Transportation Environmental Study Report

Highway 6 and Wellington Road 22/8th Line Intersection Improvements

G.W.P. 3112-18-00
Egis Project No.: CCO-23-2829

Prepared for:

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

Prepared by:

Egis
750 Palladium Drive
Ottawa, ON K2V 1C7

January 20, 2025

egis

TRANSPORTATION ENVIRONMENTAL STUDY REPORT
HIGHWAY 6 AND WELLINGTON ROAD 22/8TH LINE INTERSECTION IMPROVEMENTS

G.W.P. 3112-18-00

Prepared By:

Sarah Thornley, B.Sc.
Environmental Planner
Egis

Sarah Warner
Environmental Planner
Egis

Reviewed By:

Jennifer Cavanagh, P.Eng.
Senior Environmental Planner
Egis

Aaron Stuart
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.highway6andwellingtonroadsecondline.com) or in hard copy upon request.

Steven Pilgrim, P. Eng.
Consultant Project Manager
Egis
516 O'Connor Drive, Unit 200
Kingston, Ontario K7P 1N3
Telephone: 343-344-2629
Email: highway6.canada@egis-group.com

Wendy Xu, P. Eng.
MTO Project Manager
Ministry of Transportation | West Region
3rd Flr, 659 Exeter Road
London, ON N6E 1L3
Telephone: 584-588-1937
Email: Wendy.Xu@ontario.ca

Interested persons may provide written comments to our project team by **February 21, 2025**. 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 6 and Wellington Road 22/8th Line as part of G.W.P. 3112-18-00. 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 Freeways (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 Freeways*" (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 and Study Commencement.

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 6 and Wellington Road 22/8th Line intersection is as follows:

- Construct a modern roundabout with realignment at the Highway 6 and Wellington Road 22/8th Line intersection. The roundabout has been designed to accommodate both farm equipment and tractor trailer combination vehicles;
- Revisions to the horizontal alignment of both Highway 6 and Wellington Road 22/8th Line.;
- Enhancements made to improve overall safety and visibility.
- Installation of new median islands with curb and gutter on roundabout approaches;
- Entrance/property access removals, relocations, and modifications as required.
- Rehabilitation of the Cox Creek Culvert on Highway 6, and
- Installation of new 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, fish and fish habitat, surface water, groundwater, traffic, noise, utilities, archeology, and excess soils. If all mitigation measures identified in this Transportation Environmental Study Report (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 TESR, MTO may proceed to Detail Design as outlined in the *Class EA for Provincial Transportation Infrastructure and Municipal Freeways,* (2024).

TABLE OF CONTENTS

1.0 OVERVIEW OF THE UNDERTAKING 1

1.1 General Description of Project 1

1.1.1 Project Limits and 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 4

2.1 Problem Statement 4

2.2 Opportunity 4

3.0 ENVIRONMENTAL ASSESSMENT PROCESS 5

3.1 ENVIRONMENTAL ASSESSMENT APPROVAL REGULATIONS 5

3.1.1 Ontario Environmental Assessment Act 5

3.1.2 Class Environmental Assessment for Provincial Transportation Infrastructure and Municipal Freeways (2024) 5

3.1.3 Class EA Study Process 6

3.1.4 Impact Assessment Act 7

4.0 CONSULTATION PROCESS 8

4.1 Project Website 9

4.2 Notice of Study Commencement 10

4.2.1 Ontario Government Notice of Study Commencement 10

4.2.2 General Distribution 10

4.2.3 Member of Provincial Parliament 10

4.2.4 Indigenous Communities 10

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 11

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 12

4.6 Municipal Advisory Committee Meetings 12
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 15
5.1.3 Groundwater 16
5.1.4 Contaminated Property and Waste Management 17
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) 18
5.1.10 Climate Change 19
5.2 Socio-Economic Environment 19
5.2.1 Noise 19
5.2.2 Land Use Factors 19
5.3 Cultural Environment 21
5.3.1 Built Heritage and Cultural Heritage Landscape 21
5.3.2 Cultural Heritage – Archaeology 21
6.0 ANALYSIS AND EVALUATION OF ALTERNATIVES 22
6.1 Long List Alternatives 22
6.1.1 Screening of Alternatives: "Long List" to "Short List" 22
6.2 Short List Alternatives 23
6.3 Evaluation of Short List Alternatives 28
6.3.1 Short List Evaluation Results 29
7.0 THE RECOMMENDED PLAN 31
8.0 ENVIRONMENTAL IMPACTS AND MITIGATION 33
8.1 Natural Environment 33

8.1.1 Fish and Fish Habitat 33
8.1.2 Terrestrial Ecosystems 33
8.1.3 Groundwater 35
8.1.4 Contaminated Property and Waste Management 35
8.1.5 Air 35
8.1.6 Surface Water 36
8.1.7 Erosion and Sediment Control 36
8.1.8 Designated Areas 36
8.1.9 Species at Risk 36
8.1.10 Climate Change 37
8.2 Socio-economic Environment 37
8.2.1 Noise 37
8.2.2 Land Use Factors 38
8.3 Cultural Environment 39
8.3.1 Built Heritage and Cultural Heritage Landscape 39
8.3.2 Cultural Heritage - Archaeology 39
9.0 SUMMARY OF ENVIRONMENTAL CONCERNS AND COMMITMENTS 40
10.0 COMMITMENTS TO FUTURE WORK – DETAIL DESIGN 46

List of Tables

Table 1: Long List Alternatives to the Undertaking 22

Table 2: Decision Matrix: Short List Evaluation Results 30

Table 3: Summary of Environmental Concerns and Commitments Table 41

List of Figures

Figure 1: Key Plan 2

Figure 2: Overview of Class EA Process (2024) for Group 'B' Projects 7

Figure 3: Plan View of Alternative 3 24

Figure 4: Plan View of Alternative 4 25

Figure 5: Plan View of Alternative 5 26

Figure 6: Plan View of Alternative 6 27

Figure 7: Plan View of Alternative 7 28

Figure 8: The Recommended Plan. 31

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 6 and Wellington Road 22/8th Line, including the rehabilitation of the Cox Creek culvert (G.W.P. 3112-18-00), located in the Township of Guelph/Eramosa, and the Township of Centre Wellington.

1.1 General Description of Project

The purpose of the Study is to determine the appropriate strategy for the improvement of the Highway 6 and Wellington Road 22/8th Line intersection. A Preliminary Design and Class EA Study which included an evaluation 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 a modern roundabout with realignment at the Highway 6 and Wellington Road 22/8th Line intersection. The roundabout has been designed to accommodate both farm equipment and tractor trailer combination vehicles;
- Revisions to the horizontal alignment of both Highway 6 and Wellington Road 22/8th Line;
- Improvements to intersection sight distances;
- Installation of new median islands with curb and gutter on roundabout approaches;
- Entrance/property access removals, relocations, and modifications,
- Rehabilitation of Cox Creek Culvert on Highway 6, and
- Installation of new 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 Freeways* (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 Project Limits and Study Area

The project limits are located at the intersection of Highway 6 and Wellington Road 22/8th Line (GWP 3112-18-00) outlined in purple on **Figure 1**. The intersection is located in the Township of Guelph/Eramosa and the Township of Centre Wellington, County of Wellington (**Figure 1**). The area surrounding the project limits is comprised of a mixture of agricultural, residential, commercial and grassland. Cox Creek culvert crosses Highway 6 approximately 95 m north of the intersection.

The study area includes the project limits, the MTO right-of-way (ROW) along Highway 6, the municipal ROW and the adjacent lands (120 m beyond the MTO ROW) surrounding the intersection (**Figure 1**).

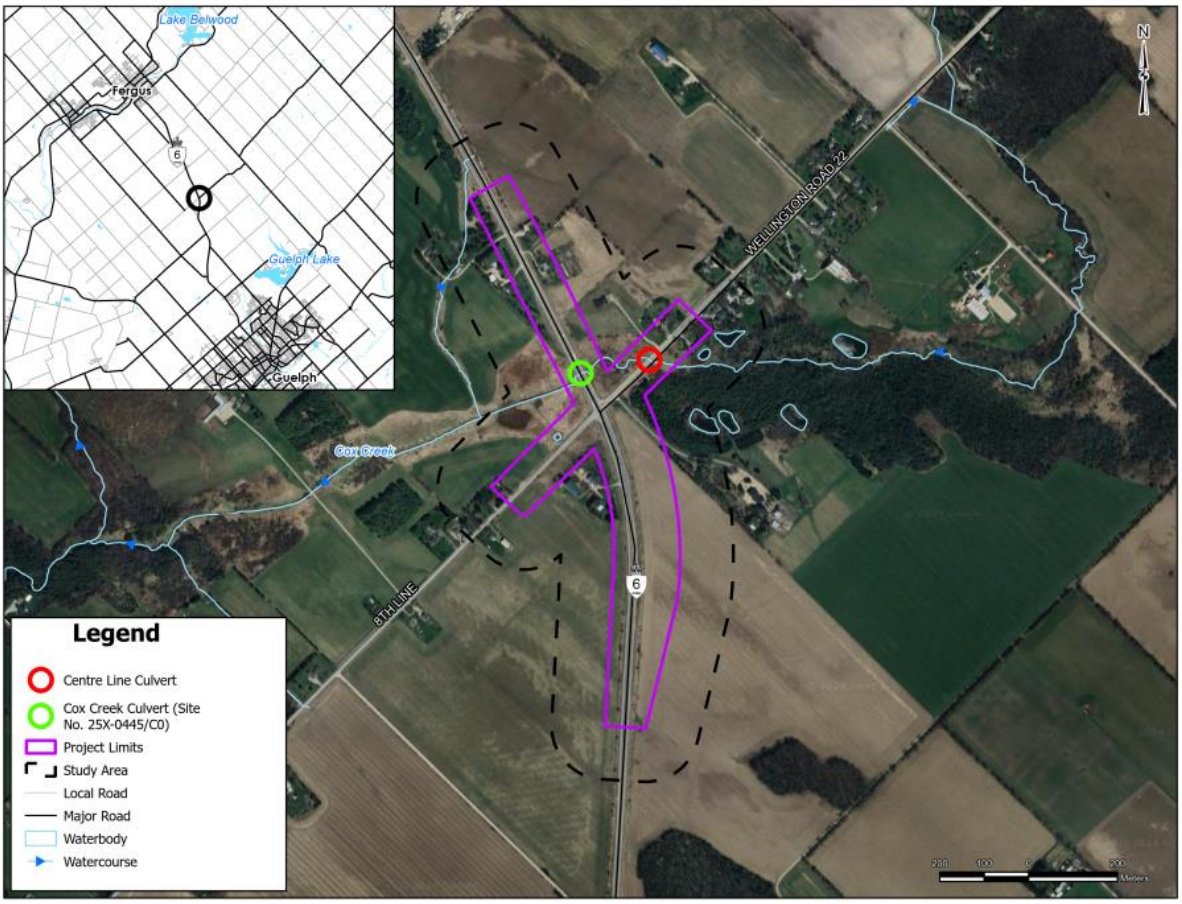


Figure 1: Key Plan

1.2 Project Background

Highway 6

Highway 6 is a major arterial highway that carries traffic from Port Dover in the south to McKerrow at Highway 17 to the north. Highway 6 in the study area traverses north to south and connects the City of Guelph to the Township of Fergus. The Highway at the 8th Line/Wellington Road 22 interchange is a single lane undivided highway with two lanes of traffic going south and one lane of traffic going north with a right-turn lane into Wellington Road 22/8th Line.

Wellington Road 22/8th Line

Highway 6 separates Wellington Road 22 to the east and 8th Line to the west. 8th Line is a two-lane undivided highway with a posted speed limit of 60 km/h and is classified as a rural collector undivided highway. Wellington Road 22 is a two-lane undivided highway with a posted speed limit of 80 km/h and is classified as a rural collector undivided highway. These roads runs perpendicular to highway 6 and carry traffic in a general southwest to northeast direction. Both Wellington Road 22 and 8th Line are single lane undivided roads that carry one lane of

traffic in each direction. There are no turning lanes available at the intersection with stop signs to merge traffic onto Highway 6.

1.3 Purpose of the Transportation Environmental Study Report

As a result of identified deficiencies at the Highway 6 and Wellington Road 22/8th Line 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, 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.highway6andwellingtonroadsecondline.com and hard copies which are available upon request.

Steven Pilgrim, P. Eng.
Consultant Project Manager
Egis
516 O'Connor Drive, Unit 200
Kingston, Ontario K7P 1N3
Telephone: 343-344-2635
Email: highway6.canada@egis-group.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 February 21, 2025.

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 fall 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 6 and Wellington Road 22/8th Line. 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 values within the study area and recommend preliminary mitigation measures to reduce environmental impacts;
- Minimize disruption to Highway 6 operations during Detail Design;
- Ensure the 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 6 and Wellington Road 22/8th Line intersection requires improvements to address the safety concerns and geometric deficiencies associated with the intersection traffic operations. Specific issues identified include safety-related concerns such as visibility, speeding, and turning movements.

2.2 Opportunity

The proposed intersection works will provide the opportunity to improve the overall safety of the Highway 6 and Wellington Road 22/8th Line intersection. The recommended improvements will address the problem statement by providing the following:

- Construct a **modern roundabout with realignment at the Highway 6 and Wellington Road 22/8th Line intersection**. The roundabout has been designed to accommodate both farm equipment and tractor trailer combination vehicles;
- Revisions to the horizontal alignment of both Highway 6 and Wellington Road 22/8th Line;
- Improvements to intersection sight distances;
- Installation of new median islands with curb and gutter on roundabout approaches;
- Entrance/property access removals, relocations, and modifications;
- Rehabilitation of Cox Creek Culvert on Highway 6, and
- Installation of new illumination at the intersection.

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 Freeways (2024)

The MTO's Class EA was approved under the *Ontario Environmental Assessment Act* in 1999 (amended in 2000). The Class EA was updated in 2024. In February 2024, the Class EA was amended to support the government's modernization initiative and ensure consistency with the Environmental Assessment Act. The amendment also renamed the Class EA to the "*Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways*" to better reflect the project types covered by the Class EA process, herein referred to as "Class EA". 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 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 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 four 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 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 EA Study has followed the requirements of a Group 'B' undertaking in accordance with the Class EA. 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 Class EA prescribes a multi-stage path through planning, to Preliminary Design phase. The Preliminary Design will be completed using this 2024 Class EA process. Refer to **Figure 2** for an overview of the Class EA Process.

