
- Ontario Government Notices (OGNs) published in local newspapers;
- Direct OGNs mailed to nearby residents;
- The development of a dedicated project website;
- Ongoing communication with Indigenous Communities regarding key project interests such as potential archaeological resources;
- Communication with external agencies to obtain pertinent technical information and identify the requirement for legislative or regulatory approvals related to the undertaking;
- Meetings with municipal staff (City of Stratford, Township of Perth East);
- Notice of Proposed Transition;
- Notice of Transition and Study Commencement;
- Communication (including teleconference meetings) with affected property owners where permanent property impacts were anticipated;
- One Online Public Information Centre (PIC); and

- Notice of Completion for the Transportation Environmental Study Report and 30-day Review Period.

Upon the completion of this TESR, a final OGN (Notice of TESR Completion) will be sent to all members of the public who submitted comments or indicated their interest in the study, and to external agencies, and stakeholders concurrent with the Notice of TESR Completion. The letter will be sent to Indigenous Communities and MPP. The OGN/letter will identify how to access the TESR for review on the project website or via hard copy upon request as well as the closing date for submission of comments. The TESR will be available to the public for a 30-day review period.

After the conclusion of the 30-day TESR comment period, changes or updates to the information in the TESR may be required to address any outstanding issues or concerns raised. Egis will prepare an Errata to document any minor changes or updates to the information in the TESR as a result of comments provided during the 30-day TESR comment period, if required.

The Errata will identify specific sections in the TESR that required changes/updates and will include the revised wording. The Errata will be kept on file and made available for viewing on the project website.

4.1 Project Website

A project website at www.highway7and8perthcountyroad.com provides one common location that is updated regularly with information regarding the intersection improvements at Highway 7/8 and Road 111. The purpose of this website is to keep members of the public informed, to share publicly available reports and other materials, and to allow for public comments.

The website was updated as the study progressed and contained all relevant study information for review, including links to project-specific documents (i.e., study notifications, Class EA process, PIC display boards, TESR), opportunities for public engagement and other relevant information.

The website and PIC were built in compliance with the requirements of the *Accessibility for Ontarians with Disabilities Act (AODA)*. The material on the website was delivered in English, as the study area is not within a designated French Language Area of Ontario.

4.2 Notice of Study Commencement

The Notice of Study Commencement announces the formal start of the MTO Class EA process and provides information about what is being proposed and how to get involved in the process. The purpose of the Notice of Study Commencement is to inform the public and external agencies about the study and to seek input from agencies and property owners. In addition, it also directed proponents to the study website for more up to date information.

The Notice of Study Commencement OGN is provided in **Appendix A**.

4.2.1 Ontario Government Notice of Study Commencement

A Notice of Study Commencement Ontario Government Notice (OGN) advertisement was published in the local newspaper (*Stratford Times*) on November 22, 2023.

4.2.2 General Distribution

The Notice of Study Commencement OGN was distributed to nearby residents and businesses using a Canada Post mail-out route in November 2023.

4.2.3 Member of Provincial Parliament

A Notice of Study Commencement letter was prepared for the Perth-Wellington Member of Provincial Parliament (MPP) who holds jurisdiction of the study area. This letter was emailed to the recipient by the MTO in November 2023 prior to the distribution of public notices, to advise the MPP of the project.

4.2.4 Indigenous Communities

Consultation with Indigenous Communities is a key component of ensuring a thorough and transparent EA process is followed. Indigenous Communities received the Notice of Study Commencement. Relevant Indigenous Communities that were consulted with as part of the project include:

- Mississaugas of the Credit First Nation;
- Six Nations of the Grand River; and
- Haudenosaunee Confederacy Chiefs Council.

Contact letters were directed towards the residing Chief or designated contact within Indigenous Communities that may have interest over any part of the study area. The MTO Project Team distributed the Indigenous Communities Notice of Commencement letters in November 2023, prior to the distribution of public notice. The Notice of Study Commencement OGN was also published in the *Two Row Times* and *Turtle Island News* Indigenous newspapers.

4.2.5 Comments Received from Notice of Study Commencement

A total of 15 comments were received following the Notice of Study Commencement. Comments included general interest letters from the Ministry of Environment, Conservation and Parks (MECP), comments from the public and other stakeholders such as utility companies, the Municipality, MPP, and property owners.

The majority of the comments included concerns related to safety involving speed, turning onto and off of Highway 7/8 around the intersection, business impacts during project construction, vehicle constraints with intersection modifications, visibility concerns, and general intersection safety. Correspondence is provided in

Appendix B.

4.3 Notice of Online Public Information Centre

The Notice of PIC provided information regarding the Preliminary Design phase, outlined key project details, and included the website address to access the online PIC materials. The Notice of PIC was distributed to all contacts on the Contact List as well as any person who expressed interest in the project on March 6, 2024. An OGN was distributed to all nearby residents, property owners, and businesses on March 6, 2024. The OGN PIC was advertised in the *Stratford Times*, *Two Row Times* and *the Turtle Island News* on March 7, 2024.

The Notice of PIC OGN is provided in **Appendix A.**

One online PIC was held on the dedicated project website during the Preliminary Design process. The PIC was held for a 30-day public comment period from March 6th, 2024, to April 5th, 2024, to share information related to the Preliminary Design and introduce the design alternatives. The PIC provided the following information:

- Background information including a description of the project;
- Class Environmental Assessment process;
- Challenges and opportunities;
- Planning alternatives;
- Overview of studies;
- Preliminary evaluation criteria;
- Existing traffic and environmental conditions;
- Identification of design alternatives; and
- Next steps.

The online PIC display boards are provided in **Appendix C**.

4.3.1 Comments Received from Online Public Information Centre

A total of 34 comments were received during the PIC review period. Comments predominantly focused on the design alternatives, future development plans, and safety concerns surrounding the intersection. Approximately nine (9) responses expressed a preference for an illuminated intersection while approximately twelve (12) responses expressed a preference for a round-about. Approximately ten (10) responses expressed traffic safety concerns at the intersection. Other areas of concern included plans for including pedestrian access to the intersection as well as future development plans in areas surrounding the intersection. Correspondence is provided in **Appendix B**.

4.4 Notice of Proposed Transition

The Notice of Proposed Transition is to inform interested individuals, organizations and Indigenous communities about the intent to transition the project from the MTO Class EA (2000) to the MTO Class EA (2024). The Notice included project-specific information, and how the transition would affect the Class EA process, how commitments from the MTO Class EA 1999, as amended in 2000, will be considered and addressed under the amended MTO Class EA process (2024).

The Notice of Proposed Transition was distributed to all contacts on the Contact List as well as any person who expressed interest in the project following the Notice of Study Commencement and Notice of PIC. An OGN was distributed to all nearby residents, property owners, and businesses on August 9, 2024. The Notice of Proposed Transition was also published in the *Stratford Times* on August 9, 2024, and the *Turtle Island News* and the *Two Row Times* on August 7, 2024. A copy of the Notice of Proposed Transition OGN can be found in **Appendix A**.

4.4.1 Comments Received from Notice of Proposed Transition

A total of seven (7) comments were received following the Notice of Proposed Transition. Comments included general interest in the project transition as well as questions regarding the difference between the two Class EA

processes. Multiple comments mentioned additional safety concerns at the intersection. Correspondence is provided in **Appendix B**.

4.5 Notice of Transition and Study Commencement

Following the 30-day comment period for the Notice of Proposed Transition, a Notice of Transition combined with a Notice of Commencement was issued to inform stakeholders of the decision to transition the project and how the EA process will proceed following the amended Class EA (2024).

The Notice of Transition was distributed to all contacts on the Contact List as well as any person who expressed interest in the project following the Notice of Proposed Transition. An OGN was distributed to all nearby residents, property owners, and businesses the week of October 28, 2024. An OGN for the Notice of Transition was published in the *Stratford Times*, *Turtle Island News*, and *Two Row Times* on November 1, 2024. A copy of the Notice of Transition and Study Commencement OGN is included in **Appendix A**.

4.6 Municipal Advisory Committee Meetings

The Project team arranged a Municipal Advisory Committee (MAC) meeting on February 7, 2024, to introduce the project. The purpose of the meetings was to disseminate information related to the study and proposed project work and discuss the potential impacts of the project. Attendees of the stakeholder meetings included the City of Stratford, Township of Perth East, and County of Perth. There were no major concerns from Stakeholders and all comments were addressed. Stakeholder meeting minutes are provided in **Appendix D**. Consultation with the Stakeholders will continue through Detail Design.

4.7 Property Owner Meetings

A total of six (6) entrance modifications are required. Property owners were notified in January 2024 by letter and meetings were held with each owner in May 2024. The letter and meetings informed the property owners that modifications to their entrance(s) would be required to complete the intersection improvements at Highway 7/8 and Road 111. The Project Team initially met with property owners in May 2024 and will continue to coordinate with the property owners during Detail Design to ensure any concerns are addressed.

4.8 Notice of Completion

The Notice of Completion informs external agencies and interested persons that the MTO Class EA process has been completed, and that the TESR is available for comment.

The Notice of Completion was published in local newspapers (*Stratford Times*, *Two Row Times*, *Turtle Island News*) on November 20, 2024, when the TESR became available for public comment on the project website. The Notice of Completion was also distributed to agencies, key stakeholders, Indigenous communities, and the public on the project mailing list. A copy of the Notice of Completion OGN can be found in **Appendix A**.

5.0 EXISTING CONDITIONS

Existing environmental conditions reporting was prepared in accordance with the MTO's Environmental Reference for Highway Design (ERD, 2013) and includes an overview of the existing natural, social, and cultural environmental conditions in the study area.

Background review and site-specific field investigations were carried out for archaeology, designated substances, and terrestrial ecosystems. Information on existing environmental conditions and sensitivities were investigated for a broad range of environmental factors. This included Natural Environmental Factors (wildlife, vegetation, fish and fish habitat, groundwater, surface water, air, designated areas, and species at risk); Social Environment Factors (noise, land use factors); Economic Environment Factors (agriculture and commercial), and Cultural Environment Factors (archaeology and heritage).

The study area includes the MTO ROW along the Highway 7/8 and Road 111 intersection and adjacent lands (120 m beyond the highway ROW). Background and field investigations were undertaken to document all environmentally sensitive features within 120 m of the highway ROW. Land use considerations were extended 500 m from the highway ROW.

5.1 Natural Environment

5.1.1 Fish and Fish Habitat

There are no watercourses or waterbodies within the study area, therefore fish and fish habitat is not present. The Avon River is present 0.6 km north of the study area and the Little Lakes Swamp Wetland Complex is located 0.7 km southeast of the study area, however, they do not intersect with the study area.

5.1.2 Terrestrial Ecosystems

The following sections will summarize the existing terrestrial conditions within the study area. Additional information regarding terrestrial ecosystems existing conditions within the study area, is included in the *Terrestrial Ecosystem Existing Conditions Report, Egis 2024*.

5.1.2.1 Physiography and Soils

The study area is located within the Lake Simcoe-Rideau Ecoregion (6E) of the Mixedwood Plains Ecozone within the Great Lakes-St. Lawrence Forest Region. Within this region, the underlying bedrock is Paleozoic dolomite and limestone except for a zone of mixed bedrock types in the Frontenac Axis which is an arch of rock between Algonquin Park and the Adirondacks (Crins et al., 2009). The surface is gently undulating to rolling terrain; the rugged landscapes, numerous lakes and high hills provide scenic views.

The study area is located within a Class 1 soil capability class area. Class 1 soils have no significant limitations for use in crops as determined by the Canada Land Inventory, National Soil Database, Agriculture and Agri-Food Canada (1998). The study area is located within Perth silt loam soils and sandy silt till geological deposits from the Late Wisconsin age.

5.1.2.2 Vegetation Communities

The study area is in the Lake Simcoe-Rideau Ecoregion (6E). Ecological distinct areas were mapped according to the Ecological Land Classifications (ELC) framework. Vegetation communities present within the study area included graminoid meadow (MEG) and agriculture (AG). The MEG community was located southwest of the intersection and was acting as a hayfield containing various species of grasses (*poaceae*) at the time of the 2023/2024 field investigations. The agricultural ecosite was present immediately adjacent to Highway 7/8 to the northeast of the intersection and was comprised primarily of field crops (corn) at the time of the 2023/2024 field investigations. The majority of the study area was classified as a non-ELC community, as it was made up of mowed grass and planted trees.

No rare vegetation communities or species were observed in association with the study area during the 2023/2024 field investigations.

Invasive Species

Invasive species listed as 'restricted' under *the Invasive Species Act, 2015* were observed within the study area during the 2023/2024 field investigations and included *Phragmites*. Invasive species classified as 'noxious weeds' under the *Weed Control Act, 1990* were observed within the study area during the 2023/2024 field investigations and included the following:

- Coltsfoot (*Tussilago farfara*); and
- Sow thistle (*Sonchus oleraceus*).

European common reed (*Phragmites australis*) was observed along the ditch-line to the northwest of the intersection. The remaining invasive species within, or adjacent to, the Highway 7/8 ROW were generally restricted to anthropogenically disturbed areas and do not exist in large numbers within the study area (i.e., no stands of the species but sporadic occurrence of individuals within the larger study area).

Tree Inventory

During the 2023 field investigation, 17 trees were identified within the project study area, which may be impacted by construction and utility relocations. The tree inventory and assessment was completed within the study area in accordance with the MTO's Guide to Roadside Tree Inventory and Assessment (AECOM Canada Ltd., 2018).

Of the 17 trees inventoried during the 2023 field investigation, the most common tree species found was Norway Maple (*Acer placooides*), with five (5) trees (29%) of the inventory. These trees were primarily located on the border of the ROW and the church property east of Road 111. The second most common species recorded in the study area was blue spruce (*Picea pungens*), which had four (4) trees (23%) that were located primarily along the roadside on private property. White spruce (*Picea glauca*) and Austrian pine (*Pinus nigra*) both had three (3) trees (18%) present within the study area, primarily located within private property along the road as well. One (1) Manitoba maple (*Acer negundo*) and one (1) silver maple (*Acer saccharinum*) were also recorded.

The 17 trees inventoried within the study area were found to be in either excellent, good, or fair health. Of these, eleven were found to be in excellent health, five (5) were in good condition, and one (1) was in fair condition due to poor pruning practices.

5.1.2.3 Wildlife/Migratory Birds

During the 2024 field investigation migratory birds including American Robin (*Turdus migratorius*), American Goldfinch (*Spinus tristus*), Common Grackle (*Quiscalus quiscula*), European Starling (*Sturnus vulgaris*), and Red-winged Blackbird (*Agelaius phoeniceus*) were observed within the study area. The study area contains limited potential habitat as it is composed of mowed lawn, commercial and residential properties, and agriculture. An exception to this is the graminoid meadow (MEG) which is present southwest of the intersection and may provide nesting habitat for grassland birds.

