



Appendix K-1: Meeting Minutes



MINUTES OF MEETING

CLIENT : City of Mississauga

PROJECT : Class Environmental Assessment Study for Burnhamthorpe Road
West Transportation Corridor Improvements from Loyalist Drive
to the West City Limit

MEETING : Meeting with the Ministry of Transportation (MTO)

DATE OF MEETING : January 19, 2018, 10:00 AM

LOCATION : Ministry of Transportation
159 Sir William Hearst Avenue
3rd Floor Boardroom

ATTENDEES : **Ministry of Transportation**
Wan Chi Ma, Ted Lagakos, Hussain Kashif, Clement Shim,
Wesley Lau

City of Mississauga
Dana Glofcheskie

CIMA
Martin Scott, Jessica Dorgo

Doug Dixon and Associates
Doug Dixon

C.C. TO : Attendees and Project Team

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.

DISCUSSION TOPICS	ACTION BY
1 INTRODUCTIONS <ul style="list-style-type: none"> Roundtable introductions were held and a meeting agenda was distributed to attendees. 	
2 PROJECT OVERVIEW <ul style="list-style-type: none"> CIMA provided an overview of the study area. The study area includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit (Ninth Line) including intersections and approaches approximately 1.6 km in length. There is one crossing over Highway 403 within the study area. The bridge was recently rehabilitated in 2012/2013. The intersection of Burnhamthorpe Road West and Ninth Line is currently planned for a 2-lane roundabout. Construction is planned for 2018/2019. Due to the roundabout, there is no requirement for a left-turn lane on Burnhamthorpe Road West at Ninth Line on the bridge. The bridge is currently 4-lanes (painted) comprised of 3 eastbound lanes and one westbound lane. A fifth lane is available but is currently "painted-out". The bridge is 22.37 metres including the sidewalk on the south side. The posted speed limit within the study area is 60 km/h. 	
3 ALTERNATIVES OVER HIGHWAY 403 STRUCTURE <ul style="list-style-type: none"> Consideration is being given for providing a multi-use trail on the north side of Burnhamthorpe Road and maintaining the sidewalk on the south side. No impact to the superstructure of the bridge is anticipated. Relocation of the centreline may result in the requirement for padding (up to 10mm) to maintain the crown of the road at the centreline. The MTO Bike Manual includes a table which lists the requirement for on-road and off-road buffers based on AADT and posted speed. MTO will provide CIMA with this manual. CIMA to use the manual to determine the buffer requirement. 	MTO CIMA
4 NEXT STEPS <ul style="list-style-type: none"> The project team will continue to communicate with W. Ma regarding MTO's involvement in the study. 	CIMA

DISCUSSION TOPICS**ACTION BY**

- Upon determination of the preferred design, the project team will provide MTO with the design for review prior to a meeting.
 - MTO Corridor Control will determine permit requirements.
 - MTO Traffic department will be involved if any barrier reconstruction is required. However, at this time it is not anticipated that barrier reconstruction will be required.

MINUTES OF MEETING

CLIENT : City of Mississauga

PROJECT : Class Environmental Assessment Study for Burnhamthorpe Road
West Transportation Corridor Improvements from Loyalist Drive
to the West City Limit

MEETING : Meeting with Iglesia Ni Cristo Representatives

DATE OF MEETING : April 4, 2018, 1:30 PM

LOCATION : City of Mississauga
201 City Centre Drive, 8th Floor, Ontario Room

ATTENDEES : **City of Mississauga**
Dana Glofcheskie, Lin Rogers

CIMA
Martin Scott, Jessica Dorgo

Iglesia Ni Cristo
Marciano Quiambao, Fernando Dabu, Renato Diamonon

C.C. TO : Attendees and Project Team
Matthew Mahoney, Ward 8 Councillor City of Mississauga

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.

1 PROJECT OVERVIEW

- CIMA provided an overview of the study and noted that Public Information Centre (PIC) #1 was held on March 7, 2018, which identified the widening of Burnhamthorpe Road from Loyalist Drive to Ninth Line to 4-lanes as the preliminary preferred solution.
- The project team noted that the overflow Iglesia Ni Cristo congregation parking along Burnhamthorpe Road was one of the key issues to be addressed by this study as the gravel shoulders along Burnhamthorpe would no longer be available if widened to 4-lanes with an urban cross-section.

2 IGLESIA NI CRISTO PARKING

- The congregation currently has a parking consideration granted by the City in place effective until September 2018 which permits parking on the north side of Burnhamthorpe Road between Loyalist Drive and Colonial Drive. The parking consideration is typically granted for 6 months at a time.
- Iglesia Ni Cristo noted that typically 20 cars utilize the north shoulder of Burnhamthorpe Road for parking between Loyalist Drive and Colonial Drive.
- Services are held on Wednesday (morning and 8pm), Saturday (8pm) and Sunday (10am) which utilize the parking.
- Iglesia Ni Cristo congregation members attended a previous Town Hall meeting where the following parking considerations were established:
 - No parking on Sancrest Court
 - Parking permitted on the north side of Thorncrest Drive to Melfort Crescent
 - Parking on one side of Melfort Crescent
 - No parking on Loyalist Drive
- It was noted that following the widening of Burnhamthorpe Road to 4-lanes, several parking considerations will be reviewed by the City, which could include parking being relocated to the south side of Burnhamthorpe Road (with mountable curb) in order to avoid conflict with the proposed multi-use trail on the north side.
- Potential for parking provisions along residential streets will also be considered.
- The project team noted that access to Iglesia Ni Cristo will not be impacted by the widening.

DISCUSSION TOPICS	ACTION BY
<ul style="list-style-type: none"> The widening of Burnhamthorpe Road within the study limits is currently included in the City's 10 year capital plan. 	
3 NEXT STEPS	
<ul style="list-style-type: none"> The Project Team will meet with members of the Iglesia Ni Cristo congregation prior to PIC #2 (tentatively planned for June 2018) to discuss the technically preferred design concept and further discuss options for Iglesia Ni Cristo parking. 	City of Mississauga/CIMA

MINUTES OF MEETING

CLIENT : City of Mississauga

PROJECT : Class Environmental Assessment Study for Burnhamthorpe Road
West Transportation Corridor Improvements from Loyalist Drive
to the West City Limit

MEETING : Meeting with Iglesia Ni Cristo #2

DATE OF MEETING : June 8, 2018, 11:00 AM

LOCATION : City of Mississauga
201 City Centre Drive, 8th Floor, Ontario Room

ATTENDEES : **Iglesia Ni Cristo**
Lorgio Diaz, Marciano Quiambao

City of Mississauga
Lin Rogers

CIMA
Martin Scott, Jessica Dorgo

C.C. TO : Attendees and Project Team

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.

DISCUSSION TOPICS**ACTION BY**

1 RECOMMENDED CROSS-SECTIONS

- CIMA provided an overview of the preliminary recommended plan that will be presented at Public Information Centre (PIC) #2.
- The recommended plan includes 4-lanes along Burnhamthorpe Road with intersection improvements at Ridgeway Drive and in-boulevard parking on the south side of Burnhamthorpe west of Loyalist Drive.
- CIMA noted that two other options were considered and carried forward for analysis and evaluation however these options were not selected as the preferred option:
 - A roundabout Ridgeway Drive
 - No intersection improvements at Ridgeway Drive
- The City noted that based on the current status of the City of Mississauga Capital Plan, detailed design could be initiated in 2021 with construction in 2022. These dates are subject to change.
- The congregation noted that they have a parking consideration in the study area which was granted by Councillor Matt Mahoney. Iglesia Ni Cristo to send the project team a copy of the parking consideration.
- Iglesia Ni Cristo noted that the recommended plan included the in-boulevard parking is favoured.

Iglesia Ni Cristo

MINUTES OF MEETING

CLIENT : City of Mississauga

PROJECT : Class Environmental Assessment Study for Burnhamthorpe Road
West Transportation Corridor Improvements from Loyalist Drive
to the West City Limit

MEETING : Meeting with Ministry of Transportation #2

DATE OF MEETING : June 12, 2018, 11:00 AM

LOCATION : 159 Sir William Hearst Avenue
4th Floor Corner Boardroom

ATTENDEES : **Ministry of Transportation**
Wan Chi Ma, Wes Lau, Clement Shim

City of Mississauga
Lin Rogers

CIMA
Martin Scott, Jessica Dorgo

C.C. TO : Attendees and Project Team

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.

MINUTES OF MEETING

CLIENT : City of Mississauga

PROJECT : Class Environmental Assessment Study for Burnhamthorpe Road
West Transportation Corridor Improvements from Loyalist Drive
to the West City Limit

MEETING : Meeting with Halton Region

DATE OF MEETING : June 13, 2018, 1:30 PM

LOCATION : Halton Region
1151 Bronte Road, Oakville

ATTENDEES : **Halton Region**
Ann Larkin, Matt Krusto, Phil Antonio

City of Mississauga
Lin Rogers

CIMA
Martin Scott, Jessica Dorgo

C.C. TO : Attendees and Project Team

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.

DISCUSSION TOPICS	ACTION BY
<p>1 STUDY OVERVIEW</p> <ul style="list-style-type: none"> • CIMA provided a study overview and noted that Public Information Centre #2 is scheduled for June 19, 2018. • CIMA provided an overview of the alternative design concepts and the preliminary preferred alternative which includes: <ul style="list-style-type: none"> ▪ 4-lanes though lanes along Burnhamthorpe Road ▪ Approximately 150m of in-boulevard parking on the south side to the west of Loyalist Drive ▪ Double northbound left-turn lanes at the Ridgeway Drive intersection ▪ Sidewalks on both sides ▪ Multi-use trail on the north side 	
<p>2 DISCUSSION</p> <ul style="list-style-type: none"> • The bridge over Highway 403 will not require modification to the structure as there is sufficient space to provide 4-traffic lanes and a multi-use trail on the north side. The project team is in consultation with the Ministry of Transportation regarding the cross-sectional elements on the bridge. • CIMA noted that since Halton Region has an approved roundabout at Ninth Line and Burnhamthorpe there is no need for a southbound left turn lane at the intersection with Ninth Line. • CIMA to add a note on the preferred plan that the roundabout is a separate Halton Region project • CIMA noted that Halton Region residents are not included on the study mailing list. 	CIMA

MINUTES OF MEETING

CLIENT : City of Mississauga

PROJECT : Class Environmental Assessment Study for Burnhamthorpe Road
West Transportation Corridor Improvements from Loyalist Drive
to the West City Limit

MEETING : Teleconference with Ministry of Transportation

DATE OF MEETING : January 31, 2019, 2:00 PM

LOCATION : Teleconference

ATTENDEES : **Ministry of Transportation**
Daniel Fox, Cameron Beavers, Clement Shim

City of Mississauga
Lin Rogers, Emily Pelleja

CIMA
Martin Scott, Jessica Dorgo

C.C. TO : Attendees and Project Team

Note: If you believe that these minutes are lacking in accuracy, please inform the author who will make the necessary changes.



Meeting Minutes

- Meeting** : Meeting with Ministry of Transportation
- Project** : City of Mississauga Burnhamthorpe Road West Class Environmental Assessment
- Date / Time** : June 24, 2019, 10:00 AM
- Location** : 159 Sir William Hearst Avenue - 5th Floor Boardroom
- Attendees** :
- Jason White, Ministry of Transportation – Manager of Engineering
 - Andrew Beal, Ministry of Transportation – Head of Traffic
 - Moin Khan, Ministry of Transportation – Planning & Design Area Manager, Peel/Halton
 - Wes Lau, Ministry of Transportation – Traffic Project Manager
 - Sherif Sidky, Ministry of Transportation – Head of Structural Engineering
 - Shirin Ghatreh Samani, Ministry of Transportation – Structural Engineer
 - Daniel Fox, Ministry of Transportation – Planning and Design
 - Emily Pelleja, City of Mississauga
 - Lin Rogers, City of Mississauga
 - Stephen Keen, CIMA
 - Jessica Dorgo, CIMA
 - Doug Dixon, Doug Dixon and Associates

Note: please advise author immediately of any errors or omissions

Discussion Topics	Action By
1. Burnhamthorpe Road Structure	
1.1. CIMA presented a PowerPoint presentation to facilitate discussion and provided an overview of the study progress to date.	
1.2. The recommended alternative for Burnhamthorpe Road includes widening to 4 lanes with a 3.5m multi-use trail on the north side and sidewalks on both sides of the road.	
1.3. The existing Highway 403 structure is 20.37 metres wide. Various alternatives for the structure were considered. At the initial stages of the study, a widening of the existing bridge was discussed and it was determined that due to economic consideration, a widening of the bridge was not desirable.	
1.4. Following consultation with MTO staff, the recommended cross-section for the structure was determined to include four 3.5m travel lanes, a new 2.87m bicycle-only path on the north side adjacent to a 0.5m buffer, and maintaining the existing 1.6m sidewalk adjacent to a 0.7m shoulder. A replacement of the north parapet wall is also recommended.	
1.5. MTO noted that it would be preferred to continue the typical cross-section of the Burnhamthorpe Road corridor across the bridge. MTO noted that a 3.0m multi-use trail on the north side is desirable. A 1.0m shoulder is also desirable.	
1.6. MTO advise that during the reconstruction of the north parapet wall, a 0.3m widening of the bridge could be completed without major structural modifications. This is similar to the Town of Oakville Trafalgar Road bridge which was previously widened in a similar fashion. The 0.3m would then be available to include a 3.0m multi-use trail. MTO noted a preference to apply the additional 0.3m to the multi-use trail rather than the 0.7m shoulder.	
1.7. It is anticipated that the cost of this widening would be in the region of \$200,000.	
1.8. The Project Team will show a limited widening (0.3m) of the existing structure as part of the EA with note that the budget for the widening will be determined during detailed design. The remaining cross-sectional elements will remain as presented in the recommended cross-section.	CIMA / City of Mississauga



Jessica Dorgo, EIT



Appendix K-2: Ministry of Tourism, Culture and Sport



**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7147
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7147
Télééc: 416 212 1802



February 2, 2018 (EMAIL ONLY)

Dana Glofcheskie, P. Eng.
City of Mississauga
201 City Centre Drive
Mississauga, ON L5B 4E4
E: dana.glofcheskie@mississauga.ca

RE: MTCS file #: 0008307
Proponent: City of Mississauga
Subject: Notice of Commencement
Burnhamthorpe Road West Improvements
Location: City of Mississauga, Ontario

Dear Ms. Glofcheskie:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The recommendations below are for a Schedule C Municipal Class EA project, as described in the notice of study commencement. If any municipal bridges may be impacted by this project, we can provide additional screening documentation as formulated by the Municipal Engineers Association in consultation with MTCS.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Your EA project may impact archaeological resources and you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeology@ontario.ca. If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk for the City of Mississauga can provide information on property registered or

designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in review.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin
Heritage Planner
dan.minkin@ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Registrar, Burials of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



Appendix K-3: Alectra Utilities



Eleni Dekaneas

From: Emily Pelleja <Emily.Pelleja@mississauga.ca>
Sent: Wednesday, March 27, 2019 11:32 AM
To: Jessica Dorgo
Subject: FW: B856_Mississauga Burnhamthorpe Rd EA_Recommended Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jessica,
I'm sorry, I had meant to send this on to you.

Please see email okaying the design from Alectra.

From: Maxwell Watters [mailto:Maxwell.Watters@alectrautilities.com]
Sent: Friday, December 21, 2018 8:15 AM
To: Emily Pelleja
Cc: Chris Kafel; Joel Lacombe
Subject: RE: B856_Mississauga Burnhamthorpe Rd EA_Recommended Plan

Hi Emily,

As per our meeting yesterday on the Burnhamthorpe Road – Loyalist Dr to Ninth Line project, Alectra has no issue for the MUT being less than 0.5m from our existing poles. However if our poles ever required to be replaced in the future, Alectra would like to have no conflict with our proposal with the City Standards and Permits PUCC committee.

Also as per our discussion, the EA design at the Colonial Drive and Burnhamthorpe Road W intersection has our existing pole in a proposed sidewalk. In further detail design from the City will either adjust the sidewalk to avoid the pole or Alectra will have to replace the pole and bring it up to current standards.

Regards,

Max Watters, C.E.T.
Design Technician
Alectra Utilities, Central Division
t. 905.283.4294 f. 905.566.2737
3240 Mavis Road, Mississauga, Ontario L5C 3K1
www.alectrautilities.com

From: Chris Kafel
Sent: Monday, December 17, 2018 5:19 PM
To: Emily Pelleja; Maxwell Watters
Subject: RE: B856_Mississauga Burnhamthorpe Rd EA_Recommended Plan

Emily,

No problem. Max can schedule a quick meeting at our office to discuss.

On another note, you were going to send me the letter for Living Arts Drive when you have a chance.

Thank you,



Chris Kafel, P.Eng.
Manager, Distribution Design, Customer Capital

55 John Street North, Hamilton, Ontario L8R 3M8

t 905.317.4751 | m 416.823.5085

alectrautilities.com



From: Emily Pelleja [<mailto:Emily.Pelleja@mississauga.ca>]
Sent: Monday, December 17, 2018 1:37 PM
To: Chris Kafel; Maxwell Watters
Subject: FW: B856_Mississauga Burnhamthorpe Rd EA_Recommended Plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Gentlemen,

The EA for the western portion of Burnhamthorpe road is well underway, and I would like to run the proposed alignment/alternative by you. We don't require any modification, but the MUT will butt right up against the existing poles, and I would like some form of understanding with you that this will be acceptable.

Thanks for your help.

Emily

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]
Sent: 2018/12/14 12:15 PM
To: Emily Pelleja
Cc: Lin Rogers; Martin Scott
Subject: B856_Mississauga Burnhamthorpe Rd EA_Recommended Plan

Hi Emily,

The updated recommended plan with the existing utilities is available on the file transfer site below for download.

[Access the file transfer site](#)

Thanks and have a nice weekend,

JESSICA DORGO, EIT
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



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Appendix K-4: Conservation Halton



Lauren Cymbaly

From: Matt Howatt <mhowatt@hrca.on.ca>
Sent: Friday, March 2, 2018 4:51 PM
To: Lauren Cymbaly
Cc: Martin Scott; Brad Rennick
Subject: RE: Request for information – MCEA for road improvements to Burnhamthorpe Road West from Ninth Line to Loyalist Dr., Mississauga, ON.

