

# **Appendix B**

## **Meeting Minutes**

# Meeting Notes

<p><b>Meeting name</b> Municipal Meeting #1</p>	<p><b>Subject</b> WO 16-20004 Highway 403 &amp; Highway 6 Class EA and Preliminary Design</p>	<p><b>Attendees (by teleconference)</b> Staff members from MTO, WSP, AECOM, City of Burlington (CoB), City of Hamilton (CoH), Halton Region (HR)</p> <p><i>Full list of meeting attendees provided in meeting Sign-in Sheet attached to these minutes.</i></p>	<p><b>Circulation list</b> Invitees, File</p>
<p><b>Meeting date</b> June 19, 2020</p>	<p><b>Time</b> 10:00 am – 11:30am</p>		
<p><b>Location</b> Microsoft Teams Meeting</p>	<p><b>Project name</b> Agreement 2016-E-2007</p>		
<p><b>Project number</b> WO 16-20004</p>	<p><b>Prepared by</b> Larysa Hyzka</p>		

Ref	Action	Action By
01	<p><b>Introductions</b></p> <p>T. Sorochinsky and E. Armanious introduced the project, project team, and provided an overview of the study limits.</p>	
02	<p><b>PIC #1 Presentation Overview</b></p> <p>T. Sorochinsky presented Slides 1-30 of a power point presentation, including an overview of the project scope as follows:</p> <ul style="list-style-type: none"> <li>• Scope includes identifying short-term and long-term improvements for Highway 403 from Grindstone Creek westerly to Old Guelph Road, and Highway 6 from Bruce Trail southerly to Highway 403.</li> <li>• The project includes: 14 bridges, 3 structural culverts and 15 retaining walls.</li> <li>• There are 2 interchanges in the study area: Highway 403/ Highway 6 and York Road/ Highway 6.</li> </ul> <p>T. Sorochinsky noted that the Highway 403 / Highway 6 Interchange improvements have not been included in MTO’s 5-year transportation plan, therefore the project is not yet funded.</p> <p>H. Wright presented slides 31 – 38, noting the following:</p> <ul style="list-style-type: none"> <li>• PIC # 1 will be an online / virtual PIC and is scheduled for Thursday June 25<sup>th</sup>, 2020 from 10am to 8pm on the project website <a href="http://hwy403hwy6preliminarydesignea.ca">http://hwy403hwy6preliminarydesignea.ca</a></li> </ul> <p>Comments can be provided via a comment button under the PIC Presentation, as well as a by filling out a PIC Comment Form which can be found on this Study Website. Please provide any comments by August 8<sup>th</sup>, 2020.</p> <p>For more information: Continue to visit our Study Website at: <a href="http://www.Hwy403Hwy6PreliminaryDesignEA.ca">www.Hwy403Hwy6PreliminaryDesignEA.ca</a> Or Email the Project Team at: <a href="mailto:ProjectTeam@Hwy403Hwy6PreliminaryDesignEA.ca">ProjectTeam@Hwy403Hwy6PreliminaryDesignEA.ca</a></p>	

Ref	Action	Action By
	<p>Following this meeting, minutes will be prepared and distributed to all attendees along with a copy of the Presentation presented today. The PIC 1 presentation materials can be downloaded from the website beginning on June 25, 2020.</p>	
03	<p><b>Identification of any Current / Future Municipal Projects</b></p> <p>Meeting attendees were asked to identify any current or future planned municipal projects. The following were noted:</p> <ul style="list-style-type: none"> <li>• U. Malik (CoB – Drainage and Hydrology) – A flood plain analysis was completed by the City for Grindstone Creek, in collaboration with Conservation Halton (CH). The report is scheduled for approval by the Board of Directors on June 25, 2020 and the report will be available on the CH website.</li> <li>• K. Edgecumbe (CoB – Transportation Planning) – The City is conducting a collaborative study with MTO along QEW for the QEW Prosperity Block Corridor. The study is outside of the limits of MTO’s proposed project; however, the limit is Waterdown Road which is close to the MTO study limit.</li> </ul> <p>The study has been ongoing for 2 years and is currently in the planning stages, to be completed over the next 12 months. The MTOs project QEW traffic modelling could be altered by any proposed lane widening in our project area. Future consultation is recommended. The consultant is Wood Environmental.</p> <ul style="list-style-type: none"> <li>• K. Poad (HR) – Halton Region is currently looking at the North Aldershot policy area including review of the Natural Heritage Ecosystem. This project is being undertaken by MCR and is adjacent to the Highway 403 / Highway 6 Interchange study. The Policy and Discussion Papers will be delivered to Regional Council for approval and released to the public.</li> </ul>	
04	<p><b>Open Discussion</b></p> <p>The following questions and responses were noted: Q = Question and R = Responses provided.</p> <p><u>Question &amp; Response # 1:</u></p> <p>Q – (K. Edgecumbe, CoB) Is this study apart of the Greater Golder Horseshoe (GGH) Plan that is being lead by Michael Casey (MTO) due to the proposed widening for the long-term? The GGH initiatives from Michael’s group are also incorporating potential climate change impacts to Cootes Paradise and resiliency.</p> <p>R – (X. Weng, MTO) – No, the GGH Plan is not part of this current MTO study. The Highway 403 / Highway 6 Improvements study is a separate study that is driven by the need for structural improvements and for infrastructure renewal in the short and long term.</p> <p><u>Question &amp; Response # 2:</u></p> <p>Q – (S. Molloy, CoH) – The City of Hamilton is the process of completing a Waterdown Transportation Master Plan (TMP) that includes the entire community. Is there a potential to share traffic modelling information on how the system will function?</p> <p>R – A separate meeting will be set up in future between MTO, AECOM, WSP and the City of Hamilton to further discuss the sharing of traffic projections.</p> <p><u>Question &amp; Response # 3:</u></p>	

Ref	Action	Action By
	<p>Q – (S. Molloy, CoH) – Does MTO have any plans to consider Active Transportation at the York Road Interchange? The Cycling Master Plan identifies York Road as a cycling route. Also, the City’s West Waterdown transit systems is proposed to go through the Highway 6 study area and to the business park connection downtown from Highway 6.</p> <p>R –Active Transportation will be considered.</p> <p><u>Question &amp; Response # 4:</u></p> <p>Q – (M. Fazio, CoH) – What is the MTO’s priority in terms of projects, the Highway 403 / Highway 6 Improvements or the other current MTO project Highway 6 / Highway 5 Interchange? An EA has already been completed for Highway 6 / Highway 5 project and City Council is eager to push forward. How will it be considered in relation to this study? Letters have been sent to MTO from Mayor regarding the Highway 6 / Highway 5 project. City Council will want to know the MTO priority of these two projects..</p> <p>R – (E. Armanious and X. Weng, MTO) – The Highway 403 / Highway 6 Improvements project will be included as part of the next round of infrastructure improvements in the area: it is not considered a higher priority. The Highway 6 / Highway 5 Interchange project is still in Detail Design and does not currently have funding to advance to Construction. MTO has 70 unfunded projects that are reviewed and ranked. Both projects are on the list. The projects would be tendered to avoid conflicting with each other.</p> <p><u>Question &amp; Response # 5:</u></p> <p>Q – (C. Plosz, CoH) – Are you considering wildlife passages as part of the EA?</p> <p>R – (H. Wright, AECOM) – Wildlife passages may be considered if they are warranted. Terrestrial fieldwork is being undertaken and the Environmental Team is currently aware of deer wintering areas adjacent to the study. The need will be determined as the study progresses.</p>	<p>MTO/ AECOM/ WSP/ HR</p>
05	<p><b>Other Business</b></p> <p>MTO inquired if any of the municipalities would like to take this presentation presented today to their council?</p> <ul style="list-style-type: none"> <li>• CoH (S. Molloy and E. Soldo) – CoH confirmed that they would be interested in a presentation to council, possibly with an update on other Ministry initiatives. CoH will confirm their preference.</li> <li>• CoB (K. Edgcumbe) - CoB to confirm if a council presentation is needed.</li> <li>• HR – No response was provided. MTO noted that the Project Team is available to present to all municipalities if requested.</li> </ul>	<p>CoH</p> <p>CoB</p>

# Meeting Notes

<p><b>Meeting name</b> Municipal Meeting #2</p>	<p><b>Subject</b> WO 16-20004 Highway 403 &amp; Highway 6 Class EA and Preliminary Design</p>	<p><b>Attendees (by teleconference)</b> Staff members from MTO, WSP, AECOM, City of Burlington (CoB), City of Hamilton (CoH), Halton Region (HR)</p> <p><i>Full list of meeting attendees provided in meeting Sign-in Sheet attached to these minutes.</i></p>	<p><b>Circulation list</b> Invitees, File</p>
<p><b>Meeting date</b> Feb 16, 2022</p>	<p><b>Time</b> 1:30 pm – 2:30pm</p>		
<p><b>Location</b> Microsoft Teams Meeting</p>	<p><b>Project name</b> Agreement 2016-E-2007</p>		
<p><b>Project number</b> WO 16-20004</p>	<p><b>Prepared by</b> Larysa Hyzka</p>		

<b>Ref</b>	<b>Action</b>	<b>Action By</b>
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01     **Introductions**

T. Sorochinsky and E. Armanious introduced the project, project team, and provided an overview of the study limits.

02     **PIC #2 Presentation Overview**

T. Sorochinsky presented Slides 1-5 of a power point presentation, including an overview of the project scope as follows:

- Scope includes identifying short-term and long-term improvements for Highway 403 from Grindstone Creek westerly to Old Guelph Road, and Highway 6 from Bruce Trail southerly to Highway 403.
- The project includes: 14 bridges, 3 structural culverts and 15 retaining walls.
- There are 2 interchanges in the study area: Highway 403 / Highway 6 and Highway 6 / York Road.