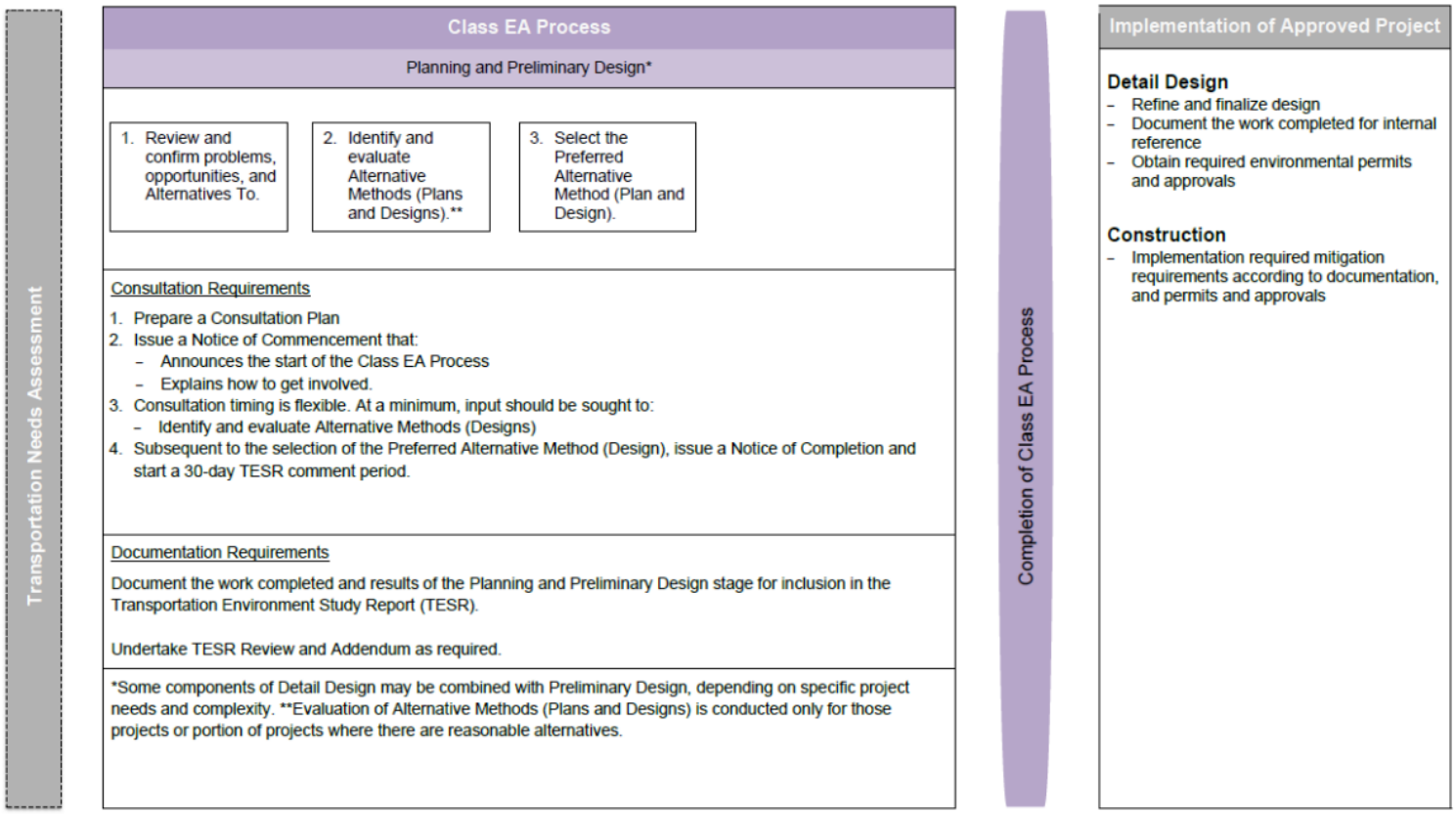


Figure 2: Overview of Class EA Process (2024) for Group 'B' Projects

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 CEAA, 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 during 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 Consultation Plan for GWP 3112-18-00 Highway 6 and Wellington Road 22/8th Line Intersection Improvements was concurrently carried out with GWP 3113-18-00 Highway 6 and Second Line Intersection Improvements at the commencement of the Preliminary Design. Consultation continued concurrently with the Notice of Public Information Center, Notice of Proposed Transition and Notice of Transition. The Studies however have recently been separated and will follow different schedules moving forward including the Notice of Completion. Both Studies will also be carried out independently through the Detail Design process. Meetings with the municipalities and affected property owners have been and will continue to be carried out independently for each Study. 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 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 for GWP 3112-18-00 included the following key elements:

- Notice of Study Commencement for GWP 3112-18-00 and GWP 3113-18-00;
    - Ontario Government Notices (OGNs) published in local newspapers for GWP 3112-18-00 and GWP 3113-18-00;
    - Direct OGNs were mailed to nearby residents for GWP 3112-18-00 and GWP 3113-18-00;
- The development of a dedicated Project Website for GWP 3112-18-00 and GWP 3113-18-00;

- Ongoing communication with Indigenous Communities regarding key project interests such as potential archaeological resources for GWP 3112-18-00 and GWP 3113-18-00;
- Communication with external agencies to obtain pertinent technical information and identify the requirement for legislative or regulatory approvals related to the undertaking for GWP 3112-18-00 and GWP 3113-18-00;
- Meetings with municipal staff (County of Wellington, Township of Centre Wellington, Township of Guelph) for GWP 3112-18-00;
- Notice of Proposed Transition for GWP 3112-18-00 and GWP 3113-18-00;
- Notice of Transition and Study Commencement for GWP 3112-18-00 and GWP 3113-18-00;
- Communication (including teleconference meetings) with affected property owners where permanent property impacts were anticipated for GWP 3112-18-00;
- One Online Public Information Centre (PIC) for GWP 3112-18-00 and GWP 3113-18-00; and
- Notice of Completion for the Transportation Environmental Study (TESR) Report for GWP 3112-18-00.

Upon the completion of this TESR, a final OGN (Notice of 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 comment 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 that are required 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.highway6andwellingtonroadsecondline.com provides one common location that is updated regularly with information regarding the intersection improvements at Highway 6 and Wellington Road 22/8th Line. The project website was developed to host both Highway 6 intersection improvement projects (i.e., GWP 3112-18-00 and 3113-18-00) and will continue to be updated with information pertaining to both Studies throughout the completion of the Preliminary Design. 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 online 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 announced the formal start of the Class EA process and provided 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 project website for more up to date information.

All notification materials for the Notice of Study Commencement are 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 (*Fergus Wellington Advertiser*) 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 in 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 Class EA process is followed. Indigenous Communities received the Notice of Study Commencement letter. Relevant Indigenous Communities that were consulted with as part of the project include:

- Mississauga's 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 14 comments were received following the combined Notice of Study Commencement for both GWP 3112-18-00 and GWP 3113-18-00. 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.

Comments received specifically related to GWP 3112-18-00 included concerns regarding the safety of the intersection as it relates to the topography, speeding, left-turns onto Highway 6, and concerns related to farm equipment and tractor-trailer navigation through a new intersection. 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 OGN 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 *Fergus Wellington Advertiser* March 7th, 2024 and the *Two Row Times* and *Turtle Island News* on March 7, 2024. A Notice of PIC letter was distributed to the MPP and Indigenous communities before public distribution of the public OGN notices.

The Notice of PIC letters and OGN are 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 B.**

4.3.1 Comments Received from Online Public Information Centre

A total of 31 comments were received during the PIC comment period. Comments predominantly focused on the design alternatives, future development plans, and safety concerns surrounding the intersection. Approximately ten (10) responses expressed a preference for a roundabout at the Highway 6 and Wellington Road 22/8th Line intersection. Correspondence is provided in **Appendix C**.

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 Class EA (2024). The Notice of Proposed Transition 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 Class EA process (2024).

The Notice of Proposed Transition letter 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. A 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 *Fergus Wellington Advertiser* on August 9, 2024, *and the Turtle Island News and the Two Row Times* on August 7, 2024.

4.4.1 Comments Received from Notice of Proposed Transition

A total of twelve (12) comments were received following the Notice of Proposed Transition. Comments included a 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 and Study Commencement letter 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 on October 28, 2024. An OGN for the Notice of Transition and Study Commencement 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 is included in **Appendix A**.

4.6 Municipal Advisory Committee Meetings

The Project team arranged a Municipal Advisory Committee (MAC) meeting on February 8, 2024, to introduce the project. The purpose of the meeting was to disseminate information related to the Study and proposed project works and discuss the potential impacts of the project. Attendees of the MAC meeting included the County of Wellington, Township of Centre Wellington, and the Township of Guelph. There were no major concerns from the MAC and all comments were addressed. Meeting minutes are provided in **Appendix D**. Consultation with the municipalities will continue into Detail Design.

4.7 Property Owner Meetings

A total of three (3) entrance modifications and six (6) permanent property acquisitions are anticipated to be required. Property owners were notified in January 2024 by letter and meetings were held with each owner in April/May 2024. The letter and meetings informed the property owners that modifications to their entrance(s) and/or property acquisition would be required to complete the intersection improvements. The notification letter can be found in **Appendix A**. Consultation will continue 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 Class EA process has been completed, and that the TESR is available for comment.

The Notice of Completion for GWP 3112-18-00 Highway 6 and Wellington Road 22/8th Line was published in local newspapers (*Fergus Wellington Advertiser, Two Row Times, Turtle Island News*) on January 22, 2025 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 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, fish and fish habitat, 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 6 and Wellington Road 22/8th Line intersection and adjacent lands (120 m beyond the highway ROW) **(Figure 1).** 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 18 culverts that exist within the study area however only two (Highway 6 Cox Creek Culvert (Site No. 35X-0445/C0) and Wellington Road 22 Cox Creek Culvert) represent direct fish habitat. Cox Creek is the only watercourse associated with the study area and flows through both these culvert crossings, Highway 6 Cox Creek Culvert crosses Highway 6 approximately 95 m north of the intersection and is a closed foot concrete box culvert. Wellington Road 22 Cox Creek Culvert crosses Wellington Road 22 approximately 125 m east of the intersection. Additionally, there area four (4) culverts within the study area that are classified as indirect fish habitat due to their location within 30 m of a wetland and identified fish habitat. These culverts are not considered direct fish habitat and only contribute to fish habitat downstream. The remaining culverts do not represent fish habitat and have been classified as non-fish habitat.

Cox Creek within the study area, was observed to be in seasonally low flow conditions, with only a small amount of intermittent water flow and provides connectivity between portions of the Speed Lutteral Swan Wetland Complex, Provincially Significant Wetland (PSW). Highway 6 Cox Creek Culvert was observed to contain a seasonal fish barrier to fish migration during low flow conditions with a 3-inch perch at the downstream end of the existing culvert. These conditions would not allow for connectivity across Highway 6. Cox Creek has a warm thermal regime and provides unspecialized baitfish spawning habitat within the study area.

Additional information regarding fish and fish habitat within the study area is included in the *Fish and Fish Habitat Existing Conditions Report, Egis 2024*.

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 mix of Class 1 and Class 2 soil capability class area. Class 1 soils have no significant use in crops as determined by the Canada Land Inventory, National Soil Database, Agriculture and Agri-Food Canada (1998). Class 2 soils have moderate limitations that restrict the range of crops or require moderate conservation practices as determined by the Canada Land Inventory, National Soil Database, Agriculture and Agri-Food Canada (1998).

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 forb meadow (MEF), rotational crops (AG), a forb mineral meadow marsh (MAMM2), and a coniferous woodland (WOC). A tree inventory was not completed as part of the scope of work as there were no trees large enough to be inventoried (i.e., >10 cm Diameter at Breast Height (DBH)) within the existing MTO ROW.

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

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:

- Bull thistle (*Cirsium vulgare*);
- Sow thistle (Sonchus sp.);
- Leafy spurge (Euphorbia esula);
- Coltsfoot (Tussilago farfara); and
- Canada Thistle (*Cirsium arvense*).

European common reed (*Phragmites australis*) was observed adjacent to Cox Creek culvert. The remaining invasive species within, or adjacent to, the Highway 6 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).

5.1.2.3 Wildlife/Migratory Birds

The study area contains suitable wildlife habitat, as the forb meadow (MEF), and meadow marsh (MAMM2), were confirmed to act as nesting habitat for grassland birds during the May 2024 field investigation. Bobolink (*Dolichonyx aryzivorus*) and Eastern Meadowlark (*Sturnella magna*) were observed within the hayfields present within the study area. This WOC woodlot acts as suitable nesting habitat for woodland bird species as well as suitable habitat for SAR bats. Bat species including Little Brown Myotis (*Myotis lucifugus*) were observed using the WOC habitat during passive acoustic surveys.

A total of 24 bird species and five (5) bat species were observed in association with the Highway 6 and Wellington Road 22/8th Line study area. A total of 18 bird species observed are protected under the *Migratory Birds Convention Act* (MBCA); three (3) are protected under the *Endangered Species Act* (ESA) and the *Species at Risk Act* (SARA); and two (2) are protected under the *Fish and Wildlife Conservation Act* (FWCA).

5.1.3 Groundwater

A current review of MECP's water-well records identified a total of 17 water well records within 500 m of the study area. The water well uses included:

- One (1) abandoned well record;
- Fourteen (14) domestic water supply records, and
- Two (2) livestock water supply records.

Well depths range from 5.9 m to 64 m below ground surface. During the 2023/2024 field investigation, no indications of groundwater upwelling/seepage were observed within the study area.

5.1.3.1 Source Water Protection

The study area is located within the Grand River Source Protection Area, in an intake Protection Zone 3 with a vulnerability score of 5, an Issue Contributing Area for the contaminate Trichlorethylene or another dense nonaqueous phase liquid (DNAPL), a highly vulnerable aquifer area with a vulnerability score of 6, and within Wellhead Protection Zone D and Wellhead Protection Zone C. The study area is not located within a significant groundwater recharge area.

The source protection policies under the Grand River Source Protection Plan are a multi-barrier approach to protect sources of municipal drinking water from contamination and overuse and to ensure all activities with the potential to cause contamination to municipal wellheads and water intakes are managed safely. The Source Protection Plan contains policies to address significant drinking water threats in a vulnerable area around a municipal water treatment intake pipe.

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 Substances Survey was conducted by Egis in 2023. A concrete sample was collected from Cox Creek Culvert and submitted for asbestos testing and returned with no detections (i.e., <0.5%). As silica is assumed present in all concrete, mortar, and aggregates, 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 Ministry of Natural Resources (MNR) Guelph District and is within the Great Lakes – St. Lawrence River watershed, which is managed by the Grand River Conservation Authority. Within the study area, runoff flows from Highway 6 in an east to west direction and enters the Grand River via smaller tributaries to the north and south of Highway 6, which drains into Lake Erie.

Cox Creek is located approximately 95 m north of the Highway 6 and Wellington Road 22/8th Line intersection and flows east to west within the study area. The Speed Lutteral Swan Creek PSW Complex (i.e., marsh and swamp) is present in the west, north and east sections of the study area. A small portion of the PSW Complex is present immediately adjacent to the ROW to the west of Highway 6 within the study area.