5.1.3 Groundwater

A current review of water-well records identified a total of 50 water well records within 500 m of the study area. Thirty-one (31) of these wells are used for domestic purposes.

The wells were constructed between 1946 and 2015 with depths ranging from 4.6 m to 80.8 m below ground surface. During the 2023/2024 field investigation, no indications of groundwater upwelling/seepage were observed within the study area. No evidence of highly vulnerable aquifers within the study area.

5.1.3.1 Source Water Protection

The study area lies within the source protection area of the Upper Thames River Source Protection Area. The study area is not located within any Intake Protection Zones. There are six (6) wellhead protection areas located to the northwest of the intersection.

The Upper Thames River, Lower Thames Valley, and St. Clair Region Conservation Authorities make up the Thames-Sydenham Source Protection Region. The Region is comprised of the watersheds of these conservation authorities including the Upper Thames River Source Protection Area.

5.1.4 Contaminated Property and Waste Management

5.1.4.1 Designated Substances

There are currently 11 designated substances identified by Ontario Regulation 490/09, under the *Occupational Health and Safety Act* (OHSA) in Ontario. These include Acrylonitrile, Benzene, Isocyanates, Silica, Arsenic, Coke Oven Emissions, Lead, Vinyl Chloride, Asbestos, Ethylene Oxide and Mercury.

A Designated Substance Survey for the Highway 7/8 and Road 111 was conducted by Egis in 2023. No concrete structural culverts were identified within the project limits. As such, no samples for bulk asbestos analysis were collected. Silica is assumed present in all concrete, mortar, and aggregates, therefore sampling for silica analysis was deemed not warranted. Arsenic is presumed to be present in all pressure treated guiderail and traffic signposts. Lead is presumed to be present in galvanic coatings of guiderail. No other designated substances were identified during the investigations.

Additional information regarding on designated substances within the study area, is available in the *Designated Substance Survey Report prepared by Egis in January 2023*.

5.1.5 Air

The air quality within the project limits is generally acceptable for most individuals.

5.1.6 Surface Water

The study area is located within the Upper Thames River Watershed which is managed by the Upper Thames River Conservation Authority (UTRCA). There are no watercourses, waterbodies or wetlands associated with the study area. Drainage ditches adjacent Highway 7/8 and Road 111 help drain surface water within the study area. The Little Lakes Swamp Wetland Complex is a PSW located approximately 0.7 km southeast of the intersection. The wetland complex intersects Highway 7 approximately 1 km east of the intersection. The Avon River intersects Road 111 approximately 0.6 km north of the intersection and flows in an east west orientation. A tributary of the Avon River supplies the Little Lakes Swamp Wetland Complex PSW.

Highway 7/8 Drainage

Highway 7/8 at Perth Road consists of a mostly urban cross section with no median. There are no storm sewer systems within the study area. Drainage from the intersection flows into ditching along Highway 7/8 and Perth Road 111.

5.1.7 Erosion and Sediment Control

An erosion and sediment assessment was undertaken within the project limits. There were no major erosion areas found during the assessment.

5.1.8 Designated Areas

Designated areas are defined by resource agencies, municipalities, the government, and/or the public, and through legislation, policies, or approved management plans, to have a special or unique value. These areas may have a variety of ecological, recreational, or aesthetic features and functions that are highly valued. Designated areas include but are not limited to: Areas of Natural and Scientific Interest (ANSI), Provincially Significant Wetlands (PSW), heritage rivers and national and provincial parks.

There are no ANSI's identified within the study area limits. The Little Lakes Bog and Swamp Forest Complex is an ANSI located approx. 0.7 km east of the study area and is a Life Science ANSI.

No wetlands exist within the immediate study however the Little Lakes Swamp Wetland Complex is a PSW located approximately 0.7 km east of the study area. No other wetlands were identified in proximity to the study area.

No other designated areas are known to occur within the general study area based on available background information.

5.1.9 Species at Risk (SAR)

Terrestrial field investigations were undertaken in Summer 2023 and Spring 2024 and background information was gathered on potential SAR that may be present within the study area. No SAR (endangered or threatened) were observed during the 2023/2024 field investigations.

5.1.9.1 SAR Plants

Black Ash (*Fraxinus nigra*) and Butternut (*Juglans cinerea*) are both listed as Endangered under the ESA (2007). Neither Black Ash or Butternut were observed within the study area during the 2023/2024 field investigations.

5.1.9.2 SAR Amphibians

There are no watercourses, wetlands, or waterbodies associated with the study area therefore there is no suitable aquatic or terrestrial habitat available within the study area. No SAR amphibians were observed during the 2023/2024 field investigations.

5.1.9.3 SAR Birds

Suitable habitat for the Bobolink (*Dolichonyx oryzivorus*) and Eastern Meadowlark (*Sturnella magna*) (all listed as Threatened) is found within the study area however no individuals were observed during the 2023/2024 field investigations.

5.1.9.4 SAR Mammals

There is no suitable habitat for SAR mammals within the study area. No SAR mammals were observed during the 2023/2024 field investigations.

5.1.10 Climate Change

The MECP finalized a ‘guide,’ Consideration of Climate Change in Environmental Assessment in Ontario (November 21, 2017), which, together with their code of practices, sets out the MECP’s expectations for considering climate change in the preparation, execution, and documentation of environmental assessment studies and processes. Transportation projects have the potential to impact the atmosphere through the emission of greenhouse gasses or through changes to the landscape which alter the ecosystems’ ability to remove carbon dioxide from the atmosphere, such as changes to site and plant cover. These impacts on the atmosphere and landscape can contribute to climate change (MECP, 2017).

5.2 Socio-Economic Environment

5.2.1 Noise

The Corporation of the City of Stratford has a noise by law (Number 113-79). The City of Stratford Official Plan designates the lands adjacent to the Highway 7/8 and Road 111 intersection as a mix of residential and commercial use. By law 113-79 states that noise in residential and commercial areas is prohibited all day Sundays and Statutory Holidays and between 1900 hours and 0700 hours.

The Corporation of the Township of Perth East has a noise by law (Number 53-2008). The Township of Perth East Official Plan designates land surround the study area as Agricultural and Natural Resources which area defined as agricultural and open space area zones within by law number 53-2008. Noise is prohibited in open space areas between 8 p.m. and 9 a.m. and between 8 p.m. and 7 a.m. in agricultural areas.

5.2.2 Land Use Factors

The study area is within the Township of Perth East, on the border of the City of Stratford and the Township of Perth East, County of Perth.

Highway 7/8 is a predominantly rural highway on an east west orientation. Perth Road 111 traverses north to south at this intersection; stop signs at the north and south entrances control traffic merging onto Highway 7/8.

The study area is predominantly urban with low-density residential and commercial land uses immediately adjacent the intersection. Lands to the northwest are designated commercial while lands to the southwest are designated residential under the City of Stratford Official Plan. Lands to the northeast are designated agricultural and lands to the south are designated urban fringe under the County of East Perth Official Plan.

Additional information regarding land use within the study area, is available in *GWP 3083-21-00 Land Use Report* (Egis, 2024).

Commercial

There are several businesses within the study area adjacent to Highway 7/8. Businesses immediately adjacent to the intersection include Home Hardware, Uniglass, Stratford Honda, Leon’s Furniture, Judy School of Dance, and Jamie’s Service Centre. The Highway 7/8 and Road 111 intersection is located on the periphery of the City of Stratford with a more commercialized area to the west and more rural areas to the north, east, and south.

Institutional

There is one (1) religious institution present within the study area. The Bethel Pentecostal church is located in the northeast quadrant of the intersection and has entrances within the construction zone.

Agricultural

Agricultural areas within the City of Stratford are only located on the periphery of the city boundary. The County of Perth is predominantly comprised of agricultural areas. The study area is located on the periphery of both the City of Stratford and the Township of East Perth. The City of Stratford Official Plan does not identify any areas within the study area limits as agricultural. The County of Perth Official Plan identifies all immediately adjacent areas north of the intersection of Highway 7/8 and Road 111 as agricultural area. The field investigation identified agricultural areas in all four quadrants of the intersection, beyond the commercial and residential land uses adjacent to the roadway.

Utilities

The existing utility infrastructure within the study area includes:

- Bell Canada;
- Wightman Telecom;
- Enbridge Gas; and
- Hydro One.

5.2.2.1 *Recreation and Tourism*

There are no designated recreational or tourism areas located within the study area.

5.2.2.2 *Aggregate and Mining*

There are no aggregate sites, active mines, or mining claims located within the project limits. There are two (2) active aggregate mining sites within 5 km of the study area. Michael Wilhelm Excavating Ltd. and the Corporation of the Township of Perth East have active pit operations approx. 4.75 km northeast of the study area.

5.2.2.3 *Transportation*

Student Transportation

The study area is located within two district school boards: The Huron Perth Catholic School Board and the Avon Maitland District School Board. The Huron Perth Student Transportation Services provide transportation services for both school boards and all schools surrounding the study area.

Emergency Services

Police service in the study area is provided by the Ontario Provincial Police (OPP) Perth County detachment and the Stratford Police Services. Fire Services are provided by the City of Stratford, and there are two stations located within proximity to the city, one on Erie Street and one on McCarthy Drive. The Township of Perth East also provides fire services with three functioning fire stations including the Milverton, Sebringville, and Shakespeare fire stations. Perth County manages the ambulance and paramedic services within the county and is located west of the study area in Stratford. Northumberland County manages the ambulance and paramedic services within the county and is located east of the study area in neighboring Cobourg.

5.3 Cultural Environment

5.3.1 *Built Heritage and Cultural Heritage Landscape*

The study area has been screened for built heritage and cultural heritage landscapes. According to this screening no known or potential built heritage resources or cultural heritage landscapes are located within the study area. Accordingly, no Cultural Heritage Evaluation Report (CHER) or Cultural Heritage Assessment Report (CHAR) was required for this project.

5.3.2 *Cultural Heritage – Archaeology*

Stage 1 Archeological Assessment field investigations were carried out in accordance with the provisions of the Ontario Heritage Act (1990) and the Standards and Guidelines for Archeological Assessments (2011) provided by the MCM. The Stage 1 Archeological Assessment field investigations identified areas of archeological potential within the study area.

6.0 ANALYSIS AND EVALUATION OF ALTERNATIVES

6.1 Long List Alternatives

The study began with the collection of information through fieldwork and background research to determine the project requirements and assess existing conditions. The first step in the Preliminary Design process was to determine the broad alternatives for the Highway 7/8 and Road 111 intersection improvements. A series of intersection improvement alternatives were developed for the intersection and reviewed for feasibility.

Table 1 identifies the alternatives that were developed using existing site conditions, structural limitations, and traffic requirements as a guide.

Table 1: Long List Alternatives to the Undertaking	
Alternative	Description
Alternative 1 - Do Nothing	The existing intersection stays in its present state.
Alternative 2- Signalized Intersection	Convert to a signalized intersection.
Alternative 3- Multi-lane Roundabout	Convert to a multi-lane roundabout.

6.1.1 Screening of Alternatives: “Long List” to “Short List”

The project team, with experts in Structural Engineering, Highway Design, Traffic, Project Management, and the Environment refined the “long list” of alternatives. The team developed a consensus assessment of the advantages and disadvantages and identified critical flaws in the alternatives to recommend the “short list” alternatives.

Alternative 1: Do Nothing – Not Carried Forward

The intersection would remain in its present state. This approach does not address the projects needs. This alternative was not carried forward.

Alternative 2: Signalized Intersection with Mitigation Measures – Carried Forward

The intersection would be converted to a signalized intersection and coupled with mitigation measures to address the operational needs. This alternative requires property acquisition and utility pole and underground utility relocations. The mitigation measures include:

- Converting shared through and left-turn lanes on EB and WB approaches to separated dedicated left-turn and through lanes; and
- Assigning signal timing phases for left turn movement on EB and WB approaches if required. Adding left turn lanes on SB and NB approaches, converting the left-through-right shared lanes to through-right shared lanes.

Alternative 3: Multi-lane Roundabout – Carried Forward

The intersection would be converted to a multi-lane roundabout. This alternative requires permanent property acquisition, displacement of one or two residents- near the intersection, and both utility pole relocation and underground utility relocations would be required.

Additional information regarding the long list alternatives for the Highway 7/8 and Road 111 intersection is available in the *Hwy 6,7,8 Long List Report, 2024*.

6.2 Short List Alternatives

The two (2) short listed alternatives that were carried forward from the long list stage (Alternatives 2 and 3) were reviewed in greater detail considering the impacts of each option. Alternative 2 involves replacing the intersection with a signalized intersection using the existing horizontal and vertical alignments. Alternative 3 involves replacing the intersection with a roundabout maintaining the existing horizontal and vertical alignment while changing the intersection geometry.

The conceptual plan for Alternative 2 (replacement with signalized intersection) is depicted below in **Figure 3**. The conceptual plan for Alternative 3 (replacement with roundabout) is depicted in **Figure 4**.