T. Sorochinsky noted that the Highway 403 / Highway 6 Interchange improvements have not been included in MTO's 5-year transportation plan, therefore the project is not yet funded.

R. Sheikh presented Slides 6 – 10, noting the following:

- PIC #1 was held online on June 25, 2020. A total of 104 individuals visited the Study Website during the event and 71 individuals viewed the PIC #1 Presentation Video. A total of 27 comments were received over the 45-day comment period.
- PIC # 2 will be an online / virtual PIC and is scheduled for Thursday March 10<sup>th</sup>, 2022 from 10am to 8pm on the project website <http://hwy403hwy6preliminarydesign.ca>. There will be a live presentation and Q&A session held from 4pm to 6pm.

Comments can be provided via a comment button under the PIC Presentation, as well as by filling out a PIC Comment Form which can be found on this Study Website. Please provide any comments by April 4<sup>th</sup>, 2022.

**Ref      Action      Action By**

For more information: Continue to visit our Study Website at:  
[www.Hwy403Hwy6PreliminaryDesignEA.ca](http://www.Hwy403Hwy6PreliminaryDesignEA.ca) Or Email the Project Team at:  
[ProjectTeam@Hwy403Hwy6PreliminaryDesignEA.ca](mailto:ProjectTeam@Hwy403Hwy6PreliminaryDesignEA.ca)

Following this meeting, minutes will be prepared and distributed to all attendees along with a copy of the Presentation presented today. The PIC 2 presentation materials can be downloaded from the website beginning on February 24, 2022.

R. Sheikh presented slides 11 – 33, summarizing the recommended plan and environmental protection and mitigation measures. The recommended plan includes the following:

- Highway 403 widening from 3 to 4 lanes in the east and westbound directions;
- Highway 6 widening from 2 to 3 lanes in the north and southbound directions;
- Grindstone Creek culvert widening and rehabilitation;
- Hidden Valley Road culvert rehabilitation;
- Lemonville underpass bridge replacement on existing alignment;
- Snake Road overpass bridge replacement on existing alignment;
- Plains Road West underpass bridge replacement on a realignment to the east;
- Highway 403 / Highway 6 Interchange reconfiguration with flatter horizontal curves (250m ramp radii) with right-hand exits and entrances.
- CNR Subway replacement on a realignment to the east;
- CPR Subway replacement on a realignment to the west;
- Old Guelph Road replacement on existing alignment;
- Highway 6 Overhead at CPR structure rehabilitation and widening;
- Newman Road bridge rehabilitation;
- York Road underpass bridge rehabilitation;
- Bruce Trail Pedestrian Culvert Rehabilitation.

**03      Identification of any Current / Future Municipal Projects**

Meeting attendees were asked to identify any current or future planned municipal projects. The following were noted:

- M. Rahman (CoH) – The City of Hamilton has plans to signalize the intersection of York Road and Old Guelph Road in 2023. The current intersection is stop-controlled.
- B. Hollingsworth (CoH) – The City of Hamilton is working with GHD to complete the detail design of a roundabout at the west ramp terminal of the Highway 6 and York Rd. Interchange. A request to include a left turn lane at the York Rd / Newman Rd intersection has been requested and endorsed by council.

Ref	Action	Action By
04	<b>Open Discussion</b>  The following questions and responses were noted: Q = Question and R = Responses provided.  <u>Question &amp; Response # 1:</u>  Q – (M. Fazio, CoH) – Could you clarify air quality considerations i.e. did you measure existing conditions quantitatively and did you conduct any modelling? What was your source of air quality data and how did it impact the choice of preferred alternative?  R – (T. Drygas, AECOM) – The assessment of alternatives was conducted on a qualitative basis in relation to the sensor receivers' locations. An air quality assessment will be conducted on the recommended plan and will compared to the 2041 do-nothing scenario with the future build scenario to identify any exceedances of provincial air quality thresholds. Results will be published in the TESR.  <u>Question &amp; Response # 2:</u>  Q – (C. He, HR) – There were no vertical alignment included in the presentation. Will preliminary design information be available to know if significant changes to the grade is anticipated?  R – (R. Sheikh, AECMO) – Yes, preliminary vertical profile information will be included in the Preliminary Design Report. No significant grade changes are anticipated within the project limits. A separate meeting will be set up in future between MTO, AECOM, WSP and the City of Hamilton to further discuss the sharing of traffic projections.	
05	<b>Other Business</b>  The project team thanked all attendees for attending the meeting and reminded them that any further comments or questions can be submitted through the project website.	

# Minutes

<b>Meeting name</b> Meeting With CPR – Rail Alternatives	<b>Subject</b> WO 16-20004 Highway 403 & Highway 6 Class EA and Preliminary Design	<b>Attendees (by teleconference)</b> Xin Weng, MTO Area Manager Ehab Armanious, MTO Project Manager Keith Cherneski, MTO Environmental Tim Sorochinsky, AECOM Project Manager Karen Cooper, AECOM Deputy PM Tom Twigge, Director Projects & Public Works, CPR Jennifer Benedict, Manager, Public Works, CPR	<b>Circulation list</b> Invitees, File
<b>Meeting date</b> June 24, 2020	<b>Time</b> 2:00 pm		
<b>Location</b> Teleconference	<b>Project name</b> Agreement 2016-E-2007		
<b>Project number</b> WO 16-20004	<b>Prepared by</b> Karen Cooper		

Ref	Action	Action By
01	<p><b>Introductions and Project Overview</b></p> <p>E. Armanious introduced the project. The presentation slides are appended to these minutes.</p> <p>T. Sorochinsky presented an overview of the CN and CP rail structures at Highway 403. Bridge replacement would be required to accommodate Highway 403 widening from 6 lanes to 8 or 10 lanes. Five alternatives were presented.</p>	
02	<p><b>Rail Structure Replacement Alternatives (Rail Alignments)</b></p> <p>Alternative bridge types will be considered later in the study. The alternatives shown at this meeting involve rail realignment / bridge replacement. Property impacts associated with these alternatives involve provincially owned properties or rail property. A list of alternatives is provided below:</p> <ul style="list-style-type: none"> <li>• Alternative 1: CNR and CPR replaced on existing alignments</li> <li>• Alternative 2: CNR east of existing, CPR west of existing</li> <li>• Alternative 3: CNR west of existing, CPR west of existing</li> <li>• Alternative 4: CNR east of existing, CPR east of existing</li> <li>• Alternative 5: CNR staged bridge construction on existing alignment keeping one of the two sets of tracks open during construction, CPR west of existing</li> </ul>	
03	<p><b>CPR Comments</b></p> <p>T. Twigge comments as follows:</p> <ul style="list-style-type: none"> <li>• CPR would prefer that the current rail alignment be maintained, as shown for Alternative 1, but with a temporary bridge installed for track detour during removal of the existing bridge and construction of the replacement bridge on the existing alignment. Alternative 4, which shows a permanent realignment to the east, would not be feasible.</li> <li>• This is a challenging piece of track. South of this bridge, the rail grade is at the maximum mountain grade at 2%, which is the highest grade in all of eastern Canada. Typically, the maximum grade is 1.4%. The Project Team would need to clearly demonstrate all impacts of the bridge replacement, including vertically and horizontally. The track design and geometric impacts would need to be developed. A longer replacement bridge and any increases to the vertical clearance between Highway 403 and the bottom of soffit of the new bridge would be accommodated by modifying the</li> </ul>	<p>AECOM / MTO</p> <p>AECOM / MTO</p>