Highway 6 within the limits of the intersection study area consists of mostly urban cross section with no median. There are no storm sewer systems within the Highway 6 and Wellington Road 22/8th Line intersection study area. Drainage from the intersection flows into ditching along Highway 6 and associated municipal roads.

5.1.7 Erosion and Sediment Control

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

5.1.8 Designated Areas

Designated areas are defined as areas that may have a variety of ecological, recreational, or aesthetic features and functions that are highly valued.

The Speed Lutteral Swan Creek PSW Complex (marsh and swamp) is present throughout the study area. In addition, a White-tailed Deer Wintering Area (Stratum 2) is located approximately 0.08 km east of the Highway 6 and Wellington Road 22/8th Line intersection.

No other designated areas are known to occur within the 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. Targeted surveys for grassland birds were completed in 2024, within the potential suitable habitat within the study area. Targeted surveys for SAR bats were also completed in 2024, within the potential suitable habitat within the study area. Potential habitat for SAR species exists within the study area with the following species confirmed present:

- Bobolink (Dolichonyx oryzivorus);
- Eastern Meadowlark (Sturnella magna);
- Little Brown Myotis (*Myotis lucifugus*);
- Hoary Bat (*Lasiurus cinereus*);
- Silver-haired Bat (*Lasionycteris noctivagans*); and
- Eastern Red Bat (*Lasiurus borealis*).

5.1.9.1 SAR Fish

No SAR fish were observed during the 2023/2024 field investigations and were not identified in the background review of the study area. There was unspecialized baitfish habitat present within the Cox Creek watercourse however no suitable habitat for SAR fish was observed.

5.1.9.2 SAR Plants

Black Ash (*Fraxinus nigra*) and Butternut (*Juglans cinerea*) are both listed as Endangered under the ESA (2007). Neither Black Ash nor Butternut were observed within the study area during the 2023/2024 field investigations.

5.1.9.3 SAR Reptiles

There is potential suitable habitat for Midland Painted Turtle (*Chrysemys picta*) and Common Snapping Turtle (*Chelydra serpentina*) present within the study area due to the presence of the Speed Lutteral Swan Creek PSW complex and Cox Creek. No individuals however were observed during the 2023/2024 field investigations.

5.1.9.4 SAR Amphibians

There is potential habitat for Western Chorus Frog (*Pseudacris triseriata*) present within the study area due to the presence of the Speed Lutteral Swan Creek PSW complex. Potential breeding habitat (i.e., vernal pools, wetland edges etc.) was observed within the study area. No species observations however were made during the summer 2023/2024 field investigation.

5.1.9.5 SAR Birds

Suitable habitat for SAR grassland birds such as Bobolink, Grasshopper Sparrow (*Ammodramus savannarum*), and Eastern Meadowlark is found within the forb meadows and meadow marsh located in the study area. Due to the presence of potential suitable habitat for grassland birds, three (3) additional targeted surveys for grassland birds were completed in 2024. Eastern Meadowlark and Bobolink individuals were observed from the MTO ROW during the 2024 field investigations and are listed as Threatened under the SARA, 2002 and the ESA, 2007 and receive habitat protection. The MEF, MAMM2 and the hayfield vegetation communities were confirmed to act as nesting habitat for grassland birds.

5.1.9.6 SAR Mammals

The coniferous woodland (WOC) within the study area contains trees which are large enough to act as maternity roost for bats. Due to the presence of potential habitat for SAR bats, three (3) active acoustic surveys were completed in 2024. Hoary Bat, Silver-haired Bat, Eastern Red Bat, and Little Brown Myotis were confirmed to have functional habitat for maternity roosting within this area. Only the Little Brown Myotis is listed as Endangered and receives habitat protection (anticipated to be effective January 31, 2025), however, the Hoary Bat, Eastern Red Bat, and Silver-haired Bat will both be listed as Endangered and will receive habitat protection.

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 though 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 Township of Guelph/Eramosa Noise By-Law No. 6001-24 prohibits construction related noise between 2100 hours and 0700 hours. The Corporation of the Township of Centre Wellington Noise By-Law No. 5001-05 prohibits construction related noise between 2100 hours and 0700 hours.

5.2.2 Land Use Factors

The study area is within the Township of Guelph/Eramosa, Township of Centre Wellington, and County of Wellington. Highway 6 traverses north to south and connects the City of Guelph to the Township of Fergus.

The study area is predominantly natural areas with residential and commercial land uses immediately adjacent to the intersection. Under the Township of Centre Wellington Official Plan, land within the study area is designated as Core Greenland or Prime Agricultural. The field investigations revealed there are also portions of residential and commercial land use within the study area.

Additional information regarding land use within the study area, is available in *GWP 3113-18-00 GWP 3112-18-00 Land Use Report* (Egis, 2024).

Commercial

There are three (3) businesses located within the study area. Superior Caulking Ltd. is a contractor located 300 m north of the intersection on Highway 6. Cox Creek Cellars is a winery with the entrance located approximately 50 m east of the intersection. Cross Country Concrete is a cement supplier with an entrance located approximately 900 m north of the intersection on Highway 6.

Agricultural

The lands surrounding the Highway 6 and Wellington Road 22/8th Line intersection are designated as Core Greenland or Agricultural Area in the Township of Centre Wellington official Plan. The field investigation identified agricultural areas in all four quadrants of the intersection however the majority of the land use adjacent to the study area is Core Greenland and was observed to be meadow or woodlot.

Residential

There was residential land identified in all four quadrants of the Highway 6 and Wellington Road 22/8th Line intersection during the field investigations. However, the Township of Centre Wellington Official Plan does not identify any areas within the study area as residential. Based on the field observations and the Official Plan designations, the majority of the land use adjacent to the intersection is zoned and being used for agricultural purposes.

Utilities

The existing utility infrastructure within the study area includes:

- Bell Canada;
- Centre Wellington Hydro, and
- Enbridge Gas.

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.

5.2.2.3 Transportation

Student Transportation

The study area is located within two district school boards: The Wellington Catholic District School Board and the Upper Grand District School Board. The Wellington-Dufferin Student Transportation Services provides transportation services for both school boards and all schools in and surrounding the study area.

Emergency Services

Emergency services are comprised of police, fire, and paramedic service providers. Police service is provided by the Ontario Provincial Police (OPP) Centre Wellington (Fergus) detachment and the Guelph Police Services. Fire services are provided by the Township of Centre Wellington, and the closest fire station in proximity of the intersection study areas is the Centre Wellington Fire & Rescue Fergus Station located at 250 Queen Street West. Guelph Wellington manages the ambulance and paramedic services within the study area.

5.3 Cultural Environment

5.3.1 Built Heritage and Cultural Heritage Landscape

Based on the proposed works, there are no anticipated impacts to built heritage and cultural heritage landscapes within the study area. the Cox Creek Culvert was screened for potential heritage value in the MTO Heritage Screening Report for Structural Culverts (BRO-061) and was found to not require further heritage consideration. A cultural heritage landscapes screening will be completed by a Cultural Heritage Specialist during Detail Design to confirm no cultural heritage reporting is required for this project.

5.3.2 Cultural Heritage – Archaeology

A Stage 1 Archeological Assessment field investigation was 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 Ministry of Citizenship and Multiculturalism (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 6 and Wellington Road 22/8th Line intersection improvements. A series of design 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 – Signalized Intersection	Signalized intersection while maintaining existing intersection geometry
Alternative 2- Signalized Intersection with Grading	Signalized intersection with existing horizontal alignment and standard vertical grade on the approaches
Alternative 3- Signalized Intersection with Realignment	Signalized intersection with realignment of Highway 6 to the east and west
Alternative 4- Signalized Intersection with Realignment	Signalized intersection with realignment to the east
Alternative 5- Modern Roundabout with Realignment	Modern roundabout with realignment of highway 6 and Wellington Road 22/8th Line
Alternative 6: Signalized Intersection with Realignment	Signalized intersection with realignment of minor roadways to the south
Alternative 7: Signalized Intersection with Realignment	Signalized intersection with realignment of minor roadways to the north

6.1.1 Screening of Alternatives: "Long List" to "Short List"

The project team, with experts in Structural Engineering, Highway Design, Traffic Management, 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.

6.1.1.1 Alternative 1: Signalized Intersection – Not Carried Forward

Alternative 1 is presented as a base option and includes no geometric improvements. This alternative does not address the geometric deficiencies of the intersection and was therefore not carried forward.

6.1.1.2 Alternative 2: Signalized Intersection with Grading – Not Carried Forward

Alternative 2 eliminates the sub-standard approach grades to the Highway 6 and Wellington Road 22/8th Line intersection. This alternative would introduce complex construction staging and would maintain the existing intersection skew which is not desirable for geometric improvements to the intersection. For these reasons, this option was not carried forward.

6.1.1.3 Alternative 3: Signalized Intersection with Realignment – Carried Forward

A signalized intersection with the realignment of Highway 6 to the east and west eliminates the existing intersection skew and meets the preferred standard for the intersection approaches at the right-angle crossing. This alternative also eliminates the existing substandard approach grades and meets the standard grade range. For these reasons, this alternative was carried forward.

6.1.1.4 Alternative 4: Signalized Intersection with Realignment – Carried Forward

A signalized intersection with the realignment of Highway 6 to the east eliminates the existing intersection skew and meets the preferred standard for intersection approaches at a right-angle crossing. This alternative also eliminates the existing substandard approach grades and meets the standard grade range. For these reasons, this alternative was carried forward.

6.1.1.5 Alternative 5: Modern Roundabout with Realignment – Carried Forward

Alternative 5 improves the safety and operation of the Highway 6 and Wellington Road 22/8th Line intersection by introducing a roundabout. This alternative will reduce the impacts to adjacent property, compared to Alternative 3 and 4, reduce the conflict points where collisions can occur and increased overall safety. For these reasons, this alternative was carried forward.

6.1.1.6 Alternative 6 and 7: Signalized Intersection with Realignment – Carried Forward

These alternatives require vertical realignment of Highway 6 and horizontal realignment of the minor roadways (8th Line and Wellington Road 22). Property acquisition and utility pole and underground utility relocations would be required. Alternatives 6 and 7 address the project needs with minor environmental impacts, and as such were carried forward.

6.2 Short List Alternatives

The five (5) short listed alternatives that were carried forward from the long list stage (Alternatives 3, 4, 5, 6, and 7) were reviewed in greater detail considering the impacts of each alternative. All the alternatives would require both vertical and horizontal realignment of Highway 6 in order to meet MTO standard for a signalized intersection. Property acquisition and utility pole and underground utility relocations would also be required for all five short listed alternatives.

The Conceptual Plan for each of the alternatives are depicted below:

- Alternative 3, signalized intersection with east and west realignment of Highway 6 is depicted below in **Figure 3**;

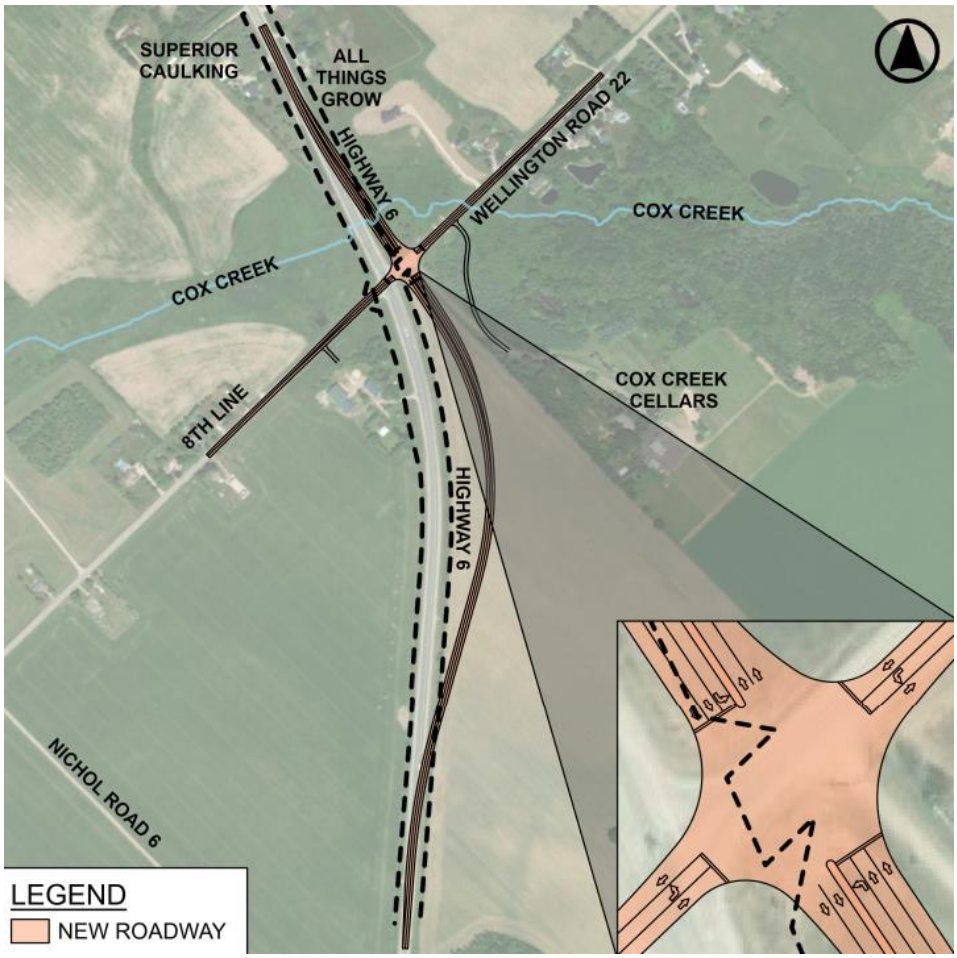


Figure 3: Plan View of Alternative 3

- Alternative 4, signalized intersection with east realignment of Highway 6 is depicted in **Figure 4**;