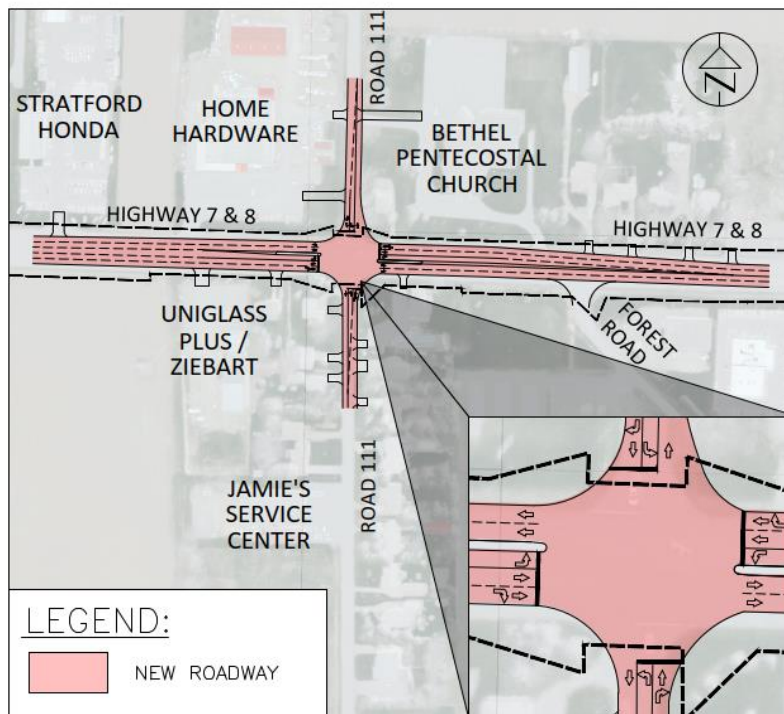


Figure 3: Plan View of Alternative 2 (Signalized Intersection)

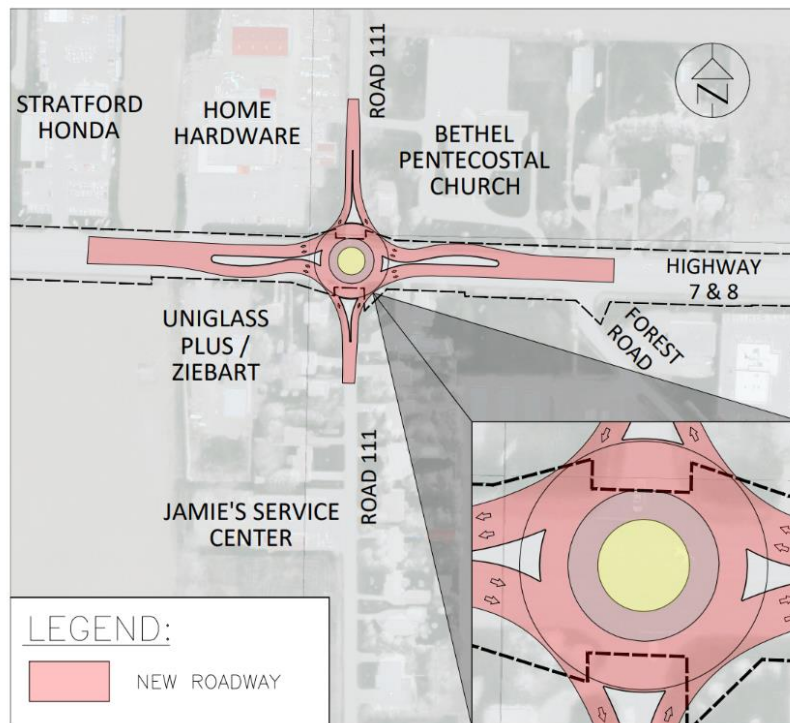


Figure 4: Plan View of Alternative 3 (Roundabout)

6.3 Evaluation of Short List Alternatives

The “Short List” of Preliminary Design alternatives was evaluated to determine the Recommended Plan.

The evaluation process was undertaken quantitatively, based on the following components:

- Transportation (Traffic Operations, Constructability, Utilities, and Cost);
- Socio-Economic Environment (Property, Cultural Environment); and
- Natural Environment (Wildlife Habitat Impacts).

The component categories allowed the generation of evaluation criteria relative to study-specific engineering and environmental concerns. The component categories were classified into further sub-levels.



















Additional information regarding the short list alternatives for the Highway 7/8 and Road 111 intersection is included in the *Hwy 6,7,8 Short List Report, 2024*.




6.3.1 Short List Evaluation Results

The results of the weighted evaluation defined the preferred Preliminary Design alternative is **Alternative 2: Signalized Intersection** that maintains the intersection geometry. Alternative 2 is chosen over Alternative 3 (Modern Roundabout) as it has lower permanent property requirements, less environmental impacts, less complex traffic staging during construction, and less impacts to utilities, and has the similar applicability in

improving the safety of operations at the intersection as the Alternative 3. The Short List Evaluation Results is demonstrated in **Table 2**.

Table 2: Decision Matrix: Short List Evaluation Results

Component/Sub-component		Signalized Intersection	Modern Roundabout
		Score	Score
Natural Environment	Wildlife & Vegetation	 No Wildlife Impacts (loss of habitat)	 No Wildlife Impacts (loss of habitat)
	Fish Habitat	 No In-water works Requirements	 No In-water works Requirements
Socio-Economic Environment	Property	 Less Property Requirements	 More Property Requirements
	Cultural Environment	 Less Property with Potential Archaeological Significance	 More Property with Potential Archaeological Significance
Transportation	Traffic Operations (Safety)	 Reduction in Collisions	 Reduction in Collisions
	Constructability	 Less Complex Traffic Staging	 More Complex traffic Staging
	Utilities	 Less Utilities Impacted	 More Utilities Impacted
	Construction Cost	 Higher Cost	 Lower Cost
	Life Cycle Cost	 Smaller Cost Benefit Ratio	 Higher Cost Benefit Ratio
Overall Rank		1	2

 least preferred
  neutral
  most preferred

7.0 THE RECOMMENDED PLAN

The Preliminary Design study was undertaken to determine the most appropriate strategy for the intersection improvements at Highway 7/8 and Road 111.

The study concluded that the recommended plan for the Highway 7/8 and Road 111 intersection is as follows:

- Construct a **signalized intersection at the Highway 7/8 and Road 111 intersection**. The intersection has been designed to accommodate tractor trailer combination vehicle turning movements;
- Construction of dedicated left turn lanes on each leg of the intersection;
- Installation of new median traffic islands with curb and gutter on Highway 7/8 in the vicinity of the intersection.
- New entrance connections and property access modifications; and
- Installation of illumination at the intersection.

The proposed cross section for Highway 7/8 consists of two 3.75 m through lanes in each direction, one 3.50 m turn lane in each direction, and fully paved shoulders (**Figure 5**).

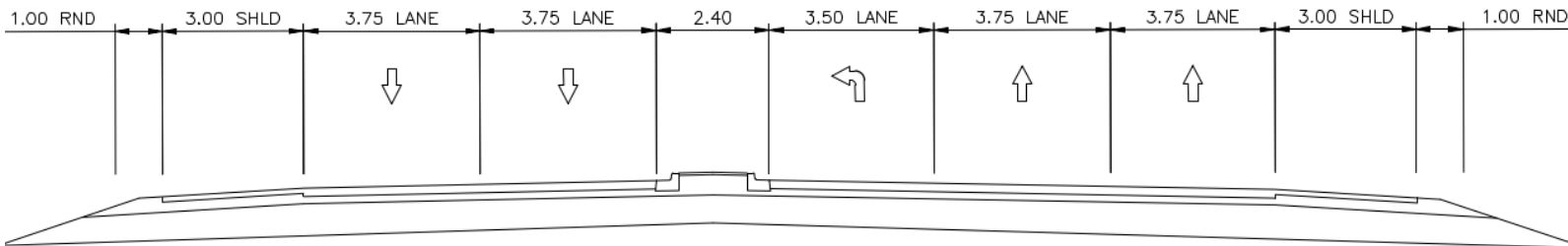


Figure 5: Proposed Highway 7/8 Typical Section

The proposed cross section for Road 111 consists of one 3.50 m through lane in each direction, two 3.25 m turn lane in each direction, and fully paved shoulders (**Figure 6**).

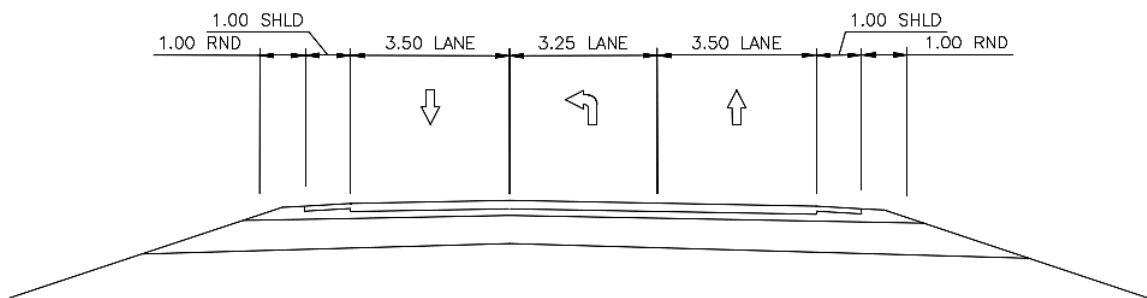


Figure 6: Proposed Road 111 Typical Section

To implement the Recommended Plan, four existing entrances in the vicinity of the Highway 7/8 and Road 111 intersection may require closure and/or relocation due to their proximity to the intersection, including the:

- Highway 7/8 entrance to Stratford Home Hardware Building Centre
- Highway 7/8 entrance to Bethel Pentecostal Church;
- Highway 7/8 entrance to the Judy Dance Studio; and
- entrance to #1147 on Road 111.

Closure and relocation requirements will be determined in Detail Design.

8.0 ENVIRONMENTAL IMPACTS AND MITIGATION

This study meets the requirements of the Class EA (2024) process and identified areas of environmental sensitivity or concern. Preliminary mitigation measures and commitment to future work have been developed and recommended. Mitigation measures will be refined in greater detail as the design is developed and assessed during Detail Design.

In order to mitigate the potential impacts to the biological and socio-economic environment, the Contractor is responsible for implementing the referenced Special Provisions (SP), Non-standard Special Provisions (NSSP), and Ontario Provincial Standard Specifications (OPSS) recommended for the Contract Package. In general, the Contractor is responsible for the protection of people, property, and the natural environment from the environmental impacts and damage that may result from proposed project works.

A Summary of Environmental Concerns and Commitments is provided in **Table 3**.

8.1 Natural Environment

Impacts to the natural environment have been minimized in part, by minimizing footprint impacts to undisturbed natural environments. A variety of environmental protection and mitigation measures have been developed for further consideration and refinement during Detail Design.

8.1.1 Fish and Fish Habitat

There is no fish habitat present within the Highway 7/8 and Road 111 study area limits, and therefore, no impacts to fish or fish habitat are anticipated as part of this project.

8.1.2 Terrestrial Ecosystems

8.1.2.1 Physiography and Soils

The Recommended Plan will not result in changes to the physiography or soil.

8.1.2.2 Vegetation Communities

Construction activities associated with the Highway 7/8 and Road 111 intersection will result in localized loss and disturbance of vegetation within the study area. A comprehensive review of vegetation impacts within the study area will be undertaken during the Detail Design and mitigation measures will be developed to mitigate the loss of vegetation.

To mitigate the disturbance of vegetation within the ROW and beyond, it is recommended that the following be considered during Detail Design:

- *As per Ontario Provincial Standard Specification (OPSS) 802 – Construction Specification for Topsoil and OPSS 803 – Construction Specification for Vegetation Cover – Reinstatement areas should be replanted with herbaceous plants using a native seed mix to promote valuable adjacent habitat to the study area.*

- *As per OPSS 804 – Construction Specifications for Temporary Erosion Control* – Cover should be utilized as part of the contract for areas where seeding is required.
- Vegetation removals should be completed within an appropriate timing window to avoid impacts to Migratory Birds.
- A Landscaping Plan will be prepared to identify all areas where tree removals are required, as well as make recommendations for tree protection, management of invasive species, and reinstatement of vegetation where required.

Invasive Species

Due to the presence of invasive Phragmites within the Highway 7/8 ROW (i.e. west of the intersection) mitigation measures should be considered to prevent and/or mitigate the spread of this species. As such, to ensure that construction activities do not encourage the spread of invasive and noxious plants it is recommended that the contract drawings include the location of the invasive Phragmites and the following mitigation measures be considered during Detail Design:

- Invasive species should be sprayed/cut to control the spread of these species during construction, as *per Special Provision (SP) ENVR0011 Invasive and Noxious Vegetation Spraying/Invasive and Noxious Vegetation Cutting*, and *OPSS 803 – Construction Specification for Vegetation Cover*, which apply to the *Control of Spread of Invasive Species and Noxious Vegetation (Section 803.07.01.01)*.

8.1.2.3 Wildlife and Migratory Birds

Migratory birds were observed during the 2024 field investigation. Due to the scope of work it is not anticipated that project will negatively impact migratory birds or the function of their habitat if the appropriate mitigation measures are adhered to. During Detail Design the migratory bird timing window shall be confirmed, and it is recommended that the following be included in the Contract Documents during Detail Design:

- *Operational Constraint (Environmental) – Migratory Bird Protection – General*

8.1.3 Groundwater

Groundwater is not anticipated to be impacted by the project works. The project area is supplied by a mix of municipal services and wells for domestic purposes.

During Detail Design, water-taking requirements for the project area will be determined in accordance with the MECP regulations, including the need for an Environmental Activity and Sector Registry (EASR) and / or Permit to Take Water (PTTW).

8.1.4 Contaminated Property and Waste Management

8.1.4.1 Designated Substances

Designated substances are presumed present in on-site existing construction materials may pose a threat to the health and safety of construction workers. It is therefore recommended that a Designated Substances Survey be completed during Detail Design to identify existing designated substances and the following be considered for inclusion in the Contract Documents to notify the contractor of any designated substances present on-site in accordance with the Occupational Health and Safety Act:

- *SP 101F21 – Occupational Health and Safety Act Compliance.*

8.1.4.2 Management of Excess Soils

A review of the quantities of excess soils that will be created as a result of the project works will be undertaken during Detail Design to determine if excess soils can be managed on-site or will need to be removed off site. Any excess earth or disposable fill taken from the work area will be managed in a responsible and environmentally appropriate manner in accordance with *Ontario Regulation 406/19, Onsite and Excess Soil Management* to prevent impacts to the surface geology and groundwater within the study area.

If soil is to be removed from site it is recommended that appropriate soil testing is completed and *SP ENVR0014 – Amendment to OPSS 180, November 2016 – Compliance with Ontario Regulation (O. Reg.) 406.19 for On-Site and Excess Soil Management* be considered during Detail Design.

8.1.5 Air

There is potential for the generation of dust, fumes, and odours during construction by machinery working within the study area.

Odour and fume impacts can be minimized by ensuring that all equipment is property maintained and that all pollution control devices on the equipment area operational and properly maintained.

It is recommended that the following be considered during Detail Design:

- *Dust shall be controlled as per OPSS 100 – MTO General Conditions of Contract (GC 7.07).*

8.1.6 Surface Water

Surface drainage patterns are not anticipated to be impacted by the project works. There is potential however for impacts to surface water (i.e., within drainage ditches) as a result of construction activities, due to refuelling, leaks and accidental spills during construction. Necessary precautions should be determined during Detail Design to prevent impacts to surface water. Please refer to Section 8.1.7 below.

8.1.7 Erosion and Sediment Control

Disturbance of soils during construction increases the potential for erosion and sedimentation in ditch lines and storm sewers without proper mitigation. It is recommended during Detail Design that erosion and sediment

control measures shall be developed in accordance with MTO Approach 1: Best Management Practices to protect surface water.

8.1.8 Designated Areas

There are no designated areas within the study area limits, and therefore, no impacts to designated areas are anticipated.

8.1.9 Species at Risk

There are no known SAR or SAR habitat present within the project area and therefore, no impacts to SAR are anticipated.