Ref	Action	Action By
	<p data-bbox="302 239 1227 296">Highway 403 geometrics to maintain or improve the rail profile currently at maximum grade. There will be higher scrutiny of this design by CPR due to the mountain grade status.</p> <ul data-bbox="245 317 1252 569" style="list-style-type: none"><li data-bbox="245 317 1122 344">• The CPR Red Book is a CPR internal document of track standards; not shared publicly.</li><li data-bbox="245 365 1235 485">• The train volumes vary dramatically on this line. Currently, 8 to 10 trains run daily and before, approximately 16 trains per day were common. With the recent purchase of CMQ, there may be an increase in train traffic. Destinations are Chicago to Detroit through Hamilton easterly, possibly to Quebec, Main and eventually New Brunswick. No GO trains run on this track.</li><li data-bbox="245 506 1252 569">• CPR's participation after EA approval would involve a letter to Transport Canada informing the government of the bridge replacement. If there are fish impacts, the DFO process would be followed.</li></ul> <p data-bbox="245 590 561 617">J. Benedict comments as follows:</p> <ul data-bbox="245 638 1211 772" style="list-style-type: none"><li data-bbox="245 638 829 665">• The CPR structure is currently undergoing rehabilitation.</li><li data-bbox="245 686 1211 772">• Trevor Lenehan (AECOM Regina Office) would have the expertise to develop plan and profile drawings for the rail bridge replacement. J. Benedict will provide the required parameters for the design (ie. Track speed, etc.).</li></ul>	CPR
04	<b>Project Schedule</b>	
	<ul data-bbox="245 842 1227 898" style="list-style-type: none"><li data-bbox="245 842 1227 898">• The project was initiated in early 2020, the first Public Information Centre is scheduled for June 25, 2020 and project completion is scheduled for 2022.</li></ul>	

# Minutes

<p><b>Meeting name</b> Meeting With CNR – Rail Alternatives</p>	<p><b>Subject</b> WO 16-20004 Highway 403 &amp; Highway 6 Class EA and Preliminary Design</p>	<p><b>Attendees (by teleconference)</b> Ehab Armanious, MTO Project Manager Tim Sorochinsky, AECOM Project Manager Karen Cooper, AECOM Deputy PM Tyler Drygas, AECOM Environmental Michael Vallins, Manager, Public Works, CNR Dimeji Olawuwo, Public Works Officer, CNR</p>	<p><b>Circulation list</b> Invitees, File</p>
<p><b>Meeting date</b> September 2, 2020</p>	<p><b>Time</b> 4:00 pm</p>		
<p><b>Location</b> Teleconference</p>	<p><b>Project name</b> Agreement 2016-E-2007</p>		
<p><b>Project number</b> WO 16-20004</p>	<p><b>Prepared by</b> Karen Cooper</p>		

Ref	Action	Action By
01	<p><b>Introductions and Project Overview</b></p> <p>E. Armanious welcomed the meeting attendees.</p> <p>T. Sorochinsky presented an overview of the project. The presentation slides are appended to these minutes. K. Cooper presented information regarding the existing CN and CP rail structures at Highway 403. Bridge replacement would be required to accommodate Highway 403 widening from 6 lanes to 8 lanes or 10 lanes. At the Public Information Centre (PIC) in June 2020, five alternatives were presented, and information received from CPR after the PIC indicates that Alternatives 2 through 5 would not be recommended due to the rail profile, which is currently at a maximum mountain grade of 2%. Modified Alternative 1, which involves maintaining the existing alignments and utilizing temporary bridges during construction to keep the tracks open is carried forward for evaluation. New Alternatives 6 and 7 were presented, which maintain the CPR existing alignment. Alternative 6 includes CNR rail realignment to the east and Alternative 7 includes staged construction of the CNR bridge keeping one of the two tracks open during construction. Also presented was the Lemonville Road bridge replacement information for discussion. At this location, there are 4 sets of tracks, the vertical clearance is 7.01 m (23 feet) and Highway 403 is approximately 6 m higher in elevation than the rail.</p>	
02	<p><b>Rail Structure Replacement Alternatives (Rail Alignments)</b></p> <p>Alternative bridge types will be considered later in the study. The alternatives shown at this meeting involve rail realignment / bridge replacement. Property impacts associated with these alternatives involve provincially owned properties or rail property. A list of the alternatives carried forward post-PIC 1 is provided below:</p> <ul style="list-style-type: none"> <li>• Alternative 1 (Modified): CNR and CPR replaced on existing alignments utilizing temporary bailey bridges during construction to maintain rail traffic;</li> <li>• Alternatives 2-5: Not carried forward, as they are not consistent with keeping the CPR bridge on the existing alignment;</li> <li>• Alternative 6: CNR east of existing, CPR on existing alignment with temporary bridge during construction; and</li> <li>• Alternative 7: CNR staged bridge construction on existing alignment keeping one of the two sets of tracks open during construction, CPR on existing alignment with temporary bridge during construction.</li> </ul>	

Ref	Action	Action By
03	<b>CNR Comments on CNR Crossing of Highway 403 and CNR Tracks at Lemonville Road Underpass</b>	
	<p>M. Vallins comments as follows:</p> <ul style="list-style-type: none"><li>• The average CNR profile grade to Copetown is 1%, which is a challenging long climb. It would be preferred to keep the same profile or improve it by reducing the profile grade.</li><li>• VIA Rail uses these tracks and passenger safety is a key element.</li><li>• Alternative 1 (Modified) is not preferred due to the complications associated with workers on active tracks.</li><li>• Alternative 6, which has the same CNR alignment as for Alternative 2, is preferred by CNR, as offline construction is considered to be safer.</li><li>• For Alternative 7, a temporary bridge may be required for the track shift. Ideally, the 900 m degree of curvature would be maintained. A sharper 500 m degree of curvature as illustrated would be acceptable from a safety perspective.</li><li>• The standard when the bridge was constructed in 1962 included 12-foot side clearances. Current standards include 25-foot side clearances with no crash wall and 18-foot side clearances with crash wall. A standard drawings appendix is available via the CNR webpage and Lucian Banco at the AECOM Mississauga Office has a copy.</li><li>• For the CNR tracks at the Lemonville Road crossing, M. Vallins will confirm with Metrolinx what vertical clearance they would require, as the vertical clearance would be greater to accommodate future electrification.</li><li>• MTO will be analyzing the impacts if Highway 403 horizontal curve in the vicinity of the rail bridges were to be flattened, which will result in the location of the new bridges to be shifted westerly.</li></ul> <p>E. Armanious inquired regarding the option to replace the CNR bridge to the south (between the existing CNR and CPR bridges), which will result in degree of curvature larger than the existing bridge</p> <p>. M. Vallins noted the following:</p> <ul style="list-style-type: none"><li>• The geometry would need to be reviewed in a comprehensive and integrated manner.</li><li>• Highway 403 and CNR profile modifications would need to be considered.</li></ul>	CNR
04	<b>Project Schedule</b>	
	<ul style="list-style-type: none"><li>• The project was initiated in early 2020, the first Public Information Centre was on June 25, 2020 the TESR is to be placed on the public record in March/April 2022 and project completion is scheduled for 2022.</li></ul>	

# Minutes

<p><b>Meeting name</b> Meeting With CNR – Rail Discussion</p>	<p><b>Subject</b> WO 16-20004 Highway 403 &amp; Highway 6 Class EA and Preliminary Design</p>	<p><b>Attendees (by teleconference)</b> Ehab Armanious, MTO Project Manager Tim Sorochinsky, AECOM Project Manager Karen Cooper, AECOM Deputy PM Michael Vallins, Manager, Public Works, CNR Dimeji Olawuwo, Public Works Officer, CNR</p>	<p><b>Circulation list</b> Invitees, File</p>
<p><b>Meeting date</b> September 22, 2020</p>	<p><b>Time</b> 4:00 pm</p>		
<p><b>Location</b> Teleconference</p>	<p><b>Project name</b> Agreement 2016-E-2007</p>		
<p><b>Project number</b> WO 16-20004</p>	<p><b>Prepared by</b> Karen Cooper</p>		