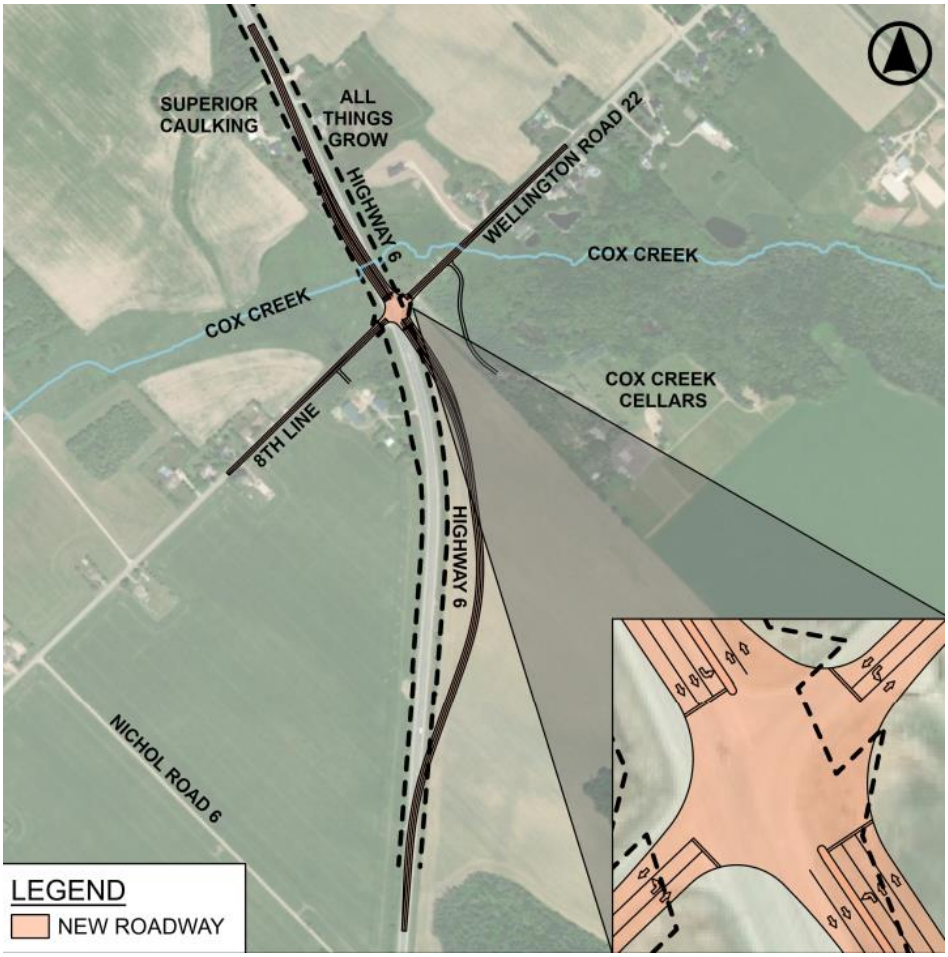


Figure 4: Plan View of Alternative 4

- Alternative 5, modern roundabout with realignment of Highway 6 and Wellington Road 22/8th Line is depicted in **Figure 5**;

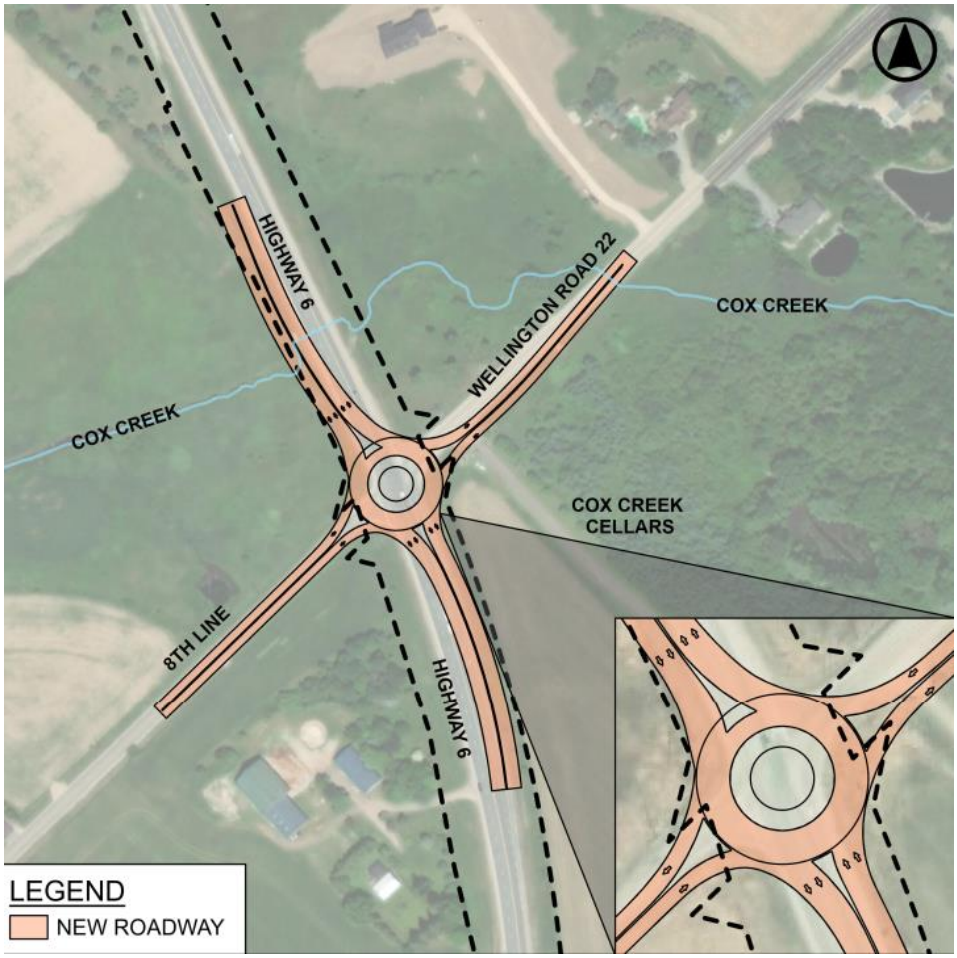


Figure 5: Plan View of Alternative 5

- Alternative 6, signalized intersection with realignment to the south is depicted in **Figure 6**, and

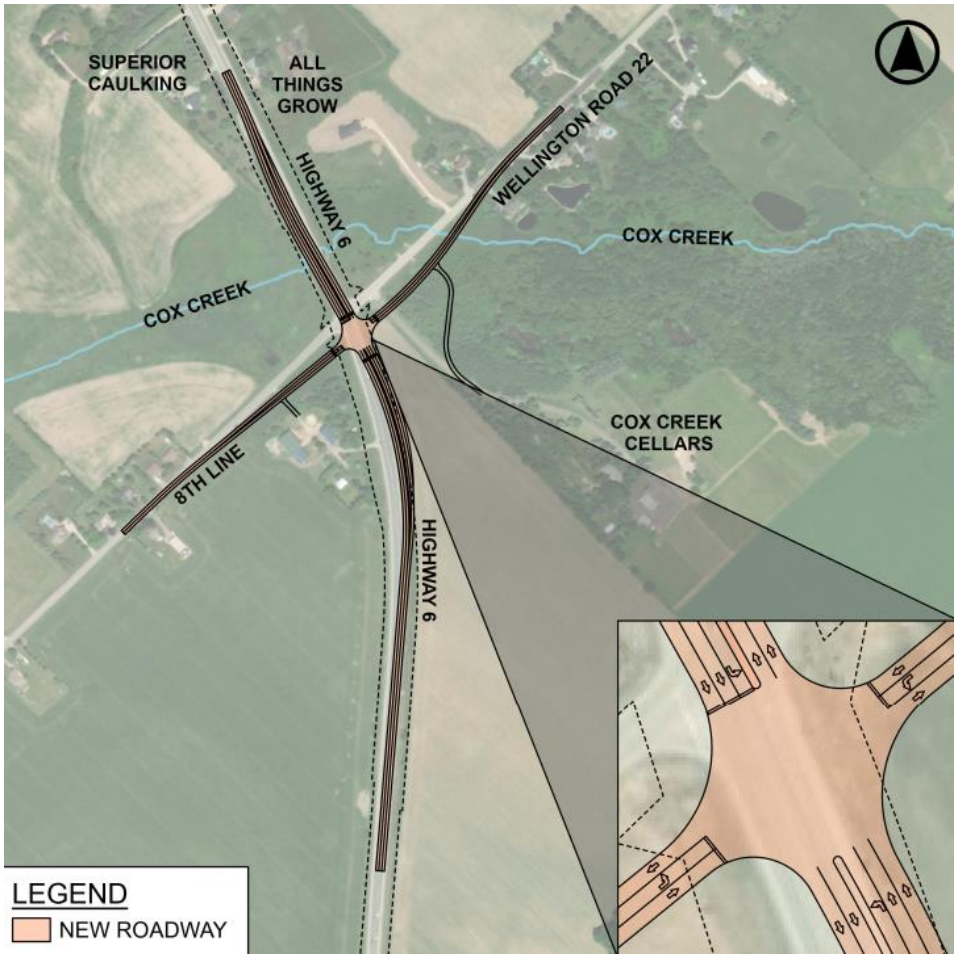


Figure 6: Plan View of Alternative 6

- Alternative 7 (signalized intersection with realignment to the north) is depicted in **Figure 7**.

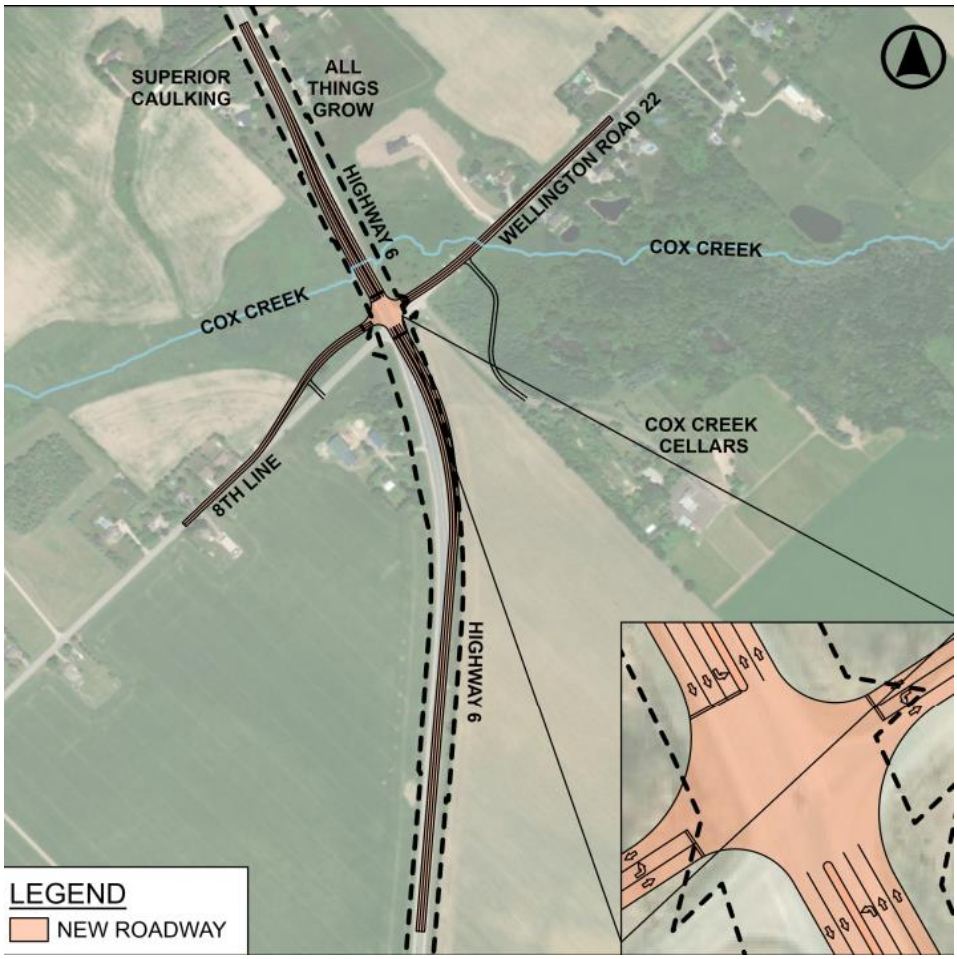


Figure 7: Plan View of Alternative 7

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:

- Natural Environment (Wildlife & Vegetation, and Fish Habitat);
- Socio-Economic Environment (Property, Cultural Environment); and
- Transportation (Traffic Operations (Safety), Constructability, Utilities, and Cost (Construction and Life Cycle)).

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.

6.3.1 Short List Evaluation Results

The results of the weighted evaluation defined the preferred Preliminary Design alternative as **Alternative 5: Modern Roundabout with Realignment of Highway 6 and Wellington Road 22/8th Line**. Alternative 5 was chosen as it resulted in lower permanent natural environment impacts, lower property requirements, highest safety improvement, least complex construction staging, lowest construction costs, and highest cost benefit ratio. This option was also the preferred alternative by the Township of Fergus. The impacts to fish habitat, utility impacts, and areas of potential archaeological significance were relatively neutral for most alternatives. The Short List Evaluation Results are demonstrated in **Table 2**.

Table 2: Decision Matrix: Short List Evaluation Results						
Component/Sub-component		**Alternative 3 Signalized Intersection With Realignment**	**Alternative 4 Signalized Intersection With Realignment**	**Alternative 5 Modern Roundabout**	**Alternative 6 Signalized Intersection With Realignment**	**Alternative 7 Signalized Intersection With Realignment**
		Score	**Score**	**Score**	**Score**	**Score**
Natural Environment	Wildlife & Vegetation	● Least Habitat Impacted	◕ Less Habitat Impacted	◑ Less Habitat Impacted	◔ Less Habitat Impacted	○ Most Habitat Impacted
	Fish Habitat	In-water Works Required	In-water Works Required	In-water Works Required	In-water Works Required	In-water Works Required
Socio-Economic Environment	Property	○ Most Property Requirements	◔ More Property Requirements	◑ More Property Requirements	◕ More Property Requirements	● Least Property Requirements
	Cultural Environment	Most Area of Potential Archaeological Significance	More Area of Potential Archaeological Significance	More Area of Potential Archaeological Significance	More Area of Potential Archaeological Significance	Least Area of Potential Archaeological Significance
Transportation	Traffic Operations (Safety)	◔ Lower Safety Improvement	○ Lowest Safety Improvement	● Highest Safety Improvement	◕ Lower Safety Improvement	◑ Lower Safety Improvement
	Constructability	More Complex Construction Staging	Most Complex Construction Staging	Least Complex Construction Staging	More Complex Construction Staging	More Complex Construction Staging
	Utilities	Less Utility Impacts	Highest Utility Impacts	Less Utility Impacts	Lowest Utility Impacts	Less Utility Impacts
	Construction Cost	Higher Construction Cost	Higher Construction Cost	Lowest Construction Cost	Higher Construction Cost	Higher Construction Cost
	Life Cycle Cost	Lower Cost Benefit Ratio	Lower Cost Benefit Ratio	Highest Cost Benefit Ratio	Lower Cost Benefit Ratio	Lower Cost Benefit Ratio

○ ◔ ◑ ◕ ●

least preferred → 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 6 and Wellington Road 22/8th Line.

The Study concluded that the Recommended Plan for the Highway 6 and Wellington Road 22/8th Line intersection is as follows:

- Construct a **modern roundabout with realignment at the Highway 6 and Wellington Road 22/8th Line intersection (Figure 8)**. The roundabout has been designed to accommodate both farm equipment and tractor trailer combination vehicles;
- Revisions to the horizontal alignment of both Highway 6 and Wellington Road 22/8th Line;
- Improvements to intersection sight distances;
- Installation of new median islands with curb and gutter on roundabout approaches;
- Entrance/property access removals, relocations, and modifications,
- Rehabilitation of Cox Creek Culvert on Highway 6, and
- Installation of new illumination at the intersection.