8.1.10 Climate Change

The MTO has considered climate change in the Preliminary Design study and determined that the proposed works will have a beneficial impact on the generation of greenhouse gasses. The proposed intersection improvements will allow for improved free flow of traffic through the intersection and minimize the emissions related to cars idling at the intersection.

8.2 Socio-economic Environment

8.2.1 Noise

The MTO is legally exempt from noise by laws, however, it is recommended construction is completed within the requirements of the local noise by-laws unless otherwise necessary.

It is recommended that during Detail Design standard measures for mitigating noise emissions are included in the Contract Documents:

- *SP 199F33 – Construction Noise Constraints.*

8.2.2 Land Use Factors

Land use designations in the project limits are not expected to change as a result of the Recommended Plan. Property acquisition and entrance impacts, however, are required. MTO Property Office held meetings with impacted landowners (residences, institutional, and commercial). The below subsection describes the anticipated property and entrance impacts, this however will be confirmed during Detail Design. It is recommended that follow-up meetings with impacted landowners occur during Detail Design and appropriate notification procedures are included in the contract documents.

Commercial

Access to the Stratford Home Hardware Building centre located in the northwest quadrant of the intersection will be impacted by the project works. The existing entrance to the Home Hardware currently located on Highway 7/8 to the south of the property will be permanent closed. A new entrance will be constructed on Road 111 north of the intersection.

Residential

The residential properties located at 3995 and 1147 Road 111 in the southeast and southwest quadrants of the intersection will be impacted by the project works. The entrance to residential property 3995 Road 111 (Judy Dance Studio) located on Highway 7/8 will be closed however, the entrance to the property on Road 111 will remain accessible. The entrance to the residential property at 1147 Road 111 is currently located on Highway 7/8 and will be relocated to Road 111.

Institutional

Access to the Bethel Pentecostal Church in the northeast quadrant of the intersection will be impacted by the project works. The entrance to the church from Highway 7/8 located on the south side of the property will be permanently closed as a result of the intersection improvements. There is an entrance to the church on Road 111, north of the intersection, that will remain accessible.

8.2.2.1 Transportation

Student Transportation

The Huron Perth Student Transportation Services provide transportation services for all schools in and surrounding the study area. Consultation with student transportation providers will continue during Detail Design. Student transportation may experience delays as a result of traffic management during construction. It is recommended during Detail Design appropriate notification procedures are included in the contract documents.

Emergency Services

EMS providers may experience delays as a result of the traffic management during construction. It is recommended that follow-up meetings with impacted EMS providers occur during Detail Design and appropriate notification procedures are included in the contract documents.

Utilities

Impacts to existing utility infrastructure within the study area are anticipated. These requirements will be confirmed during Detail Design. Currently, the following utility impacts have been identified:

- Hydro One
- Enbridge Gas
- Bell Canada
- Wightman Telecom
- Rogers
- Eastlink

Consultation with impacted utility companies will continue during Detail Design.

8.3 Cultural Environment

8.3.1 Built Heritage and Cultural Heritage Landscape

There are no known or potential built heritage resources or cultural heritage landscapes located within the study area, and therefore, no impacts to heritage resources are anticipated.

8.3.2 Cultural Heritage - Archaeology

The Stage 1 Archeological Assessment field investigations were completed during the Preliminary Design to determine areas of archaeological potential. The Stage 1 Archeological Assessment recommended a Stage 2 Archeological Assessment be completed during Detail Design. A combined Stage 1 and 2 Archeological Assessment Report will be completed during Detail Design and filed with the MCM and entered into the Ontario Public Register of Archaeological Reports.

9.0 SUMMARY OF ENVIRONMENTAL CONCERNS AND COMMITMENTS

Table 3 summarizes the environmental concerns and mitigation measures and commitments to future work to be undertaken and confirmed during Detail Design.

Table 3: Summary of Environmental Concerns and Commitments Table

ID #	Issues/Concerns/Potential Affects	Concerned Stakeholders	ID #	Mitigation/Protection/Monitoring
1.0 Terrestrial Ecosystems				
1.1	Loss and disturbance of vegetation.	Ministry of Natural Resources (MNR) Environment Canada (EC) Ministry of Environment Conservation and Parks (MECP)	1.1.1	It is recommended that reinstatement areas be replanted with herbaceous plants using a native seed mix as per <i>OPSS 802 – Construction Specification for Topsoil, OPSS 803 – Construction Specification for Vegetation Cover</i> .
			1.1.2	A Landscaping Plan will be prepared to identify all areas where tree removals are required, as well as make recommendations for tree protection for trees that are being retained and reinstatement of vegetation, where required.
			1.1.3	Vegetation removals should be completed within an appropriate timing window to avoid impacts to Migratory Birds.
			1.1.4	It is recommended that cover will be utilized as per <i>OPSS 804 – Construction Specifications for Temporary Erosion Control</i> as part of the contract for areas where seeding is required.
1.2	Phragmites are located within the Highway 7/8 ROW project limits. The use of construction equipment may spread and establish non-native and invasive species.		1.2.1	Due to the stand of invasive phragmites within the study area adjacent to the northwest side of Highway 7/8, it is recommended <i>SP ENV0011 Invasive and Noxious Vegetation Spraying/Invasive and Noxious Vegetation Cutting</i> be included in the Contract Documents to control the spread of noxious and invasive plants.
1.3	Potential disturbance to wildlife, including nesting migratory birds, because of construction works.		1.3.1	The Contract Documents are recommended to include <i>Operational Constraint (Environmental) – Migratory Bird Protection – General</i> . <ul style="list-style-type: none"> A migratory bird timing window is recommended to be followed. This will be confirmed during Detail Designs. If vegetation removal must occur within the timing window, the Contractor must retain a qualified avian specialist to conduct a nesting survey prior to clearing.

Table 3: Summary of Environmental Concerns and Commitments Table

ID #	Issues/Concerns/Potential Affects	Concerned Stakeholders	ID #	Mitigation/Protection/Monitoring
2.0 Groundwater				
2.1	There are 42 water supply wells within 500 m of the study area; 31 of which are used for domestic water supply.	MECP MNR	2.1.1	During Detail Design, water-taking requirements for the site will be determined in accordance with MECP regulations, including the need for an Environmental Activity and Sector Registry (EASR) and / or Permit to Take Water (PTTW).
3.0 Contaminated Property and Waste Management				
3.1	Designated substances are presumed present in on-site existing construction materials, which may pose a threat to the health and safety of the construction workers.	Construction Staff MECP	3.1.1	It is recommended that Designated Substances Survey is completed during Detail Design to identify existing designated substances on-site within construction materials. In accordance with the <i>Occupational Health and Safety Act R.S.O. 1990, c. 0.1, SP No. 101F21, Occupational Health and Safety Act Compliance</i> is recommended to be included in the Contract Documents to notify the contractor of any designated substances present on-site.
3.2	There is potential for excess materials to be generated.		3.2.1	During Detail Design, a review of the quantities of excess soil that will be created as a result of the project works will be undertaken. If soil is to be removed from site it is recommended that appropriate soil testing is completed during Detail Design and <i>SP ENVR0014 – Amendment to OPSS 180, November 2016 – Compliance with Ontario Regulation (O. Reg.) 406.19 for On-Site and Excess Soil Management</i> be included in the Contract Documents.
4.0 Air				
4.1	Potential that dust and emissions from machinery will be generated during construction.	MECP	4.1.1	Odour and fume impacts should be minimized by ensuring that all equipment is properly maintained and that all pollution control devices on the equipment are operational and properly maintained.
			4.1.2	Dust should be controlled as per <i>OPSS. PROV 100 – MTO General Conditions of Contract (GC 7.07)</i> .
5.0 Surface Water				
5.1	There is potential for impacts to surface water (i.e. ditch lines and storm sewers) as a result of construction activities due to refuelling, leaks and accidental spills during construction.	MNR MECP	5.1.1	It is recommended that all necessary precautions are determined during Detail Design to prevent impacts to surface water.

Table 3: Summary of Environmental Concerns and Commitments Table

ID #	Issues/Concerns/Potential Affects	Concerned Stakeholders	ID #	Mitigation/Protection/Monitoring
6.0 Erosion and Sediment Control				
6.1	Disturbance of soils during construction increases the potential for erosion and sedimentation in ditch lines and storm sewers without proper mitigation.	MNR MECP	6.1.1	In order to mitigate the potential for erosion and sedimentation within the project limits it is recommended that during Detail Design erosion and sediment control measures are developed in accordance with MTO Approach 1: Best Management Practices to protect surface water.
7.0 Noise				
7.1	Noise from construction, equipment and vehicles may disturb neighbouring residents and commercial businesses.	Nearby Residents & Business Owners MECP Township of Perth East City of Stratford	7.1.1	It is recommended construction is completed within the requirements of the local noise by-laws unless otherwise necessary. It is recommended that the Contract Documents include <i>SP 199F33 – Construction Noise Constraints</i> .
8.0 Land Use Factors				
8.1	Several properties will require modification to entrance(s). Four (4) property acquisitions are required. Permission to Enter (PTE) agreements will also be required for several entrances to accommodate the work.	Township of Perth East City of Stratford Motorists including Emergency Services (EMS) and Huron Perth Student Transportation Services (HPSTS).	8.1.1	Additional discussions are recommended to be held during Detail Design with the property owners of all properties anticipated to be impacted by the project footprint or for any required property acquisition and/or entrance impacts or modifications. It is recommended that appropriate notification procedures are included in the contract document.
8.2	Traffic Operations may be impacted by construction.	HPSTS	8.2.1	It is recommended that EMS, school transportation services and the Municipalities be notified in advance of any potential road closures or traffic impacts.

Table 3: Summary of Environmental Concerns and Commitments Table

ID #	Issues/Concerns/Potential Affects	Concerned Stakeholders	ID #	Mitigation/Protection/Monitoring
		EMS	8.2.2	It is recommended that advanced signing be placed in locations along the affected roadways advising motorists of roadway/lane closures.
			8.2.3	It is recommended that follow-up meetings with impacted EMS providers occur during Detail Design and appropriate notification procedures are included in the contract documents.
9.0 Utilities				
9.1	Impacts are possible to existing utilities including Hydro One, Enbridge Gas, Bell Canada, and Wightman Telecom.	Hydro One Enbridge Gas Bell Canada Wightman Telecom Rogers Eastlink	9.1.1	During Detail Design advanced coordination with utility companies for utility relocations should be undertaken. Utility companies have been contacted, and the relocation process is currently underway.
			9.1.2	During Detail Design daylighting of underground utilities should be completed to confirm locations and depths.
10.0 Cultural Heritage – Archaeology				
10.1	During construction, there is always the chance of encountering deeply buried archeological material.	MCM	10.1.1	It is recommended that Stage 2 Archaeological Assessment is undertaken for areas determined with archaeological potential during the Stage 1 field investigations. It is recommended that a combined Stage 1 and 2 Archaeological Assessment Report is completed and filed with the MCM and entered into the Ontario Public Register of Archaeological Reports.

10.0 COMMITMENTS TO FUTURE WORK – DETAIL DESIGN

During the Detail Design phase of this assignment, commitments related to environmental and highway design issues are to be addressed. Environmental considerations and commitments to future work that must be addressed during the Detail Design and construction of the Recommended Plan include:

- Ongoing consultation with emergency services, agencies, interest groups, Indigenous Communities, and directly impacted property owners will be completed to discuss impacts of the project and ensure appropriate mitigation measures and design considerations are carried forward during construction.
- A thorough assessment of terrestrial impacts and required mitigation measures will be documented during Detail Design in a Terrestrial Ecosystems Existing Conditions and Impact Assessment Report which will include a landscaping plan to ensure all trees and vegetation affected by the project will be identified and minimized wherever possible.
- During Detail Design water-taking requirements will be determined in accordance with MECP regulations, including the need for an Environmental Activity and Sector Registry (EASR) and/or Permit to Take Water (PTTW).
- Appropriate disposal strategies and locations for all excess materials generated for this project will be completed as required during Detail Design in accordance with O.Reg. 406/19 On-Site and Excess Soil Management.
- During Detail Design, Best Management Practices for Erosion and Sediment Control (Approach 1) for the project will be determined to mitigate the risk of erosion and sediment transport within the project area.
- Stage 2 Archaeological Assessment will be completed during Detail Design in any impacted areas identified with archaeological potential during the Stage 1 Archaeological Assessment field investigations. The Archaeological Assessment reports will be filed with the Ministry of Citizenship and Multiculturalism (MCM).
- During Detail Design further review and refinement of all project elements will be undertaken (including highway and intersection design, construction staging strategy, utility relocation strategy, etc.).