<b>Ref</b>	<b>Action</b>	<b>Action By</b>
01	<p><b>Discussion Purpose</b></p> <p>M. Vallins noted CNR internal discussion and informal discussion with Chris Taylor (AECOM Rail Group in the Mississauga Office) regarding an idea for rail improvements.</p> <p>The Project Team is to determine how this idea fits with the project scope and what action, if any, would be initiated.</p>	
02	<p><b>Description of the Idea</b></p> <p>Currently, CNR tracks veer to the south at the Highway 403 / Highway 6 interchange, then loop back to the north to cross Highway 403. Metrolinx tracks continue southerly. Metrolinx has identified a long term need for increased capacity (an additional set of tracks) in the very constrained area south of Highway 403. Also, the CNR tracks cross over the Metrolinx tracks. By removing the longer and slower freight train interference, 15-minute or half-hour service would be more feasible for the Metrolinx operations.</p> <p>The idea would involve realignment of two sets of CNR tracks to run parallel to Highway 403 on the south side. This would relieve the track congestion to the south. The two CNR tracks would then cross Highway 403 at a more favourable grade. By relocating the CNR crossing of Highway 403 to the east of existing, this may also provide more flexibility for the CPR bridge replacement.</p> <p>CNR does not have any concepts prepared for this idea, but noted if MTO could find a way to review the feasibility, CNR would consider the idea and discuss cost-sharing. A similar project was successfully developed at Highway 69 and Highway 516 during the 4-laning project years ago.</p> <p>Property required would ideally include a 30.48 (100-foot) right-of-way or at minimum a 19.81 (65-foot) right-of-way plus accommodation for drainage.</p> <p>A concept sketch would need to be prepared with minimum horizontal curve radius of 900 m or flatter. CNR noted that between 600 m and 900 m would likely be acceptable.</p> <p>There would be environmental trade-offs, such as impacts to the pond adjacent to the Botanical Gardens, that would impact either the north location or the south location.</p> <p>This discussion is timely, as improvement alternatives are under development and review. Investigation into feasibility would involve multiple stakeholders including MTO, Metrolinx, CNR and CPR.</p>	

Ref	Action	Action By
03	<b>MTO Comments</b> E. Armanious provided comments as follows: <ul style="list-style-type: none"><li data-bbox="245 306 1036 327">• MTO will discuss internally how to respond to the idea communicated by CNR.</li><li data-bbox="245 352 667 373">• Cost sharing would be a consideration.</li><li data-bbox="245 399 623 420">• A concept sketch would be useful.</li><li data-bbox="245 445 1208 508">• This idea would likely not be within the scope of the current Highway 403/Highway 6 interchange assignment. Another approach would likely need to be considered.</li><li data-bbox="245 533 1036 554">• MTO appreciates hearing this idea and understands the complexities involved.</li></ul>	
04	<b>Next Steps</b> <ul style="list-style-type: none"><li data-bbox="245 615 646 636">• MTO and AECOM to discuss further.</li></ul>	

# Minutes

<b>Meeting name</b> CNR Meeting #3	<b>Subject</b> WO 16-20004 Highway 403 & Highway 6 Class EA and Preliminary Design	<b>Attendees (by teleconference)</b> Dimeji Olawuwo, CNR Davor Javorac, CNR Kristina Boka, CNR Julianne Mijaard, CNR Ehab Armanious, MTO Project Manager Keith Cherneski, MTO Environmental Tim Sorochinsky, AECOM Project Manager Riyaz Sheikh, AECOM Deputy Project Manager Stacey Drummond, AECOM Highway Engineering Larysa Hyzka, AECOM Highway Engineering Tyler Drygas, AECOM Environmental Leah Deveaux, AECOM Environmental	<b>Circulation list</b> Invitees, File
<b>Meeting date</b> January 21, 2022	<b>Time</b> 2:00 pm		
<b>Location</b> Teleconference	<b>Project name</b> Agreement 2016-E-2007		
<b>Project number</b> WO 16-20004	<b>Prepared by</b> Larysa Hyzka		

Ref	Action	Action By
01	<p><b>Introductions and Presentation</b></p> <p>E. Armanious welcomed the meeting attendees and introduced the project. The last meeting with CNR representatives was held in September 2020, the developed rail alternatives were presented, and feedback obtained. Subsequently, the Project Team has now completed the evaluation of alternatives and developed a preliminary design.</p> <p>T. Sorochinsky presented an overview of the project and next steps. This project is an EA/preliminary design assignment, the next phase will include a Detail Design component prior to construction.</p>	
02	<p><b>Preliminary Design</b></p> <p>R. Sheikh presented the preferred alternative and recommended plan for the CNR bridge replacement over Highway 403, which is adjacent to the CPR track. The recommended plan includes a realignment of CNR to the East of existing structure. The east and west tracks have radii of 600m and 580m, respectively. This design has minimal impacts to rail operations as the structure will be built offline. Train traffic will be transferred to the new bridge after construction to allow for demolition of the existing bridge. The existing profile is generally maintained going over Highway 403. Coordination with CNR will be required regarding any track realignment (including beyond the MTO right of way) to tie into the new structure. Coordination will also be required during the construction phase (i.e. Construction access).</p>	
03	<p><b>CNR Comments / Questions</b></p> <p>CNR Question: Will train speeds be reduced on the proposed radii?</p> <p>AECOM Response: A rail specialist will be engaged during the Detail Design phase to optimize the alignments and reduce any impacts to rail operations.</p> <p>AECOM Question: Does CNR have any plans for future expansion or electrification of tracks?</p> <p>CNR Response: CNR to consult with Metrolinx to confirm any future plans of electrification.</p> <p>AECOM Question: Does CNR have any initial feedback on the recommended plan?</p> <p>CNR Response: CNR will review the preliminary design material and provide comments.</p>	<p>CNR</p> <p>CNR</p>
04	<p><b>Other Business</b></p>	

Ref	Action	Action By
	<ul style="list-style-type: none"><li>• Future consultation and coordination will be required with CNR through the next design phases. Feedback obtained during preliminary design consultation will be documented.</li><li>• E. Armanious noted cost-sharing opportunities to be discussed between MTO and CNR</li></ul>	

# Minutes

<b>Meeting name</b> CPR Meeting #2	<b>Subject</b> WO 16-20004 Highway 403 & Highway 6 Class EA and Preliminary Design	<b>Attendees (by teleconference)</b> Ehab Armanious, MTO Project Manager Keith Cherneski, MTO Environmental Gill Nafey, CPR Manager of Public Works Tim Sorochinsky, AECOM Project Manager Riyaz Sheikh, AECOM Deputy Project Manager Stacey Drummond, AECOM Highway Engineering Larysa Hyzka, AECOM Highway Engineering Tyler Dygras, AECOM Environmental Leah Deveaux, AECOM Environmental	<b>Circulation list</b> Invitees, File
<b>Meeting date</b> January 25, 2022	<b>Time</b> 1:00 pm		
<b>Location</b> Teleconference	<b>Project name</b> Agreement 2016-E-2007		
<b>Project number</b> WO 16-20004	<b>Prepared by</b> Larysa Hyzka	<b>Regrets</b> Jennifer Benedict, CPR Deborah Daigle, CPR	

<b>Ref</b>	<b>Action</b>	<b>Action By</b>
01	<p><b>Introductions and Presentation</b></p> <p>E. Armanious welcomed the meeting attendees and introduced the project. The last meeting with CPR representatives was held in June 2020, the developed rail alternatives were presented, and feedback obtained. Subsequently, the Project Team has now completed the evaluation of alternatives and developed a preliminary design.</p> <p>T. Sorochinsky presented an overview of the project and next steps. This project is a preliminary design assignment, the next phase before construction will include a detail design component.</p>	
02	<p><b>Preliminary Design</b></p> <p>R. Sheikh presented the preferred alternative and recommended plan for CPR track and the adjacent CNR tracks. The recommended plan includes a realignment of CPR to the west of existing structure on an improved radius of 425m. The existing mountain grade profile over Highway 403 is also improved. This design has minimal impacts to rail operations as the structure will be built offline. Train traffic will be transferred to the new bridge after construction to allow for demolition of the existing bridge. Coordination with CPR will be required regarding any track realignment outside of MTO right of way and construction access.</p>	
03	<p><b>CPR Comments / Questions</b></p> <p>G. Nafey comments as follows:</p> <ul style="list-style-type: none"> <li>• A track realignment would have to follow The CPR Red Book, an internal document of track standards;</li> <li>• CPR prefers the existing track alignment be maintained and a temporary bridge and track detour be used during construction, but recognises the additional throwaway costs associated with this approach; and,</li> <li>• There are utilities running within CPR right of way, the existing utility lines adjacent to the CPR structure could be Bell 360 or Century Link.</li> </ul> <p>It was noted by the project team that previous correspondence/ meeting with CPR Sr. Management suggested that there would be consideration for a track realignment to facilitate the bridge replacement due to the geometric benefits associated with the design, limited interruption to rail operations, and substantial cost savings. CPR will review the preliminary design material and provide initial comments.</p>	CPR