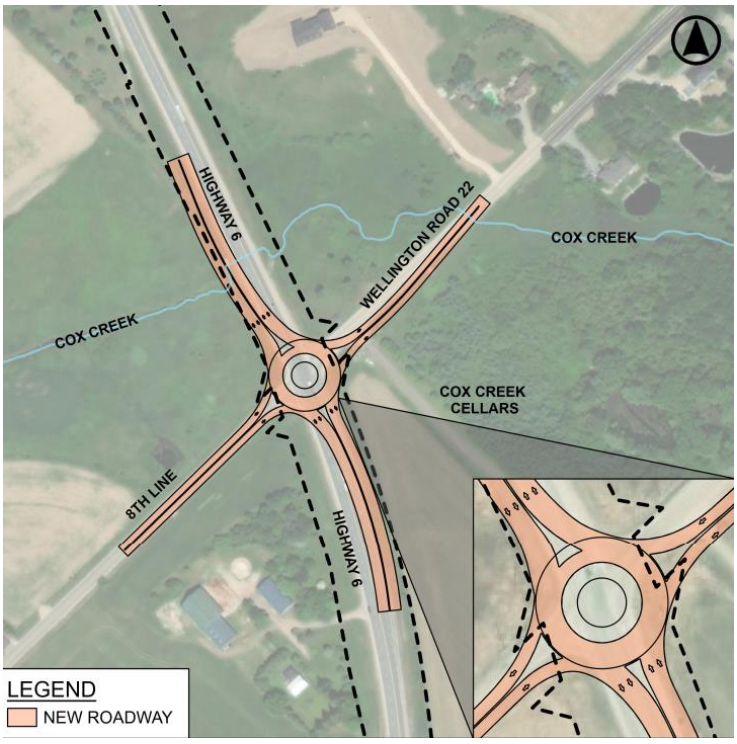


Figure 8: The Recommended Plan.

To implement this design, permanent property acquisition is required. Permanent property would be required in all four quadrants of the intersection to accommodate the required grade raise and platform widening. A total of six (6) properties require property taking. A total of three (3) entrances will require relocation.

Entrance closures and relocation requirements will be confirmed 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 environmental from 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 choosing a Recommended Plan that minimizes footprint impacts to undisturbed natural environment. 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

Potential impacts on the direct fish habitat at the Highway 6 Cox Creek Culvert (Site No. 35X-0445/C0), and the Wellington Road 22 Cox Creek Culvert are anticipated as a result of the proposed project works. It is anticipated that culvert rehabilitation/replacement will be required to facilitate the intersection improvements.

A detailed fish and fish habitat impact assessment of Cox Creek and the surrounding tributaries will be undertaken during Detail Design for both permanent and temporary impacts associated with the proposed project works including design considerations for the perched conditions at Highway 6 Cox Creek Culvert. At a minimum, it is recommended to consider the following mitigation measure during Detail Design::

- *As per Special Provision 101F23 – Timing of In-Water Works, Oversight Requirements, and Measures to Avoid Harm to Fish* - The works must be conducted during the MNR's in-water works timing window from July 15th to March 14th of any given year to prevent negative impacts to fish (timing window to be confirmed during Detail Design).

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

Proposed construction activities associated with the Highway 6 and Wellington Road 22/8th Line intersection may result in localized loss and disturbance of vegetation within the project limits. A comprehensive review of vegetation impacts within the project limits 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 mitigation measures 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 habitat.
- As per *OPSS 804 – Construction Specifications for Temporary Erosion Contro*l – 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, SAR birds, and SAR bats. Timing windows to be confirmed during Detail Design.
- A Landscaping Plan should be prepared during Detail Design 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.

Invasive Species

Due to the presence of invasive Phragmites within the Highway 6 ROW (i.e. north 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:

- A*s 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).* - Invasive species should be sprayed/cut to control the spread of these species during construction.

8.1.2.3 Wildlife and Migratory Birds

Migratory birds were observed during the 2023/2024 field investigation. Due to the proposed scope of work it is not anticipated that project will negatively impact migratory birds or the function of their habitat if appropriate mitigation measures are adhered too. During Detail Design the migratory bird timing window shall be confirmed, and it is recommended that the following mitigation measures be considered during Detail Design:

- *As per Operational Constraint (Environmental) – Migratory Bird Protection – General* – vegetation removals should be completed within an appropriate timing window. The timing window will be confirmed during Detail Design. 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.

8.1.3 Groundwater

There are 17 domestic wells located within 500 m of the project limits.

During Detail Design, water-taking requirements and mitigation measures for the project limits 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).

The project limits overlap with a Wellhead Protection Zone C and D and an Issue Contributing Area for a DNAPL. Consultation with the Grand River Conservation Authority is recommended during Detail Design.

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 mitigation measure be considered during Detail Design:

- *As per SP 101F21 – Occupational Health and Safety Act Compliance* – the contractor shall be notified of any designated substances present on-site in accordance with the *Occupational Health and Safety Act*.

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 proposed project works will be undertaken during Detail Design to determine if 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. Alternatively, if soil remains on-site it is recommended that it be used in a beneficial manner as per *O. Reg. 406.19*.

8.1.5 Air

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

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

- Odor 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.
- *As per OPSS 100 – MTO General Conditions of Contract (GC 7.07) - Dust shall be controlled to ensure safety of workers and the public.*

8.1.6 Surface Water

Surface drainage patterns are not anticipated to be impacted by the proposed project works. There is potential however for impacts to surface water (i.e., drainage ditches, Cox Creek, Cox Creek tributaries and the Speed Lutteral Swan Creek PSW) 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, watercourses, and wetlands 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

The White-tailed deer overwinter area (Stratum 2) is present to the east of the study area but does not overlap with the project limits and is therefore not anticipated to be impacted by the project works. The Speed Lutteral Swan Creek PSW Complex (marsh and swamp) however is present throughout the project limits. Due to the presence of the PSW it is recommended that the following be considered during Detail Design:

- *As per Special Provision 199F12 Environmentally Sensitive Areas* - the PSW is recommended to be designated as off limits to the Contractor with the exception of specific proposed project works.

8.1.9 Species at Risk

8.1.9.1 SAR Birds

Confirmed habitat for SAR grassland birds was determined to be present in the MEF, MAMM2, and hayfield vegetation communities within the study area due to the presence of Bobolink and Eastern Meadowlark individuals observed during targeted surveys in 2024. Bobolink and Eastern Meadowlark are both listed as Threatened and receive habitat protection under the *Species at Risk Act* (SARA) and the *Endangered Species Act* (ESA). The limits of the impacted SAR habitat area due to proposed project works will be determined during the Detail Design. If it is determined during Detail Design that the SAR habitat will be impacted, it is recommended that the following mitigation measures be considered during Detail Design to mitigate impacts to SAR grassland birds and their habitat:

- *As per ENVR0007 – Operational Constraint (Environmental) – Protection of Species at Risk* - the Contractor will be made aware of any applicable timing constraints and appropriate SAR mitigation measures; and
- *As per Special Provision 199F12 – Environmentally Sensitive Areas* the Contractor will avoid areas designated as suitable SAR grassland bird habitat.

If it is determined during Detail Design that the project works will impact areas designated as SAR grassland bird habitat it is recommended that the project be registered with the MECP to prevent the harm and harassment of

individuals of these species. If the project is to be registered with the MECP it is recommended that the following be considered during Detail Design:

- *As per Special Provision 199F31 – Environmental Exemptions and Permits* - the proponent will be required to register the project with the MECP and prepare a mitigation plan to avoid harm and harassment of SAR bird species protected under the ESA.

8.1.9.2 SAR Mammals

Confirmed maternity roosting habitat for SAR bats was determined to be present in the WOC vegetation community within the study area due to the presence of Little Brown Myotis, Hoary Bat, and Silver-haired Bat observed during active acoustic monitoring surveys in 2024. Little Brown Myotis is listed as Endangered and receives habitat protection under the ESA and SARA. The Hoary Bat, Eastern Red Bat, and Silver-haired Bat will also be listed as Endangered (anticipated to be effective January 31, 2025) and will receive habitat protection under the SARA as well. It is possible that the proposed project works will not impact areas designated as SAR bat maternity roosting habitat. The limits of the impacted SAR habitat area due to project works will be determined during the Detail Design. It is recommended that the following mitigation measures be considered during Detail Design to mitigate impacts to SAR bats and their habitat:

- *As per ENVR 0007 – Operational Constraint (Environmental) – Protection of Species at Risk* - the Contractor will be made aware of any applicable timing constraints and appropriate SAR mitigation measures; and
- *As per Special Provision 199F12 – Environmentally Sensitive Areas* the Contractor will avoid areas designated as suitable SAR bat habitat.

If it is determined during Detail Design that the project works will impact areas designated as SAR bat maternity roost habitat it is recommended that the project be registered with the MECP to prevent the harm and harassment of individuals. If the project is to be registered with the MECP it is recommended that the following be considered during Detail Design:

- *As per Special Provision 199F31 – Environmental Exemptions and Permits* the proponent will be required to register the project with the MECP and prepare a mitigation plan to avoid harm and harassment of SAR bat species protected under the ESA.

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.

The Township of Guelph/Eramosa Noise By-Law No. 6001-24 prohibits construction related noise between 2100 hours and 0700 hours. The Corporation of the Township of Centre Wellington Noise By-Law No. 5001-05 prohibits construction related noise between 2100 hours and 0700 hours.

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

- *As per SP 199F33 – Construction Noise Constraints* – the Contractor shall mitigate against any excess or unnecessary noise generated during the project works.

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. During Detail Design the MTO Property Office will hold meeting(s) 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. It is anticipated that a total of six (6) properties will require permanent property acquisition and three (3) properties will require entrance modifications.

Commercial

It is anticipated that the existing entrance to Cox Creek Cellars (7687 Wellington Road 22) on Wellington Road 22 will be relocated or realigned further east of the intersection. It is also anticipated that Cox Creek Cellars will also require permanent property taking.

Agricultural

It is anticipated that the following agricultural properties (2) will be impacted:

- 5868 Highway 6 (Polsto Farm Ltd.) - Existing entrance to the agricultural property may require relocation to 8th Line. In addition, it is anticipated that this property will require permanent property taking.
- 7660 Guelph-Nichol T Line (Polsto Farm Ltd.) - Existing field entrance located approximately 120 m west of the Highway 6 and Wellington Road 22/8th Line intersection may require relocation.

Residential

It is anticipated that a total of four (4) residential properties will require permanent property acquisition in all four corners of the intersection.

8.2.2.1 Transportation

Student Transportation

The Wellington-Dufferin Student Transportation Services provide transportation services for all schools in and surrounding the 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 that 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 project limits are anticipated. These requirements will be confirmed during Detail Design. Currently, the following utility impacts have been identified:

- Bell Canada
- Centre Wellington Hydro
- Enbridge Gas

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

A Stage 1 Archeological Assessment field investigation was 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 Archaeological 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 Fish and Fish Habitat				
1.1	Potential disturbance to fish and fish habitat.	Ministry of Natural Resources (MNR) Environment Canada (EC) Ministry of Environment Conservation and Parks (MECP) Department of Fisheries and Oceans (DFO)	1.1.1	It is recommended that a detailed impact assessment of the fish and fish habitat be undertaken at Cox Creek and its tributaries during Detail Design to understand both permanent and temporary impacts associated with the project works.
			1.1.2	If any in-water works are required during the project works, the works must be conducted during the MNR's in-water timing window from July 15th to March 14th of any given year. Timing window should be confirmed during Detail Design. The following should also be considered during Detail Design for any works in and around the fish and fish habitat within the study area: • *Special Provision 101F23 – Timing of In-Water Works, Oversight Requirements, and Measures to Avoid Harm to Fish.*
1.2	Cox Culvert has a seasonal barrier to fish migration within the watercourse.		1.2.1	The seasonally perched conditions of the Highway 6 Cox Creek Culvert outlet are to be addressed and mitigated through design considerations during the Detail Design.
2.0 Terrestrial Ecosystems				
2.1	Loss and disturbance of vegetation.	MNR EC MECP	2.1.1	It is recommended that reinstatement areas be replanted with herbaceous plants using a native seed mix as per *OPSS 802 – Construction Specification for Topsoil, OPSS 803 – Construction Specification for Vegetation Cover.*
			2.1.2	A Landscaping Plan will be prepared during Detail Design 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.
			2.1.3	Vegetation removals should be completed within an appropriate timing window of to avoid impacts to Migratory Birds, SAR birds, and SAR bats. Timing windows to be confirmed during Detail Design.
			2.1.4	It is recommended that cover will be utilized as per *OPSS 804 – Construction Specifications for Temporary Erosion Control* as part of the contract for areas where seeding is required.
2.2	Phragmites are located within the project limits (adjacent to the northeast side of Highway 6 at Cox Creek Culvert). The use of construction equipment may spread		2.2.1	It is recommended *SP ENV0011 Invasive and Noxious Vegetation Spraying/Invasive and Noxious Vegetation Cutting* be included in the Contract Documents to control the spread of noxious and invasive plants.