LIST OF REFERENCE DOCUMENTS

City of Stratford Official Plan

Township of Perth East Official Plan

Class Environmental Assessment for Provincial Transportation Facilities (2000)

Class Environmental Assessment for Provincial Transportation Infrastructure and Municipal Expressways (2024)

Environmental Reference for Highway Design (2006)

Terrestrial Ecosystems Existing Conditions, Egis (2024)

Designated Substance Survey Report, Egis (2023)

Land Use Report, Egis (2024)

Hwy 6,7,8 Short List Report, Egis (2024)

Hwy 6,7,8 Long List Report, Egis (2024)

LIST OF REFERENCE ACTS

Canadian Environment Assessment Act (2012)

Endangered Species Act (2007)

Environmental Assessment Act (2012)

Impact Assessment Act (2019)

Accessibility for Ontarians with Disabilities Act (2005)

Ontario Clean Water Act (2006)

Species at Risk Act (SARA) (2002)

Ontario Heritage Act (1990)

Migratory Birds Convention Act (1994)

Fish and Wildlife Conservation Act (1997)

Occupational Health and Safety Act (1990)

APPENDIX A: PUBLIC CONSULTATION / ONTARIO GOVERNMENT NOTICES

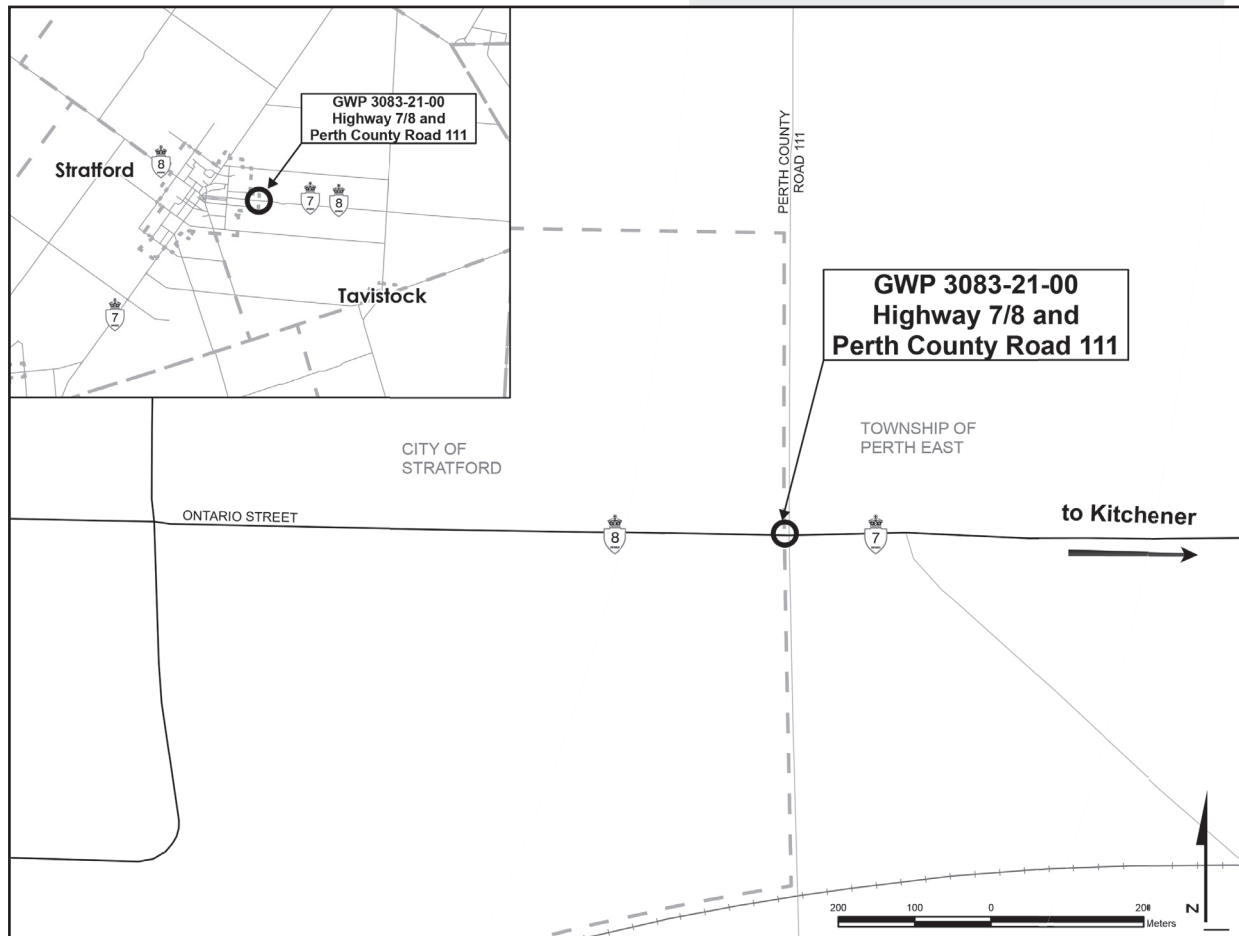
CONTACT LIST

Title	First Name	Last Name	Position	Agency	Address	City/Town	Province	Postal Code	Telephone	Email
Provincial Ministries										
Ms.	Crystal	Lafrance	District Manager	Ministry of Natural Resources and Forestry (MNRF)	1 Stone Road W	Guelph	ON	N1G 4Y2	519-859-6376	crystal.lafrance@ontario.ca
Ms.	Karla	Barboza	Team Lead - Heritage, Heritage Planning Unit	Ministry of Tourism, Culture, and Sport (MTCSS)	400 University Avenue	Toronto	ON	M7A 2R9	416-660-1027	karla.barboza@ontario.ca
Mr.	Paul	Nairn	Manager - Western Region	Ontario Federation of Agriculture	200 Hanlon Creek Boulevard	Guelph	ON	N1C 0A1	519-272-5533	paul.nairn@ofa.on.ca
Ms.	Heather	Levecque	Director, Indigenous Relations	Ministry of Indigenous Affairs- Indigenous Relations Branch	160 Bloor Street, 9th Floor	Toronto	ON	M7A 2E6	416-325-7032	heather.levecque@ontario.ca
Municipality Contacts										
Ms.	Tatiana	Chevalier	City Clerk	City of Stratford	1 Wellington Street	Stratford	ON	N5A 2L3	519-271-0250	clerks@stratford.ca
Ms.	Joan	Thompson	Chief Administrative Officer	City of Stratford	1 Wellington Street	Stratford	ON	N5A 2L3	519-271-0250	cao@stratford.ca
Mr.	Micheal	Givens	Chief Administrative Officer	Township of Perth East	25 Mill Street East	Milverton	ON	N0K 1M0	519-595-2800 x232	mgivens@pertheast.ca
Ms.	Ashley	Carter	Municipal Clerk	Township of Perth East	25 Mill Street East	Milverton	ON	N0K 1M0	519-595-2800 x223	acarter@pertheast.ca
Emergency Services										
Chief	Mike	Adair	Chief of Paramedic Services	Perth County Paramedic Services	1 Huron Street	Stratford	ON	N5A 5S4	519-271-0531 x510	madair@perthcounty.ca
Chief	Bill	Hunter	Fire Chief	Township of Perth East - Fire Department Services	25 Mill Street East	Milverton	ON	N0K 1M0	519-595-2800 x226	link on website
Chief	Neil	Anderson	Fire Chief	Stratford Fire Department	PO Box 818	Stratford	ON	N5A 6W1	519-271-3212	nanderson@stratford.ca
Chief	Greg	Skinner	Chief of Police	Stratford Police Services	17 George Street West	Stratford	ON	N5A 1A6	519-271-4147	gskinner@stratfordpolice.com
Chief	Wendy	Burrow	Detachment Commander	OPP Perth County	380 Huron Road	Sebringville	ON	N0K 1X0	519-393-6123	opp.perth.county@opp.ca
Indigenous Communities (MTO)										
Chief	Sherrilyn	Hill	Chief	Six Nations of the Grand River	1695 Chiefswood Road PO Box	Oshweken	ON	N0A 1M0	519-445-2201	sherrilynhill@sixnations.ca
Mr.	Lonny	Bomberry	Director Lands and Resources	Six Nations of the Grand River	1721 Chiefswood Road, Iroquois Village Plaza, Unit 109 PO Box 5000				519-445-0330	lonnybomberry@sixnations.ca
Ms.	Dawn	Russell	Consultation Administrative Assistant	Six Nations of the Grand River					519-753-0665	dawnrussell@sixnations.ca
Mr.	Leroy	Hill	Hohahe	Haudenosaunee Confederacy Chiefs: Council	16 Sunrise Court Suite 407 PO	Oshweken	ON	N0A 1M0	519-445-4222	jocko@sixnations.com
Ms.	Raechelle	Williams	Environmental Supervisor	Haudenosaunee Confederacy Chiefs: Council						raechellewilliams@hdi.land
Mr.	Todd	Williams	Monitoring Program Coordinator	Haudenosaunee Confederacy Chiefs: Council						williams.todde@gmail.com *only for Archaeology
				Haudenosaunee Confederacy Chiefs: Council						info@hdi.land
Chief	Stacey	Laforme	Chief	Mississaugas of the Credit First Nation	2789 Mississauga Road Bldg #3	Hagersville	ON	N0A 1H0	905-768-1133	stacey.laforme@mncfn.ca
Mr.	Mark	Laforme	Director	Mississaugas of the Credit First Nation						mark.laforme@mncfn.ca
Ms.	Abby	Lee	Acting Consultation Manager	Mississaugas of the Credit First Nation						abby.laforme@mncfn.ca
				Mississaugas of the Credit First Nation						DOCA.admin@mncfn.ca
Transportation Services and School Boards										
Sir/Madam				Huron Perth Student Transportation Services	62 Chalk Street North	Seaforth	ON	N0K 1W0	519-527-0670	hpsts@ed.amdsb.ca
Ms.	Mary Helen	Van Loon	Chair	Huron Perth Catholic School Board	3927 Perth Rd 180	Dublin	ON	N0K 1E0	519-275-1710	mhvanloon@huronperthcatholic.ca
Ms.	Lisa	Walsh	Director of Education and Secretary of the Board	Avon Maitland District School Board	62 Chalf Street North	Seaforth	ON	N0K 1W0	519-275-1710	lisa.welch@ed.amdsb.ca

NOTICE OF STUDY COMMENCEMENT: ONTARIO GOVERNMENT NOTICE

Notice of Study Commencement

Preliminary Design and Class Environmental Assessment Study Highway 7/8 and Perth County Road 111 Intersection Improvements (GWP 3083-21-00)



THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained McIntosh Perry Consulting Engineers Ltd. (McIntosh Perry) to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 7/8 and Perth County Road 111 intersection improvements, boundary of the City of Stratford and the Township of Perth East, County of Perth.

THE PROCESS

The Preliminary Design is following the approved planning process for a Group 'B' project in accordance with the Class EA for Provincial Transportation Facilities (2000).

The Preliminary Design will include the generation of alternatives and evaluation, based on technical and environmental factors. Consultation will take place throughout the study. One virtual Public Information Centre (PIC) will provide an opportunity for stakeholders to comment. Throughout the study, information will be updated on the Project Website at www.highway7and8perthcountyroad.com.

Upon completion of the Preliminary Design, a Transportation Environmental Study Report (TESR) will be prepared. The TESR will document the existing conditions of the study area, the evaluation of the alternatives, and identify the preferred plan and commitments to future work. The TESR will be made available for a 30-day comment period at the completion of the Preliminary Design.

COMMENTS

We encourage you to visit the Project Website at any time during the study for updates on this project. If you require further information or have accessibility requirements in order to participate, please contact one of the individuals named below. Any comments or questions can be directed to one of the following project team members and are respectfully requested by **December 23, 2023**:

Mr. Steven Pilgrim, P.Eng.

Project Manager
McIntosh Perry Consulting Engineers Ltd.
1-1329 Gardiners Road
Kingston, ON K7P 0L8
tel: 343-344-2629 or
toll-free: 1-888-348-8991
e-mail: highway7and8@mcintoshperry.com

Ms. Wendy Xu, P.Eng.

Project Engineer
Ontario Ministry of Transportation
3rd Flr, 659 Exeter Road,
London, ON N6E 1L3
tel: 548-588-1937
e-mail: wendy.xu@ontario.ca

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 become part of the public record.

Notice issued on: November 22, 2023

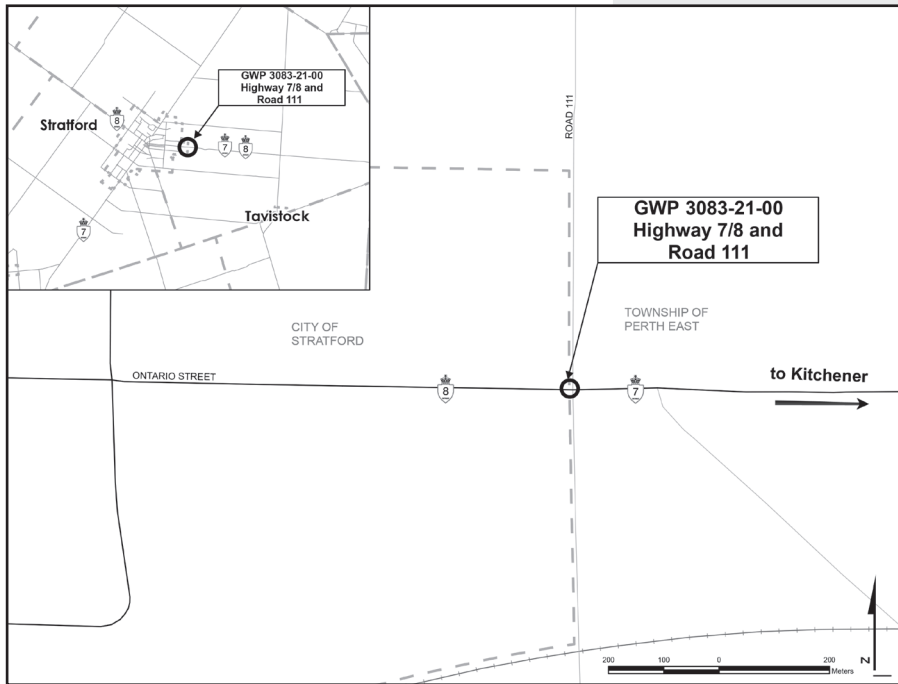
NOTICE OF PUBLIC INFORMATION CENTRE: ONTARIO GOVERNMENT NOTICE

Notice of Public Information Centre

Preliminary Design and Class Environmental Assessment Study Highway 7/8 and Road 111 Intersection Improvements (GWP 3083-21-00)

THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained Egis (formerly McIntosh Perry) to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 7/8 and Road 111 intersection improvements, boundary of the City of Stratford and the Township of Perth East, County of Perth.



The purpose of this notice is to invite interested stakeholders to participate in an Online Public Information Centre (PIC). The PIC is being held to present the study process, outline the existing conditions, the list of alternatives, and receive input on the proposed improvements within the study area. The Online PIC will be available for a 30-day comment period from **March 6, 2024 to April 5, 2024**.

To view the PIC material and provide comments, please visit the project website at www.highway7and8perthcountyroad.com.

THE PROCESS

The Preliminary Design is following the approved planning process for a Group 'B' project in accordance with the Class EA for Provincial Transportation Facilities (2000).

COMMENTS

We encourage you to visit the Project Website at any time during the study for updates on this project. Project information including study notices, background information, PIC material, and the Transportation Environmental Study Report (TESR) will be made available as the study progresses. If you require further information or have accessibility requirements in order to participate, please contact one of the individuals named below. Any comments or questions can be directed to one of the following project team members:

Mr. Steven Pilgrim, P.Eng.

Project Manager
Egis
1-1329 Gardiners Road
Kingston, ON K7P 0L8
tel: 343-344-2629 or
toll-free: 1-888-348-8991
e-mail: highway7and8@mcintoshperry.com

Ms. Wendy Xu, P.Eng.

Project Engineer
Ministry of Transportation
3rd Flr, 659 Exeter Road,
London, ON N6E 1L3
tel: 548-588-1937
e-mail: wendy.xu@ontario.ca

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 become part of the public record. If you have accessibility requirements in order to be able to participate in this study, please contact one of the project team members listed above.