Hi Lauren,

Thank you for your reply.

Since my email of February 21, Brad Rennick has checked into our records and confirmed that we do not have any natural hazard or natural heritage information to provide for the portion of your study area within our watershed jurisdiction. Therefore, a data request from CH will not be necessary.

I can also confirm that CH's regulated area does not extend into your Study Area.

For future reference, you may continue to send NOCs to our general server or directly to the following CH planners based on their areas of responsibility:

- Matt Howatt, mhowatt@hrca.on.ca – Halton Hills, Mississauga
- Leah Chishimba, lechishimba@hrca.on.ca – Milton existing urban and rural areas, Oakville south of Dundas Street
- Jonathan Pounder, jpounder@hrca.on.ca – Milton urban expansion areas
- Jessica Bester, jbester@hrca.on.ca – Oakville north of Dundas Street
- Heather Dearlove, hdearlove@hrca.on.ca – Burlington, Hamilton

I hope this is of assistance. Please contact me with any follow up questions.

Regards,
Matt

Matt Howatt
Environmental Planner

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
conservationhalton.ca

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From: Lauren Cymbaly [mailto:Lauren.Cymbaly@cima.ca]
Sent: March-02-18 2:22 PM
To: Matt Howatt <mhowatt@hrca.on.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>
Subject: RE: Request for information – MCEA for road improvements to Burnhamthorpe Road West from Ninth Line to Loyalist Dr., Mississauga, ON.

Hi Matt,

Thank you for the information and apologies to you as well for my late reply.

We will be sending out the data request to Brad shortly. I have also confirmed with Martin, the PM on the project (cc'd), that our project limits are to Ninth Line whereby works on Ninth Line and to the west of Ninth Line are outside of the scope of work for this EA.

We just wanted to touch base and ensure that you are aware of the project and confirm that Conservation Halton's regulatory boundaries don't extend into our Study Area.

Also for future reference regarding the circulation of the Notice of Study Commencement (NOC) under Conservation Halton jurisdiction, should we send the NOCs to you or another individual at HRCA directly, or does it suffice to send this to envserve.hrca.on.ca?

Thanks again,

Regards,

Lauren Cymbaly, M.E.S.
Environmental Professional

CIMA+
Partners in Excellence

55 King Street East
Bowmanville Ontario L1C 1N4
CANADA
Tel: 905 697-4464 ext. 6931



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CONFIDENTIALITY WARNING This e-mail is confidential. If you are not the intended recipient, please notify the sender immediately and delete it in its entirety.

From: Matt Howatt [<mailto:mhowatt@hrca.on.ca>]

Sent: Wednesday, February 21, 2018 11:43 AM

To: Lauren Cymbaly <Lauren.Cymbaly@cima.ca>

Cc: Brad Rennick <brennick@hrca.on.ca>

Subject: RE: Request for information – MCEA for road improvements to Burnhamthorp Road West from Ninth Line to Loyalist Dr., Mississauga, ON.

Hi Lauren,

Thank you for your email inquiry and my apologies for the delay in following up.

A small portion of the study area, from just west of Ridgeway Drive to Ninth Line, falls within our watershed jurisdiction as identified on our Approximate Regulation Limit mapping. However, this area does not appear to contain any regulated features (e.g. watercourses, floodplain, wetlands etc.) based on the mapping.

If you complete the attached digital information request form and return it to Brad Rennick in our GIS department, we can determine if we have any natural heritage data or information related to drainage features/tributaries in or adjacent to the study area and follow up with you.

If you have any additional questions, please contact me.

Regards,
Matt

Matt Howatt
Environmental Planner

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
conservationhalton.ca

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From: Lauren Cymbaly <Lauren.Cymbaly@cima.ca>

Sent: February 13, 2018 9:52 AM

To: Envserv

Cc: Jennifer Haslett; Martin Scott

Subject: Request for information – MCEA for road improvements to Burnhamthorpe Road West from Ninth Line to Loyalist Dr., Mississauga, ON.

Good afternoon,

We have been retained by the City of Mississauga to complete a Class Environmental Assessment and Preliminary Design for the improvements of Burnhamthorpe Road West from Loyalist Drive to the intersection at Ninth Line. As such we are requesting any relevant natural heritage data or otherwise documentation relating to nearby tributaries which you may have in your files for inclusion into the EA.

If you have any comments, questions or concerns regarding the proposed undertakings, please don't hesitate to contact us anytime.

Regards,
Lauren

Lauren Cymbaly
Environmental Professional

CIMA+
Partners in Excellence

55 King Street East
Bowmanville Ontario L1C 1N4
CANADA
Tel: 905 697-4464 ext. 6931

AON
BESTEMPLC



Appendix K-5: Halton Region



Eleni Dekaneas

From: Flindall, Robert <Robert.Fлиндall@halton.ca>
Sent: Monday, March 25, 2019 6:31 PM
To: Martin Scott; Jessica Dorgo; Lin Rogers
Cc: Larkin, Ann
Subject: RE: Burnhamthorpe Road Class EA City of Mississauga B801
Attachments: Ninth Roundabout 100%.pdf

Martin,
Please find attached the 100% Drawings for the Ninth Line/William Halton Parkway (Burnhamthorpe) roundabout.

Lin,
I do not recall discussing the project that CIMA is working on in our discussions Friday...please let me know if there is any other coordination that would assist.

Robert Flindall
Senior Project Advisor
Engineering & Construction
Public Works
Halton Region
905-825-6000, ext. 7269 | 1-866-442-5866



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From: Martin Scott [mailto:Martin.Scott@cima.ca]
Sent: Monday, March 25, 2019 2:36 PM
To: Flindall, Robert
Cc: Jessica Dorgo
Subject: Burnhamthorpe Road Class EA City of Mississauga B801

Good Afternoon Robert,

Thank you for taking the time to speak with me today. We are carrying out the Class EA for Burnhamthorpe Road for the City of Mississauga. We are looking for a current plan of the proposed roundabout at Ninth Line and Burnhamthorpe Road so that we can complete our preliminary design and address some questions raised by the MTO. Could you please send us a plan of the most recent version of the design?

Thanking you in advance,

Martin

MARTIN SCOTT, P. Eng.
Senior Project Manager, Transportation

T 289-288-0287 ext. 6812 **F** 289-288-0285
3027 Harvester Road, Suite 400 Burlington, Ontario L7N 3G7 CANADA



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Eleni Dekaneas

From: Larkin, Ann <Ann.Larkin@halton.ca>
Sent: Wednesday, June 6, 2018 11:36 AM
To: Martin Scott
Cc: Jessica Dorgo
Subject: RE: B000856 Burnhamthorpe Road Class EA

Hi Martin,

Thank you for your reply. Could you please clarify the following:

- 1) Regarding your request to meet prior to the City of Mississauga's PIC #2, to be held on June 19, we are available June 13 in the afternoon. Please confirm this will work for you and we can book a room. In addition, a key plan showing the limits of the project with a short description would be helpful to send out with the meeting invite and agenda.
- 2) Given this is not a joint project with Halton Region and is entirely within the City of Mississauga limits, we assume that there would be no notices sent to Halton Region residents/businesses. As you can appreciate, in the instances where notices will be sent to Halton Residents (typically for joint projects with neighbouring municipalities), Halton Region reviews the communication plan and approves all notices before they are sent. Please confirmation that no notices will be sent to residents/business in Halton Region.
- 3) As previously indicated, we have reviewed the request to display Halton Region's roundabout design at Ninth Line and would recommend that as part of the City of Mississauga's Burnhamthorpe Road West Class EA Study, the design be shown only within the City's project limits with a note indicating "design by others" for the proposed intersection improvements at Ninth Line. We note that all publically available information is available on Halton's website: <http://www.halton.ca/cms/one.aspx?portalId=8310&pageId=56446>

Thank you.

Ann

From: Martin Scott [mailto:Martin.Scott@cima.ca]
Sent: Tuesday, June 05, 2018 1:52 PM
To: Larkin, Ann
Cc: Jessica Dorgo
Subject: RE: B000856 Burnhamthorpe Road Class EA

Hi Ann,

The meeting will be 'TAC like', except that we don't have many agencies to deal with because of the location. For example we are not in any CVC regulated areas and we have received clearance from CH because our study area barely touches CH jurisdiction. We have not had a meeting with Halton previously regarding this study.

The purpose of the meeting will be to provide a project overview followed by specifics related to the interface between Mississauga and Halton. We are requesting the meeting because Halton has jurisdiction of Ninth Line.

The agenda will be:

1. Introductions
2. Overview of the EA study (existing conditions, alternatives, recommended plan)
3. Discussion
4. Next Steps

Jessica sent a meeting request yesterday for June 12th at 9:00 (in your offices). If that is OK with you please confirm with us and please also book a meeting room in your offices. Otherwise we could have the meeting in Mississauga.

Best Regards

Martin

MARTIN SCOTT, P. Eng.
Senior Project Manager, Transportation
Administration

T 289-288-0287 ext. 6800 F 289-288-0285
3027 Harvester Road, Suite 400 Burlington, Ontario L7N 3G7 CANADA



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From: Larkin, Ann <Ann.Larkin@halton.ca>
Sent: Tuesday, June 05, 2018 1:32 PM
To: Martin Scott <Martin.Scott@cima.ca>
Cc: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Subject: RE: B000856 Burnhamthorpe Road Class EA

Hi Martin,

We have reviewed the request to display Halton Region's roundabout design at Ninth Line and would recommend that as part of the City of Mississauga's Burnhamthorpe Road West Class EA Study, the design be shown only within the City's project limits with a note indicating "design by others" for the proposed intersection improvements at Ninth Line.

With respect to the meeting invitation, can you please clarify the purpose of the meeting and perhaps provide an agenda so that I can ensure the correct people are present. Is this a TAC meeting and have there been previous meetings with Halton that I may not be aware of?

Thanks,

Ann

From: Martin Scott [<mailto:Martin.Scott@cima.ca>]
Sent: Monday, June 04, 2018 1:02 PM
To: Larkin, Ann
Subject: RE: B000856 Burnhamthorpe Road Class EA

Thanks, Ann.

From: Larkin, Ann <Ann.Larkin@halton.ca>
Sent: Monday, June 04, 2018 12:58 PM
To: Martin Scott <Martin.Scott@cima.ca>
Cc: Jessica Dorgo <Jessica.Dorgo@cima.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Jakaitis, Alicia <Alicia.Jakaitis@halton.ca>; Green-Battiston, Melissa <Melissa.Green-Battiston@halton.ca>
Subject: RE: B000856 Burnhamthorpe Road Class EA

Hi martin,

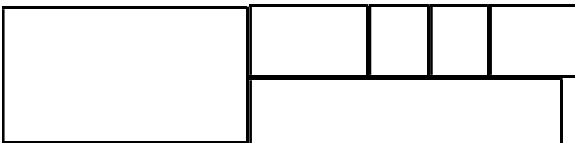
As discussed, I am the appropriate contact to meet regarding Mississauga's Burnhamthorpe MCEA Study.

Alicia will follow up regarding the request for the digital file for the proposed roundabout for Ninth Line.

Thanks,

Ann

Ann Larkin, P.Eng.
Supervisor Transportation Planning
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 7601 | 1-866-442-5866



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From: Martin Scott [<mailto:Martin.Scott@cima.ca>]
Sent: Thursday, May 31, 2018 10:50 AM
To: Larkin, Ann
Cc: Jessica Dorgo; Lin Rogers
Subject: B000856 Burnhamthorpe Road Class EA

Good Morning Ann,

The City of Mississauga is conducting a Class EA project for improvements to Burnhamthorpe Road From Ninth Line to Loyalist Drive. We will be having our second PIC on June 19, 2018. One of the components of the proposed design that

we would like to show on our drawings is the proposed roundabout that the Region has developed for Ninth Line. Would you be able to send us a digital file of the most current version of the design that we can display at our PIC? We will clearly note on the drawings that the roundabout will be work carried out by Halton Region.

Also, we would like to meet with the Region prior to the PIC to review the project with you. Please let me know if you are the appropriate contact, or if we should be contacting someone else.

Thank you for your consideration.

Best Regards

Martin

Martin Scott, P.Eng.

Senior Project Manager, Transportation

CIMA+

Partners in Excellence

3027 Harvester Road, Suite 400
Burlington, Ontario L7N 3G7
CANADA

Tel: 289-288-0287 x 6812
Fax: 289-288-0285



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Appendix K-6: Iglesia Ni Cristo



Jessica Dorgo

From: Martin Scott
Sent: Friday, September 7, 2018 10:18 AM
To: marciano quiambao; Jessica Dorgo
Cc: Lin Rogers
Subject: RE: Burnhamthorpe Road Parking Consideration

Follow Up Flag: Follow up
Flag Status: Completed

Hello Marciano,

Thank you for the update on the Parking Consideration.

With regard to the current work on Burnhamthorpe, it is our understanding that this is watermain construction being carried out by the Region of Peel. Please check with Lin Rogers if this will affect your Parking Consideration. I have included Ms. Rogers on this email.

Best Regards

Martin

MARTIN SCOTT, P. Eng.
Senior Project Manager, Transportation

T 289-288-0287 ext. 6812 F 289-288-0285
3027 Harvester Road, Suite 400 Burlington, Ontario L7N 3G7 CANADA



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From: marciano quiambao
Sent: Thursday, August 30, 2018 5:43 PM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>; Martin Scott <Martin.Scott@cima.ca>
Subject: Burnhamthorpe Road Parking Consideration

Hello Jessica,

Hope this finds you well.

Please note that the city has granted our congregation a Parking Consideration on the North Side of Burnhamthorpe West Road between Loyalist Drive and Colonial Drive which is effective until November 30, 2018. However, it seems that there is ongoing road work on Burnhamthorpe Road between Loyalist and Colonial Drive. Please advise if this road work will affect our use of the Parking Consideration.

Thanks for your prompt response.

Marciano Quiambao
on behalf of Iglesia Ni Crsito
Missiussauga Congregation

From: marciano quiambao <mquiambao@cogeco.net>
Sent: Friday, May 04, 2018 8:52 AM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Subject: Fwd: Parking Concerns on Loyalist & Sancrest

Hi Jessica,

As requested, please find attached Burnhamthorpe Parking Consideration granted to the Church of Christ congregation by the City.

Hope this helps.

Marciano

Jessica Dorgo

From: Jessica Dorgo
Sent: Monday, April 30, 2018 1:24 PM
To: mquiambao@cogeco.net
Cc: Martin Scott; Lin.Rogers@mississauga.ca
Subject: Burnhamthorpe Road W EA - Parking

Good Afternoon Mr. Quiambao,

Thank you for meeting with the project team on April 4 regarding the Class Environmental Assessment Study for Burnhamthorpe Road West. You noted at the meeting that the congregation currently has a parking consideration in place granted by the City which permits parking on the north side of Burnhamthorpe Road between Loyalist Drive and Colonial Drive. If possible, can you please provide us with a copy of your agreement for parking on Burnhamthorpe Road for our records.

Thank you,

Jessica Dorgo
EIT Transportation
Traffic Engineering, Transportation

CIMA+
Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285



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March 19, 2018

**Subject: Burnhamthorpe Road West Improvements
Municipal Class Environmental Assessment Study
Meeting with Iglesia Ni Christo**

Dear Sir or Madam,

As you may be aware from study notifications issued on January 11 and February 22, 2018, the City of Mississauga is conducting a study to review the existing and future transportation needs of the Burnhamthorpe Road corridor. The study area includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit including intersections and approaches. The purpose of this letter is to invite representatives from Iglesia Ni Christo to attend a meeting with the Project Team to review the study progress to date and receive your comments on the study.

The first of two Public Information Centres (PIC) was held on March 7, 2018 to present the study background, existing conditions, problems and opportunities, alternative solutions, the preliminary design concepts and next steps in the study. Prior to the second PIC, the project team would like to arrange a meeting with Iglesia Ni Christo to discuss the study. We would like to propose the following dates for a meeting:

- March 28, 2018 between 9:00 AM and 3:00 PM
- April 4, 2018 between 1:00 PM and 3:00 PM

We kindly ask that you contact the undersigned to confirm your availability for a meeting. If these times are inconvenient we would consider a meeting in the evening. We look forward to meeting with you.

Yours sincerely,



Martin Scott, P.Eng.

Project Manager

CIMA Canada Inc.

3027 Harvester Road

Burlington, ON L7N 3G7

T: 2889 288-0287 ext. 6812 F: 289-288-0285

Martin.Scott@cima.ca



Appendix K-7: City of Mississauga Ward 8 Councillor, Matt Mahoney



From: Dana Glofcheskie
Sent: March 6, 2018 10:56 AM
To: Matt Mahoney; Meredith Karosas
Cc: Debbie Thomson; Jeremy Blair
Subject: RE: Public Information Night - Burnhamthorpe

Good Morning Councillor Mahoney,

Apologies for not sending the notice and display material sooner, I have been out of the office due to medical issues and meant to send this notification sooner.

For all future project notices I will ensure you are aware of any meetings well in advance.

Please note there will be a second PIC in June. I will arrange for a meeting with you prior to the public meeting to discuss project updates.

Thank you for your understanding.



Dana Glofcheskie, P.Eng.

Transportation Project Engineer
T 905-615-3200 ext.8243
dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: Matt Mahoney
Sent: March 6, 2018 10:46 AM
To: Meredith Karosas; Dana Glofcheskie; Leslie Green
Cc: Debbie Thomson
Subject: RE: Public Information Night - Burnhamthorpe

Hello,

How is it that I was not made aware of this meeting? I have had people in the community asking me about it and I just found this morning? This CAN NOT happen again.

Matt Mahoney

Councillor, Ward 8

905-896-5800 | matt.mahoney@mississauga.ca

mattmahoney.ca



City of Mississauga

300 City Centre Drive | Mississauga ON | L5B 3C1

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From: Meredith Karosas
Sent: 2018/03/06 10:02 AM
To: Matt Mahoney
Cc: Debbie Thomson
Subject: Public Information Night - Burnhamthorpe

I have added this Public Info session to your schedule as a FYI. Just discovered it was happening.