Table 3: Summary of Environmental Concerns and Commitments Table				
ID #	**Issues/Concerns/Potential Affects**	**Concerned Stakeholders**	**ID #**	**Mitigation/Protection/Monitoring**
	and establish non-native and invasive species.			
2.3	Potential disturbance to wildlife, including nesting migratory birds, because of construction works.		2.3.1	As per *Operational Constraint (Environmental) – Migratory Bird Protection – General.* • Vegetation removals should be completed within an appropriate timing window. The timing window will be confirmed during Detail Design. 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.
3.0 Groundwater				
3.1	There are 17 of domestic water supply located within 500 m of the project limits.	MECP MNR GRCA	3.1.1	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). Consultation with the Grand River Conservation Authority is recommended during Detail Design.
4.0 Contaminated Property and Waste Management				
4.1	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	4.1.1	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 *Occupational Health and Safety Act* R.S.O. 1990, c. 0.1, *SP No. 101F21, Occupational Health and Safety Act Compliance* is recommended to be included in the Contract Documents to notify the contractor of any designated substances present on-site.
4.2	There is potential for excess materials to be generated.		4.2.1	During Detail Design, a review of the quantities of excavated 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 *SP ENVR0014 – Amendment to OPSS 180, November 2016 – Compliance with Ontario Regulation (O. Reg.) 406.19 for On-Site and Excess Soil Management* be included in the Contract Documents. Alternatively, If soil remains on-site it is recommended that it be used in a beneficial manner as per *O. Reg. 406.19.*

Table 3: Summary of Environmental Concerns and Commitments Table				
ID #	**Issues/Concerns/Potential Affects**	**Concerned Stakeholders**	**ID #**	**Mitigation/Protection/Monitoring**
5.0 Air				
5.1	Potential that dust and emissions from machinery will be generated during construction.	MECP	5.1.1	Odour and fume impacts should be minimized be ensuring that all equipment is properly maintained and that all pollution control devices on the equipment are operational and property maintained.
			5.1.2	Dust should be controlled as per *OPSS. PROV 100 – MTO General Conditions of Contract (GC 7.07).*
6.0 Surface Water				
6.1	There is potential for impacts to surface water (i.e. ditch line, Cox Creek and the Speed Lutteral Swan Creek PSW) as a result of construction activities due to refuelling, leaks and accidental spills during construction.	MNR MECP	6.1.1	It is recommended that all necessary precautions be determined during Detail Design to prevent impacts to surface water. Refer to Section 7.0 below.
7.0 Erosion and Sediment Control				
7.1	Disturbance of soils during construction increases the potential for erosion and sedimentation in Cox Creek, ditch lines and the PSW without proper mitigation.	MNR MECP	7.1.1	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.
8.0 Designated Areas				
8.1	There is potential for impacts to the Speed Lutteral Swan Creek PSW Complex (swamp and marsh) as a result of project works.	MNR MECP GRCA	8.1.1	It is recommended that *Special Provision 199F12 – Environmentally Sensitive Areas* be considered during the Detail Design due to designated the Speed Lutteral Swan Creek PSW as off limits with the exception of specific proposed project works

Table 3: Summary of Environmental Concerns and Commitments Table				
ID #	**Issues/Concerns/Potential Affects**	**Concerned Stakeholders**	**ID #**	**Mitigation/Protection/Monitoring**
9.0 Species at Risk				
9.1	Construction activities may harm or harass species at risk (SAR) and their habitat (Eastern Meadowlark, Bobolink, Little Brown Myotis, Hoary Bat, Silver-haired Bat).	MNR MECP	9.1.1	Confirmed habitat for SAR grassland birds and SAR bat species is present within the study area. It is recommended that the following be considered during Detail Design to mitigate impacts to SAR grassland birds and bats and their habitat: • *ENVR 0007 – Operational Constraint (Environmental) – Protection of Species at Risk*; and • *Special Provision 199F12 – Environmentally Sensitive Areas*.
			9.1.2	If it is determined during the Detail Design that the project works will impact SAR or SAR habitat it is recommended that the project is registered with the MECP and that *Special Provision 199F31 – Environmental Exemptions and Permits* be considered.
10.0 Noise				
10.1	Noise from construction, equipment and vehicles may disturb neighbouring residents and commercial businesses.	Nearby Residents & Business Owners MECP Township of Fergus Township of Guelph/Eramosa	10.1.1	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 *SP 199F33 – Construction Noise Constraints.*
11.0 Land Use Factors				
11.1	It is anticipated that a total of six (6) properties will require permanent property acquisition and four (4) properties will require entrance modifications. Permission to Enter (PTE) agreements are also anticipated to be required for several entrances to accommodate the work.	Township of Fergus Township of Guelph/Eramosa Property Owners	11.1.1	Additional discussions are recommended to be held during Detail Design with the property owners of all properties anticipated to be impacted for any required property acquisition and/or entrance impacts or modifications. It is recommended that appropriate notification procedures are included in the contract document.
11.2	Traffic Operations may be impacted by construction.	EMS, OPP and Fire	11.2.1	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**
		Wellington-Dufferin Student Transportation Services	11.2.2	It is recommended that advanced signing be placed in locations along the affected roadways advising motorists of roadway/lane closures.
			11.2.3	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.
12.0 Utilities				
12.1	Impacts are possible to existing utilities including Bell Canada, Centre Wellington Hydro, and Enbridge Gas.	Bell Canada Centre Wellington Hydro Enbridge Gas	12.1.1	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.
			12.1.2	During Detail Design daylighting of utilities should be completed to confirm locations and depths.
11.0 Cultural Heritage – Archaeology				
11.1	During construction, there is always the chance of encountering deeply buried archeological material.	MCM	11.1.1	It is recommended that Stage 2 Archaeological Assessment be undertaken for areas determined with archaeological potential during Detail Design. 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 fish and fish habitat impacts, and mitigation measures will be documented during Detail Design in a Fish and Fish Habitat Existing Conditions and Impact Assessment Report which will include appropriate mitigation measures and a recommended in-water works timing window.
- A thorough assessment of terrestrial impacts and 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 determines to mitigate the risk of erosion and sediment transport within the project area.
- During Detail Design, the project construction limits and the limits of the impacted zone will be determined and appropriate mitigation measures will be included to protect SAR and SAR habitat within the study 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 (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

Township of Centre Wellington Official Plan (2005)

County of Wellington Official Plan (2024)

Class Environmental Assessment for Provincial Transportation Facilities (2000)

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

Environmental Reference for Highway Design (2006)

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

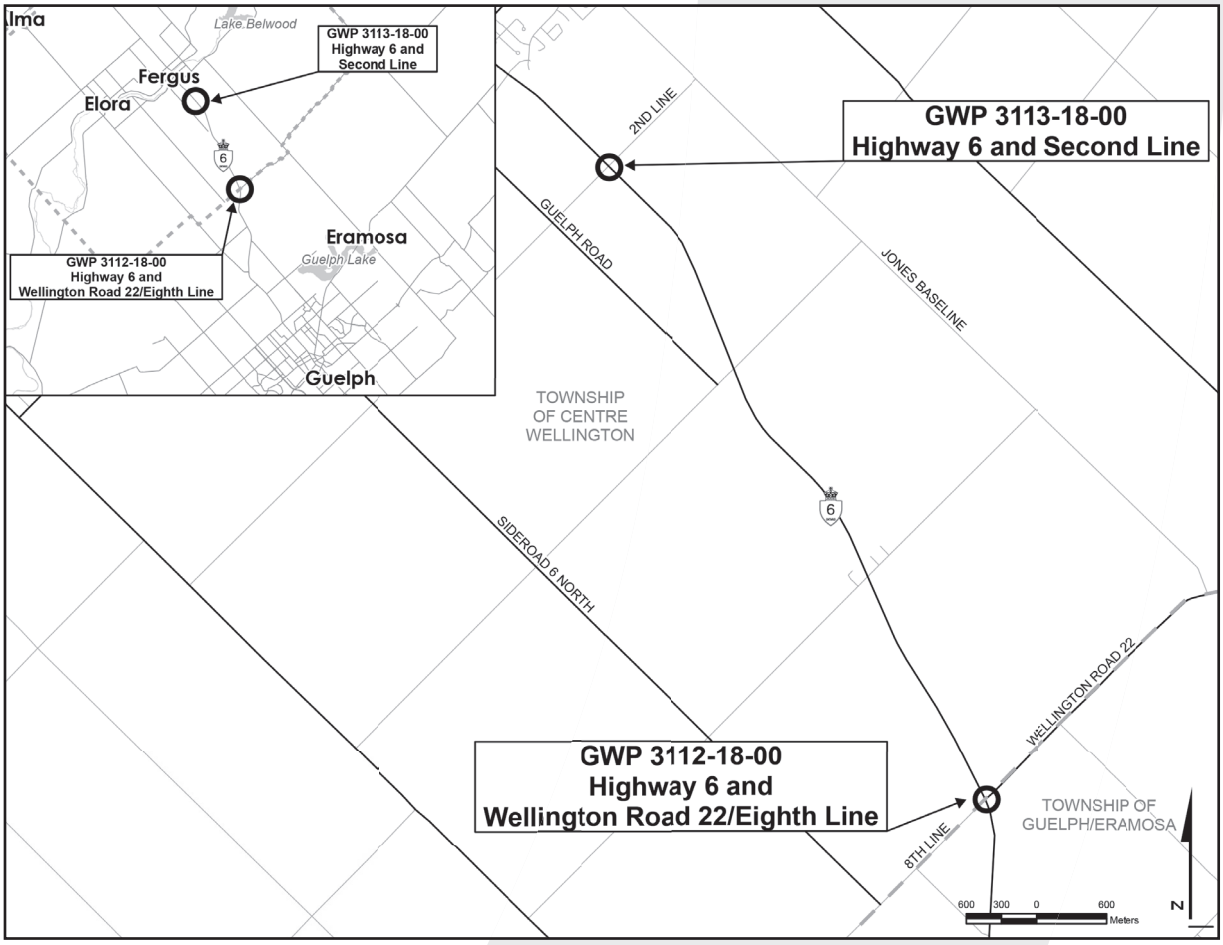
Preliminary Design - GWP 3112-18-00 and 3113-18-00 Hwy 6 and Wellington/8th Line and 2nd Line

Title	First Name	Last Name	Position	Agency	Address	City/Town	Province	Postal Code	Telephone	Email
Provincial Ministries										
Ms.	Crystal	Lafrance	Distract 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 (MTCS)	400 University Avenue	Toronto	ON	M7A 2R9	416-660-1027	karla.barboza@ontario.ca
Mr.	Paul	Nairn	Manager - Western Region	Ontrio 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- Indiginous Relations E	160 Bloor Street, 9th Floor	Toronto	ON	M7A 2E6	416-325-7032	heather.levecque@ontario.ca
Mr.	Ted	Arnott	MPP, Wellington-Halton Hills	Member of Provincial Parliament	181 St. Andrew Street East	Fergus	ON	N1M 1P9	519-787-5247	ted.arnott@pc.ola.org
Municipality Contacts										
Mr.	Dan	Wilson	Chief Administrative Officer	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x234	dwilson@centrewellington.ca
Mr.	Brett	Salmon	Managing Director of Planning and Development	Township of Centre Wellington	1 MacDonald Square	Elora	ON	N0B 1S0	519-846-9691 x297	bsalmon@centrewellington.ca
Ms.	Jennifer	Adams	County Clerk	Wellington County	74 Woolwich Street	Guelpg	ON	N1H 3T9	519-837-2600 x2520	jennifera@wellington.ca
Emergency Services										
Mr.	Tom	Mulvey	Fire Chief	Township of Centre Wellington	250 Queen Street W	Fergus	ON	N1M 1S8	519-846-9691 x386	tmulvey@centrewellington.ca
Mr.	Jason	Benn	Deputy Chief of Fire Prevention and Public Educati	Township of Centre Wellington	250 Queen Street W	Fergus	ON	N1M 1S8	519-846-9691 x265	jbenn@centrewellington.ca
Sir/Madam				Guelph Wellington Paramedic Services	160 Clair Road West	Guelph	ON	N1L 1G1	519-822-1260 x2880	communityparamedic@guelph.ca
Chief	Gordon	Cobey	Chief of Police	Guelph Police Service	15 Wyndham Street South	Guelph	ON	N1H 4C6	519-824-1212 x7268	media@guelphpolice.ca
Mr.	Steve	Thomas	Detachment Commander	OPP Centre Wellington Operations Centre (Fergus) D	371 Charles Allan Way	Fergus	ON	N1M 2W3	519-846-5930	opp.wellington.county@opp.ca
Indigenous Communities (MTO)										
Chief	Sherri-Lyn	Hill	Chief	Six Nations of the Grand River	1695 Cheifswood Road PO Box 5000	Oshweken	ON	N0A 1M0	519-445-2201	sherrylynhill@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	Hohahes	Haudenosaunee Confederacy Chiefs: Council	16 Sunrise Court Suite 407 PO Box 71	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 A
				Haudenosaunee Confederacy Chiefs: Council						info@hdi.land
Chief	Stacey	Laforme	Chief	Mississaugas of the Credit First Nation	2789 Mississauga Road Bldg #1	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 Services										
Sir/Madam				Wellington-Dufferin Student Transportation Services	66 Arrow Road	Guelph	ON	N1K 1T4	519-824-4119	info@triboard.ca
Mr.	Brian	Capovilla	Executive Superintendent	Wellington Catholic District School Board	255 Speedvale Avenue West	Guelph	ON	N1H 1C5	519-821-4640 Ext. 207	brian.capovilla@wellingtoncdsb.ca
Mr.	Michael	Glazier	Director of Education	Wellington Catholic District School Board	255 Speedvale Avenue West	Guelph	ON	N1H 1C5	519-821-4640 Ext. 214	michael.glazier@wellingtoncdsb.ca
Mr.	Peter	Sovran	Director of Education and Secretary-Treasurer	Upper Grand District School Board	500 Victoria Road North	Guelph	ON	N1E 6K2	519-822-4420 ext. 721	amy.villeneuve@ugdsb.on.ca
Conservation Authority										
Ms.	Samantha	Lawson	Chief Administrative Officer	Grand River Conservation Authority	400 Clyde Road	Cambridge	ON	N1R 5W6	519-621-2763 x2210	grca@grandriver.ca

NOTICE OF STUDY COMMENCEMENT: ONTARIO GOVERNMENT NOTICE

Notice of Study Commencement

Preliminary Design and Class Environmental Assessment Study
Intersection Improvements at Highway 6 and Eighth Line/Wellington Road 22, and Highway 6 and Second Line (GWP 3113-18-00 and 3112-18-00)



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 intersection improvements on Highway 6 within the Township of Guelph/Eramosa and Township of Centre Wellington, County of Wellington.

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 www.highway6wellingtonroadsecondline.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 contract 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: highway6@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

Ontario

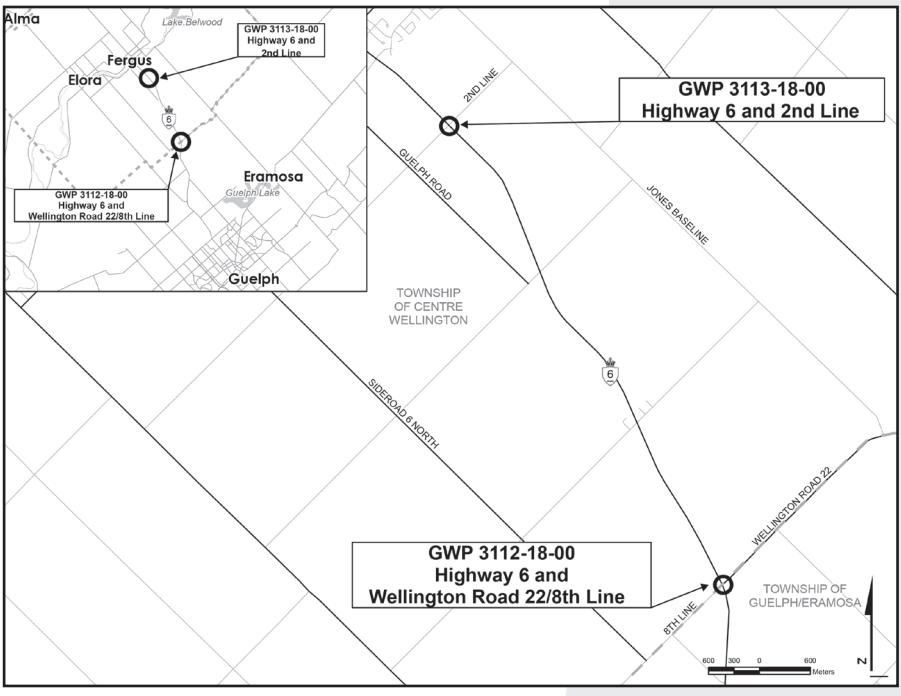
NOTICE OF PUBLIC INFORMATION CENTRE: ONTARIO GOVERNMENT NOTICE

Notice of Public Information Centre

Preliminary Design and Class Environmental Assessment Study
Intersection Improvements at Highway 6 and Eighth Line/Wellington Road 22, and Highway 6 and Second Line (GWP 3113-18-00 and 3112-18-00)

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 intersection improvements on Highway 6 within the Township of Guelph/ Eramosa and Township of Centre Wellington, County of Wellington.