NOTICE OF PROPOSED TRANSITION: ONTARIO GOVERNMENT NOTICE

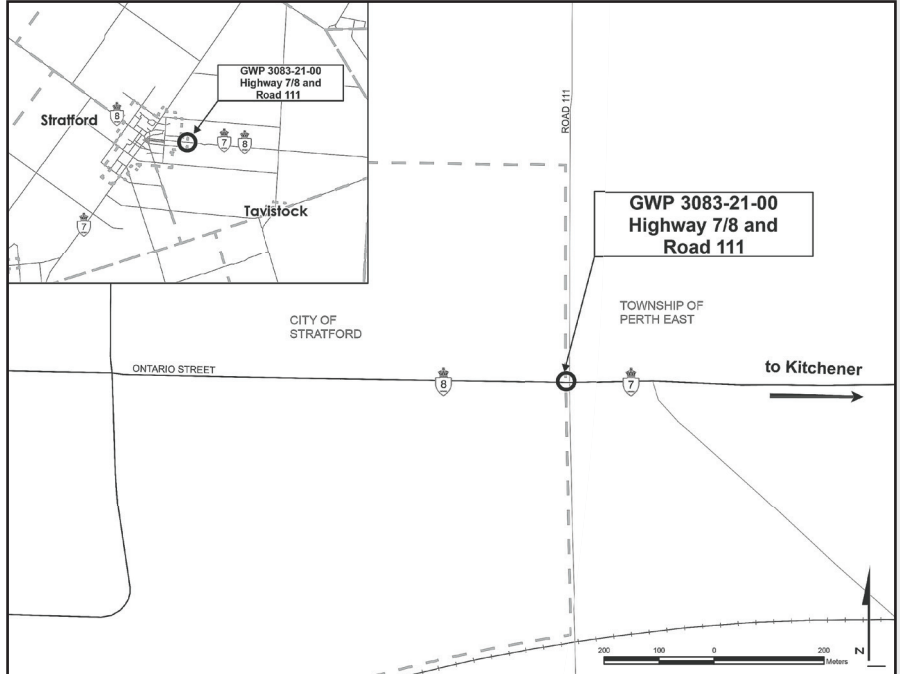
Notice of Proposed Transition

Preliminary Design, Detail Design, and Class Environmental Assessment Study Highway 7/8 and Road 111 Intersection Improvements, Township of Perth East, Perth County (GWP 3083-21-00)

THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained Egis (formerly McIntosh Perry) to complete the Group 'B' Preliminary Design, Detail Design, and Class Environmental Assessment (Class EA) Study for the Highway 7/8 and Road 111 intersection improvements located in the Township of Perth East, at the boundary of Perth East and the City of Stratford, Perth County.

THE PROCESS



The Study is currently being completed as a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*.

PROPOSED TRANSITION

This notice is being issued to inform interested stakeholders, members of the public, and Indigenous Communities of the intent to transition this project to the *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024)*. Transitioning to the new Class EA process will improve the planning process of projects beyond the preliminary design stage, bringing MTO into alignment with best practices observed in other Class EA frameworks. Transitioning from the requirements of the 2000 Class EA to the 2024 Class EA reflects a commitment to optimizing the assessment process by removing redundancies and expediting project planning to facilitate a more streamlined implementation process. Commitments made during the preliminary design phase will be addressed as the project progresses through the design process. Design and construction information will continue to be published on the project website and opportunities for public consultation will be ongoing through preliminary design.

Information on the project, including the process under the 2024 Class EA can be found at www.highway7and8perthcountyroad.com.

COMMENTS

If you have any comments or questions about this notice, or have questions about the study, we respectfully request you contact one of the following Project Team members by **September 9, 2024**:

Mr. Steven Pilgrim, P.Eng.

Project Manager
Egis
1-1329 Gardiners Road
Kingston, ON K7P 0L8
tel: 343-344-2629 or
toll-free: 1-888-348-8991
e-mail: highway7and8@mcintoshperry.com

Ms. Wendy Xu, P.Eng.

Project Engineer
Ontario Ministry of Transportation
3rd Flr, 659 Exeter Road,
London, ON N6E 1L3
tel: 548-588-1937
e-mail: Wendy.Xu@ontario.ca

You are encouraged to visit the project website where project information including notices, background information, etc. can be found. You can also submit comments or questions to the project team on the project website.

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 become part of the public record.

NOTICE OF TRANSITION AND STUDY COMMENCEMENT: ONTARIO GOVERNMENT NOTICE

Notice of Transition and Study Commencement

Preliminary Design, Detail Design, and Class Environmental Assessment Study Highway 7/8 and Road 111 Intersection Improvements, Township of Perth East, Perth County (GWP 3083-21-00)

THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained Egis (formerly McIntosh Perry) to undertake the Preliminary Design, Detail Design and Class Environmental Assessment (Class EA) Study for the Highway 7/8 and Road 111 intersection improvements, located in the Township of Perth East, at the boundary of Perth East and the City of Stratford, Perth County.

THE PROCESS

This study was initiated as a Group 'B' project under the Class Environmental (Class EA) Assessment for Provincial Transportation Facilities (2000) but will be moving forward as a Group 'B' project under the *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities and Municipal Expressways (2024)*.

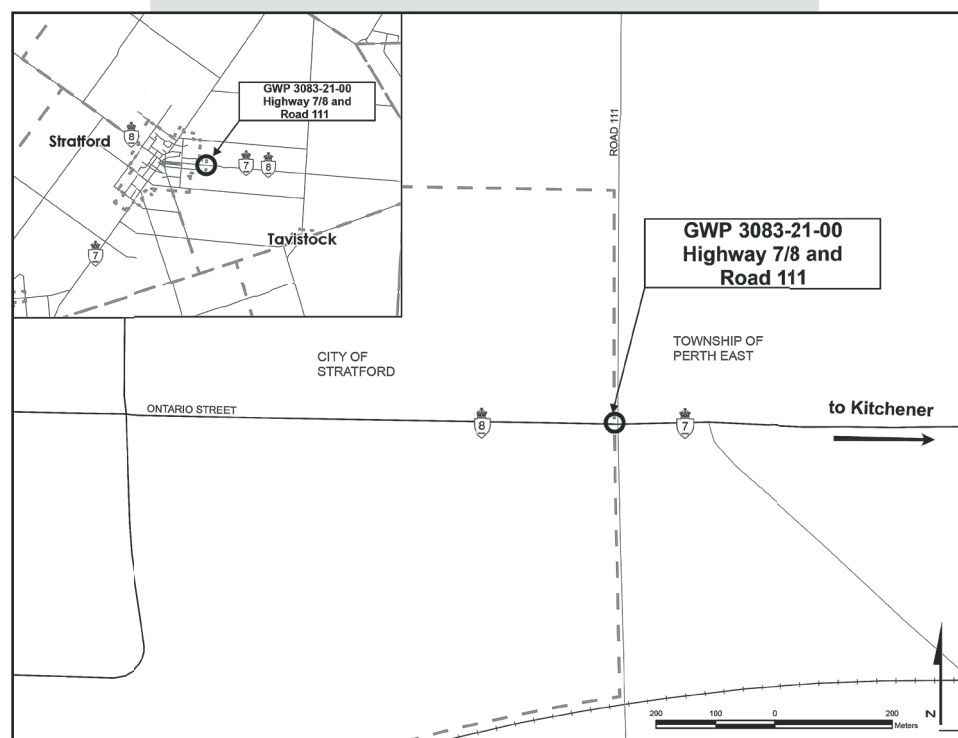
This notice is being issued to inform of study commencement, and to confirm that this project has transitioned to following the 2024 Class EA. Transitioning to the new Class EA process will improve the planning process of projects beyond the preliminary design stage, bringing MTO into alignment with best practices observed in other Class EA frameworks. Transitioning from the requirements of the 2000 Class EA to the 2024 Class EA reflects a commitment to optimizing the assessment process by removing redundancies and expediting project planning to facilitate a more streamlined implementation process. Commitments made during the preliminary design phase will be addressed as the project progresses through the design process. Design and construction information will continue to be published on the project website and opportunities for public consultation will be ongoing through preliminary design.

Please note that the transition to the 2024 Class EA is not anticipated to negatively impact project schedule or construction timelines.

Information on the project, including the process under the 2024 Class EA can be found at www.Highway7and8perthcountyyroad.com.

At the end of the study, the project team will prepare a *Transportation Environmental Study Report (TESR)* that describes how the requirements of the Class EA were met; how the project achieves the greatest overall transportation benefit while minimizing overall negative net environmental impacts; other key decisions; consultation with individuals, organizations, and Indigenous communities; and commitments for consultation and environmental protection.

The project team will issue a Notice of Completion at which point there will be a 30-day comment period allowing for an



opportunity to provide comments on the TESR. The project team will include comments received, responses to the comments and any supporting materials in a record of consultation.

COMMENTS

If you have any comments or questions about this notice, or have questions about the study, we respectfully request you contact one of the following Project Team members:

Steven Pilgrim, P.Eng.
Consultant Project Manager
Egis
516 O'Connor Drive, Unit 200
Kingston, ON K7P 1N3
tel: 343-344-2629 or
toll-free: 1-888-348-8991
e-mail:
Highway7and8@mcintoshperry.com

Wendy Xu, P.Eng.
MTO Project Manager
Ministry of
Transportation | West Region
3rd Fl. 659 Exeter Road,
London, ON N6E 1L3
tel: 548-588-1937
e-mail:
Wendy.Xu@ontario.ca

You are encouraged to visit the project website, www.Highway7and8perthcountyyroad.com where project information including study notices, background information, etc. You can also submit comments or questions to the project team on the project website.

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 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 listed above.

THIS NOTICE ISSUED: OCTOBER 30TH, 2024

NOTICE OF COMPLETION: ONTARIO GOVERNMENT NOTICE

NOTICE OF COMPLETION

Preliminary Design and Class Environmental Assessment Study Highway 7/8 and Road 111 Intersection Improvements (GWP 3083-21-00)

THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained Egis (formerly McIntosh Perry) to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the Highway 7/8 and Road 111 intersection improvements, located in the Township of Perth East, at the boundary of Perth East and the City of Stratford, Perth County.

THE PROCESS

This study is following the process for a Group 'B' project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways, 2024 (Class EA)*. In accordance with the requirements of the MTO's Class EA, a *Transportation Environmental Study Report (TESR)* is available for public comment.

COMMENTS

The TESR will be available for a 30-day comment period between November 20, 2024 and December 20, 2024 at the project website:

www.Highway7and8perthcountyroad.com. Interested persons may provide written comments by December 20, 2024 through the project website or to the following project team members:

Steven Pilgrim, P.Eng.

Project Manager

Egis

516 O'Connor Drive, Unit 200

Kingston, ON K7P 1N3

tel: 343-344-2629

e-mail: Highway7and8@mcintoshperry.com

Wendy Xu, P.Eng.

MTO Project Manager

Ministry of Transportation | West Region

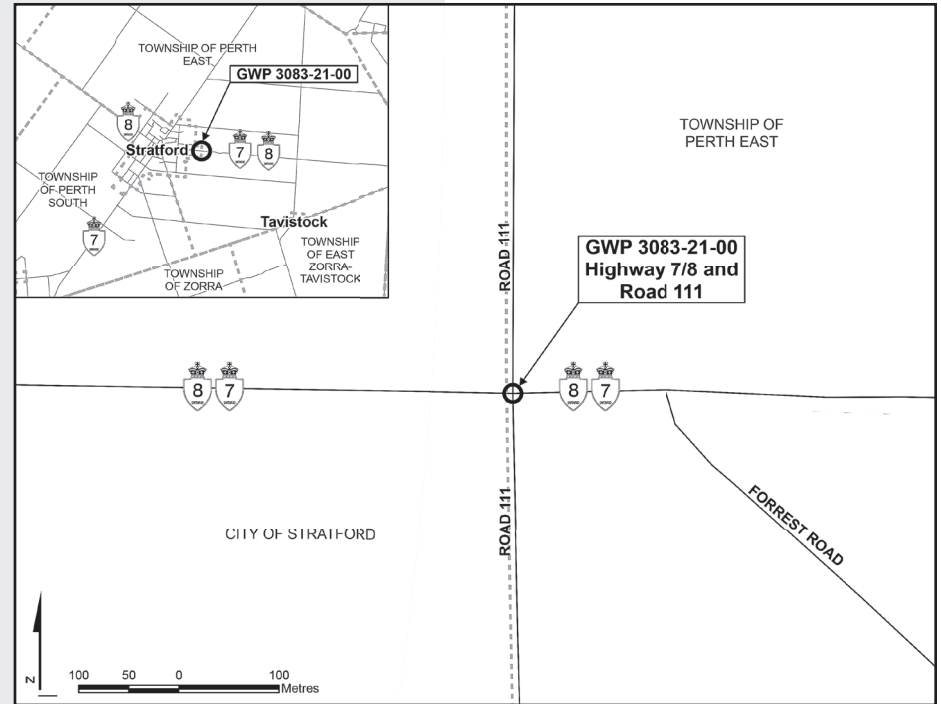
3rd Flr, 659 Exeter Road,

London, ON N6E 1L3

tel: 548-588-1937

e-mail: Wendy.Xu@ontario.ca

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e., requiring a comprehensive EA approval before being able to proceed), or that conditions be imposed (e.g., require further studies), only on the grounds that the requested order may prevent, mitigate, or remedy adverse impacts on



constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name.

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

The request should be sent in writing or by email to the Ministry of Transportation listed above and to:

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

and

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

Information collected will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments 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 listed above.

THIS NOTICE ISSUED NOVEMBER 20, 2024

APPENDIX B: CORRESPONDANCE

Summary of Notice of Commencement Consultation

Stakeholder	Comments Received	How it was Addressed/Response Sent
Local Property Owner Phone Call	General interest in the project undertaking. Expressed concerns related to how his business located adjacent to the intersection may be impacted by the project works.	The Project Team returned the phone call and discussed concerns related to the project. The property owner was informed that an upcoming PIC would be available for any further concerns.
Local Property Owner Email	General interest in the project undertaking. Also provided several comments regarding traffic concerns at the intersection including accidents.	The Project Team responded with a general response thanking the local resident for their comments. The property owner was informed that an upcoming PIC would be available for any further concerns.
Local Property Owner Email	General interest in the project undertaking. Also provided several comments regarding traffic concerns at the intersection including accidents.	The Project Team responded with a general response thanking the local resident for their comments. The property owner was informed that an upcoming PIC would be available for any further concerns.
Local Property Owner Email	General interest in the project undertaking. Also provided several comments regarding traffic concerns at the intersection including accidents.	The Project Team responded with a general response thanking the local resident for their comments. The property owner was informed that an upcoming PIC would be available for any further concerns.
Local Property Owner Email	General interest in the project undertaking. Also provided several comments regarding traffic concerns at the intersection including accidents.	The Project Team responded with a general response thanking the local resident for their comments. The property owner was informed that an upcoming PIC would be available for any further concerns.
Township of Perth East Email	General interest in the project and request to be kept apprised of the progress throughout the EA.	The Project Team ensured that the Township of Perth East would be kept informed throughout the study and would be setting up additional meetings with the township for additional comments or concerns.
Township of Perth East Email	General interest in the project and request to be apprised on notifications involving the Township.	The Project Team responded with a general response and cc'd the individual on all future correspondence with the Township.
Local Property Owner Email	Letter expressing traffic safety concerns at the intersection including accidents, volume, illumination,	The Project Team informed the resident that the Preliminary Design will take into consideration all of their concerns regarding the safety of the intersection.