From: Dana Glofcheskie
Sent: 2018/03/06 9:59 AM
To: Meredith Karosas
Cc: Debbie Thomson
Subject: RE: Information Night

Apologizes Meredith,

I've been away sick for the past couple of days and meant to send the attached notice to your office. Additionally I have attached a copy of the display material that will be presented tomorrow. Please note that the display boards will be posted on the project website on Thursday.

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

City of Mississauga | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: Meredith Karosas
Sent: March 6, 2018 9:51 AM
To: Dana Glofcheskie
Cc: Debbie Thomson
Subject: Information Night

Hi Dana

I just got a call from a resident on Loyalist in regards to the Information Centre tomorrow evening.

I wasn't aware of it, so if there are more set up can you please let our office know so we can add it to our schedule know?

Thanks.

Meredith

Meredith E Karosas

Executive Assistant

Councillor Matt Mahoney, [Ward 8](#)

T 905-896-5801 } Meredith.Karosas@Mississauga.ca

From: Dana Glofcheskie
Sent: January 9, 2018 2:42 PM
To: Matt Mahoney
Cc: Leslie Green
Subject: Burnhamthorpe Rd W EA Study - Notice of Commencement

Good Afternoon Councillor Mahoney,

As a follow-up to our meeting on December 5, 2017, please be advised that we will be commencing the Class Environmental Assessment Study (Class EA) for the Burnhamthorpe Road West from Loyalist Drive to the West City Limit. The attached Notice of Study Commencement which will be advertised in the Mississauga News on January 11 and 18, 2018 and on the City's website.

If you have any questions or would like to meet to discuss, please let me know.

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer
T 905-615-3200 ext.8243
dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: Dana Glofcheskie
Sent: November 14, 2017 9:38 AM
To: Matt Mahoney
Cc: Leslie Green
Subject: Burnhamthorpe Rd W EA Study

Good Morning Councillor Mahoney,

Transportation and Works will be commencing the Environmental Assessment Study for Burnhamthorpe Road West from Loyalist Drive to the West City Limit, study area map attached. The notice of study commencement will be published in the coming month, and we will provide a copy of the notice once it is finalized.

This project will explore the need for improvements along the Burnhamthorpe Road such as widening it to a 4-lane roadway and the completion of the multi-use trail along the north side of the roadway to connect to the planned improvements by the Region of Halton.

We would like to arrange a meeting with you to discuss the project further. Please provide your availability for the week of November 27 to December 1 (30 minute meeting).

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

Please consider the environment before printing.

From: Dana Glofcheskie
Sent: May 4, 2017 11:56 AM
To: Matt Mahoney
Cc: Leslie Green; Steve Barrett
Subject: Upcoming EA Study for Burnhamthorpe W Rd EA

Good Day Councillor Mahoney,

We would like to advise you of an upcoming Environmental Assessment Study planned for Burnhamthorpe Road West from Loyalist Drive to the West City Limit, study area map attached.

This project will explore the need for improvements along the street such as widening it to a 4-lane roadway and the completion of the multi-use trail along the north side of the roadway to connect to the planned improvements by Region of Halton. As you may be aware, the Region of Halton plans to commence construction the end of 2017 for the William Halton Parkway which will connect to the Burnhamthorpe Road alignment at the City Limit. This project includes a 4 lane cross-section as well as a multi-use trail and bike lanes.

If you would like to discuss further, we would be happy to meet with you.

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

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Appendix K-8: Ministry of Natural Resources and Forestry



Jessica Dorgo

From: Kowalyk, Bohdan (MNRF) <bohdan.kowalyk@ontario.ca>
Sent: Tuesday, August 28, 2018 6:22 PM
To: Lauren Cymbaly
Cc: Martin Scott; Jessica Dorgo; Jennifer Haslett
Subject: RE: Burnhamthorpe Road West Improvements Class EA, Mississauga

Thank you. I have no further comments.

Regards,

Bohdan Kowalyk, R.P.F.

District Planner, Aurora District, Ontario Ministry of Natural Resources and Forestry
50 Bloomington Road, Aurora, Ontario L4G 0L8
Phone: 905-713-7387; Email: Bohdan.Kowalyk@Ontario.ca

From: Lauren Cymbaly [mailto:Lauren.Cymbaly@cima.ca]
Sent: August-28-18 4:34 PM
To: Kowalyk, Bohdan (MNRF)
Cc: Martin Scott; Jessica Dorgo; Jennifer Haslett
Subject: RE: Burnhamthorpe Road West Improvements Class EA, Mississauga

Good afternoon Bohdan,

Please see link below for the Natural Environment Assessment associated with the referenced Class EA.

Also please note that we hadn't received response from the MNRF regarding our data request at the time of completing the assessment. We have received it since this time, also available via the link below. The contents did not indicate additional SAR occurrences or otherwise natural heritage concerns which were not already evaluated in the assessment, and as such, no additional work or associated addendums have been issued since this time.

If you have any questions, comments or concerns regarding this project, please don't hesitate to contact us anytime.

Kind regards,
Lauren

This e-mail has been sent to you to give you access to file transfer Website for the project 'B000856'.

[Access the file transfer site](#)

[Access the file transfer site in Advanced Mode*](#)

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If the link doesn't work, please Copy / Paste the following link in your browser:

<https://transfertlaval.cima.ca/ftphttp/asp/index.asp?id=50171&k=5194c70ca81fc5f29ef87ab447197733&courriel=hilary.henderson-gibb@cima.ca&lang=en&noOCX=0>

LAUREN CYMBALY, M.E.S.
Environmental Professional

T 905 697-4464 ext. 6931
55 King Street East Bowmanville Ontario L1C 1N4 CANADA



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From: Kowalyk, Bohdan (MNRF) <bohdan.kowalyk@ontario.ca>
Sent: Wednesday, July 11, 2018 2:32 PM
To: Burnhamthorpe W Environment Assesment <burnhamthorpe.wea@Cima.ca>
Subject: Burnhamthorpe Road West Improvements Class EA, Mississauga

Hello,

Following up on your Schedule 'C' Class EA study for Burnhamthorpe Road West from Loyalist Drive to the West City Limit. Have you identified any impacts on natural features?

Thanks,

Bohdan Kowalyk, R.P.F.
District Planner, Aurora District, Ontario Ministry of Natural Resources and Forestry
50 Bloomington Road, Aurora, Ontario L4G 0L8
Phone: 905-713-7387; Email: Bohdan.Kowalyk@Ontario.ca



Appendix K-9: Ministry of Environment, Conservation and Parks



**Ministry of the Environment and
Climate Change
Drinking Water and Environmental
Compliance Division**

Central Region,
Technical Support Section
5775 Yonge Street, 9th Floor
North York, ON M2M 4J1
Tel. (416) 326-6700
Fax (416) 325-6347

**Ministère de l'Environnement et de
l'Action en matière de changement
climatique
Division de la conformité en matière
d'eau potable et d'environnement**

Région du Centre
Section d'appui technique
5775, rue Yonge, 8^{ième} étage
North York, Ontario M2M 4J1
Tél. : (416) 326-6700
Télec. : (416) 325-6347



February 12, 2018

File No.: EA 01-06-05

Dana Glofcheskie, P.Eng.
City Project Manager
City of Mississauga
201 City Centre Drive
Mississauga, ON L5B 4E4
dana.glofcheskie@mississauga.ca

BY EMAIL ONLY

Re: **Burnhamthorpe Road West Improvements
City of Mississauga
Schedule C Municipal Class Environmental Assessment
Response to Notice of Commencement**

Dear Ms. Glofcheskie,

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment and Climate Change (MOECC) acknowledges that Halton Region has indicated that the study is following the approved environmental planning process for a Schedule C project under the Municipal Engineers Association's Municipal Class Environmental Assessment (Class EA).

The **updated** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please identify the areas of interest which are applicable to the project and ensure they are addressed. Proponents who address all of the applicable areas of interest can minimize potential delays to the project schedule.

Considering that this project is a Schedule C Municipal Class EA for a roadway that is close sensitive receptors, and where widening may be recommended as part of the preferred alternative, an Air Quality Impact Assessment (AQIA) may be required to be included in the report and used as part of the decision making process for the preferred alternative to address all potential air quality impacts to sensitive receptors. This AQIA should include at a minimum the predicted traffic flows and the current and future emissions estimates, as well as any required mitigation measures. General guidance regarding the scope of AQIA requirements for Schedule C road improvement Municipal Class EA ESRs is attached to this letter for your reference.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the

consultation process.

The proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to the proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to the proponent through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Steps that the proponent may need to take in relation to Aboriginal consultation for the proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: <https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments

Please also refer to the attached document "A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with Aboriginal Communities" for further information.

The proponent must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- Aboriginal or treaty rights impacts are identified to the proponent by the communities
- The proponent has reason to believe that the proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

The Director of the Environmental Approvals Branch can be notified either by email with the subject line "Potential Duty to Consult" to EAASIBGen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBGen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role the proponent will be asked to play in them.

A draft copy of the Environmental Study Report (ESR) should be sent to this office prior to the filing of the final report, allowing a minimum of 30 days for the ministry's technical reviewers to provide comments. Please also forward the Notice of Completion and final ESR to me when completed.

Should you or any members of your project team have any questions regarding the material above, please contact me at trevor.bell@ontario.ca or 416-326-3577.

Yours truly,



Trevor Bell
Regional Environmental Assessment Coordinator
Air, Pesticides and Environmental Planning

cc: Paul Martin, Supervisor, Technical Support Section, MOECC
Chris Hyde, Manager (A), Halton Peel District Office, MOECC
Martin Scott, Consultant Project Manager, CIMA Canada Inc.

Central Region EA File
A & P File

Attach: Areas of Interest

A Proponent's Introduction to the Delegation of Procedural Aspects of consultation with
Aboriginal Communities
Air Quality Impact Assessment Guidance for Schedule C Municipal Road Class EAs

AREAS OF INTEREST

It is suggested that you check off each applicable area after you have considered / addressed it.

☐ Source Water Protection (all projects)

The Clean Water Act, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- As you may be aware, in October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the ESR on source water protection.**
 - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area. If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the ESR how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.
- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.
- In order to determine if this project is occurring within a vulnerable area, proponents can use this mapping tool: <http://www.applications.ene.gov.on.ca/swp/en/index.php>. The mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be

applicable in the vulnerable area.

- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. The contact for this project is Jennifer Stephens at 416-661-6600 ext. 5568 or jstephens@trca.on.ca. Please document the results of that consultation within the Report and include all communication documents/correspondence.**

More Information

For more information on the Clean Water Act, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the Clean Water Act. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MOECC.

☐ **Climate Change**

Ontario is leading the fight against climate change through the Climate Change Action Plan. Recently released, the plan lays out the specific actions Ontario will take in the next five years to meet its 2020 greenhouse gas reduction targets and establishes the framework necessary to meet its long-term targets. As a commitment of the action plan, **the province has now finalized a guide, "[Considering Climate Change in the Environmental Assessment Process](#)" (2017) (Guide).**

The Guide is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MOECC's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. **Proponents should review this Guide in detail.**

- The MOECC expects proponent to:
 1. Take into account during the assessment of alternative solutions and alternative designs, the following:
 - a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
 - b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
 2. Include a discrete section in the ESR detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature, and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered. Please ensure climate change is considered in the report.

☐ **Planning and Policy**

- Parts of the study area may be subject to the [Oak Ridges Moraine Conservation Plan](#), [Niagara Escarpment Plan](#), [Greenbelt Plan](#), [Lake Simcoe Protection Plan](#), or [Growth Plan for the Greater Golden Horseshoe](#). Applicable policies should be referenced in the ESR, and the proponent should describe how the proposed study adheres to the relevant policies in these plans. **The [new 2017 provincial plans](#) are now in effect.**
- The [Provincial Policy Statement](#) (2014) contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the ESR, and the proponent should describe how this proposed project is consistent with these policies.

□ Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, an air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**
- **If a full Air Quality Impact Assessment is not required for the project, the ESR should still contain:**
 - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
 - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
 - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
 - A discussion of potential mitigation measures.
- As a common practice, "air quality" should be used an evaluation criterion for all road projects.
- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.
- Please note that the ministry recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to [*Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities*](#). Report prepared for Environment Canada. March 2005.
- The ESR should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

□ Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The ESR should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.
- All natural heritage features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
 - Areas of Natural and Scientific Interest (ANSIs)
 - Rare Species of flora or fauna
 - Watercourses
 - Wetlands
 - Woodlots

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, you may consider the provisions of the Rouge Park Management Plan if applicable.

□ Surface Water

- The ESR must include a sufficient level of information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.
- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's [Stormwater Management Planning and Design Manual \(2003\)](#) should be referenced in the ESR and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:
 - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
 - Watershed information, drainage conditions, and other relevant background information
 - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
 - Information on maintenance and monitoring commitments.
- Ontario Regulation 60/08 under the Ontario Water Resources Act (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If the proposed sewage treatment plant is listed in Table 1 of the regulation, the ESR should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.
- Any potential approval requirements for surface water taking or discharge should be identified in the ESR. In particular, a Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day. It should be noted that certain water taking activities have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed water-taking activities require registration in the EASR instead of a PTTW.

□ Groundwater

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the ESR.
- If the potential construction or decommissioning of water wells is identified as an issue, the ESR should refer to Ontario Regulation 903, Wells, under the OWRA.
- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.

- Any potential approval requirements for groundwater taking or discharge should be identified in the ESR. In particular, a PTTW under the OWRA will be required for any water takings that exceed 50,000 L/day. It should be noted that certain water taking activities have been prescribed by the Water Taking EASR Regulation – O. Reg. 63/16. These prescribed water-taking activities require registration in the EASR instead of a PTTW.

☐ **Contaminated Soils**

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the ministry's District Offices for further consultation if contaminated sites are present.
- Any current or historical waste disposal sites should be identified in the ESR. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites.
- The location of any underground storage tanks should be investigated in the ESR. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.
- The ESR should identify any underground transmission lines in the study area. The owners should be consulted to avoid impacts to this infrastructure, including potential spills.

☐ **Excess Materials Management**

- Activities involving the management of excess soil should be completed in accordance with the MOECC's current guidance document titled "[Management of Excess Soil – A Guide for Best Management Practices](#)" (2014).
- All waste generated during construction must be disposed of in accordance with ministry requirements.

☐ **Servicing and Facilities**

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with the Environmental Approvals Access and Service Integration Branch (EAASIB) to determine whether a new or amended ECA will be required for any proposed infrastructure.
- We recommend referring to the ministry's "D-Series" guidelines – Land Use Compatibility to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

☐ **Mitigation and Monitoring**

Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the ESR and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.
- The proponent's construction and post-construction monitoring plans must be documented in the ESR, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

□ Consultation

- The ESR must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the ESR that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout the planning process. The Class EA also directs proponents to include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments.

□ Class EA Process

- The ESR should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.
- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. The Master Plan should clearly indicate the selected approach for conducting the plan, in particular by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Part II Order Requests under the *Environmental Assessment Act* (EAA), although the plan itself would not be.
- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment. The ESR should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments) such that all potential impacts can be identified and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the ESR.
- Please include in the ESR a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including MOECC's PTTW, EASR Registrations and ECAs, conservation authority permits, and approval under the *Canadian Environmental Assessment Act 2012* (CEAA 2012)
- Ministry guidelines and other information related to the issues above are available at <http://www.ontario.ca/environment-and-energy/environment-and-energy>. We encourage you to review all the available guides and to reference any relevant information in the ESR.

A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;
- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;
- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant documentation;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Air Quality Impact Assessment Guidance for Schedule C Municipal Road Class EAs

1. Study Area

The scope of the AQIA should be determined by the proponent and clearly outlined in the AQIA document based on the number and nature of scenarios/alternatives being considered, for example, the routes under consideration.

The focus should be on defining the “worst case scenario”, whether it is the length of roadway with the highest traffic volumes in close proximity to sensitive receptors or sections of roadways with on and off ramps and overpasses. The end result should be a defined study area.

2. Sensitive Receptors

All key and potentially sensitive receptors located in the surrounding area must be identified and included in the modeling. The AQIA should then assess the local air quality impacts at these sensitive receptors.

According to the Ministry of Transportations' *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (June, 2012)*, “...local air quality impacts are assumed to be limited to a distance of approximately 500 m from the transportation facility, in each direction.” Therefore, the Cartesian grid system used to easily model concentrations at each receptor typically has a grid limit of approximately 500 m from the edge of the subject road.

3. List of Parameters

The list of parameters should focus mainly on the key pollutants released from mobile sources such as, but not limited to, the following:

- CO
- NO_x (with a focus on NO and NO₂)
- TSP
- PM₁₀
- PM_{2.5}
- Selected VOCs (benzene, 1-3 Butadiene, formaldehyde, acetaldehyde and acrolein)
- Benzo(a)pyrene – as a surrogate for PAHs

Although the focus of these assessments has traditionally been on the 24 hour average concentrations, 1 hour and 8 hour (for CO) averages should also be considered.

4. Applicable Guidelines

The applicable guidelines with which to compare modeled concentrations may include:

- MOECC Ambient Air Quality Criteria (AAQCs)
- Canadian Ambient Air Quality Standards (CAAQs)

5. Background Data

Background data representative of the study area is generally summarized for the most recent 5 years from the nearest or most representative MOECC AQHI and/or NAPS stations so that cumulative impacts are determined at the most impacted receptor.

This data should address 1 and 24 hour averages, 1 hour and 24 hour 90th percentile values,

and 1 hour and 24 hour maximums as appropriate. However, this will vary depending on the AAQC averaging time for each parameter, for example, the 8 hour averaging time for CO.

6. Emission Estimates

Emission estimates are based on current and proposed future traffic counts where either MOVES or Mobile 6.2C is used to generate emission factors.

7. Traffic Data

Traffic data including fleet distribution and characteristics, road type, traffic signals, idling conditions, or roundabouts/stop signs may be considered or incorporated into the assessment

8. Dispersion Modelling

Dispersion modelling, typically using CAL3QHCR, is conducted to determine maximum pollutant concentrations resulting from implementation of the project and the resulting air quality impacts at the most impacted sensitive receptors for the different scenarios. At a minimum, two modelling scenarios are to be conducted to determine the incremental difference between the current conditions (base case) and future scenario. The timing of the future scenario should be defined and take into consideration projected population growth and traffic/emissions impacts.