Ref	Action	Action By
	<p>It was also emphasized by the Project Team that the proposed design presented is preliminary in nature as appropriate for this preliminary design study and is still subject to detail design, ongoing consultations and agreements, and coordination of works with CP Rail in subsequent detail design studies.</p> <p>Question: When is this work scheduled to be completed?</p> <p>Response: This assignment is currently in preliminary design with a horizon year of 2041. The project is not funded at this time.</p> <p>Question: Is the proposed alignment within existing right-of-way?</p> <p>Response: Yes, the realignment is within CPR and MTO right-of-way.</p>	
04	<b>Other Business</b>	
	<ul style="list-style-type: none"><li>As indicated above, future consultation, development of design and ongoing coordination will be conducted with CPR through the next design phases. Feedback obtained during preliminary design consultation will be documented.</li><li>CPR is invited to attend Public Information Centre #2 on March 10, 2022 where recommendations for the entire study area will be presented to stakeholders and the public.</li></ul>	AECOM / MTO

# Minutes of Meeting

Date of Meeting	September 12 <sup>th</sup> , 2022	Time 10:00AM – 11:00AM	60620089
Project Name	<b>Highway 403 and Highway 6 Interchange Improvements-from Grindstone Creek westerly to Old Guelph Road on Highway 403 and Highway 403 to Bruce Trail on Highway 6</b> MTO Assignment # 2016-E-0027   W.O #16-20004		
Location	Microsoft Teams Teleconference		
Regarding	Niagara Escarpment Commission   Stakeholder Meeting		
Attendees	<b>Ehab Armanious MTO</b> <b>Keith Cherneski MTO</b> <b>Michael Cesarone MTO</b> <b>Riyaz Sheikh AECOM</b> <b>Tyler Drygas AECOM</b> <b>Leah Deveaux AECOM</b> <b>Fadwa Hamdan AECOM</b> <b>Larysa Hyzka AECOM</b> <b>Amaraine Laven Niagara Escarpment Commission</b> <b>Andrej Obradovic Niagara Escarpment Commission</b>		
Distribution	Attendees & Project Team		
Minutes Prepared By	Fadwa Hamdan, BES.		

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

<p><b>1. Meeting Minutes</b></p> <p>The Project Team and Niagara Escarpment Commission staff introduced themselves.</p> <p>T. Drygas presented the project overview, study area, study schedule, study process, and key objectives.</p> <p>R. Sheikh presented an overview of the recommended plan which includes widening of the corridor and associated infrastructure improvements through the study area including Highway 403 from Old Guelph Rd easterly to Grindstone Creek, and on Highway 6 from Highway 403 northerly to the Bruce Trail Culvert.as well as the impacts to the Niagara Escarpment Designated Areas along these segments of the study area.</p> <p>R. Sheikh presented the impacts to the Niagara Escarpment Designated Areas along Highway 403 West and East. The area consists of natural protection areas and rural escarpment areas, and it will be widened one lane in each direction.</p> <p>R. Sheikh also presented the impacts to the Niagara Escarpment Designated Areas along Highway 6. The area consists of natural protection areas and rural escarpment areas along the west edge, and includes widening to 3 lanes in either direction with the addition of a southbound lane and conversion and lengthening of the existing northbound truck climbing lane to a general purpose lane. . The Recommended Plan includes introducing</p>
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retaining walls along Highway 6 to mitigate impacts to the natural features and impacted property areas where feasible.

- T. Drygas noted the noise wall that runs along Northcliffe Avenue to the interchange will be replaced. It will be similar to what is currently existing but will be located slightly west to accommodate the proposed widening.

T. Drygas outlined the proposed environmental protection and mitigation measures, which generally include:

- best management practices for Fish and Fish Habitat;
- best management practices for Terrestrial;
- consideration for restoration plantings around newly created edges for the Niagara Escarpment;
- replacing the existing noise barrier along Highway 6 to accommodate the proposed widening;
- managing dust suppression and emissions released into the air during construction;
- completing additional archaeological work to clear undisturbed areas; and
- planning detour routes for traffic during the detail design phase.

R. Sheikh discussed that a separate future study will be initiated by MTO to examine the transition between the study limits of this study and the Highway 5 / 6 interchange project. It was noted that an escarpment rock cut on the east side of Highway 6 is anticipated to be required to accommodate an extension of the speed change lane on Highway 6 in the northbound direction.

T. Drygas outlined next steps and timing for the remainder of the study, including the preparation and publication of the Transportation Environmental Study Report (TESR).

### **Discussion**

**Q:** A. Laven noted Section 2.12 of the Niagara Escarpment Plan (NEP) mentions minimizing impacts to the greatest extent possible, and requested that the TESR shows the evaluation of the alternatives and how they connect to applicable legislation and policies.

- **A:** T. Drygas stated the TESR will connect the policy to the work that was done.

**Q:** A. Laven asked what approval processes are required for this Project?

**A:** T. Drygas stated the Project requires clearance under the *Class Environmental Assessment for Provincial Transportation Facilities* and permits under other provincial and / or federal legislation such as the *Species at Risk* and *Endangered Species Act* may be required and would be sought *at the future detail design stage for the project*.

**Q:** A. Laven asked if permits are required from the Conservation Authorities.

**A:** T. Drygas stated that given that MTO is a Provincial authority, no formal permits are required from the Conservation Authorities. Similar to the process with the NEC, the Project Team meets with Conservation Authorities to understand their issues and concerns.

**Q:** A. Laven asked if the Ministry of Transportation (MTO) has a guideline for replacement ratios for tree cover and vegetation removal.

**A:** T. Drygas stated MTO does not have a policy on vegetation ratio. He clarified based on the lands that are available, MTO will look at opportunities for restoration and ornamental plantings, however there is no target for tree replacements. A preliminary landscape opportunities plan is being developed as part of this Preliminary Design and Class EA study and landscape plans will be further developed during the future detail design stage of this project.

**A:** K. Cherneski stated MTO has a landscape architect who would review landscape plans and provide comments for recommended quantity and species. If new guidelines comes out regarding tree removals / replacements, it would be applicable to the future detail design stages.

# Minutes

<p><b>Meeting name</b> Bell Canada Utility Coordination</p>	<p><b>Subject</b> WO 16-20004 Highway 403 &amp; Highway 6 Class EA and Preliminary Design</p>	<p><b>Attendees</b> Ehab Armanious, MTO Project Manager Michael Cesarone, MTO Engineering Program Delivery Neave Constantine, MTO Corridor Management Chris Gill, Bell Canada Matt Sullivan, Bell Canada Joe Kosinski, Bell Canada Riyaz Sheikh, AECOM Project Manager Larysa Hyzka, AECOM Highways Alec Sleeth, AECOM Utility Coordinator</p>	<p><b>Circulation list</b> Invitees, File</p>
<p><b>Meeting date</b> August 22, 2022</p>	<p><b>Time</b> 2:00 pm</p>		
<p><b>Location</b> Microsoft Teams Meeting</p>	<p><b>Project name</b> Agreement 2016-E-2007</p>		
<p><b>Project number</b> WO 16-20004</p>	<p><b>Prepared by</b> Alec Sleeth</p>		