Summary of Notice of Commencement Consultation

Stakeholder	Comments Received	How it was Addressed/Response Sent
	access to the highway from nearby businesses, and future developments.	All future development considerations and entrance modifications will go through the standard MTO process.
Local Property Owner Email	General interest in the project undertaking. Also provided several comments regarding traffic concerns at the intersection including accidents.	The Project Team responded with a general response thanking the local resident for their comments. The property owner was informed that an upcoming PIC would be available for any further concerns.
Local Property Owner Email	General interest in the project undertaking. Expressed concern regarding development near the Avon River and nearby agricultural areas.	The Project Team responded with a general response thanking the local resident for their comments. The property owner was informed that the appropriate environmental studies are being undertaken as part of the EA requirements and that the Avon River is outside the study area limits.
Ministry of Environment Conservation and Parks (MECP) Email	Letter of acknowledgement and supporting attachments for the project undertaking.	No response required.
Business Owner Stratford Home Hardware Building Centre	General interest in the project timeline. Expressed support for intersection improvements. Asked to be appraised regarding project updates and timeline.	The Project Team responded with a general response thanking the business owner. The Project Team informed the business owner of the upcoming PIC as an opportunity to obtain additional project details.
City of Stratford (On behalf of the mayor) Email	Provided acknowledgement of the study and requested project materials to pass on to the Mayor.	The Project Team provided the NOC and a link to the project website. The Project Team also offered to set up a meeting to discuss concerns, questions and comments.
City of Stratford Email	Provided acknowledgement of the study as well as concern regarding complaints about the intersection. Requested that the City Engineer and Director of	The Project Team cc'd both the City Engineer and the Director of Building and Planning Services on the response to the Mayor's representative.

Summary of Notice of Commencement Consultation

Stakeholder	Comments Received	How it was Addressed/Response Sent
	Building and Planning be kept informed as the project progresses.	
Local Property Owner Email	Expressed concern regarding potential impacts to access with farm equipment and/or materials to farm property on Forest Road.	The project team phoned the resident to confirm that access to and from Forest Road would not be compromised and ideally intersection improvements will alleviate the issues with leaving Forest Road.

Summary of Consultation from Online Public Information Centre

Stakeholder	Comments Received	How it was Addressed/Response Sent
Local Property Owner Email	Expressed preference for traffic lights to be installed. Expressed concerns over costs and traffic flow and noted the number of larger vehicles and farm equipment that uses the intersection.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for traffic lights to be installed. Noted that the study should consider the new subdivision nearby.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for traffic lights to be installed. Noted the number of large transport trucks that use this intersection.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner	Expressed preference for a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments

Summary of Consultation from Online Public Information Centre

Stakeholder	Comments Received	How it was Addressed/Response Sent
Email		and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for traffic lights. Noted that they believe traffic lights would be more cost effective and safer for traffic.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed concern for the rationale for the project and inquired about the relevance of the nearby future residential development. Inquired about provisions for cyclists and pedestrians in the project plans.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.

Summary of Consultation from Online Public Information Centre

Stakeholder	Comments Received	How it was Addressed/Response Sent
Ministry of Citizenship and Multiculturalism (MCM) Email	Inquired about the status of the cultural heritage studies (i.e., archeology, cultural heritage).	The Project Team was able to share the Project Information Form number with the MCM and informed them that there would be a Stage 1 Archaeological Assessment completed however no Cultural Heritage Evaluation Report (CHER) was anticipated to be part of the project works.
Ministry of Natural Resources and Forestry (MNRF) Email	Letter of acknowledgement and supporting attachments for the project undertaking.	No response required.
Local Property Owner Email	Expressed preference for traffic lights. Noted difficulty turning left through the intersection.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for a roundabout. Noted difficulty turning left through the intersection.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for traffic lights.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for traffic lights. Noted that the Forest Road subdivision area is close to the intersection and future modifications should take into account access to Highway 8 from Forest Road.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed difficulty navigating the Online Public Information Centre (PIC).	The Project Team responded with a link to the PIC boards and identified where to find the information the resident was looking for.

Summary of Consultation from Online Public Information Centre

Stakeholder	Comments Received	How it was Addressed/Response Sent
Local Property Owner Email	Expressed preference for a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for traffic lights. Noted that left turn lanes would substantially improve the traffic flow at the intersection.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
City of Stratford Email	Reiterated comments submitted to the Notice of Study Commencement.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed concern towards the consideration of pedestrians and cyclists when designing the intersection improvements.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed interest in traffic lights or a roundabout.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for traffic lights. Noted safety concerns and access to the intersection for larger trucks and tractor trailers.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner	Expressed preference for traffic lights.	The Project Team responded with a general response thanking the local property owner for their comments

Summary of Consultation from Online Public Information Centre

Stakeholder	Comments Received	How it was Addressed/Response Sent
Email		and noted that their comments would be forwarded to the design team and taken into consideration.
Perth County Federation of Agriculture Email	Expressed concerns regarding access to the intersection for the local farming community and farming equipment accessibility.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed preference for traffic lights. Noted that the future development plans for a subdivision should be taken into account for intersection re-development.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed concerns for safety at the intersection.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner Email	Expressed concerns for safety at the intersection.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.

Summary of Consultation from Notice of Proposed Transition

Stakeholder	Comments Received	How it was Addressed/Response Sent
Local Property Owner Email	Expressed concerns for safety at the intersection.	The Project Team responded with a general response thanking the local property owner for their comments and noted that their comments would be forwarded to the design team and taken into consideration.
Local Property Owner	Expressed confusion about the purpose of the Notice of Proposed Transition. Asked for clarification.	The Project Team responded with additional information regarding the new EA and that the project

Email		would be transitioning. Additional information is available on the project website.
Local Property Owner Email	Expressed confusion about the purpose of the Notice of Proposed Transition. Asked for clarification.	The Project Team responded with additional information regarding the new EA and that the project would be transitioning. The Project Team also provided detailed answers for the resident's specific questions. Additional information is available on the project website.
Local Property Owner Phone call	Expressed concerns regarding safety at the intersection. Inquired about the preferred alternative and asked for a call back.	The Project Team returned the phone call to explain that the chosen alternative will be available to the public in Fall 2024 in the TESR.
Local Property Owner Phone call	Expressed confusion about the purpose of the Notice of Proposed Transition.	The Project Team spoke with the resident and informed him of the purpose of transitioning the project to the new EA.
Local Property Owner Phone call	Expressed concerns related to safety at the intersection.	The Project Team called back to inform the stakeholder that their comments would be taken into consideration by the design team.

APPENDIX C: PUBLIC INFORMATION CENTRE



PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT

HIGHWAY 7/8 and Road 111 Intersection Improvements

GWP 3083-21-00

Online Public Information Centre
March 6, 2024 – April 5, 2024

Under the *Integrated Accessibility Standards Regulation* (2011), the Ministry of Transportation, Ontario is committed to ensuring this presentation is accessible to all participants. If you have any accessibility requirements, please contact one of the project team members listed at the end of this presentation or on the project website <https://www.highway7and8perthcountyroa.com/>



Online Public Information Centre

Thank you for your interest in the project. The purpose of this Online Public Information Centre (PIC) is to provide stakeholders and the public with an introduction to the study and an opportunity to review and comment on the proposed works, anticipated impacts and mitigation measures.

Once you have reviewed the materials, please submit any questions or comments via the project website

(<https://www.highway7and8perthcountyroad.com>)

or to the contacts listed at the end of the presentation by April 5, 2024. A member of the project team will respond to you directly.

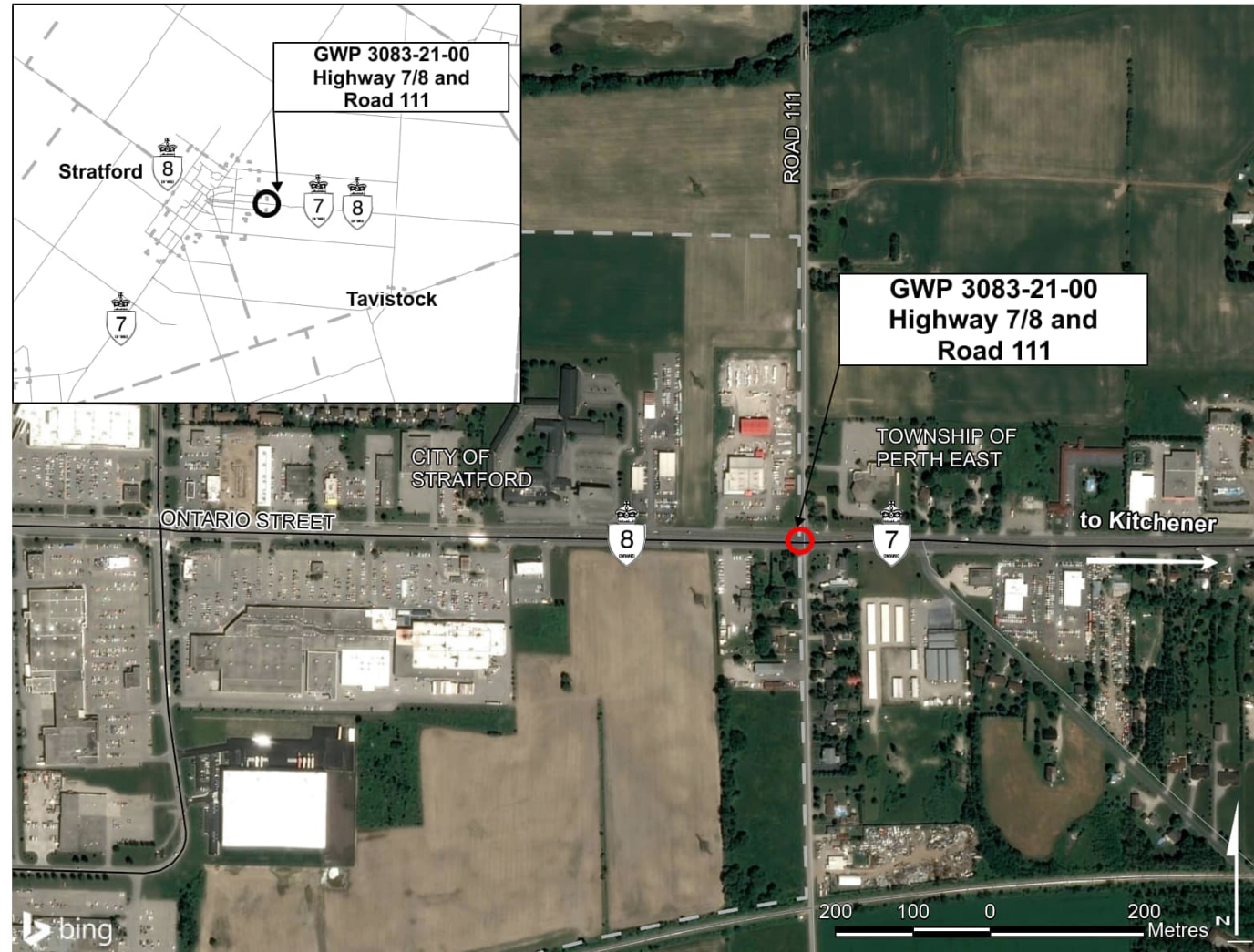
As part of this PIC, you will have a chance to review the following:

- 1. Project Description and Purpose**
- 2. Class Environmental Assessment Process**
- 3. Consultation and Engagement**
- 4. Existing Conditions**
- 5. Evaluation Criteria**
- 6. List of Alternatives**
- 7. Alternatives – Carried Forward**
- 8. Next Steps**

Project Description and Purpose

The Ontario Ministry of Transportation (MTO) has retained the services of Egis to undertake the Preliminary Design Class Environmental Assessment (Class EA) Study for Highway 7/8 and Road 111 Intersection Improvements.

The purpose of the Study is to address safety and operational concerns by constructing a new intersection layout that is suitable for satisfying long-term traffic needs.



Class Environmental Assessment Process

This Study is being carried out in accordance with the approved environmental planning process for Group ‘B’ projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000).

A Transportation Environmental Study Report (TESR) will be prepared to summarize the study process and recommendations. Upon completion, the TESR will be made available for a 30-day public comment period.

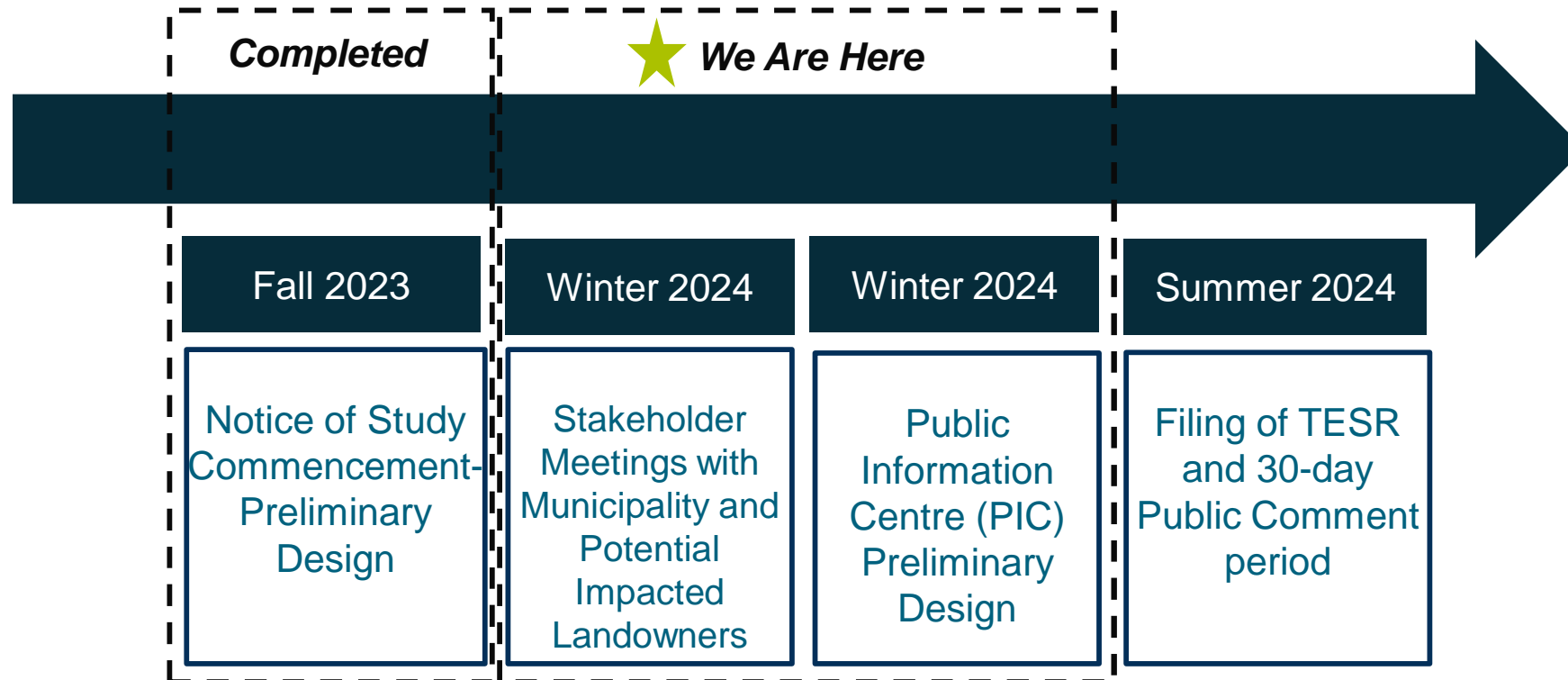
Upon completion of the 30-day public comment period and provided there are no outstanding concerns, the study will be considered to have met the requirements of MTO’s Class EA process and will move forward into the Detail Design Phase.