As necessary a new link must be defined when the road width, traffic volume, speed, alignment or type of flow changes. The CAL model is able to calculate the contribution from all of the links to each individual receptor so the impact of the entire roadway can be determined.

The five most recent years of meteorological data should be used for dispersion modeling. However, under certain conditions, one year of continuous data may suffice. Surface data can be obtained from facilities such as Pearson International Airport, Toronto Island, Buttonville or site-specific and upper air data obtained from Buffalo, New York.

All supporting documentation and assumptions that are inputted into the models should be summarized as Appendices. A sample electronic CAL3QHCR dispersion model input and output files must be submitted for the ministry's review.

9. Results

The predicted results obtained from the dispersion modeling exercise are to be presented in detail in the AQIA and summarized in the ESR. This should include an analysis and discussion of the results and potential air quality impacts of the project.

Results for each contaminant should be discussed separately and should depict predicted maximum 24 hour concentrations at key receptors, the overall maximum predicted concentrations and the combined effect concentrations by adding the 90th percentile background concentration to the modeled value. It may also be relevant to discuss receptor specific results.

10. Cumulative Impacts

Cumulative effects that the proposed roadway expansion/construction may potentially have on the existing air quality can be readily achieved by adding the modeled results to an estimated "background" concentration for each pollutant.

Comparisons of the cumulative impacts are to be compared with the relevant guidelines. If exceedances or non-conformances are predicted, then a discussion of possible mitigation measures should be discussed. Typically these comprise of coniferous landscaping surrounding the areas of most impacted receptors.

A section on potential air quality impacts from the construction of the proposed undertaking should also be discussed in the AQIA and the ESR.

The ministry is currently preparing draft guidance documents to address cumulative effects in EAs. In the interim, please use the following federal EA resources as references for addressing cumulative effects:

- [Cumulative Effects Assessment Practitioners' Guide](#)
- [Reference Guide: Addressing Cumulative Environmental Effects](#)

11. Regional Impacts

The AQIA should include a section on regional impacts from the proposed undertaking compared with the provincial greenhouse gases totals reported by Environment Canada.

12. Summary and Mitigation Measures

The AQIA and ESR should summarize the key conclusions of the study based on the results as provided. In addition, general mitigation measures should be discussed, including those mitigation measures that will be implemented during construction to minimize off-site impacts.

For example, best management practices should be applied to mitigate any air quality impacts caused by construction dust. Please note that the ministry recommends that non-chloride dust suppressants be applied.

For a comprehensive list of fugitive dust prevention and control measures, please refer to [Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities](#). Report prepared for Environment Canada. March 2005.

13. Further Guidance

For further guidance, including additional references and information such as prediction of emissions from re-entrained road dust and silt loading factors, please refer to the Ministry of Transportations' [Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects](#) (June, 2012).

Jessica Dorgo

From: Noordhof, Jake (MOECC) <jake.noordhof@ontario.ca>
Sent: Tuesday, December 5, 2017 11:13 AM
To: Jessica Dorgo
Subject: RE: City of Mississauga Burnhamthorpe Rd EA - First Nations Consultation

Follow Up Flag: Follow up
Flag Status: Completed

Hi Jessica.

I think your list is appropriate as is. I have no additional recommendations.

Thanks.

Jake

From: Jessica Dorgo [mailto:Jessica.Dorgo@cima.ca]
Sent: November-17-17 10:30 AM
To: Noordhof, Jake (MOECC) <jake.noordhof@ontario.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Dana.Glofcheskie@mississauga.ca
Subject: City of Mississauga Burnhamthorpe Rd EA - First Nations Consultation

Good Morning,

The City of Mississauga has initiated a study to review the existing and future transportation needs of the Burnhamthorpe Road corridor. The study area, includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit including intersections and approaches. The study is being conducted in compliance with *Schedule C* of the *Municipal Class Environmental Assessment* process, which is approved under the *Ontario Environmental Assessment Act*.

We have identified the following First Nations communities as potential interested stakeholders in our study:

- Six Nations of the Grand River
- Haudenosaunee Confederacy
- Mississaugas of the New Credit First Nation
- Huron Wendat (they will be notified if artifacts are discovered through any archaeological studies completed)

We would like to request your assistance in confirming if additional First Nations or Metis communities may have interest in our study.

Thank you,

Jessica Dorgo
EIT Transportation
Traffic Engineering, Transportation

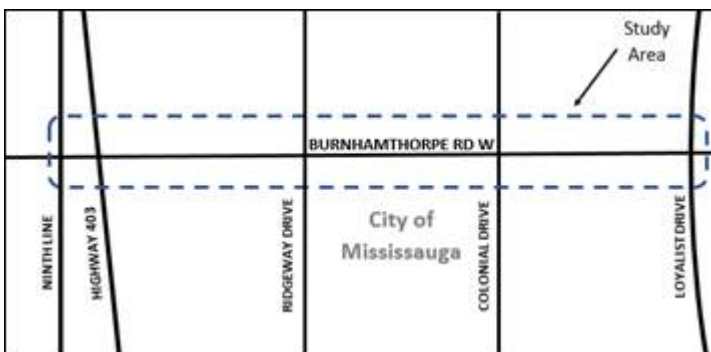
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Jessica Dorgo

From: Jessica Dorgo
Sent: Friday, November 10, 2017 4:13 PM
To: 'trevor.bell@ontario.ca'
Cc: Martin Scott
Subject: Mississauga - Burnhamthorpe Rd EA - First Nations

Good Afternoon Mr. Bell,

The City of Mississauga has initiated a study to review the future infrastructure and transportation needs of the Burnhamthorpe Road corridor. The study area, as shown on the key plan, includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit including intersections and approaches.



The study is being conducted in compliance with *Schedule C* of the *Municipal Class Environmental Assessment* process (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*.

The study will define the problem, identify alternative solutions, and determine a preferred road network. Consultation with the public and stakeholders including First Nations and Metis communities is a key component of the study. Two (2) Public Information Centres will be held to review the study and obtain public input on issues related to alternative solutions and design, environmental impacts and mitigation measures.

We have identified the following First Nations and Metis communities as potential interested stakeholders in our study:

<ul style="list-style-type: none">• Aamjiwnaang• Alderville First Nation• Aundeck-Omni-Kaning• Beausoleil First Nation• Chippewas of Georgina Island• Chippewas of Kettle and Stony Point• Chippewas of Nawash First Nation• Chippewas of Rama First Nation• Chippewas of the Thames First Nation• Curve Lake First Nation• Hiawatha First Nation• M'Chigeeng First Nation	<ul style="list-style-type: none">• Mississaugas of the Scugog Island First Nation• Mississaugas of the Credit• Mohawks of Akwesasne• Mohawks of the Bay of Quinte• Sauqeen• Sheguiandah• Six Nations of the Grand River• Walpole Island• Wikwemikong• Zhiibaahaasing First Nation• Metis Nation of Ontario
---	---

We would like to request your assistance in identifying additional First Nations or Metis communities that may have interest in our study.

The consultant Project Manager, Martin Scott, can be contacted via email at Martin.Scott@cima.ca by phone 289-2888-0287 ext. 6812.

Thank you,

Jessica Dorgo

EIT Transportation
Traffic Engineering, Transportation

CIMA+

Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285



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Appendix K-10: Huron Wendat



From: Maxime Picard [mailto:maxime.picard@cnhw.qc.ca]
Sent: January 12, 2018 2:10 PM
To: Dana Glofcheskie
Subject: Burnhamthorpe Road West Improvements

Good afternoon Dana,

Thanks for your letter addressed to Grand Chief Sioui about the Burnhamthorpe Road West Improvements Study.

Would it be possible for you to provide us the shapefiles of the study area please ?

Thanks and best regards,

Maxime Picard



NATION HURONNE-WENDAT
Bureau du Nionwentsïo

Maxime Picard, B. Sc. A.

Coordonnateur de projets - Ontario

255, Place Chef Michel-Laveau

Wendake (Qc) G0A 4V0

Téléphone : 418-843-3767 # 2105

Courriel : maxime.picard@cnhw.qc.ca



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Appendix K-11: Region of Peel



Jessica Dorgo

From: Cheema, Jimmy <jimmy.cheema@peelregion.ca>
Sent: Thursday, July 5, 2018 3:01 PM
To: Martin Scott; Lin Rogers
Cc: Jessica Dorgo
Subject: RE: Burnhamthorpe Road West Class EA Study: PIC#2 June 19, 2018

Thanks Martin. We'll try our best to accommodate for this future design. We'll find a sweet spot between the existing sidewalk and the future MUT. Let me know if you have any questions. Thank you.

Regards,
Jimmy Cheema
Project Manager, Water Capital
Region of Peel
Tel: (905)791-7800x5403
Cell: (905)872-2113
Fax: (905)791-1442
Jimmy.cheema@peelregion.ca

From: Martin Scott [mailto:Martin.Scott@cima.ca]
Sent: July 5, 2018 12:23 PM
To: Lin Rogers; Cheema, Jimmy
Cc: Jessica Dorgo
Subject: RE: Burnhamthorpe Road West Class EA Study: PIC#2 June 19, 2018

Hi Jimmy,

Thanks for taking the time to attend the PIC and discuss the Region's planned work on Burnhamthorpe Road. The proposed typical cross-section for the 4-lane Burnhamthorpe Road is attached for your reference. The proposed multi-use trail on the north side is 3.5m wide with a 1.0m splash pad adjacent to the curb. In order to avoid conflicts with the MUT, we would suggest a minimum buffer of 1.0m from the MUT to the hydrants. With a 1.0m buffer, the hydrants would need to be located 5.5m from the future edge of pavement and at least 13.0m from the centre line.

Please feel free to contact me if you need any additional information.

Thanks,

From: Lin Rogers <Lin.Rogers@mississauga.ca>
Sent: Wednesday, June 27, 2018 3:21 PM
To: Cheema, Jimmy <jimmy.cheema@peelregion.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Jessica Dorgo <Jessica.Dorgo@cima.ca>
Subject: RE: Burnhamthorpe Road West Class EA Study: PIC#2 June 19, 2018

Hi Jimmy,

Thanks for your message. I have asked CIMA to provide information regarding the MUT to avoid any potential conflicts with the hydrants.

Martin – could you please provide Jimmy with the appropriate information.

Thank you, Lin



Lin Rogers, P. Eng.

Manager, Transportation Projects

T 905-615-3200 ext.4197

lin.rogers@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation Infrastructure & Planning Division

Please consider the environment before printing.

From: Cheema, Jimmy [<mailto:jimmy.cheema@peelregion.ca>]

Sent: 2018/06/20 9:02 AM

To: Lin Rogers

Cc: martin.scott@cima.ca

Subject: Burnhamthorpe Road West Class EA Study: PIC#2 June 19, 2018

Good Morning Lin,

It was great to attend the Information Centre #2 and chat with you about the design concepts for future Burnhamthorpe Road. As discussed, our watermain construction will be commencing in July 2018 with an anticipated completion in December 2018. Feel free to review the set of drawings that I left with you yesterday.

I know the Burnhamthorpe design is in an early phase at the moment, but I was wondering if you could provide some details of the multi-use path on the north side in order to avoid any potential conflicts with the hydrants. We will be installing fire hydrants on the new watermain far enough from the existing pavement in order to account for the additional lane, but it would be great to get some info on the width/offset of the Multi-Use path.

Do not hesitate to contact me if you have any questions. Thank you.

Regards,

Jimmy Cheema

Project Manager, Water Capital

Region of Peel

Tel: (905)791-7800x5403

Cell: (905)872-2113

Fax: (905)791-1442

Jimmy.cheema@peelregion.ca

Jessica Dorgo

From: Lin Rogers <Lin.Rogers@mississauga.ca>
Sent: Wednesday, June 27, 2018 3:21 PM
To: Cheema, Jimmy
Cc: Martin Scott; Jessica Dorgo
Subject: RE: Burnhamthorpe Road West Class EA Study: PIC#2 June 19, 2018

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jimmy,

Thanks for your message. I have asked CIMA to provide information regarding the MUT to avoid any potential conflicts with the hydrants.

Martin – could you please provide Jimmy with the appropriate information.

Thank you, Lin



Lin Rogers, P. Eng.
Manager, Transportation Projects
T 905-615-3200 ext.4197
lin.rogers@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation Infrastructure & Planning Division

Please consider the environment before printing.

From: Cheema, Jimmy [mailto:jimmy.cheema@peelregion.ca]
Sent: 2018/06/20 9:02 AM
To: Lin Rogers
Cc: martin.scott@cima.ca
Subject: Burnhamthorpe Road West Class EA Study: PIC#2 June 19, 2018

Good Morning Lin,

It was great to attend the Information Centre #2 and chat with you about the design concepts for future Burnhamthorpe Road. As discussed, our watermain construction will be commencing in July 2018 with an anticipated completion in December 2018. Feel free to review the set of drawings that I left with you yesterday.

I know the Burnhamthorpe design is in an early phase at the moment, but I was wondering if you could provide some details of the multi-use path on the north side in order to avoid any potential conflicts with the hydrants. We will be installing fire hydrants on the new watermain far enough from the existing pavement in order to account for the additional lane, but it would be great to get some info on the width/offset of the Multi-Use path.

Do not hesitate to contact me if you have any questions. Thank you.

Regards,
Jimmy Cheema
Project Manager, Water Capital

Region of Peel
Tel: (905)791-7800x5403
Cell: (905)872-2113
Fax: (905)791-1442
Jimmy.cheema@peelregion.ca

Jessica Dorgo

From: Stockman, Angela <angela.stockman@peelregion.ca>
Sent: Monday, June 18, 2018 3:06 PM
To: Burnhamthorpe W Environment Assesment
Cc: ZZG-PWI
Subject: Burnhamthorpe Road West Improvements - EA Study

Good afternoon,

I received noticed about the upcoming PIC for the EA study for the Burnhamthorpe Road West Improvements. As the contact for Region of Peel's Water and Wastewater department, I would like to inform you about some current work planned with the project site area.

There are presently watermain works under construction or nearing construction on Burnhamthorpe Rd W, between Ridgeway Dr and Loyalist Dr. The project manager for the work is Greg Beams (Greg.Beams@peelregion.ca), he would be able to provide more details about timelines etc.

There are also local watermains and sanitary sewers crossing Burnhamthorpe Rd at each of the intersections but presently water and wastewater have no replacement or rehab needs on this stretch of Burnhamthorpe Rd. If you do require details about the infrastructure within the study area please let me know.

Thank you,

Angela Stockman
Technical Analyst
Water & Wastewater Program Planning
Region of Peel | 905.791.7800 ext 4143 | angela.stockman@peelregion.ca

Jessica Dorgo

From: Wendy Tian <tianw@ae.ca>
Sent: Monday, November 27, 2017 9:43 AM
To: Dana Glofcheskie
Cc: Elizabeth Dollimore; Leslie Green; Martin Scott; Jessica Dorgo
Subject: RE: Peel - Burnhamthorpe Watermain
Attachments: Burnhamthorpe Details.pdf; CoM culvert.JPG

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Dana,

Thanks for your email. Do you have any comment regarding the proposed culvert in the fire hydrant access road detail? Please refer to the attached PDF Detail 9 and 10. The proposed culvert will be located at the bottom of the existing ditch line. My main concern is the material and specification of the culvert since Region of Peel and CoM have different standards. CoM calls for culverts with precast head wall (see the 2nd attached picture) which I think might not be necessary due to the road widening project in the future. Let me know what you think?

Thanks for your time Dana.

Wendy Tian, E.I.T.

Civil Designer

Associated Engineering (Ont.) Ltd.

Suite 200 - 165 Commerce Valley Drive West, Markham, ON L3T 7V8

Tel: 416.622.9502 x 270



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From: Dana Glofcheskie [mailto:Dana.Glofcheskie@mississauga.ca]
Sent: Friday, November 24, 2017 2:44 PM
To: Wendy Tian <tianw@ae.ca>
Cc: Elizabeth Dollimore <Elizabeth.Dollimore@mississauga.ca>; Leslie Green <Leslie.Green@mississauga.ca>; 'Martin Scott' <Martin.Scott@cima.ca>; 'Jessica Dorgo' <Jessica.Dorgo@cima.ca>
Subject: RE: Peel - Burnhamthorpe Watermain

Hi Wendy,

We have reviewed the proposed watermain drawings for Burnhamthorpe Road between Loyalist Drive and Ridgeway Drive as they relate to the Burnhamthorpe Road Improvements Class EA. As the project is in its initial stage, there is not a recommended alternative; however, based on the other elements in the right-of-way, the proposed hydrants are located in a location that has the least likelihood of interfering with potential widening alternatives and potential future location of a multi-use path. There are no elevations shown for the hydrants, if the hydrants can be adjusted based on future grading this would provide flexibility for the development of our typical cross section.

We note that on drawing PP1, there is a note stating, 'Ex Bus Stop to be Relocated to West Side of Ridgeway Drive'. We note that the bus route does not travel west of Ridgeway Drive, rather the route turns north on Ridgeway Drive. Please contact MiWay (Ji-Yeon Lee (cc'd)) for their preferred relocation of the bus stop. MiWay may also want the bus stop re-instated after construction is complete.

Thank you,



Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

[City of Mississauga](#) | Transportation & Works Department,
Transportation & Infrastructure Planning Division

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From: Wendy Tian [<mailto:tianw@ae.ca>]
Sent: November 23, 2017 9:42 AM
To: Dana Glofcheskie
Cc: Elizabeth Dollimore
Subject: RE: Peel - Burnhamthorpe Watermain

Good morning Dana,

Just wanted to follow up with the request below. Wondering if you have received the design plan and profile drawings in my last email? Can you please provide an update regarding the review process? Is CoM still in road widening EA stage or is there any detailed road widening drawing available?

Also as an FYI Burnhamthorpe Watermain Project is currently in PUCC stage. I have received traffic control comments from Darek however not yet road restoration comments from Jevito. If you have any other questions please feel free to contact me.

Thanks!

Wendy Tian, E.I.T.

Civil Designer

Associated Engineering (Ont.) Ltd.