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.highway6andwellingtonroadsecondline.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: highway6@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.

Ontario

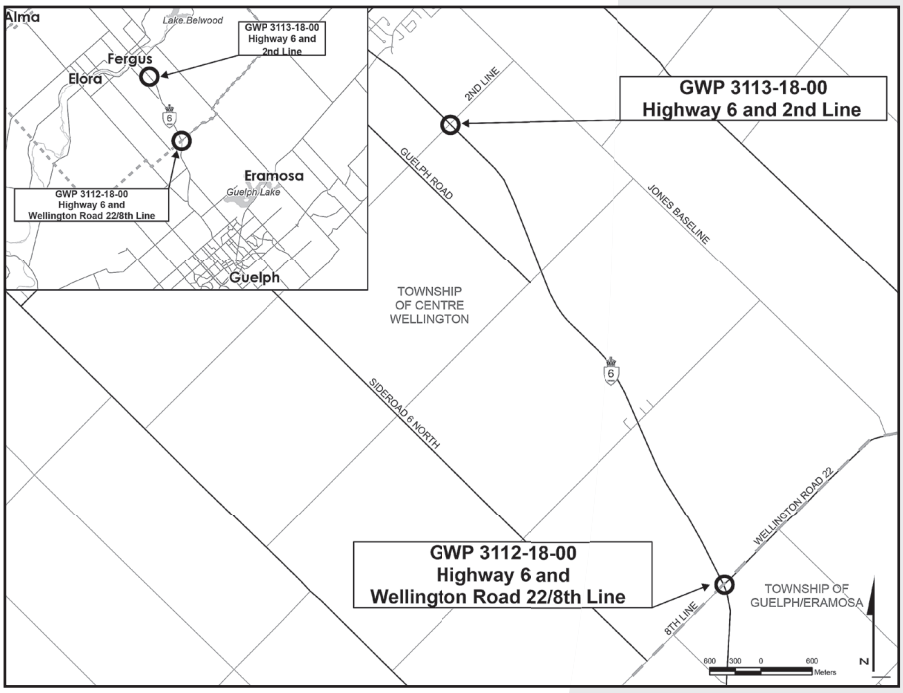
NOTICE OF PROPOSED TRANSITION: ONTARIO GOVERNMENT NOTICE

Notice of Proposed Transition

Preliminary Design, Detail Design, and Class Environmental Assessment Study Intersection Improvements at Highway 6 and Eighth Line/Wellington Road 22, and Highway 6 and Second Line, Wellington County (GWP 3112-18-00 and 3113-18-00)

THE PROJECT

The Ontario Ministry of Transportation (MTO) has retained Egis (formerly McIntosh Perry) to undertake the Group 'B' Preliminary Design, Detail Design, and Class Environmental Assessment (Class EA) Study for the Highway 6 intersection improvements within the Township of Guelph/Eramosa and Township of Centre Wellington, Wellington County.



THE PROCESS

The Study is currently being completed as a Group 'B' project in accordance with the *Class EA 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.highway6andwellingtonroadsecondline.com**.

COMMENTS

If you have any comments or questions about this notice, or have questions about the study, we respectfully request you to 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: highway6@mcintoshperry.com

Ms. Wendy Xu, P.Eng.
Project Engineer
Ministry of Transportation, West Region
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 notice, 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.

Ontario

NOTICE OF TRANSITION AND STUDY COMMENCEMENT: ONTARIO GOVERNMENT NOTICE

Notice of Transition and Study Commencement

Preliminary Design, Detail Design, and Class Environmental Assessment Study Intersection Improvements at Highway 6 and Eighth Line/Wellington Road 22, and Highway 6 and Second Line, Wellington County (GWP 3112-18-00 and GWP 3113-18-00)

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 6 intersection improvements within the Township of Guelph/Eramosa and Township of Centre Wellington, Wellington County.

THE PROCESS

This study was initiated as a Group 'B' project under the *Class Environmental Assessment (Class EA) 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)*.

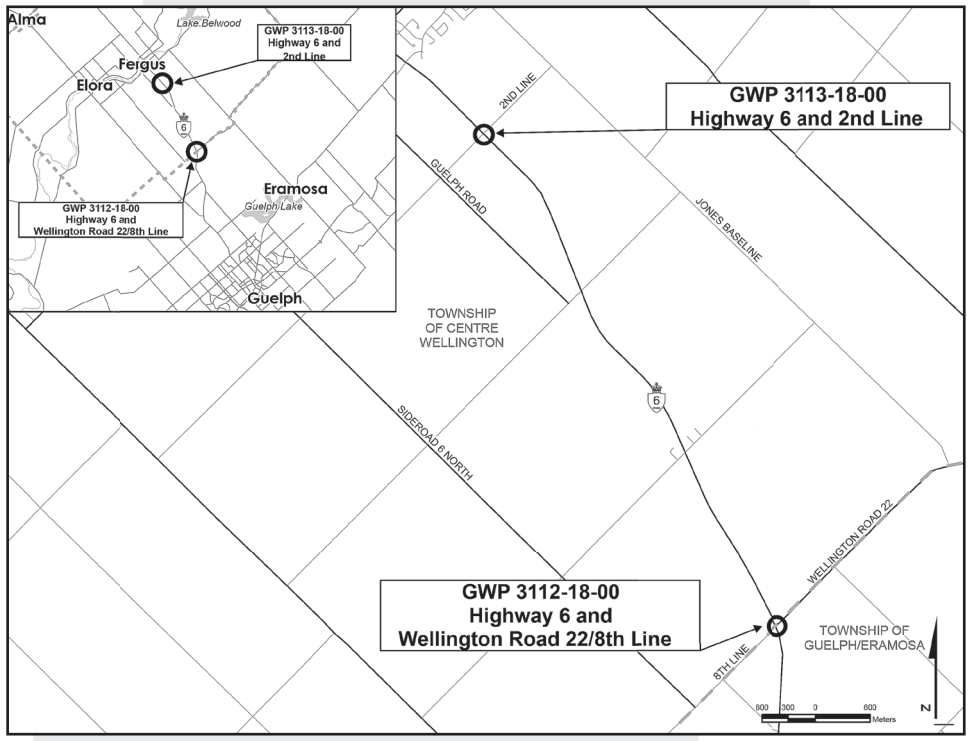
This notice is being issued to inform of study commencement, and to confirm that this project has transitioned to following the 2024 Class EA. Transitioning to the new Class EA process will improve the planning process of projects beyond the preliminary design stage, bringing MTO into alignment with 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.Highway6andwellingtonroadsecondline.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.

THIS NOTICE ISSUED: OCTOBER 30TH, 2024



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 to contact one of the following Project Team members:

Mr. 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:
Highway6@mcintoshperry.com

Ms. 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

You are encouraged to visit the project website, **www.Highway6andwellingtonroadsecondline.com** where project information including notice, background information, etc. can be found. You can also submit comments or questions to the project team on the project website.

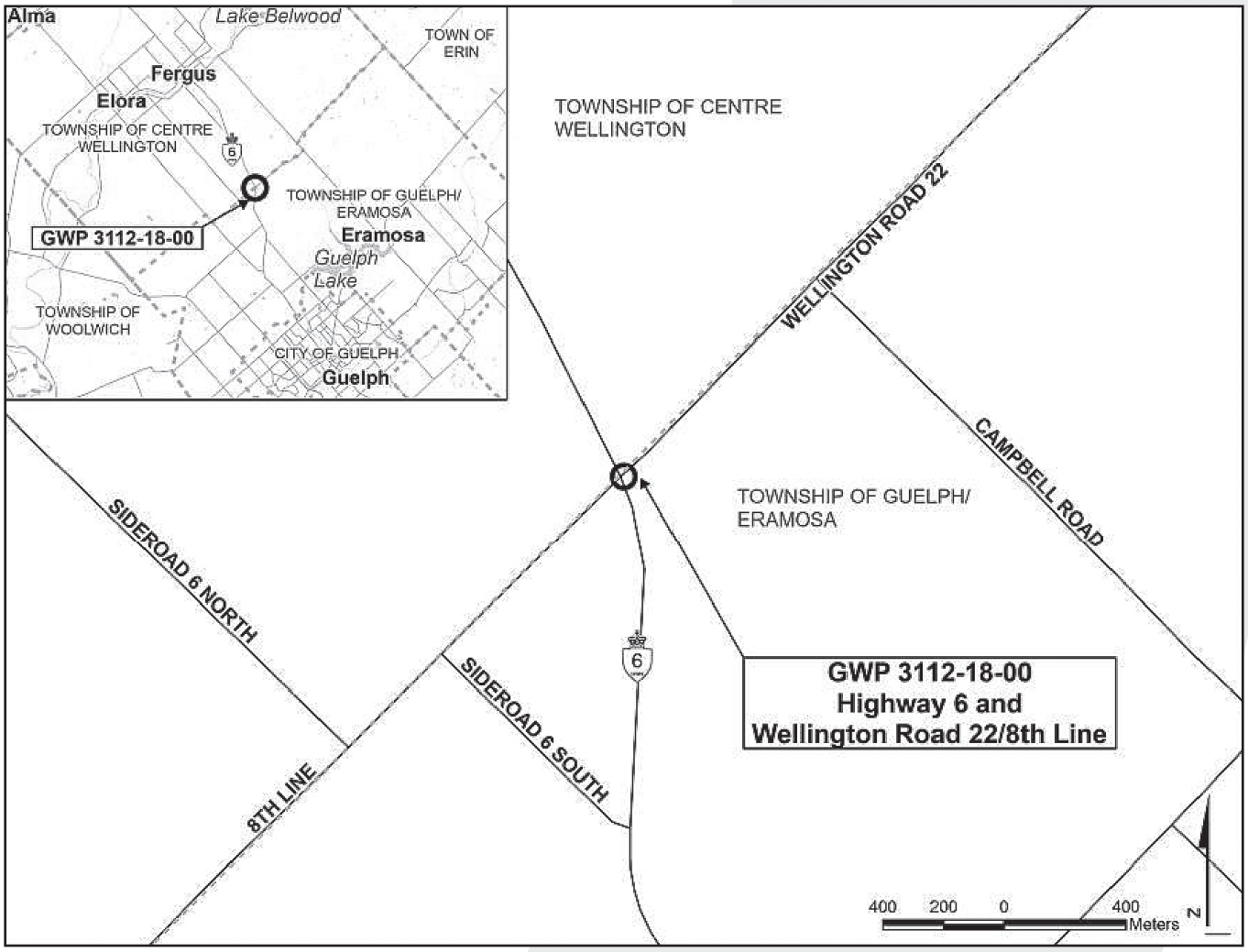
Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments become part of the public record. If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

Ontario

NOTICE OF COMPLETION: ONTARIO GOVERNMENT NOTICE

Notice of Completion

Preliminary Design and Class Environmental Assessment Study
Intersection Improvements at Highway 6 and Eighth Line/Wellington Road 22, Wellington County
(G.W.P. 3112-18-00)



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 6 intersection improvements within the Township of Guelph/Eramosa and the Township of Centre Wellington, Wellington 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 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 **January 22, 2025** and **February 21, 2025** at the project website: **www.Highway6andwellingtonroadsecondline.com.** Interested persons may provide written comments by **February 21, 2025** through the project website or to 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
e-mail:
Highway6.Canada@egis-group.com

Wendy Xu, P.Eng.
MTO Project Manager
Ministry of Transportation | West Region
3rd Floor, 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 ground 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
e-mail: 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
e-mail: EABDirector@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 any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.

THIS NOTICE ISSUED: JANUARY 22, 2025

Ontario

APPENDIX B: CORRESPONDANCE

Summary of Notice of Study Commencement Consultation		
Stakeholder	**Comments Received**	**How it was Addressed/Response Sent**
Ted Arnott MPP	The MPP acknowledged the Notice of Study Commencement letter.	No action.
Ministry of Environment Conservation and Parks (MECP)	The MECP acknowledged the Notice of Study Commencement letter.	No action.
Ministry of Citizenship and Multiculturalism (MCM)	The MCM acknowledged the Notice of Study Commencement letter. The MCM inquired about cultural heritage and archaeological studies being undertaken as part of the project.	The Project Team explained the studies being undertaken for the study area with regards to archaeology and cultural heritage.
Business Owner	The business owner inquired as to the purpose of the study.	The Project Team informed the business owner of the project plans and directed them to the project website for more information.
Local Property Owner	Expressed general interest in the project and concern as to the timeline for improvements at the intersection.	The Project Team informed the property owner that their concerns would be taken into consideration and directed them to he project website for more information.
County of Wellington	Inquired about involving the County and local communities in discussing the upcoming intersection changes.	The Project Team informed the County that they will be contacted at the appropriate time in the study process.
Local Property Owner	Expressed concern about the safety of the intersection and offered potential solutions.	The Project Team informed the property owner that their concerns would be taken into consideration and directed them to he project website for more information.
Grand River Conservation Authority (GRCA)	Acknowledged the notice of study commencement and requested to be notified of future project updates.	The Project Team will continue to notify the GRCA.
Local Property Owner	Expressed concern about the safety of the intersection and offered potential solutions including preference for traffic lights.	The Project Team informed the property owner that their concerns would be taken into consideration and directed them to he project website for more information.
Local Property Owner	Expressed concern about the safety of the intersection and offered potential solutions including preference for traffic lights.	The Project Team informed the property owner that their concerns would be taken into consideration and directed them to he project website for more information.
Local Property Owner	Expressed concern about the safety of the intersection and offered potential solutions.	The Project Team informed the property owner that their concerns would be taken into consideration and directed them to he project website for more information.
Local Property Owner	Expressed concern about the safety of the intersection and offered potential solutions including preference for a roundabout.	The Project Team informed the property owner that their concerns would be taken into consideration and directed them to he project website for more information.