Ref	Action
01	<p><b>Project Background</b></p> <p>A brief project background and overview was given to Bell Canada for better understanding of the project and the utility coordination between AECOM and Bell. A. Sleeth and R. Sheikh explained that AECOM was retained by MTO for the preliminary design of the Highway 403 and Highway 6 project. Which includes multiple bridge replacements and rehabilitation along Highway 403 between Old Guelph Road and Grindstone Creek as well as along Highway 6 from Old Guelph Road and Highway 403/Highway6 Interchange. The project also includes widening of Highway 6.</p> <p>E. Armanious further clarified that while this is a preliminary design project with no programmed construction date, construction is anticipated to begin around 2041 but could begin as early as in the 2030s depending on the condition of some of the bridges.</p> <p>A. Sleeth noted the purpose of the meeting is to discuss the Bell conflicts that have been identified and some preliminary relocation strategies to be included in the Preliminary Design. No actual relocation will be completed until the detail design phase.</p>
02	<p><b>Review of Bell Conflicts – Highway 403 &amp; Old Guelph Road Overpass</b></p> <p>Multiple Bell conduits were found via markups provided by Bell. The bridge will require full replacement and the new structure will be wider which allows for Bell to relocate their conduit under the future Old Guelph Road sidewalk. Bell confirmed that this relocation strategy is feasible, however it will need to be confirmed in detail design the exact alignment of the Bell conduit to determine if relocation is required. Bell noted the buried plant in this area will not require special provisions for relocation and should be fairly straight forward.</p>
03	<p><b>Review of Bell Conflicts – Highway 403 &amp; Plains Road West Underpass</b></p> <p>From markups received by Bell a shared Bell and Cogeco conduit was found near the existing Plains Road West Underpass. It is unsure if the shared conduit is underneath the bridge structure buried below highway 413 or if the conduit is underneath the sidewalk. Bell will need to confirm in the detail design phase the location of the conduit as well as the bridge team will need to confirm the extent of the removals and excavation of the existing bridge as relocation may not be required if the existing foundation will be cut and buried.</p> <p>N. Constantine noted that it is MTO policy to not attach utility conduit to the bridges and if the crossing requires relocation Bell will have to relocate buried underneath Highway 403 and cannot attach to the new Underpass.</p> <p>There are 3 cabinets that belong to Bell at the southeast corner of Hillsdale Avenue and Plains Road West intersection that will require relocation as they are in conflict with the future Plains Road West roadway. The cabinets will need to be relocated east.</p>

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<b>Ref</b>	<b>Action</b>
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04	<b>Review of Bell Conflicts – Highway 403 &amp; Snake Road Overpass</b>
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Similar to Old Guelph Road Overpass a Bell conduit was found via markup at Snake Road Overpass. Bell will need to confirm the exact alignment in detail design to determine if relocation is required. If needed, the conduit can be relocated underneath the future Snake Road sidewalk.

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05	<b>Review of Bell Conflicts – Highway 403 &amp; Lemonville Road Underpass</b>
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From markups, Bell has a crossing underneath Highway 403 to the west of the Lemonville Road Underpass. The buried plant then continues aerial south of the Highway and crosses the railway tracks aerially. The buried plant is not in conflict with the bridge replacement as from the records, it is far enough west from the structure. However, the poles are in conflict with the future slopes from the abutments between the highway and railway tracks. Bell is unsure if the aerial line belongs to them or belongs to Hydro, which will need to be verified in detail design.

Bell confirmed if the aerial line belongs to them, either the poles can be relocated to have the proper ground clearance from adjacent abutment slopes, or the line can continue buried underneath the tracks.

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06	<b>Review of Bell Conflicts – Highway 6 &amp; Northcliffe Avenue, York Road, Old Guelph Road</b>
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Bell has multiple conduits along Highway 6 that will be in conflict with the widening of the roadway and shifting of the retaining wall. The conduits will need to be fully relocated west to avoid the footings of the new retaining walls at Northcliffe Avenue and Old Guelph Road.

N. Constantine noted the Bell conduit that will be underneath Highway 6 widening at York Road will need to be relocated west to not be underneath the live lane. It will also need to have the minimum vertical cover of 1.5m underneath the boulevard or 3.0m underneath the highway.

J. Kosinski noted the conduit at Old Guelph Road is part of the future fiber program and is put in place for future expansion but is not currently in use. The cable is capped south of Old Guelph Road along Highway 6. In the Detail design phase, Bell will need to confirm if the fiber cable is in use or if it can be abandoned and removed. If in use, it will require relocation.

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07	<b>Other Discussion</b>
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C. Gill asked if the adjacent Highway 5 / Highway 6 interchange project will begin before this project. E. Armanious confirmed it will be completed before this project.

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# Minutes of Meeting

Date of Meeting	April 1 <sup>st</sup> , 2022	Time 1:30PM – 2:25PM	60620089
Project Name	<b>Highway 403 and Highway 6 Interchange Improvements- from Grindstone Creek westerly to Old Guelph Road on Highway 403 and Highway 403 to Bruce Trail on Highway 6</b> <b>Preliminary Design and Class EA</b> MTO Assignment # 2016-E-0027   WO #16-20004		
Location	Microsoft Teams Teleconference		
Regarding	Bruce Trail   Stakeholder Meeting		
Attendees	<b>Ehab Armanious</b> <b>Keith Cherneski</b> <b>Riyaz Sheikh</b> <b>Larysa Hyzka</b> <b>Tyler Drygas</b> <b>Leah Deveaux</b> <b>Fadwa Hamdan</b> <b>Brian Popelier</b>	<b>MTO</b> <b>MTO</b> <b>AECOM</b> <b>AECOM</b> <b>AECOM</b> <b>AECOM</b> <b>AECOM</b> <b>Bruce Trail</b>	
Distribution	<b>Attendees &amp; Project Team</b>		
Minutes Prepared By	<b>Fadwa Hamdan, BES.</b>		

**PLEASE NOTE:** If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

**Overview**  
 The Project Team introduced themselves.

B.Popelier introduced himself on behalf of Bruce Trail. He is the Terrestrial Ecologist and Land Stewardship Coordinator at Bruce Trail.

R. Sheikh provided an overview of the study, study limits, study schedule, key objectives, and the recommended plan. The recommended plan will involve:

- Rehabilitation and extension of Grindstone Creek Culvert
- Rehabilitation of Hidden Valley Road culvert
- Structure replacement on existing alignment of Lemonville Road with full closure during construction
- Structure replacement on existing alignment of Snake Road, with short term closures during construction
- Structure replacement and realignment to the East at Plains Road West to facilitate traffic during construction
- Rehabilitation of the Newman Road Bridge over the CPR line
- Reconfiguration of Highway 403/Highway 6 interchange to include 250m ramp radii and right-hand exit/entrances. Ramp N-E will also include a single structure.
- Replacement of existing structures for CN and CP Rail with a realignment to the outside.

- Structure replacement on existing alignment of Old Guelph Road, with closure during construction.
- Structure improvements on existing alignment for the Highway 6 overhead structure crossing CPR, includes a rehabilitation and widening on east and west side of the structure.
- Rehabilitation of the structure at Highway 6/York Road Interchange, including a future commuter parking lot at the southwest quadrant of the interchange.
- Rehabilitation of Bruce Trail Pedestrian Culvert.

T.Drygas outlined the works proposed at the Bruce Trail Pedestrian Culvert under Highway 6. The proposed works include rehabilitation to the culvert, implementation of retaining walls to avoid relocation of the stairs, reconstruction of the turnaround at the end of Old Guelph Road, and temporary access restrictions during construction.

L.Deveaux sent B.Popelier a copy of the presentation slide deck.

### ***Summary of Discussion***

Question: B.Popelier- what is the duration of the closure that will be required?

Answer: R.Sheikh responded that the duration of closures will be determine during subsequent design stages. It is expected that rehabilitation works would be completed over a number of weeks with intermittent closures of the trail crossing. If combined with the rest of the proposed improvements, it is expected that these works would be completed within a construction season.

B.Popelier indicated that a closure of a couple of days is manageable, but weeks or months may cause issues.

Question: B.Popelier- indicated that Bruce Trail will need to know about the closure in advance to inform people that use their trails. When will construction start?

Answer: R.Sheikh informed B.Popelier that the construction start date has yet to be determined. There are a number of options that may be available with the contractor to provide safe passage, but it would require continued coordination during future phases.

Question: B.Popelier-The Ministry had previously built this tunnel, but it's Bruce Trail's responsibility to conduct inspections every two years and other required maintenance. Is the cost of maintenance going to be covered by this Project?

Action Item: E. Armanious requested from B.Popelier to send a copy of the legal cost sharing agreement. Once the Study goes into the detail design phase, there will be further discussions about cost sharing (if required). Until that time, maintenance practices should follow the status quo.

Question: B.Popelier- hikers tend to use trails after May 1<sup>st</sup> and before October 31<sup>st</sup>. Can work occur outside of prime hiking season?

Answer: T. Drygas noted that commitments in this study can include measures to examine opportunities to minimize construction activities and trail closures during peak use periods.