Suite 200 - 165 Commerce Valley Drive West, Markham, ON L3T 7V8

Tel: 416.622.9502 x 270



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From: Wendy Tian
Sent: Thursday, November 09, 2017 9:52 AM
To: 'Dana Glofcheskie' <Dana.Glofcheskie@mississauga.ca>
Cc: Elizabeth Dollimore <Elizabeth.Dollimore@mississauga.ca>
Subject: RE: Peel - Burnhamthorpe Watermain

Hi Dana,

Thanks for your email. As requested I have attached the Engineering Drawings in PDF and DGN format. Just wanted to inform you that we are currently between 50%-90% (PUCC) design stage and we will mostly likely issue the PUCC set to the Region early next week. I think it will be beneficial to contact the City to get some pre-consultation comments before PUCC circulation.

We are aware of the potential road reconstruction project in the future. I have also sent out an email last week to Jevito to coordinate the traffic management, as well as the road restoration detail requirements. I am wondering if you are the right person I can talk to regarding both the culvert and traffic management plan? If so I can forward the email to you since it explained the measures we are going to implement in order to avoid traffic conflicts.

I am glad to give you a call and walk you through the project if you need. If you have further questions please free feel to contact me.

Thanks for your time!

Wendy Tian, E.I.T.

Civil Designer

Associated Engineering (Ont.) Ltd.

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Tel: 416.622.9502 x 270



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From: Dana Glofcheskie [<mailto:Dana.Glofcheskie@mississauga.ca>]

Sent: Thursday, November 09, 2017 7:43 AM

To: Wendy Tian <tianw@ae.ca>

Cc: Elizabeth Dollimore <Elizabeth.Dollimore@mississauga.ca>

Subject: RE: Peel - Burnhamthorpe Watermain

Hi Wendy,

The City is commencing the EA study for potentially widening Burnhamthorpe Road between Loyalist and the West City Limit. To ensure we do not have any conflicts or require future relocations, can you please provide the design plan in PDF and dgn format.

Thank you,



MISSISSAUGA

Dana Glofcheskie, P.Eng.

Transportation Project Engineer

T 905-615-3200 ext.8243

dana.glofcheskie@mississauga.ca

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Transportation & Infrastructure Planning Division

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From: Wendy Tian [<mailto:tianw@ae.ca>]
Sent: 2017/11/08 11:23 AM
To: Ghazwan Yousif
Subject: Peel - Burnhamthorpe Watermain

Hi Ghazwan,

Hope all is well. My name is Wendy Tian and I have contacted you before regarding a regional project. I am currently working on another watermain project for Region of Peel and would like to get some help from you.

The project is located on Burnhamthorpe Road West from Ridgeway Drive to Loyalist Drive. 300mm PVC will be installed on the north side of the road and new fire hydrants will be installed as well. As you can see right now there is an existing ditch between north side walkway and gravel shoulder. Since the hydrants will be installed near the sidewalk therefore we need to build an access road for the maintenance and operation team to reach the hydrants.

I have question regarding the proposed culvert underneath the access road since the material has to be on regional approved list and also meet City of Mississauga standard. Please see the attached files. CoM culvert standard is calling for min 300mm headwall on each side for driveway. I would like to confirm if this is applicable to our design and if 450mm standard size HDPE ASTM F894 pipe is sufficient to carry the existing storm water?

If you have further questions please give me a call. Thanks for your time!

Wendy Tian, E.I.T.

Civil Designer

Associated Engineering (Ont.) Ltd.

Suite 200 - 165 Commerce Valley Drive West, Markham, ON L3T 7V8

Tel: 416.622.9502 x 270



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Appendix K-12: Ministry of Transportation



From: [Fox, Daniel \(MTO\)](#)
To: [Jessica Dorgo](#)
Cc: [Emily Pelleja](#); [Martin Scott](#); [Stephen Keen](#); ddixon@dougdxonassociates.com; [Lin Rogers](#)
Subject: RE: City of Mississauga Burnhamthorpe Road EA - Meeting Minutes
Date: Tuesday, July 9, 2019 2:28:36 PM

Hi Jessica,

Our team has reviewed the meeting minutes and presentation slides. We have no further comments at this time.

Thank you for your help in coordinating the meeting and preparing these documents.

Kind Regards,

Daniel Fox, P.Eng.

Project Engineer

Ministry of Transportation

Central Region – Planning & Design Office – Peel/Halton

P: (416) 235-4820 | daniel.fox@ontario.ca

From: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Sent: June-26-19 1:14 PM
To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Cc: Emily Pelleja <Emily.Pelleja@mississauga.ca>; Martin Scott <Martin.Scott@cima.ca>; Stephen Keen <Stephen.Keen@cima.ca>; ddixon@dougdxonassociates.com; Lin Rogers <Lin.Rogers@mississauga.ca>
Subject: RE: City of Mississauga Burnhamthorpe Road EA - Meeting Minutes

Hi Daniel,

Thank you for noting that. The revised meeting minutes are attached.

Thanks,

Jessica Dorgo, EIT
Transportation
T 289-288-0287 ext. 6819 F 289-288-0285

CIMA+

From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Sent: Wednesday, June 26, 2019 12:04 PM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Cc: Emily Pelleja <Emily.Pelleja@mississauga.ca>; Martin Scott <Martin.Scott@cima.ca>; Stephen Keen <Stephen.Keen@cima.ca>; ddixon@dougdxonassociates.com; Lin Rogers <Lin.Rogers@mississauga.ca>
Subject: RE: City of Mississauga Burnhamthorpe Road EA - Meeting Minutes

Thanks Jessica,

I just noticed one update for the meeting minutes, Moin Khan – Planning & Design Area Manager, Peel/Halton is missing from the list of attendees.

Dan

From: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Sent: June-26-19 8:41 AM
To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Cc: Emily Pelleja <Emily.Pelleja@mississauga.ca>; Martin Scott <Martin.Scott@cima.ca>; Stephen Keen <Stephen.Keen@cima.ca>; ddixon@dougdxonassociates.com; Lin Rogers <Lin.Rogers@mississauga.ca>
Subject: RE: City of Mississauga Burnhamthorpe Road EA - Meeting Minutes

Hi Daniel,

No problem, a copy of the presentation slides are attached.

Thanks,

Jessica Dorgo, EIT
Transportation
T 289-288-0287 ext. 6819 F 289-288-0285

CIMA+

From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Sent: Wednesday, June 26, 2019 8:29 AM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Cc: Emily Pelleja <Emily.Pelleja@mississauga.ca>; Martin Scott <Martin.Scott@cima.ca>; Stephen Keen <Stephen.Keen@cima.ca>; ddixon@dougdxonassociates.com; Lin Rogers <Lin.Rogers@mississauga.ca>
Subject: RE: City of Mississauga Burnhamthorpe Road EA - Meeting Minutes

Hi Jessica,

Thanks for this information, I can absolutely distribute the minutes. As a supporting document, can you please also send along the final presentation slides as I believe they were slightly updated from the version I previously received?

Thanks,

Daniel Fox, P.Eng.
Project Engineer
Ministry of Transportation

Central Region – Planning & Design Office – Peel/Halton
P: (416) 235-4820 | daniel.fox@ontario.ca

From: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Sent: June-25-19 11:03 AM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Cc: Emily Pelleja <Emily.Pelleja@mississauga.ca>; Martin Scott <Martin.Scott@cima.ca>; Stephen Keen <Stephen.Keen@cima.ca>; ddixon@dougdxonassociates.com; Lin Rogers <Lin.Rogers@mississauga.ca>

Subject: City of Mississauga Burnhamthorpe Road EA - Meeting Minutes

Hi Daniel,

Thank you for meeting with us yesterday to discuss the City of Mississauga Burnhamthorpe Road Class EA. Minutes of Meeting are attached. Can I please ask that you circulate the attached to the meeting attendees at MTO?

Thank you,

JESSICA DORGÓ, EIT
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285
400–3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



From: [Samani, Shirin Ghatreh \(MTO\)](#)
To: [Jessica Dorgo](#)
Cc: [Martin Scott](#); [Emily Pelleja](#); [Bever, Cameron \(MTO\)](#); [Lin Rogers](#); [Fox, Daniel \(MTO\)](#); [Khan, Moin \(MTO\)](#); [Sidky, Sherif \(MTO\)](#)
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO
Date: Thursday, June 20, 2019 4:33:14 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)

Hello Jessica,

Thank you for the teleconference meeting this afternoon. As discussed over the phone there are some structural concerns that needs to be addressed at the EA stage to avoid changes to the highway platform and any possibility for structure widening during the detail design stage:

- Please review and verify that proposed locations and spacing of the dowels that are embedded from the raised MUT to the deck are not in conflict with the longitudinal and transverse post tension tendons and existing rebars. Please provide a mitigation measure if conflict exists. The intent of this mitigation measure is to confirm that structure widening is not required during the detail design.
- There are some concerns with regards to the crash testing requirements of the proposed parapet wall modifications such as:
 - What is the embedded depth of the dowels into the existing parapet wall? Will the proposed modification meets the crash testing requirement?
 - What are the impacts and implications of the raised cycling path with regards to the crash testing requirement? Does the proposed railing modification and parapet wall modification meets the crash testing requirement if the vehicle/truck bounce toward the upper portion (modified section) of the parapet wall once it hits the curb? Please be advised that current SS110-82 standard does not show any details for the raised cyclist/sidewalk.
 - Current standard for parapet wall with cyclist (SS110-82) shows vertical rebar spacing of 100mm over the expansion joint, however the existing parapet wall and proposed modification does not incorporate this detail. Please review and confirm the requirement and whether this may introduce additional conflicts with the other rebars.
 - DDA is referencing to railing modification. Please advise how the existing railings are envisioned to be removed? Will the existing anchorages with embedded depth of 300mm are envisioned to be removed as well? If yes, please kindly confirm if removal depths of concrete allow sufficient space for removal of the existing railing anchor bolts and as well as installation of the new U type anchor stud shown in SS110-85. Will there be any conflict

with regards to installation of new railing posts in comparison to the existing posts?

Please be advised that MTO's Bridge Office will need to review the proposed parapet wall modification and use of the City of Toronto's railing design if Mississauga wishes to proceed with this option during the EA stage. MTO would require details for removal and reconstruction including drawings for dowel and rebar layout (with embedment depth) and all associated calculations to seek directions/approvals from Bridge Office. All structural components and calculations shall meet crashing testing requirement in CHBDC and shall be stamped by two professional engineers licensed to practice in Ontario.

Please contact me if you require additional information.

Sincerely,
Shirin Ghatrehsamani, MaSc., P.Eng.
Structural Engineer, Central Region
(416) 235-5508

From: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Sent: May 8, 2019 11:42 AM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Samani, Shirin Ghatreh (MTO) <ShirinGhatreh.Samani@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Daniel,

Thank you for reviewing the Structural Memo and providing us with your comments. With respect to a meeting with Senior Management, can you please advise regarding MTO's availability for this meeting and our project team will coordinate accordingly. Will a representative from Doug Dixon and Associates be required to attend the meeting as well?

Best regards,

JESSICA DORGO, EIT
Transportation

T 289-288-0287 ext. 6819 F 289-288-0285
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



Correspondence Type: Teleconference

Participants: Daniel Fox (MTO); Moin Khan (MTO); Shirin Ghatreh Samani (MTO); Sherif Sidky (MTO); Jeremy Blair (City of Mississauga); Emily Pelleja (City of Mississauga); Jessica Dorgo (CIMA); Stephen Keen (CIMA)

Date: June 20, 2019, 2:00 PM

Subject: City of Mississauga Burnhamthorpe Road Class EA – Highway 403 Structure

- MTO requested a teleconference with the project team to review and confirm the recommended cross-section in advance of the meeting with Senior Management on June 24, 2019.
- The project team noted that the cross-section has been revised to include 3.5m travel lanes, 0.7m south shoulder and 0.5m north buffer as requested by MTO (to remain consistent with the lane widths on Burnhamthorpe Road to the east of the structure).
- MTO noted that the 0.7m should and 0.5m buffer are both sub-standard however, this is a constrained corridor and the right-of-way is limited over the structure.
- MTO noted the shoulder could be reduced by 0.2m to add to buffer if desired.
- MTO noted that there is a catchbasin on the structure where the MUT ends which will be impacted. This will be reviewed at detailed design.
- MTO structural group has concerns regarding the transverse post tensioning at the dowels and crash testing requirements for the railings for the north barrier wall.
- MTO noted that assuming there are no structural stability concerns, the cross-sectional element widths are acceptable.
- MTO to provide their structural concerns and Doug Dixon to review these concerns. A second teleconference will be scheduled to review Doug Dixon's responses to the concerns and finalize the cross-section in advance of the meeting with MTO Senior Management.

Post Meeting – Shirin Ghatreh Samani (MTO) provided structural comments via email

Correspondence Type: Teleconference

Participants: Daniel Fox (MTO); Moin Khan (MTO); Shirin Ghatreh Samani (MTO); Sherif Sidky (MTO); Jeremy Blair (City of Mississauga); Jessica Dorgo (CIMA); Stephen Keen (CIMA); Doug Dixon (Doug Dixon & Associates)

Date: June 21, 2019, 9:30 AM

Subject: City of Mississauga Burnhamthorpe Road Class EA – Highway 403 Structure

- The purpose of the teleconference was to review the structural comments received via email on June 20, 2019
 - Regarding comment #1 (dowel spacing) – notes on the drawings could be provided indicating that the contractor is required to locate all obstructions and the contract administrator would be responsible for ensuring this is completed. The dowel spacing would need to be field verified.
 - Regarding comment #2 (crash testing) – crash testing the concept Doug Dixon is proposing would be too costly at this time
 - Based on the above, MTO advised that a full replacement of the north parapet wall is preferred.
 - The recommendations will be amended to include a full replacement of the north parapet wall and additional structural details (as previously discussed) will be reviewed during detailed design.
-

June 3, 2019

Daniel Fox, P.Eng.
Engineering Development Program
Ministry of Transportation
Central Region – Planning & Design Office – Peel/Halton
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7
daniel.fox@ontario.ca

Attention: Mr. Daniel Fox, P.Eng.
RE: City of Mississauga
Burnhamthorpe Road West Improvements Class EA
Response to Ministry of Transportation Comments Received May 7, 2019

Dear Mr. Fox,

Thank you for providing your comments on the Structural Memorandum package provided to MTO on April 16, 2019. We have reviewed your comments with the City of Mississauga and through internal discussion we have developed an updated recommended cross-section. The updated recommended cross-section resembles Option 2 with the addition of a raised bicycle path on the north side of the bridge and modification to the interior travel lane widths. The flexible bollards have been removed from the raised bicycle path. The flexible bollards were a request from City of Mississauga Council however, the feasibility of this visual separation can be considered at detailed design in consultation with MTO if City Council requests to pursue a form of visual separation.

We have also updated the width of the north barrier wall to 0.35 metres as no changes to the width of this wall are being proposed. Thank you for identifying this to us. A copy of the revised cross-section is attached.

Based on Exhibit 4-O of the MTO Design Supplement to TAC and a 70 km/h design speed, the south shoulder is 1.0 m wide.

Table 4.2.3. - Through Lane Widths for Urban Roadways from TAC was applied for lane width selection. Based on a 70 km/h design speed the recommended range for lane widths (3.3 m – 3.7 m), the recommended cross-section includes 3.35 m interior lanes and 3.50 m exterior lanes.

The north buffer adjacent to the raised bicycle path is 0.5 m based on the existing cross-section.

Given the constrained width of the structure, this leaves 2.87 m for the raised bicycle path. Based on Table 5-2 of the MTO Bike Design Manual, the suggested minimum width can be reduced to 2.7 m in constrained corridors such as this, that includes a buffer of 0.3 m from the parapet wall. Therefore, the 2.87 m provided exceeds the required minimum width of 2.7 m.

We recognize that MTO has structural comments on the proposed cross-section. Based on Doug Dixon and Associates' (DDA) experience and preliminary reviews, DDA foresees that the parameters will meet the structural requirements. Given that this study is a Class EA, the



structural comments provided by MTO will be addressed following a structural review during detailed design.

We trust that the revised cross-section addresses the comments you provided however, please feel free to contact the undersigned if you require any further clarification. At this time we are asking for MTO's general support for the recommended cross-section. MTO will be consulted during detailed design to review the structural assessment and detailed cross-section for the structure.

We are available on June 10th, 2019 if a meeting with senior management is required.

Sincerely,

CIMA Canada Inc.

Martin Scott, P.Eng.
Consultant Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6812
Email: martin.scott@cima.ca

Encl.