We Are Here

Consultation and Engagement

The Consultation and engagement opportunities that are being conducted at key points throughout the Preliminary Design include:



Existing Conditions

- Highway 7/8 at Road 111 consists of 4-lanes with fully paved shoulders in each direction.
- Highway 7/8 is classified as a rural arterial undivided road.
- Road 111 is classified as a rural local undivided road.

Land Use

- The northeast quadrant consists of a church property
- The southeast and southwest quadrants consists of residential.
- The northwest quadrant consist of commercial.

Natural Environment

- No Species at Risk (SAR) were observed within the study area during the 2023 field investigation.
- No watercourses are within the study area.

Evaluation Criteria

As part of the Class EA process, alternatives were developed to address project needs, and evaluated based on transportation engineering and environmental factors. As part of the evaluation, the alternatives must meet the project objectives to be carried forward for further consideration. The factors considered in the evaluation of design alternatives included:

- Natural environment
- Socio-economic environment (safety, noise and property)
- Transportation (traffic operations)
- Constructability
- Cost (construction and life cycle)

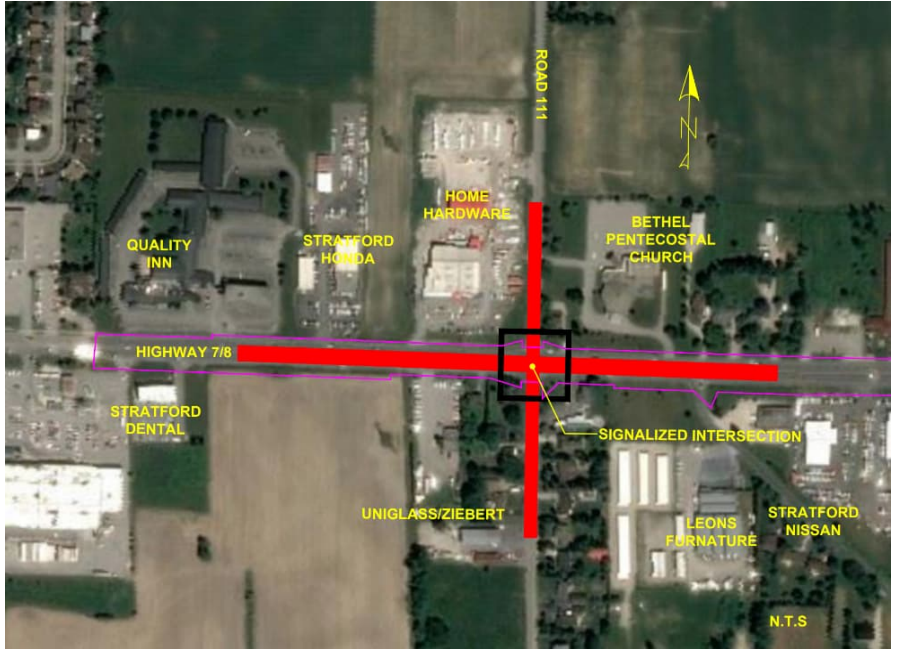
List of Alternatives

- | | | |
|---|---|---|
| 1 | Do Nothing | ✗ |
| 2 | Signalized Intersection - Maintaining the Existing Alignment with left turn lane on Highway 7/8 | ✓ |
| 3 | Roundabout - Two lanes on Highway 7/8 | ✓ |

The 'Do Nothing' alternative was not carried forward as the safety and operations concerns will not be addressed

Alternatives – Carried Forward

2 Signalized Intersection – Maintaining the Existing Alignment with left turn lane on Highway 7/8

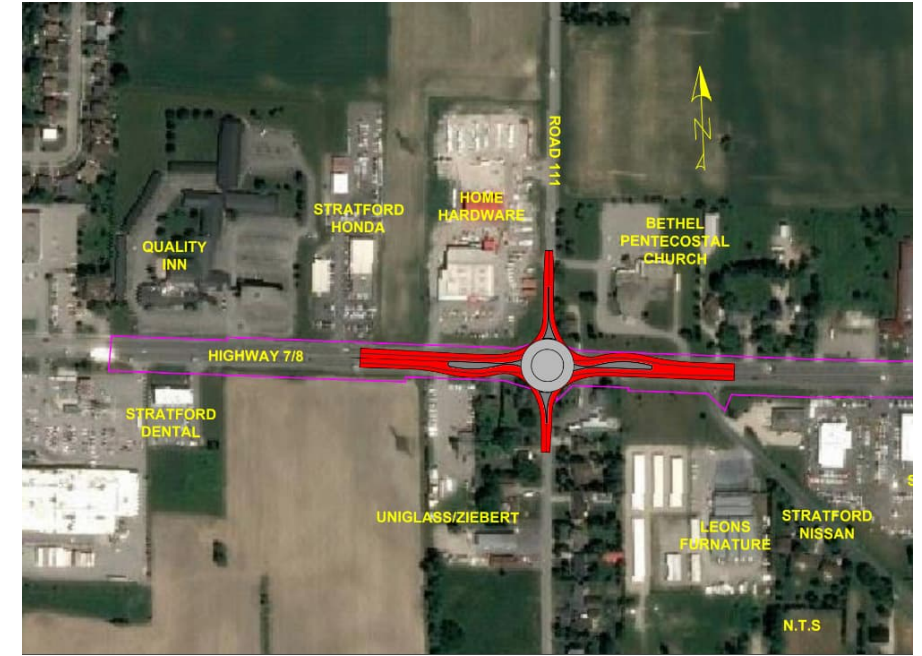


Existing MTO ROW  Proposed New Alignment 

Rationale

- Enhances safety and traffic operations.
- Minor property impacts and low construction costs.

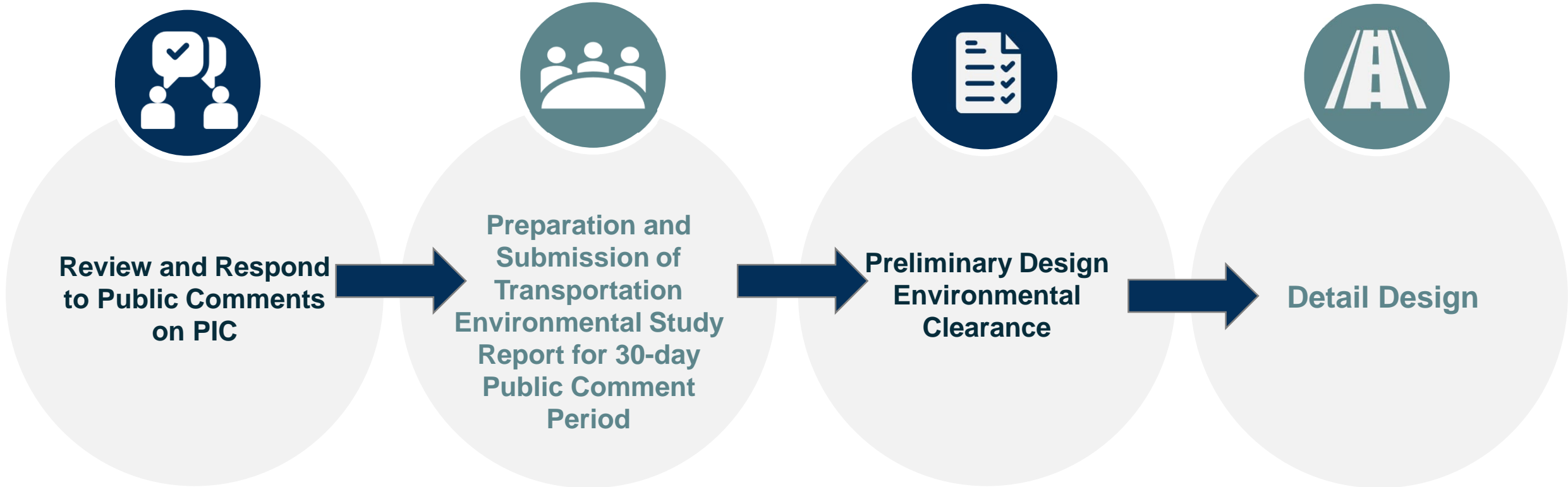
3 Roundabout – Two lanes on Highway 7/8



Rationale

- Enhances safety and traffic operations.
- Roundabouts may reduce the number of conflict points where collisions could occur.

Next Steps



Project Contacts

IF YOU WOULD LIKE MORE INFORMATION, PLEASE CONTACT:

Mr. Steven Pilgrim, P.Eng.
Consultant Project Manager
Egis

Tel: 343-344-2629

Email: highway7and8@mcintoshperry.com

Ms. Wendy Xu, P.Eng.
MTO Project Engineer
Ontario Ministry of Transportation

Tel: 548-588-1937

Email: wendy.xu@ontario.ca

**Please submit any questions or comments to the contacts listed above or via the project website by
April 5, 2024**

<https://www.highway7and8perthcountyroad.com/>

Thank you for participating in the Online Public Information Centre. Information is being 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 accessibility requirements in order to participate in this project, please contact one of the project team members listed above.

APPENDIX D: MEETING MINUTES

MEETING MINUTES

Date and Time: Wednesday, February 7, 2023, 2:30 pm – 3:30 pm

Location: MS Teams

Subject: GWP 3083-21-00 - Highway 7/8 and Perth Rd 111 PD and DD for Intersection Improvements
STRATFORD & PERTH EAST - MEETING #1

Attendees:

Wendy Xu	MTO, PM	Steven Pilgrim	Egis, PM
Nathan Bottema	STRATFORD	Aaron Stuart	Egis, Assist. PM & Highway
Adam Betteridge	STRATFORD	Jason Teepell	Egis, Utility/Property
Bill Hunter	PERTH EAST	Joe Alves	Egis, Highway
Jake Collings	PERTH EAST	Sarah Warner	Egis, Environmental
Justin Taylor	PERTH EAST		

Regrets:

Kelly Janson	MTO, Environmental	Jennifer Cavanagh	Egis, Environmental
--------------	--------------------	-------------------	---------------------

1.1 INTRODUCTIONS

- Egis performed introductions for those in attendance.

1.2 PROJECT OVERVIEW

- MTO gave a brief description of the proposed intersection improvements at the Highway 7/8 and Road 111 intersection. This included either a signalized intersection or roundabout traffic circle, drainage features, and any pavement rehabilitation deemed necessary.
- MTO and Egis shared the intersection project limits.
- Egis stated that limiting property impacts, utility impacts and the timing of construction due to safety issues will be crucial factors in the preliminary design process.

1.3 SCHEDULING

- Egis shared the project schedule going forward:
 - Assessing Alternatives – **February/March 2024**
 - Public Information Update – **March 2024**
 - Finalizing Preferred Alternative – **April 2024**
 - Final review & approvals – **May 2024**
 - Public TESR Review – **June/July 2024**
 - Detailed Design – **August 2024 to January 2025**
 - Construction Start – **Spring 2025**

1.4 DISCUSSIONS

- Perth East confirmed the speed limit on Road 111 is 80km/hr. It was noted there could be consideration of lowering the speed limit near the intersection.

1-1329 Gardiners Road, Kingston, ON K7P 0L8 | T. 613-542-3788 | F. 613-542-7583
info.north-america@egis-group.com | www.egis-group.com

- Perth East offered traffic counts for this past summer for Road 111 and Line 34 (Highway 7/8). *Action: Perth East*
- Perth East noted that they will be painting center lines on Road 111 this year.
- City of Stratford confirmed plans by developers (Cachet Homes and Paradise Developments) for two subdivisions in the area.
 - The smaller subdivision plan (Paradise Developments) will be east of the hydro corridor with frontage on Road 111.
 - The subdivisions would have a connecting road with frontage on Highway 7/8, east of Canadian Tire.
 - City of Stratford will see if they can send any plans for the development in the area with the connection of Road 111. *Action: City of Stratford*
 - City of Stratford confirmed that the smaller of the planned subdivisions is in its preliminary stages.
 - City of Stratford will circulate any traffic analysis by the developers near the project limits. *Action: City of Stratford*
- City of Stratford noted there a planned installation of a watermain extension along the Highway 7/8 corridor.
- City of Stratford stated that their connecting link agreement with MTO stops at the Canadian Tire limits when asked about any future infrastructure (sidewalks, multi-use paths, etc.) in the area.
- City of Stratford stated they envision a west connection on Road 111, north of Highway 7/8 to the Quality Inn site. City of Stratford noted there has not been approvals yet.
- Perth East confirmed there is no planned work on Forest Road.
 - MTO asked for a future connection as the only destination for residents is Highway 7/8.
 - Perth East noted that a signalized intersection will give vehicles more opportunity to safely exit Forest Road.
- Egis noted the design includes left turn lanes on Highway 7/8. Egis and MTO stated they will have more information in the coming months for the storage lengths as well as the need for left turn lanes on Road 111.
 - MTO noted for the left turn lane taper heading westbound to start after the Forest Road intersection.
- City of Stratford offered to send the collision data they have from the Stratford. *Action: City of Stratford*
- Egis asked MTO if they can provide a copy of the connecting link agreement with the City of Stratford for design purposes. *Action: MTO*