## Minutes of Meeting

Date of Meeting	June 28 <sup>th</sup> , 2022	Time 11:00AM – 11:55PM	60620089																										
Project Name	<b>Highway 403 and Highway 6 Interchange Improvements-from Grindstone Creek westerly to Old Guelph Road on Highway 403 and Highway 403 to Bruce Trail on Highway 6</b> MTO Assignment # 2016-E-0027   W.O #16-20004																												
Location	Microsoft Teams Teleconference																												
Regarding	Royal Botanical Gardens   Stakeholder Meeting																												
Attendees	<table border="0"> <tr><td><b>Ehab Armanious</b></td><td><b>MTO</b></td></tr> <tr><td><b>Keith Cherneski</b></td><td><b>MTO</b></td></tr> <tr><td><b>Tim Sorochinsky</b></td><td><b>AECOM</b></td></tr> <tr><td><b>Tyler Drygas</b></td><td><b>AECOM</b></td></tr> <tr><td><b>Leah Deveaux</b></td><td><b>AECOM</b></td></tr> <tr><td><b>Fadwa Hamdan</b></td><td><b>AECOM</b></td></tr> <tr><td><b>Larysa Hyzka</b></td><td><b>AECOM</b></td></tr> <tr><td><b>Dr. David A Galbraith</b></td><td><b>Royal Botanical Gardens</b></td></tr> <tr><td><b>Tys Theysmeyer</b></td><td><b>Royal Botanical Gardens</b></td></tr> <tr><td><b>Jim Mack</b></td><td><b>Royal Botanical Gardens</b></td></tr> <tr><td><b>Nancy Rowland</b></td><td><b>Royal Botanical Gardens</b></td></tr> <tr><td><b>Barbara McKean</b></td><td><b>Royal Botanical Gardens</b></td></tr> <tr><td><b>Andrew Duncan</b></td><td><b>Royal Botanical Gardens</b></td></tr> </table>			<b>Ehab Armanious</b>	<b>MTO</b>	<b>Keith Cherneski</b>	<b>MTO</b>	<b>Tim Sorochinsky</b>	<b>AECOM</b>	<b>Tyler Drygas</b>	<b>AECOM</b>	<b>Leah Deveaux</b>	<b>AECOM</b>	<b>Fadwa Hamdan</b>	<b>AECOM</b>	<b>Larysa Hyzka</b>	<b>AECOM</b>	<b>Dr. David A Galbraith</b>	<b>Royal Botanical Gardens</b>	<b>Tys Theysmeyer</b>	<b>Royal Botanical Gardens</b>	<b>Jim Mack</b>	<b>Royal Botanical Gardens</b>	<b>Nancy Rowland</b>	<b>Royal Botanical Gardens</b>	<b>Barbara McKean</b>	<b>Royal Botanical Gardens</b>	<b>Andrew Duncan</b>	<b>Royal Botanical Gardens</b>
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Distribution	<b>Attendees &amp; Project Team</b>																												
Minutes Prepared By	<b>Fadwa Hamdan, BES.</b>																												

**PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.**

<p><b>1. Meeting Minutes</b></p> <ul style="list-style-type: none"> <li>• The Project Team and Royal Botanical Gardens staff introduced themselves.</li> <li>• T. Drygas presented the project overview, study area, study schedule, study process, and key objectives.</li> <li>• T. Sorochinsky presented an overview of the recommended plan, with focus on Highway 403 West at Old Guelph Road, Highway 403 West at Highway 6, and at Highway 403 West at Plains Road West.</li> <li>• T.Sorochinsky stated the recommend plan for Highway 403 West at Old Guelph Road, Highway 403 West at Highway 6, and Highway 403 West at Plains Road West will not require a lot of RBG property.                         <ul style="list-style-type: none"> <li>○ T.Drygas stated in addition to property requirements, a retaining wall is being implemented to minimize impact and vegetation removal on the west side.</li> </ul> </li> </ul>
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- T.Drygas outlined the proposed environmental and mitigation measures. Environmental mitigation measures include best management practices for Fish and Fish Habitat, best management practices for Terrestrial, consideration for restoration plantings around newly created edges for the Niagara Escarpment, implementing a series of retaining walls to avoid impact to the Bruce Trail stair case, replacing the existing noise barrier along Highway 6 to accommodate the proposed widening, managing dust suppression and emissions released into the air during construction, completing additional archaeological work to clear undisturbed areas, and planning detour routes for traffic during the detail design phase.
- T.Drygas outlined next steps and timing for the remainder of the study, including the publication of the Transportation Environmental Study Report (TESR).
- T.Drygas began the discussion of Royal Botanical Gardens comments provided for PIC #2. The Royal Botanical Gardens comments focused on the following topics:
  - Water Quality/Quantity, and Erosion Control and Locations of Mitigation Measures;
  - Noise Impacts;
  - Wildlife Barriers and Wildlife Corridor Management;
  - Walking and Cycling;
  - Cootes Paradise Marsh;
  - Access Impacts to Royal Botanical Gardens properties;
  - Addition of a North Service Road; and,
  - CP Rail Realignment.

### **Discussion**

#### *Water Quality/Quantity and Erosion Controls and Locations of Mitigation Measures*

**Q:** N.Rowland asked what the run-off mitigation strategies are for marsh and natural areas?

**A:** T. Drygas stated the Project Team is currently undergoing a drainage analysis to determine if there is a need to increase the capacity of the culverts and is looking at the conditions of the existing culverts to determine whether they need to be replaced. T.Drygas indicated that check dams are being proposed for the stormwater management plan, which is a water quality enhancement that currently doesn't exist.

**A:** B. Thai clarified the existing conditions indicated many of the median outlets were draining South which has caused flooding, so the proposed route will be North to implement grass walls and reduce run-off.

**Q:** T.Theysmeyer requested to view the stormwater drawings.

**A:** B.Thai stated the drainage team is currently preparing a stormwater management report, and once submitted it will be available for review.

**A:** T.Drygas also indicated that further details on the stormwater management plan will be available for review in the TESR.

#### *Noise impacts*

**Q:** T.Theysmeyer indicated there's noise concerns specifically on the ramp over long pond, and would like to know the level of impact.

**A:** T. Drygas stated more information can be provided once the Noise Assessment is complete because it evaluates the noise levels with and without the project.

#### *Wildlife Barriers and Wildlife Corridor Management*

**Q:** D. Galbraith asked if there is consideration for a wildlife crossing at the Bruce Trail pedestrian underpass?

**A:** T. Drygas stated there's no plans to implement wildlife crossings at the Bruce Trail crossing because close contact with pedestrians would deter wildlife from using it. T. Drygas also noted that a wildlife analysis was conducted on Highway 6, and the results indicated there were only 3 wildlife collisions. Two of the wildlife collisions were at the York Road interchange, and 1 was North of the study limit so there isn't a dire issue from a wildlife collision perspective.

**Q:** N. Rowland asked if there are any considerations for wildlife with the Old Guelph Road bridge expansion?

**A:** T. Drygas stated that the Old Guelph Road Bridge expansion will be considered for multi-use path or bicycle use only, and the Project Team is currently working with municipalities to better understand their cycling master plans.

**A:** T. Theysmeyer stated there is little wildlife corridor opportunities unless something is built from scratch.

D. Galbraith noted that having wildlife corridors along Highway 6 is something the consortium has been discussing. The consortium is called Cootes to Escarpment and its in effort with Bruce Trail, and municipalities. D. Galbraith stated if the Project Team would like assistance or additional information he could provide it.

T. Drygas stated if there is any new information in terms of enhancements for wildlife corridors and connection, it would help give a broader context beyond the areas adjacent to the highways corridor.

#### *Walking and Cycling*

T. Drygas noted that active transportation opportunities are being considered at Old Guelph Road only, and agreements will need to be made with the municipalities if things are going to get built as part of this study.

**Q:** B. McKean asked if it's possible to establish walking connection between the Royal Botanical Gardens properties.

**A:** T. Sorochinsky stated that would be extremely difficult because Old Guelph Road does not have ideal site lines, and MTO wants to provide opportunity for expansion in case of an axillary lane.

#### *Cootes Paradise Marsh*

**Q:** D. Galbraith stated there are multiple Indigenous burial sites, and asked if the Stage 2 and Stage 3 archaeological assessments completed will be made available to the public?

**A:** T. Drygas noted that the study limits do not fall into the Cootes Paradise Shoreline area, but a Stage 1 archaeological assessment was completed to identify archaeological existing conditions. If artifacts are identified, Stage 2 test pits will be conducted in consultation with Indigenous Communities, but the information is only provided to MHSTCI and not the public to avoid people digging in areas they shouldn't be.

#### *Access to Royal Botanical Garden Properties*

T. Drygas noted that the Project Team is looking at detour routes during construction on Plains Road, and Old Guelph Road. Details related to access disruption and temporary conditions would be established during the detail design phase.

#### *Addition of a North Service Road*

#### *CP Rail Realignment*

T. Sorochinsky explained that both CPR bridges are going to be replaced, and this is being done in consultation with the rail agency. The CP lines are crucial for their overall operations, and the existing

alignments are in an awkward area because they lead directly into mountains. Replacing the bridges beside the existing ones will require reconnecting the new bridges with the existing alignment. This will occur on CP owned property or MTO owned property, and further details will be established in the next phases. This includes the extent of the fill and the locations of the retaining walls.