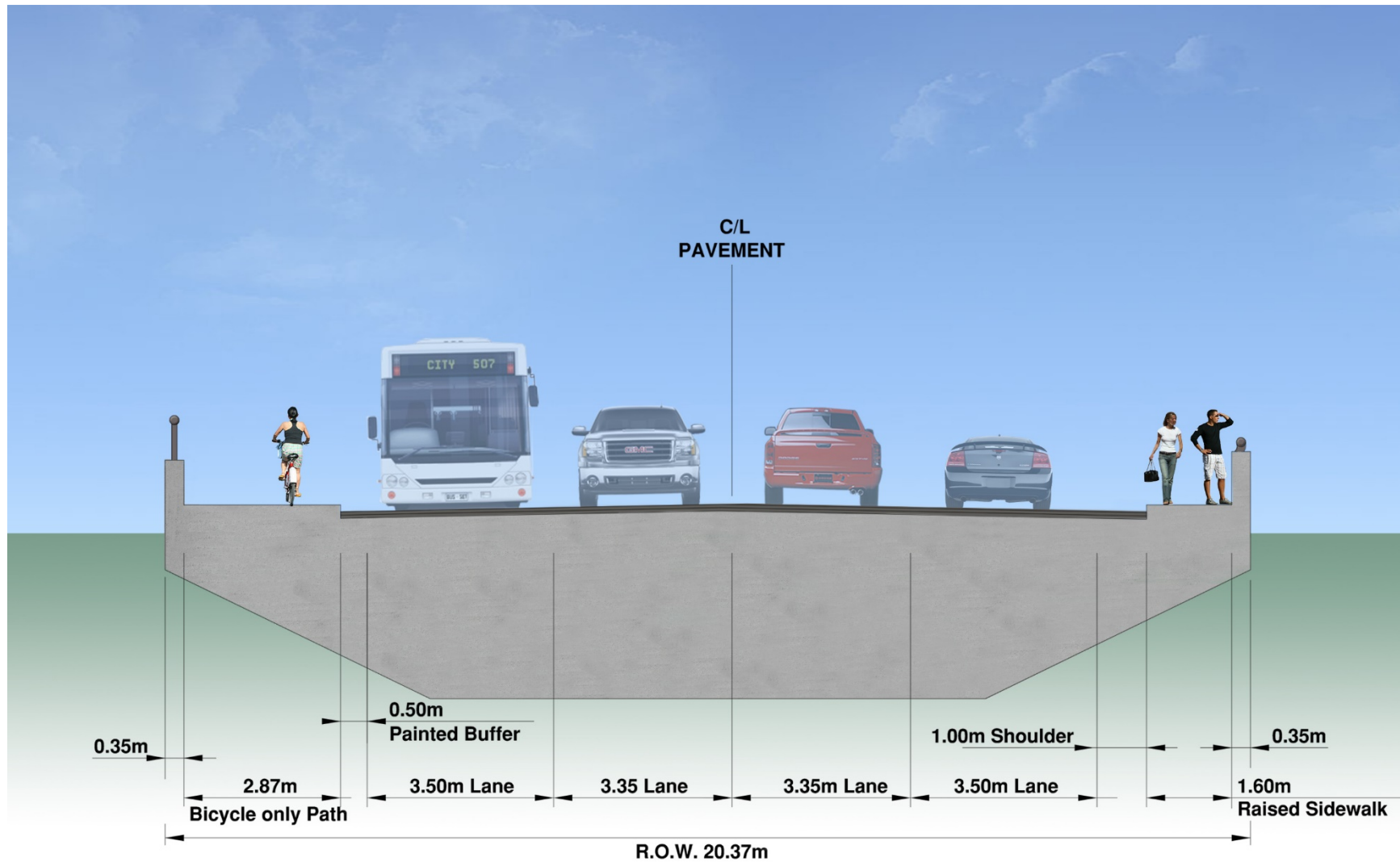


Figure 1: Proposed Cross-Section

From: [Jessica Dorgo](#)
To: ["Fox, Daniel \(MTO\)"](#)
Cc: [Martin Scott](#); [Emily Pelleja](#); ["Lin Rogers"](#)
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO
Date: Monday, June 3, 2019 9:26:00 AM
Attachments: [image003.jpg](#)
[B856_20190521_Draft MTO Response_e01.pdf](#)
[image001.jpg](#)
[image002.jpg](#)

Hi Daniel,

Thank you for following up with us. We have reviewed your comments with the City of Mississauga and through internal discussion we have developed an updated recommended cross-section. The rationale for the updated cross-section is documented in the attached letter.

Please let us know if you have any further questions or concerns.

Thank you,

JESSICA DORGO, EIT
Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Sent: Friday, May 24, 2019 12:55 PM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

I am wondering if you and your team had the chance to review our last set of comments. If so, do you have any follow up questions or concerns? I would really like to determine an amicable solution before the meeting with MTO management. This will ensure we make the most of the meeting and there no surprises for either party.

Thanks, Dan

From: Fox, Daniel (MTO)
Sent: May 13, 2019 3:33 PM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Sounds good Jessica,

I think it would be best for you and your team to lead the presentation to our management. Therefore, can you please provide a meeting agenda and perhaps a design brief similar to what you prepared in your last submission to us? I will distribute to the MTO team a week in advance of the meeting, i.e. around June 3rd-4th.

Thank you, Dan

From: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Sent: May 13, 2019 12:57 PM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Thank you, Daniel. We will forward the information to Doug. Thank you for the offer, we have been to the MTO offices a few times so no need for a parking map.

Thanks,

JESSICA DORGIO, EIT
Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Sent: Monday, May 13, 2019 12:20 PM

To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Great! Thanks Jessica,

I will book the meeting and you should receive an invite from either myself or our admin, I trust you can forward to Doug Dixon once received. FYI the meeting will be held here at our Downsview office (159 Sir William Hearst Avenue), please arrive in advance so I can sign you in with security. I can also send along a map with parking etc. if you need.

Thanks,
Dan

From: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Sent: May 13, 2019 11:40 AM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Samani, Shirin Ghatreh (MTO) <ShirinGhatreh.Samani@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Daniel,

CIMA and the City are available on June 10th for the meeting with MTO. Below is the list of attendees:

Emily Pelleja, City of Mississauga

Lin Rogers, City of Mississauga

Martin Scott, CIMA

Jessica Dorgo, CIMA

Doug Dixon, Doug Dixon and Associates

Thank you,

JESSICA DORGO, EIT

Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285

400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Sent: Friday, May 10, 2019 1:23 PM

To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Samani, Shirin Ghatreh (MTO) <ShirinGhatreh.Samani@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

Sorry, I forgot to mention. In response to your question below, we would like a representative from DDA to attend this meeting.

Dan

Burnhamthorpe Road West Improvements Class EA

MTO Comments on March 27, 2019 Technical Memo

Memo Received: April 16, 2019

General Comments:

Pg. 4 – Please clarify “bicycle only MUT”; is the proposed AT facility a raised cycle track or a multi-use trail?

Pg. 6 – Please provide the bridge code reference for “1.0 m shoulder between curb or sidewalk”

Pg. 7 – MTO’s preference is for the Burnhamthorpe Road cross section to resemble that proposed in option #2 considered in CIMA’s review, with the addition of a raised cycle path on the north side of the bridge. This preference is based on TAC MTO supplement Exhibit 4-O and 4-D as well as MTO MEMO (HSB-PEM-DCSO-2018-06). Note: this would match the cross section beyond the bridge as described in Section 8 on Pg. 15, while maintaining a consistent cross section over the bridge.

Pg. 11 – In light of section 4.7.4/5.4.3 of the Bikeways Design Manual, the lateral clearance from vertical obstacles in this scenario is 0.3m. With the inclusion of the flexible delineators, the 2.9m wide MUT over the bridge would not meet this requirement (i.e. 2.4m + 0.3m from delineators [excluding width of delineator] + 0.3m from parapet wall). Therefore, we believe that use of flexible delineators is not suitable in this case.

Pg. 13 – 6.2 (Figure 10) – Please review the design criteria with reference to the TAC and MTO supplement and any applicable MTO design MEMOs. For example in this case the north side ‘buffer’ would be considered a shoulder based on the TAC.

Road Feature	Standard	Reference
Minimum Lane Width	3.5 m	TAC MTO supplement – Exhibit 4-D
Minimum Shoulder Width	1.0 m	TAC MTO supplement – Exhibit 4-O
Minimum MUT Width	3.0 m (2.4 m over short distances)	MTO Bikeways Design Manual – Table 5-2
Minimum Edge Distance from Vertical Obstacles (MUT)	0.3 m	MTO Bikeways Design Manual – 4.7.4/5.4.3

Pg. 14 – Based on MTO Bikeways Manual flexible delineators are not considered a physical separation, they would be considered a visual separation (barrier curb, i.e. raised MUT, provides both physical and visual separation)

Pg. 15 – 8. Responses (6.) – Please provide an example in Mississauga where delineators have been used along a cycling path within the clear path as in this case.

MTO Structural Comments:

- Figure 3 on page 5 shows increase in width of parapet wall from 0.35m to 0.42m. The existing width of North parapet wall under contract 2012-2015 shows as 0.35m including 50mm overhang. Can DDA confirm why additional width of the North parapet Wall is required? This additional width of the parapet wall was not reflected in the dead load calculation shown in Table 1 under Appendix C.
- Figure 3 on page 5 shows a change in lane's arrangement and live load location. Can DDA please kindly verify if the change in the lane arrangement and location of live load will impact the structural integrity of the bridge?
- First paragraph on page 6 references to Bridge Code for consideration of minimum 1.0m shoulder width. Can DDA confirm which section and under which clause in CHBDC, it requires a minimum 1.0m shoulder?
- On sheet 2 of Appendix B under project overview, the overall width of the structure is referenced as 22.37m. Based on the existing information the current width of the structure is 20.37m. Please kindly correct this error.

Comments on Structural Memo (Appendix C):

- Although no provision for inclusion of future north sidewalk is included in 2012 GA, can DDA verify that the combined additional load from both MUT and previous rehab does not impact the structural integrity of this bridge? Please provide more comprehensive structural analysis (evaluation) to MTO's Structural Office for review.
- For bearing checks, can DDA kindly verify that ULS stress check, shape factor check, compressive deformation check and rotational capacity checks were completed as per CHBDC and MTO Structural Manual requirement? Please kindly provide calculations to MTO's Structural Office.
- DDA is referencing to railing modification. Please advise how the existing railings are envisioned to be removed? Will the existing anchorages with embedded depth of 300mm be removed as well? If yes, please kindly confirm if removal depths of concrete allow sufficient space for removal of the existing railing anchor bolts as well as installation of the new U type anchor stud shown in SS110-85. Will there be any conflict with regards to installation of new railing posts in comparison to the existing posts?
- Please be advised that MTO's Bridge Office will need to review the proposed parapet wall modification and use of the City of Toronto's railing design if Mississauga wishes to proceed with this option. For this submission, MTO would require details for removal and reconstruction including drawings for dowel and rebar layout (with embedment depth) and all associated calculations. All structural components and calculations shall meet crashing testing requirement in CHBDC and be stamped by two professional engineers licensed to practice in Ontario.
- Please confirm the size of the base plate for flexible delineator installation.

- Please provide a bolt fastening detail drawing for the recommended base plate method of flexible delineator installation. What is the City's preference between fastening with a baseplate vs. adhesive with respect to maintenance of the posts?
- Please verify the depth for scarifying the deck on page 2.
- Under Table 1, please kindly advise if weight for additional asphalt padding resulting from alignment shift, the railing and flexible delineator are considered in the deadload calculation as per clause 3.8.8.2 of CHBDC.

From: Fox, Daniel (MTO)

Sent: May 10, 2019 12:43 PM

To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Samani, Shirin Ghatreh (MTO) <ShirinGhatreh.Samani@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

I have looked at the schedule for our management meetings, does June 10th at 10:00am-11:30am work for your group? Let me know if you think you'll need more time.

Please provide a list of attendees from CIMA and Mississauga.

Thanks, Dan

From: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Sent: May 8, 2019 11:42 AM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Samani, Shirin Ghatreh (MTO) <ShirinGhatreh.Samani@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Daniel,

Thank you for reviewing the Structural Memo and providing us with your comments. With respect to a meeting with Senior Management, can you please advise regarding MTO's availability for this meeting and our project team will coordinate accordingly. Will a representative from Doug Dixon and Associates be required to attend the meeting as well?

Best regards,

JESSICA DORGÓ, EIT
Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Sent: Tuesday, May 7, 2019 3:21 PM



MEMO

TO : Daniel Fox, P.Eng.
FROM : Martin Scott, P.Eng.
DATE : March 27, 2019
SUBJECT : Burnhamthorpe Road West Improvements Class EA
Highway 403 Structure Design Process

Thank you for providing your comments on the response package provided to MTO on November 1, 2018 and participating in a teleconference with the Project Team on January 31, 2019. Based on our discussion, we have prepared the following memo outlining the decision-making process that led to the recommended cross-section for the Burnhamthorpe Road structure over Highway 403.

1. EXISTING CONDITIONS

The City of Mississauga is undertaking a Schedule C Municipal Class Environmental Assessment Study to review the existing and future needs of the Burnhamthorpe Road West corridor. The study area includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit (Ninth Line). At the west end of the study area, the intersection of Ninth Line and Burnhamthorpe Road (William Halton Parkway) is planned for a roundabout as part of a separate Halton Region project.

As identified in the City's Official Plan, this section of Burnhamthorpe Road is classified as an arterial road, with a designated right-of-way (R.O.W.) of 35 metres. The existing section of Burnhamthorpe Road West has a posted speed limit of 60 km/h.

There is one crossing over Highway 403 in the study area. The existing structure is 20.37m wide. The cross-section of the existing structure is attached as Appendix A.

Figure 1 summarizes the peak hour traffic volumes along Burnhamthorpe Road between Ninth Line and Ridgeway Drive under existing conditions. Additional traffic data requested by MTO is provided in Section 8.

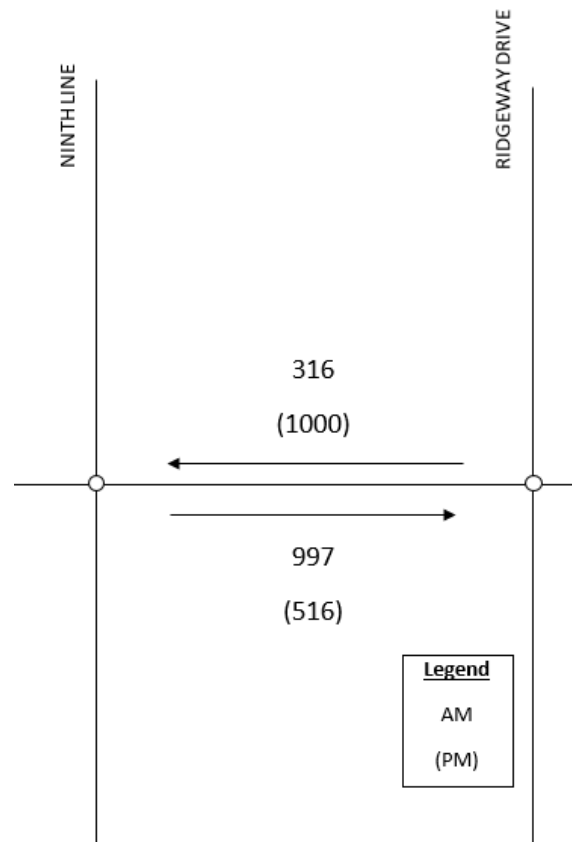


Figure 1: Existing Peak Hour Volumes (2015)

2. FUTURE CONDITIONS

Figure 2 summarizes the peak hour traffic volumes along Burnhamthorpe Road between Ninth Line and Ridgeway Drive for future conditions (2031). Additional traffic data is provided in Section 8.

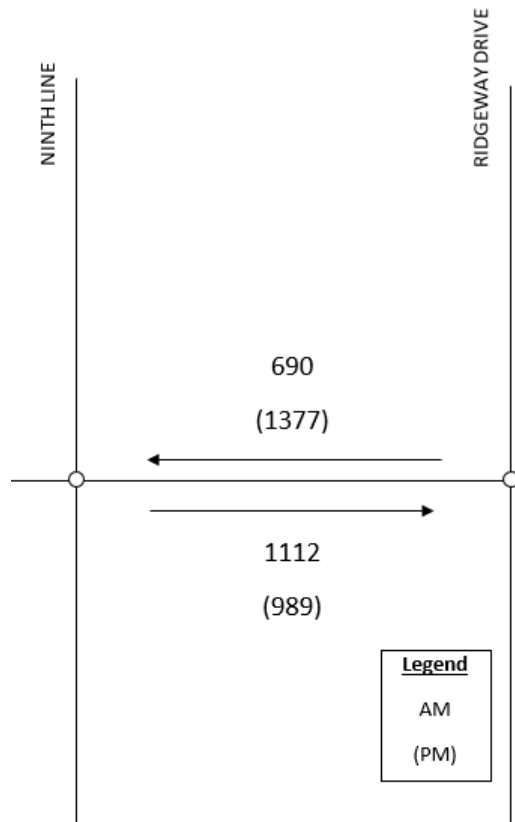


Figure 2: Future Peak Hour Volumes (2031)

3. CONSULTATION ACTIVITIES

3.1. Ministry of Transportation

Two meetings were held with the Ministry of Transportation (MTO) as part of the study. The first meeting was held on January 19, 2018 in advance of Public Information Centre No. 1. The purpose of the meeting was to introduce the study and receive feedback from MTO on the proposed cross-section over Highway 403.

A second meeting with MTO was held during Phase 3 of the study on June 12, 2018. The purpose of the meeting was to discuss the proposed Highway 403 structure cross-section and receive MTO's feedback. Four alternative cross-sections (Section 4) were presented for discussion at the meeting. Based on the feedback received at the meeting, a revised recommended cross-section was developed and presented at PIC #2 (see Section 5).

3.2. Halton Region

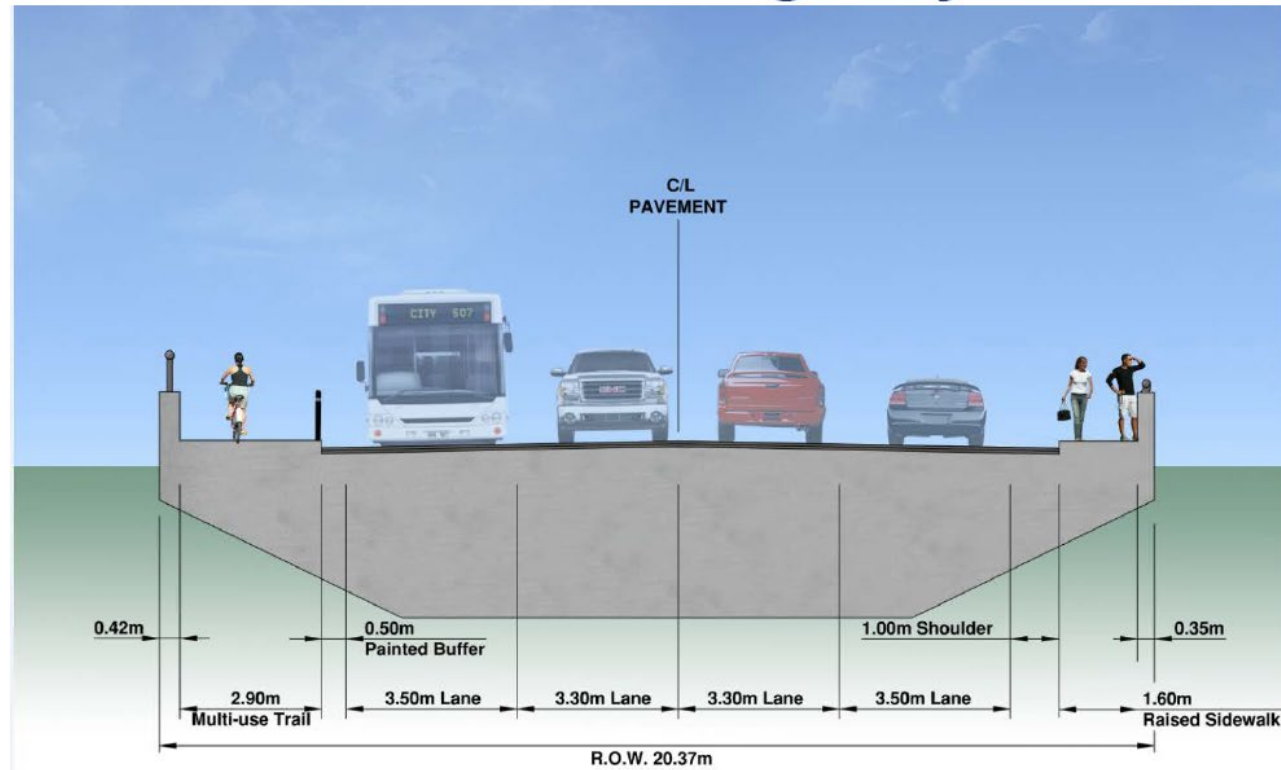
A meeting with Halton Region was held on June 13, 2018 to provide an overview of the preliminary recommended alternative and discuss the approved roundabout at Ninth Line (Halton Region project).