Local Property Owner	Expressed concern about the safety of the intersection and the timeline of the project works.	The Project Team informed the property owner that their concerns would be taken into consideration and directed them to he project website for more information.
Township of Centre Wellington	Inquired about involving the Township and local communities in discussing the upcoming intersection changes.	The Project Team informed the Township that they will be contacted at the appropriate time in the study process.

Summary of Correspondence from Online Public Information Centre		
Stakeholder	**Comments Received**	**How it was Addressed/Response Sent**
Local Property Owner	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of 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 concern regarding safety of the intersection and the project timeline.	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 concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and offered additional solutions for the Project Team to consider.	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 concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of 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.
Ministry of Natural Resources and Forestry	Acknowledged the study and project works. Requested to be kept informed of any future project updates.	The Project Team will keep the MNRF informed of any future updates and directed them to the project website for additional information.
Local Property Owner	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and future development considerations.	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 concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and offered potential solutions for the project team to consider.	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 concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and offered potential solutions for the project team to consider.	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 concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of 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 concern regarding safety of the intersection as well as movement of trucks on Highway 6.	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 concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and offered potential solutions for the project team to consider.	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.
GRCA	Expressed concerns for natural environment considerations with the solution alternatives.	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.
Wellington Federation of Agriculture (WFA)	Expressed concerns regarding the safety of the intersection as well as concerns for movement of truck and farm equipment 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	Expressed concern regarding safety of the intersection and a 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.

Summary of Notice of Proposed Transition Consultation		
Stakeholder	**Comments Received**	**How it was Addressed/Response Sent**
Ted Arnott MPP	Thanked the Project Team for the information.	No action.
Local Property Owner	Expressed concern for the timeline of the project.	The Project Team informed the property owner that the purpose of the notice was to inform of the project transition to the new Class EA process and that the study is ongoing.
Local Property Owner	Thanked the Project Team for the information.	No action.

Local Property Owner	Inquired about the purpose of the notice.	The Project Team informed the property owner that the purpose of the notice was to inform of the project transition to the new Class EA process and that the study is ongoing.
Local Property Owner	Inquired about impacts to the project timeline and how the project will be impacted by the project transition.	The Project Team informed the property owner that the project timeline will not be impacted by the transition to the new Class EA and the study is ongoing.
Derek G. Graham Surveying Group	Informed the project team that they have survey information for the study area and inquired about how they may assist the project team.	The Project Team inquired about receiving the survey information and thanked them for their offer to help.
Local Property Owner	Expressed concern regarding safety of 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 concern regarding safety of the intersection and a 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	Expressed concern regarding safety of the intersection and a 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	Expressed concern regarding safety of 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 concern regarding safety of the intersection and a 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.

APPENDIX C: PUBLIC INFORMATION CENTRE

PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT

Intersection Improvements at Highway 6 and 8th Line/Wellington Road 22 and Highway 6 and 2nd Line

GWP 3112-18-00 and GWP 3113-18-00

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

Under the *Integrated Accessibility Standards Regulation* (2011), the Ontario Ministry of Transportation 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.highway6wellingtonsecondlineroad.com/**

egis

Ontario

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.highway6wellingtonsecondlineroad.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**

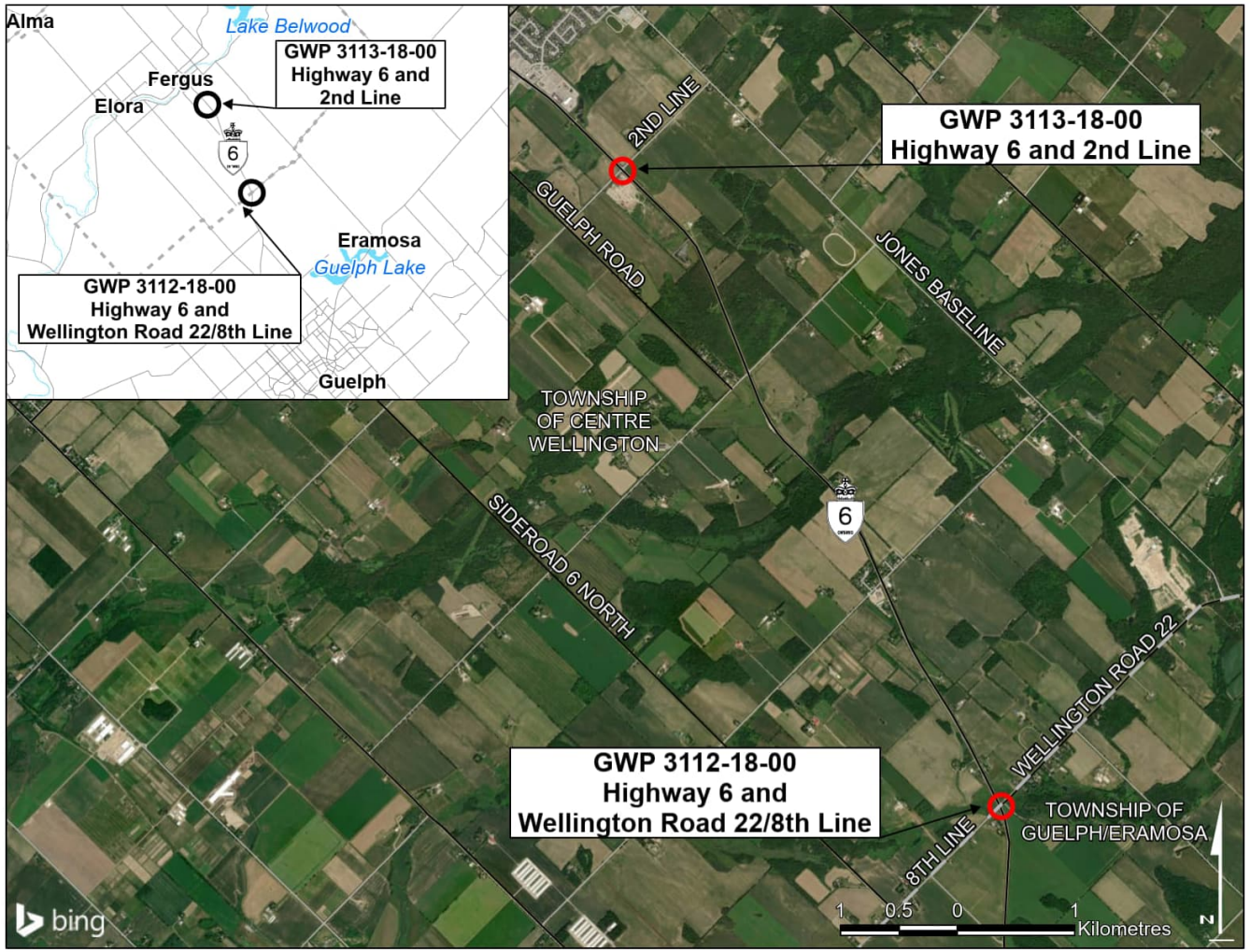
Project Description and Purpose

The Ontario Ministry of Transportation (MTO) has retained Egis to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for the following intersection improvements:

G.W.P. 3112-18-00: Intersection Improvements at Highway 6 and 8th Line/Wellington Road 22 including the rehabilitation or replacement of the Cox Creek Culvert.

G.W.P. 3113-18-00: Intersection Improvements at Highway 6 and 2nd Line.

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:

Highway 6 and 8th Line/Wellington Road 22

Existing Conditions

- Highway 6 at 8th Line/Wellington Road 22 consists of two southbound lanes with semi-mountable curb and one northbound lane with a partially paved shoulder.
- Highway 6 is classified as a rural arterial undivided road.
- 8th Line/Wellington Road 22 is classified as a rural collector undivided road.

Land Use

- The northeast and northwest quadrant consists of grass meadow.
- The southeast and southwest quadrant consists of agricultural fields with a woodlot to the southeast.

Natural Environment

- Potential suitable habitat for grassland species at risk (SAR) birds is present in the northeast and northwest quadrant, however no SAR were observed during 2023 field investigation.
- Cox Creek located within the study area and is considered a warm-water watercourse.
- Invasive Phragmites are present with the MTO Right-of-Way (ROW).

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 Intersection Alignment	✗
3	Signalized Intersection – Realignment of Highway 6 to the East and West with additional left turn lanes	✓
4	Signalized Intersection – Realignment of Highway 6 to the East with additional left turn lanes	✓
5	Roundabout	✓
6	Signalized Intersection – Realignment of 8th Line/Wellington Road 22 to the South	✓
7	Signalized Intersection – Realignment of 8th Line to the North	✓

Alternatives No. 1 and 2 were not carried forward as the safety and traffic operations concerns will not be addressed.

Alternatives - Carried Forward

3 Signalized Intersection – Realignment of Highway 6 to the East and West with additional left turn lanes

Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

4 Signalized Intersection – Realignment of Highway 6 to the East with additional left turn lanes

Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

5 Roundabout

Rationale

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

Existing MTO ROW — Proposed New Alignment

Alternatives - Carried Forward

6 Signalized Intersection – Realignment of 8th Line/Wellington Road 22 to the South

Existing MTO ROW — Proposed New Alignment

Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

7 Signalized Intersection – Realignment of 8th Line to the North

Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

Highway 6 and 2nd Line

Existing Conditions

- Highway 6 at 2nd Line consists of 2-lanes with partially paved shoulders in each direction.
- Highway 6 is classified as a rural arterial undivided road.
- 2nd Line is classified as a rural collector undivided road.

Land Use

- The northeast, northwest and southeast quadrants consists of agricultural fields.
- The southwest quadrant consists of a business.

Natural Environment

- No Species at Risk (SAR) were observed within the study area during the 2023 field investigation.
- Invasive Phragmites are present with the MTO Right-of- Way (ROW)
- No watercourses are located 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)

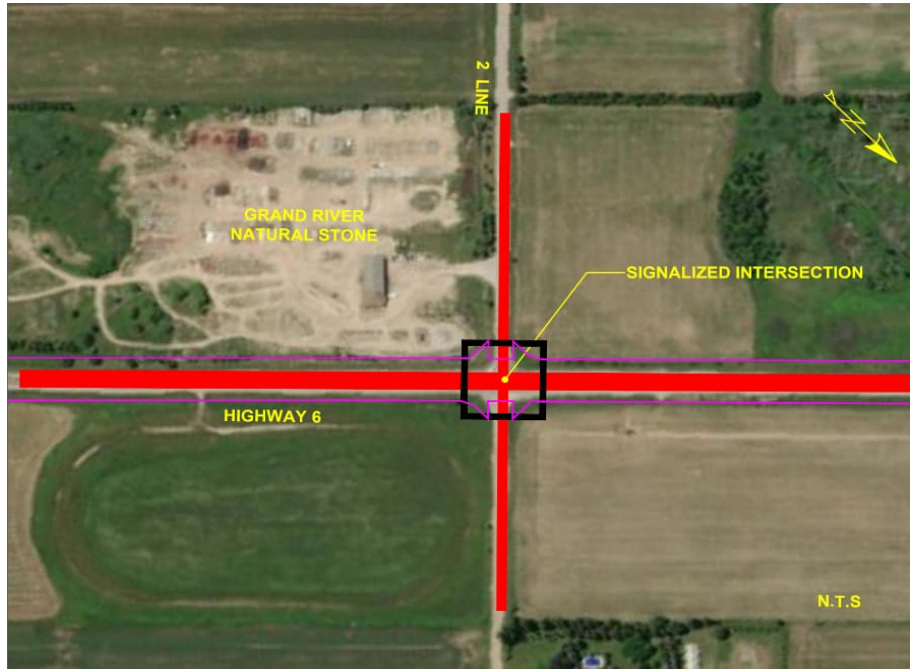
List of Alternatives

1. Do Nothing ✗
2. Signalized Intersection - Maintaining the Existing Alignment with additional left turn lane ✓
3. Roundabout ✓

The ‘Do Nothing’ alternative was not carried forward as safety and traffic operations concerns are not addressed.

Alternatives - Carried Forward

2 Signalized Intersection - Maintaining the existing alignment with additional left turn lanes



Existing MTO ROW — Proposed New Alignment

Rationale

- Enhances safety and traffic operations.
- Improves sight lines.

3 Roundabout

Rationale

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

Next Steps

Review and Respond to Public Comments on PIC

Preparation and Submission of Transportation Environmental Study Report for 30-day Public Comment Period

Preliminary Design Environmental Clearance

Detail Design

Project Contacts

IF YOU WOULD LIKE MORE INFORMATION, PLEASE CONTACT:

Mr. Steven Pilgrim, P.Eng.
Consultant Project Manager
Egis
Tel: 343-344-2629
Email: highway6@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

www.highway6wellingtonroadsecondline.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: Thursday, February 8, 2023, 2:30 pm – 3:30 pm

Location: MS Teams

Subject: GWP 3112-18-00 and 3113-18-00 - Highway 6 PD and DD for Intersection Improvements
County of Wellington, Twp of Centre Wellington and Guelph Township - Meeting #1

Attendees:

Wendy Xu	MTO, PM	Steven Pilgrim	Egis, PM
Don Kudo	County of Wellington	Aaron Stuart	Egis, Assist. PM & Hwy
Colin Baker	Twp of Centre Wellington	Jason Teepell	Egis, Utility/Property
Harry Niemi	Guelph Township	Joe Alves	Egis, Highway
		Sarah Peters	Egis, Environmental

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 two Highway 6 intersections. 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

- 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

- Township of Centre Wellington stated they can provide a contact at Wellington OPP for the collision data for the Highway 6 and 2nd Line intersection. *Post Meeting Note: Centre Wellington provided the contact*

- Guelph Township said another avenue to obtain the collision data is through the local Fire Departments.
- MTO stated for other collision data to reach out to their MTO Traffic section.

- Township of Centre Wellington acknowledged the need to reconstruct 2 Line, east of Highway 6. This is most likely to happen with the new developments in the area. The first phase could start as early as 2026.
- Township of Centre Wellington stated the South Fergus Landowners' transportation consultant recommends four lanes through the Highway 6 and 2nd Line intersection. This will be reviewed and considered. *Post Meeting Note: Centre Wellington sent the study*
- Township of Centre Wellington stated they completed a transportation master plan that included a Fergus bypass in the future.
  - The County of Wellington also weighed in on the background of the Fergus bypass. This was discussed at length but noted to not be part of the scope of work for Egis.
- Township of Centre Wellington acknowledged their desire to have active transportation near the Highway 6 and 2nd Line intersection.
- It was discussed if a posted/design speed reduction should be considered given the planned developments and private entrances within the proximity of the intersection. Egis and MTO will engage the Township once this has been discussed internally. Guelph Township stated that their portion of 8th Line was resurfaced three or four years ago.
- The County of Wellington and Guelph Township acknowledge there are no future plans near the Highway 6 and Wellington Road 22/8th Line intersection.
- Egis requested the roundabout locations in their area that were discussed at today's meeting. *Action: County of Wellington*