*Other*

**Q:** T. Theysmeyer asked if the York Road traffic circle is apart of this study.

**A:** T. Sorochinsky clarified it is part of a separate study.

**Q:** T. Theysmeyer asked if it's also a Ministry of Transportation study.

**A:** E. Armanious stated it is a separate MTO project but for this study we assume it's part of the existing conditions.

**Q:** T. Theysmeyer asked when it is expected to be constructed.

**A:** E. Armanious stated the West ramp terminal and York Road circle has an anticipated construction for 2024.

**\*Action Item:** Provide Royal Botanical Gardens with a list of key City of Hamilton contacts.

# Minutes of Meeting

Date of Meeting	April 19 <sup>th</sup> , 2022	Time 11:00AM – 11:55AM	60620089
Project Name	Highway 403 and Highway 6 Interchange Improvements- from Grindstone Creek westerly to Old Guelph Road on Highway 403 and Highway 403 to Bruce Trail on Highway 6 Preliminary Design and Class EA MTO Assignment # 2016-E-0027   WO #16-20004		
Location	Microsoft Teams Teleconference		
Regarding	Conservation Halton   Stakeholder Meeting		
Attendees	Ehab Armanious	MTO	
	Keith Cherneski	MTO	
	Tim Sorochinsky	AECOM	
	Riyaz Sheikh	AECOM	
	Larysa Hyzka	AECOM	
	Tyler Drygas	AECOM	
	Leah Deveaux	AECOM	
	Fadwa Hamdan	AECOM	
	Bridget Thai	WSP	
	Sherif Iskandar	WSP	
	Braden Fleming	Conservation Halton	
	David Irwin	Conservation Halton	
	Lisa Jennings	Conservation Halton	
Distribution	Attendees & Project Team		
Minutes Prepared By	Fadwa Hamdan, BES.		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

**Overview**  
 The Project Team introduced themselves.

The Conservation Halton team introduced themselves. B. Fleming is the Environmental Assessment Environmental Planner, D. Irwin is the Water Resource Engineer, and L. Jennings is the Senior Planning Ecologist.

T. Drygas provided an overview of the study, study limits, study schedule, key objectives, and the recommended plan. The recommended plan will involve:

- Rehabilitation and extension of Grindstone Creek Culvert
- Rehabilitation of Hidden Valley Road culvert
- Structure replacement on existing alignment of Lemonville Road with full closure during construction
- Structure replacement on existing alignment of Snake Road, with short term closures during construction

- Structure replacement and realignment to the East at Plains Road West to facilitate traffic during construction
- Rehabilitation of the Newman Road Bridge over the CPR line
- Reconfiguration of Highway 403/Highway 6 interchange to include 250m ramp radii and right-hand exit/entrances. Ramp N-E will also include a single structure.
- Replacement of existing structures for CN and CP Rail with a realignment to the outside.
- Structure replacement on existing alignment of Old Guelph Road, with closure during construction.
- Structure improvements on existing alignment for the Highway 6 structure crossing CPR, includes a rehabilitation and widening on east and west side of the structure.
- Rehabilitation of the structure at Highway 6/York Road Interchange, including a future commuter parking lot at the southwest quadrant of the interchange.
- Rehabilitation of Bruce Trail Pedestrian Culvert.

R.Sheikh stated the recommended plan is intended to accommodate rehabilitation and widening improvements in the long-term.

B.Thai provided an overview of the drainage existing conditions. Field visits for drainage were completed in 2020, which identified required work for culverts on Highway 403 and Highway 6.

The proposed work consists of the following 5 area splits:

- Section A: Highway 6 From Rail Bridge to North Project Limits. The existing lanes in section A drain into the existing storm water sewer, and the storm water sewer drains into the stormwater management plan.
- Section B: Highway 6/Highway 403 Interchange. The existing lanes on Highway 6 allow water to be captured by storm sewers and discharged into the East ditch. The interchange ditches and storm sewers then discharge into Long Pond. Section B will require the most amount of work to accommodate the widening.
- Section C: Highway 403 South of Interchange. The storm sewer on the North end discharges into Long Pond, and the storm sewer on the South end discharges into Sunfish Pond.
- Section D: Highway 403 East of Interchange. The median ditch inlets discharge to the right ditch, and the North ditches enter the culverts via the ditch inlets, which allows water to be discharged from the South.
- Highway 403 East at Lemonville Road. The median ditch inlets discharge into the right ditch, and the North ditches enters the storm sewer network to also discharge into the right ditch.

B.Thai stated each area will require different changes. Section A's Northbound lane will require replacement of existing gutter storm sewers, and its Southbound lane will require removal of existing gutter storm sewer to be replaced with grassed swale. Section B's East and West ditches will be upgraded to swales on Highway 6, and a new stormwater management pond will be placed south of Highway 403 at the existing Eastbound lane. Section C involves replacing existing median storm sewers with median outlets and upgrading ditches to swales. Section D will involve the replacement of the median ditch inlets with median storm sewer to new Dry Pond and upgrading the left ditch to a swale. Section E will change require a change in direction for the median outlet and upgrading the left ditch to swale with check dam to control flows.

T. Drygas outlined the environmental protection and mitigation measures for the proposed works, starting from East-West. The widening of 403 between Grindstone Creek and Snake Road results in minor property impacts, and edge impacts to vegetation communities (tree removals) associated with proposed structural works. Plains Road West will only consist of minor municipal property impacts to the South-East side of the structure. Replacing the ramp from Eastbound 403 to Northbound Highway 6 results in potential impacts to the natural environment (in the vicinity of Long Pond and associated wetland habitat in that area). To minimize the potential impacts to this area, the Project Team has proposed retaining walls that will avoid direct impacts to these surface water features and will minimize encroachment / reduce vegetation removals. Further opportunities to minimize vegetation removals and impacts beyond the MTO right-of-way are being explored as the Project Team works to finalize the grading design for the Recommended Plan. Best Management Practices have been identified where impacts can not be avoided which include implementing timing windows for when construction activities can not occur (i.e. tree removals in Bat SAR habitat can not occur between April 1<sup>st</sup> to October 1<sup>st</sup>). *[Post Meeting Note: Mitigation measures have been identified if stockpiles of gravel and sandy substrates are required during the active turtle season (April 1 to October 15), install turtle exclusion fencing in accordance with the Reptile and Amphibian Exclusion Fencing Best Management Practices (MECP, 2020) around stockpiles prior to April 1 or immediately after stockpile created if after April 1.]*

T. Drygas discussed the next stages of the study. Currently in the process of fine tuning the preliminary design which should be finalized in Spring 2022, continuing to meet with agencies and stakeholders that are potentially impacted, and preparing the Transportation Environmental Study Report to be circulated for public review (scheduled to occur in Fall 2022).

D. Irwin stated he would like the slide deck (including the drainage design) to review.

#### *Summary of Discussion*

Question: B. Fleming- is the rehabilitation on Newman Road a municipal request?

Answer: R. Sheikh stated the rehabilitation of Newman Road is part of the MTO's nominal rehabilitation cycle. Newman Road is currently 18 years old and will require rehabilitation in the coming years to preserve the lifespan of the structure.

Question: B. Fleming- is Newman Road owned by the Ministry or is it municipal owned?

Answer: E. Armanious responded it is owned by MTO.

Question: D. Irwin- will Section C for drainage be designed with a flat trapezoidal bottom?

Answer: B. Thai stated at the moment only Section A is currently proposed to have a trapezoidal bottom.

Question: L. Jennings: in the environmental protection and mitigation measures table, it indicates that all water works will be completed during warm water season. This area also has cold water species, (rainbow trout, chinook salmon) so can they also be taken into consideration?

Answer: T.Drygas stated the Project Team is in the process of finalizing the fish impact assessment. He will share this information with the fisheries team to see if they have identified any cold-water species and will take them into consideration if necessary.

Question: L.Jennings- are there any opportunities for wildlife enclosures and fencing?

Answer: T.Drygas stated it is something that can be taken into consideration. The proposed retaining walls would provide exclusion for turtles getting into the right-of-way, and the Project Team is currently looking at other sections of the study to determine if there is additional need.

Question: B.Fleming- the study is not impacting Conservation Halton owned lands, but does any of it fall within Conservation Halton's land holdings?

Answer: L.Hyzka stated none of the lands identified were Conservation Halton's land holdings.