3.3. Public Information Centres

Following Public Information Centre #1 held on March 7, 2018, improvements to Burnhamthorpe Road through widening was identified as the preferred solution and alternative design concepts were developed. The recommended alternative includes widening Burnhamthorpe Road to 4-lanes from Loyalist Drive to Ninth Line. Between Ridgeway Drive and Ninth Line a sidewalk on the south side of the road and bicycle only multi-use trail on the north side is proposed.

Public Information Centre #2 was held on June 19, 2018. The following cross-section was presented for the crossing over Highway 403 (based on feedback received from MTO at meeting #2).

Typical Cross-Section over Highway 403



Typical Cross-Section over Highway 403*



* This is a conceptual design and it is subject to change as discussion with MTO continues.

Figure 3: Typical Cross-Section over Highway 403 Presented at PIC #2

4. ALTERNATIVE CROSS-SECTIONS

As discussed above, four cross-sections were presented to MTO at meeting #2. At the initial stage of considering options, a widening of the existing bridge or a pedestrian only structure was discussed at a Project Team meeting and it was determined that options would be developed that would not require significant changes to the existing structure because of economic considerations. The four options are presented in Figure 4 through Figure 7 below. All of the options presented were flush with the travel lanes, lane widths of 3.5m and 3.25m were considered, the width of the multi-use path ranged from 2.0m to 3.0m, and there was variation in the buffer / shoulder width. The bridge code recommends a 1.0m shoulder between curb and sidewalk, therefore Options 2 and 4 would not meet that requirement.

MTO provided the following direction to the project team regarding the requirements of the structure cross-section (see attached meeting minutes in Appendix B):

- Based on a 70 km/h design speed, the minimum required lane width is 3.3 metres.
- The multi-use trail could be raised and reduced to 2.8 metres and a visual barrier (i.e. bollards) can be provided in the remaining 0.2 metres.

Based on these comments Options 3 and 4 would not meet the requirement for minimum lane width, and all of the options would not meet the requirement for a raised platform. Therefore, following meeting #2, MTO comments were taken into consideration and a revised recommended cross-section presented at PIC #2 (Figure 3) was developed. This option provides a raised platform, has lane widths that meet the suggested minimum, provides a 1.0m shoulder for the sidewalk and provides a 2.90m platform for the multi-use trail. Section 6 discusses the design standards.

OPTION 1 CROSS SECTION
1.0M SHOULDER/ BUFFER
3.5M LANE WIDTH
FLUSH MULTI-USE TRAIL

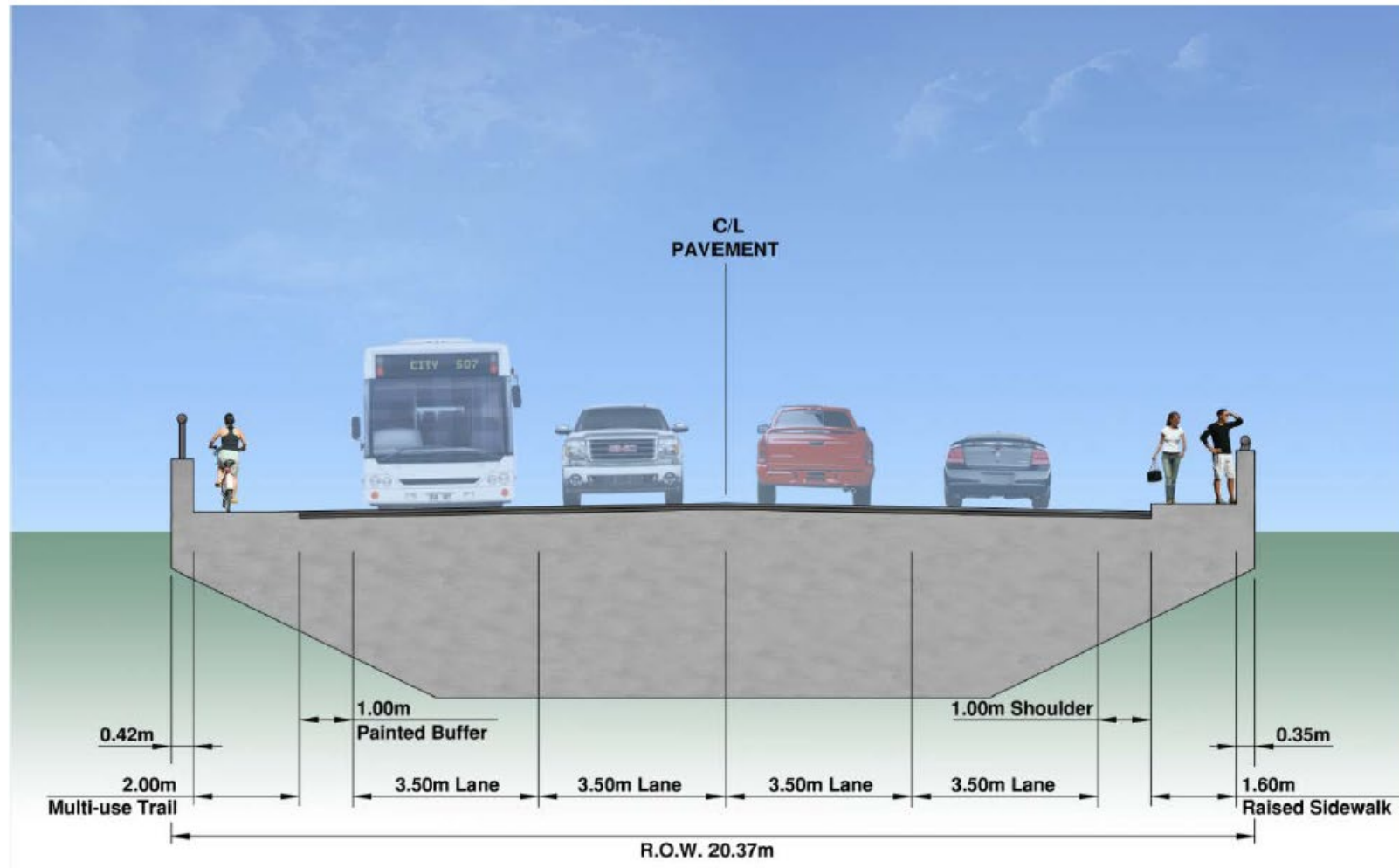


Figure 4: Option 1 - Cross-Section

OPTION 2 CROSS SECTION
0.5M SHOULDER/ BUFFER
3.5M LANE WIDTH
FLUSH MULTI-USE TRAIL

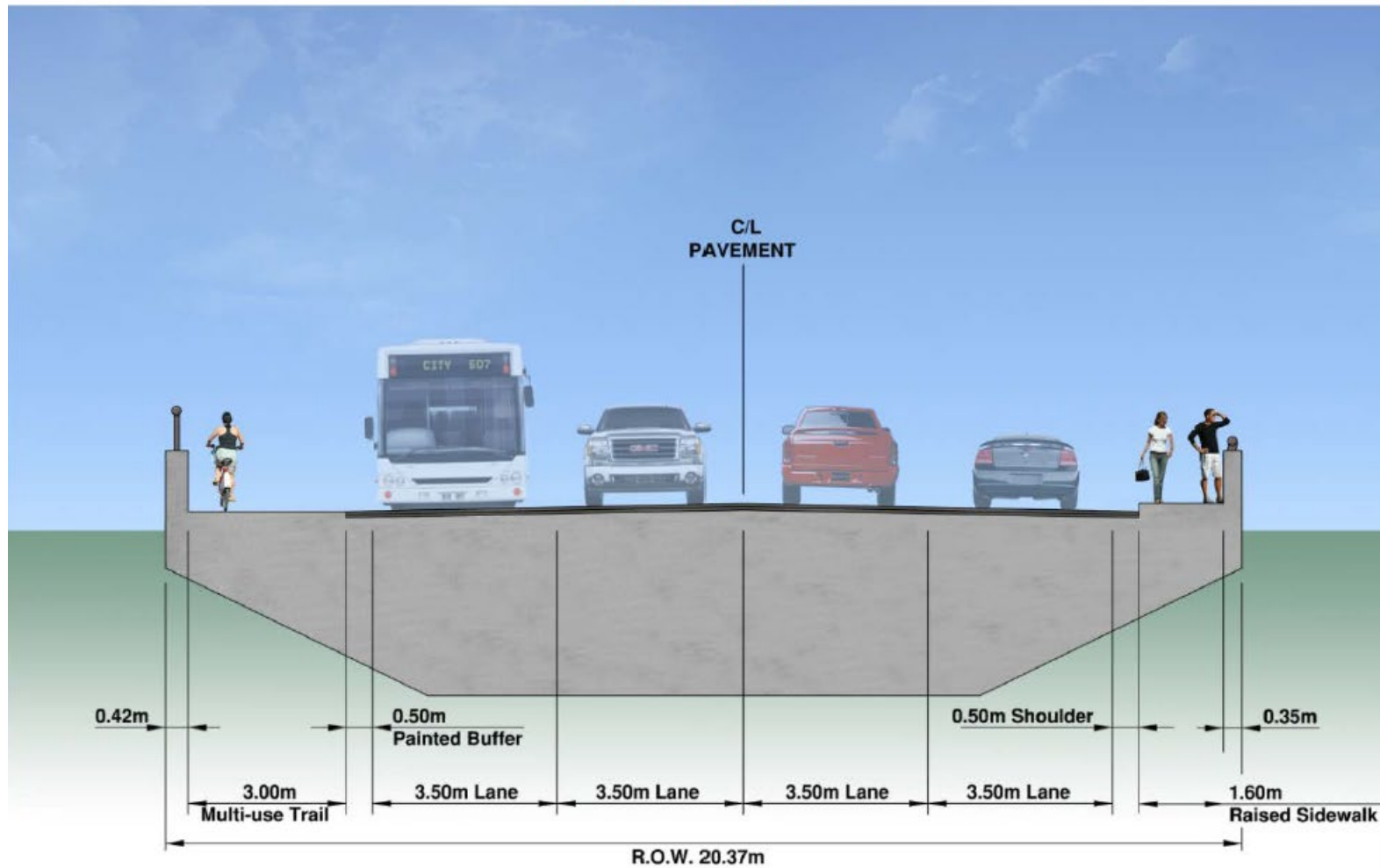


Figure 5: Option 2 - Cross-Section

OPTION 3 CROSS SECTION
1.0M SHOULDER/ 0.5M BUFFER
3.25M INSIDE LANE WIDTH
FLUSH MULTI-USE TRAIL

NOTE: 3.25M LANE COULD BE FOR SECTION FROM RIDGEWAY DRIVE TO NINTH LINE

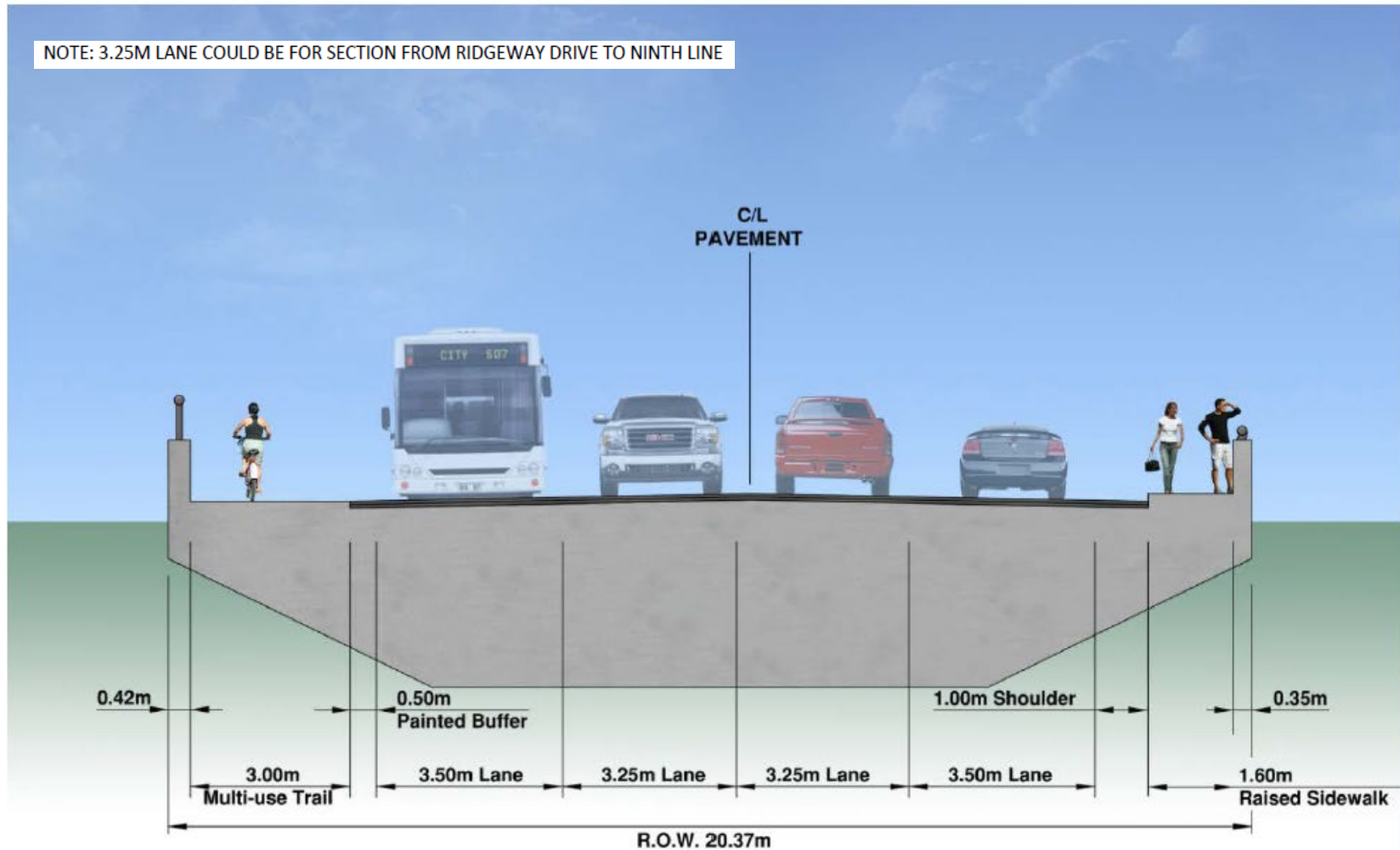


Figure 6: Option 3 - Cross-Section

OPTION 4 CROSS SECTION
0.5M SHOULDER/ BUFFER
3.25M INSIDE LANE WIDTH
FLUSH MULTI-USE TRAIL

NOTE: 3.25M LANE COULD BE FOR SECTION FROM RIDGEWAY DRIVE TO NINTH LINE

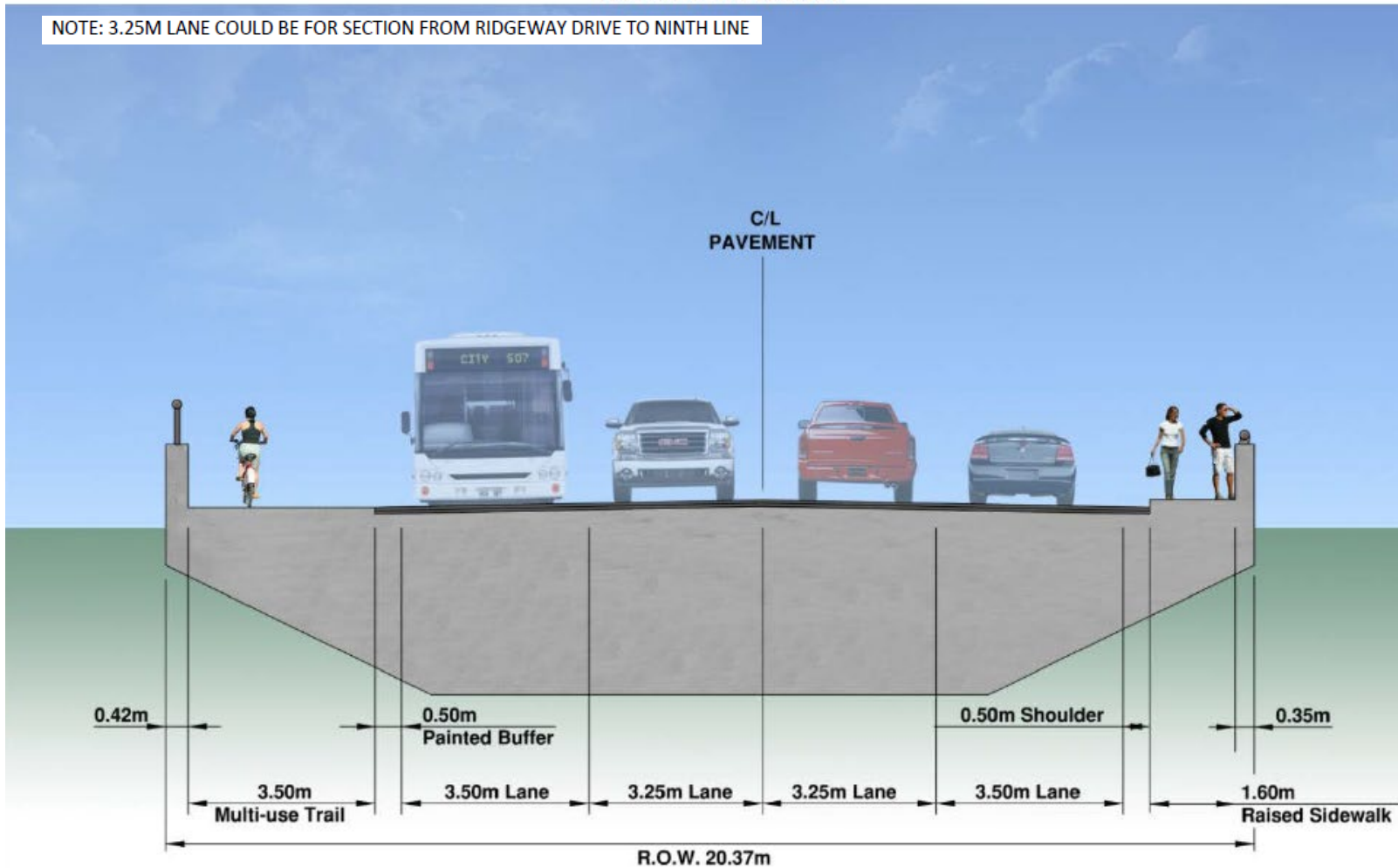


Figure 7: Option 4 - Cross-Section

5. STRUCTURAL REVIEW

Doug Dixon and Associates (DDA) was retained to provide a structural review of the recommended cross-section. A copy of the structural review memo is attached as Appendix C. The additional loading associated with the recommended cross-section is estimated to be 2.8% of the rehabilitated mass (14.8 kN/m) which is not anticipated to result in any issues related to serviceability or ultimate performance of the bridge. Based on the structural review, no issues were found relating to the existing bearings ability to carry the dead load if the multi-use pathway is added.

The parapet / railing on the north side of the bridge will be modified to meet bicycle requirements of the CHBDC (SS110-85). The City of Mississauga used the City of Toronto Aluminum parapet railing on the Winston Churchill bridge at the new BRT (bridge) which could also be considered for the Highway 403 bridge. A sample of this bicycle railing is attached. Some minor concrete work on the parapets at the end blocks to suit the new railing height will be required.

Two mounting details for the flexible delineators are discussed in the DDA memo:

- Option 1 – Base mounting using epoxy adhesives or similar bonding agents
- Option 2 – Mounting to the base using drilled anchors or self tapping concrete screws

In both options the bollards will be mounted to the new raised multi-use pathway. Therefore, there will be no interference with longitudinal or transverse post-tensioning tendons if mechanical methods are used to anchor the bollards.

Additional structural details and calculations are provided in the attached memo in Appendix C.

6. DESIGN CRITERIA

6.1. MTO Design Guidelines

The proposed MUT is classified as an Active Transportation Path in the MTO Bikeway Design Manual (2014). It should be noted that the MUT has been modified as it crosses the bridge with a 0.5 m buffer and 2.9 m wide pathway due to the existing bridge width constraint. East and west of the bridge, the ATP is protected by concrete curb and is set back where possible.

Table 5-2 and Figure 5.3 of the Bikeway Design Manual indicate that 3.0m is the suggested minimum width in constrained corridors for a two-way active transportation pathway. The footnote in the table indicates that over short distances or constrained corridors, the suggested minimum width can be reduced to 2.4m. Given that that MUT is only constrained and reduced over the short length of the structure (approximately 68 m), it is assumed that the 2.9 m is sufficiently wide to meet the minimum requirement over the Highway 403 bridge.

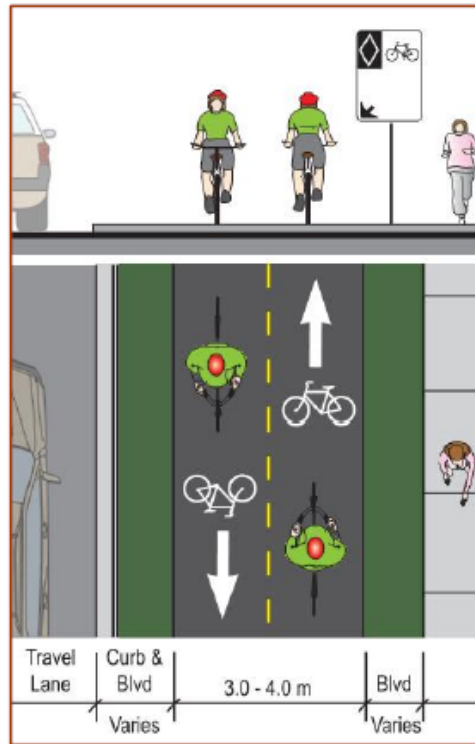


Figure 8: MTO Bikeway Design Manual (2014) Figure 5.3 AT Path Cross-Section

Classification	Desired Width	Suggested Minimum Width in Constrained Corridors
One-way AT Path with Sidewalk (bicycle path width only)	2.0 m	1.8 m
Two-way AT Path with Sidewalk (bicycle path width only)	4.0 m	3.0 m
Two-way Shared Use AT Path	4.0 m	3.0 m ¹
Two-way In-Boulevard AT Path Separated by a Roadside Ditch	4.0 m	3.0 m ¹

¹This suggested minimum can be reduced to 2.4 m in constrained corridors over short distances.

Figure 9: MTO Bikeway Design Manual (2014) Table 5-2 Suggested Minimum and Desired Lane Widths for AT Paths

6.1. Canadian Highway Bridge Design Code

The additional loading on the bridge from the MUT results in the structure reaching 95% of the maximum SLS reaction for the bearing size using CSA S6-14 CHBDC. Therefore, no issues are anticipated relating to the existing bearings ability to carry the dead load if the MUT is added. As discussed above, the height of the existing parapet/barrier on the north side of the structure will be increased by approximately 280 mm. This height increase can be achieved using the existing parapet wall and meets the Canadian Highway Bridge Design Code (CHBDC) requirements.

6.2. Summary

Figure 10 summarizes how the proposed cross-section complies to MTO and structural design standards. Where the design does not meet the desired width, commentary is provided detailing the technical difficulty and cost required to achieve it.

Cross-Sectional Element	Source	Desired Width (m)	Minimum Width (m)	Actual Width (m)	Meets MTO Requirements? (Y/N)	Technical Difficulty/Cost to Achieve Desired Width (High/Med./Low)
Travel Lanes	MTO	3.5	3.3	3.3	Y	High – Requires full reconstruction of structure
Buffer (North Side)	MTO	1.0	0.5	0.5	Y	-
Shoulder (South Side)	CHBDC	-	1.0	1.0	Y	-
MUT	MTO	4.0	3.0 2.4 (over short distances)	2.9	Y	High – Requires full reconstruction of structure
Sidewalk	AODA	1.5	1.5	1.6	Y	-

Figure 10: Summary of Design Compliance

As noted above, the recommended cross-section meets or exceeds the minimum standard for all design criteria. However, in order to meet the desired width for all cross-sectional elements (i.e. travel lanes and the MUT), full reconstruction of the structure would be required at a significant cost.

7. RECOMMENDED CROSS-SECTION

Based on the above, the recommended cross-section (as presented at PIC #2) for the structure over Highway 403 includes the following:

- 1.0 m Shoulder
- 0.5m Buffer
- 3.3 m Inside Lane Width, 3.5m outside lane
- 1.6 m Sidewalk
- 2.9 m Raised Multi-Use Trail
- Flexible delineators (bollards) on the raised portion of the MUT

In order to provide sufficient space for cyclists over the structure, signage will be provided to direct pedestrians to cross to the south side prior to the structure and utilize the sidewalk, permitting cyclists only on the north side.

It is noted that it is not MTO's preference to have the flexible delineators along the raised MUT however, this physical separation is required by the City of Mississauga and is a treatment that is currently being implemented on City roads.

All of the elements provided in the recommended cross-section meet or surpass the minimum requirements outlined in the MTO Bikeway Design Manual and Canadian Highway Bridge Design Code. In order to meet the desired widths, full reconstruction of the Highway 403 structure would be required at a significant cost. Given that the structure is wide enough to accommodate the recommended cross-section without reconstruction, it is highly preferable to implement the cross-section as recommended.

As mentioned above, as part of a separate Halton Region project, a roundabout is planned for the intersection of Burnhamthorpe Road and Ninth Line (William Halton Parkway). The roundabout plans were received from Halton Region and reviewed as part of the study. The future curb lines of the roundabout align with the proposed curb lines of the recommended plan.

8. RESPONSES TO DECEMBER 2018 COMMENTS

We offer the following responses to the comments and questions you provided on December 21, 2018:

Traffic & Planning and Design Comments:

1. **Please provide more information regarding the forecasted traffic data. What year is the future AADT based on?**

Future AADT is based on the 2041 horizon year.

- 2. The existing bridge cross section should likely conform to what is shown in the MTO rehab contract 2012-2015 for this bridge. If not, were the provided dimensions surveyed?**

The existing bridge cross-section was taken from the 2012-2015 rehab (see attached).

- 3. What are the proposed lane widths approaching the structure?**

The proposed lane widths approaching the structure are 3.5 metres. A 1.5 metre wide sidewalk is provided on south side of the road and a 3.5 metre wide multi-use path is provided on the north side.

- 4. Have any lighting calculations been performed to verify that existing illumination is sufficient (i.e. for MUT/Cycle Track etc.)?**

An Illumination Plan is currently under development for the study area. It is assumed that the existing lighting along Highway 403 will be sufficient to illuminate the bridge at this location.

- 5. What alternatives were considered to accommodate all MTO standard dimensions for the road cross section over the bridge (i.e. including TAC + MTO Supplement and Bikeways Design Manual requirements)?**

A number of alternatives were considered for the cross-section of the bridge. The objective is to maintain the existing width of the structure (i.e. no increase in deck width). Alternatives were discussed at the June 12, 2018 meeting with MTO and are attached. After review with MTO representatives and the City of Mississauga, the preferred option was determined to be the attached cross-section titled "Proposed Cross-Section" which includes a 1.0m shoulder on the south side and 0.5m buffer adjacent to a 2.9m multi-use trail on the north side (see Section 4).

- 6. Please clarify the rationale for using bollards along the raised cycle track, this does not conform to MTO standard.**

The width of the multi-use trail is 2.9m including bollards. The bollards were requested to be included by the City of Mississauga. The City wants a visual barrier between the road and multi-use path. The City would also accept the narrow (2.8m) clear path for the length of the bridge.

- 7. Has the Region of Halton been consulted/coordinated with in regards to their detail design for a roundabout at the intersection of Ninth line and Burnhamthorpe Road?**

Yes, a meeting with Halton Region was held to discuss the Burnhamthorpe Road Class EA. Our proposed plan matches the curb lines of the proposed roundabout. A concern was raised by MTO that the centrelines of the City's EA and the Region's roundabout did not match. For clarification it should be noted that the centreline as noted on the Region's drawings are

'Construction Centreline' which is established as a reference line during construction and the City's centreline matches to the bullnose of the island on the east side of the roundabout. The preliminary design of Burnhamthorpe Road and the proposed design of the roundabout at Ninth Line are consistent with the curb lines matching in both designs. A drawing showing the combined / matched designs are provided in Appendix E for reference.

8. **Note: only nightly closures will be permitted on Hwy 403 for bridge work and must conform to OTM book 7. Closure requests must be submitted to and processed by MTO Road Work Scheduling (RWSCU). Permitted closure times can be provided by MTO during detail design.**

Comment noted.

9. **Hwy 403 lane closures may impact 407 ETR ramps, please coordinate with 407 ETR accordingly.**

Comment noted.

10. **Existing bridge mounted overhead signs shall be replaced/reinstated as part of the City's project.**

Comment noted.

11. **During construction, all existing MTO signs that are removed/impacted should be replaced with temporary signage.**

Comment noted.

Structural:

1. **Please provide calculations, stamped by two professional engineers licenced to practice in Ontario, that verify the bridge can accommodate the additional loadings from the MUT.**

A revised structural memo is attached.

2. **Please provide details and drawings for the technically preferred alternative for the traffic barrier/bicycle railing system (i.e. parapet wall and railing).**

A revised structural memo is attached.

To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Samani, Shirin Ghatreh (MTO) <ShirinGhatreh.Samani@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

Please find attached our comments from the technical memo you sent a few weeks back.

I would just like to reiterate one important note I stated previously. The City will need to join in a meeting with our senior management, before achieving overall MTO endorsement for these bridge modifications.

I can facilitate this meeting but it will require cooperation from your team and City staff to schedule the meeting.

Please feel free to phone me if you have any questions or need clarification from our comments.

Thanks again, Dan

From: Fox, Daniel (MTO)

Sent: April 17, 2019 10:47 AM

To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

Thank you for this information. We will review the memo and hopefully have a response back to you within the next couple weeks.

Regards, Dan

From: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Sent: April 16, 2019 1:26 PM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Good Afternoon Daniel,

Please find the attached Structural Design Process Memo for the Burnhamthorpe Road West Improvements Class EA. This memo also includes responses to the structural comments provided following our January 31st, 2019 teleconference and your November 1, 2018 comments.

Please let us know if you have any further questions or concerns.

Thank you,

JESSICA DORGO, EIT
Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Sent: Friday, March 1, 2019 2:39 PM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

Further to my email below, can you please provide a status update on the EA and Report for the Burnhamthorpe Improvements?

Again, a meeting with MTO Senior Management should be held once your design is completed.

Regards, Dan

From: Fox, Daniel (MTO)
Sent: February 4, 2019 3:25 PM
To: 'Jessica Dorgo' <Jessica.Dorgo@cima.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

I am just following up to provide a summary of our meeting last week.

Structural Engineering Comments (reference to letter from Doug Dixon & Associates Inc.):

- Quantify the 1% increased dead load with calculations
- Compare proposed MUT with the 'future' sidewalk shown in original structure drawing with respect to bridge bearings
- Please provide conceptual drawing for new barrier (parapet) connection to bridge deck

This information should be included in a technical memo stamped by two professional engineers

Highway Engineering Comments:

- Based on Bikeways Design Manual 3.1.1 and 4.5.1 a raised cycle track provides cyclists sufficient physical separation from the roadway. If the City wishes to pursue using flexible delineator posts as additional visual separation, side clearance requirements should be considered adjacent to the posts.
- For MTO Management Endorsement: Any substandard geometric features included in the City's plan should be documented in the Design Criteria with explanation for the substandard feature. Additionally the DC should describe what work would be required in the future to bring the features to current standards.

Regards,

Daniel Fox, P.Eng.

Project Engineer

Ministry of Transportation

Central Region – Planning & Design Office – Peel/Halton

P: (416) 235-4820 | daniel.fox@ontario.ca

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]

Sent: January 30, 2019 9:46 AM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Daniel,

I will forward a meeting request with the teleconference details shortly.

Thanks,

JESSICA DORGO, EIT

EIT / Transportation

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3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Sent: Wednesday, January 30, 2019 9:37 AM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

Tomorrow, Jan 31st at 2:00pm is good for us. Do you have a teleconference number we can phone into? Otherwise, I can book one.

Thanks, Dan

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]
Sent: January 30, 2019 8:07 AM
To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Daniel,

Are you available at 2pm on Thursday (Jan 31)? We plan to provide you with an overview of the study and discuss the material presented to MTO to date to clarify next steps.

Thanks,

JESSICA DORGGO, EIT
EIT / Transportation

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3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Sent: Tuesday, January 29, 2019 11:53 AM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

I can make myself available and coordinate a conference call to discuss the EA later this week (perhaps Thursday) or early next week, if that works.

Please let me know if there are specific topics you would like to discuss so I can arrange to have my team members attend.

Thanks, Dan

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]

Sent: January 29, 2019 10:17 AM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Daniel,

Can you please advise regarding your availability over the next two weeks for a meeting to discuss the EA?

Thanks,

JESSICA DORGIO, EIT

EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285

3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Sent: Thursday, January 24, 2019 3:35 PM

To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

As discussed over the phone, as part of the MTO's EA process the development and evaluation of alternatives should be based on sound engineering principles to develop feasible solutions. In this case, because the City's preferred alternative requires structural modifications to MTO's bridge (i.e. new sidewalk and parapet wall), a structural evaluation is necessary to understand the structural impacts and ensure the preferred alternative is structurally feasible.

For MTO to support the City's plan; any modifications to MTO's infrastructure, and the reasons for the modifications, must be clearly explained with supporting analysis. As a stakeholder, MTO requires a brief meeting with the City and their consultant(s) before general support from MTO management.

Additionally, as you mentioned the target date for the EA submission is about a month from now, therefore this meeting should be scheduled as soon as possible and any additional documentation/draft reports should be submitted for Ministry review prior to the meeting.

Again, please feel free to phone me should you have any questions.

Regards,

Daniel Fox, P.Eng.

Engineering Development Program

Ministry of Transportation

Central Region – Planning & Design Office – Peel/Halton

P: (416) 235-4820 | daniel.fox@ontario.ca

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]

Sent: January 18, 2019 10:51 AM

To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Daniel,

Thank you for your follow up. Prior to providing you with a full response to your comments, we would like to request clarification on a few items. Given that this is a Class EA study, at this time we are working with MTO in order to receive general support for the recommended alternative (which has been completed to an EA design level). We retained a structural engineering subconsultant (Doug Dixon and Associates) to provide us with a preliminary review of the impacts resulting from the recommended alternative (widening to 4 lanes) on the Highway 403 structure. We have attached the memo provided by Doug Dixon and Associates. Given that this a Class EA study and no structural modifications to bridge are planned, can you please advise if the structural detail provided will be sufficient to obtain general MTO support for the EA. Further consultation with MTO would be conducted at the detailed design stage and if required, a meeting with Senior Management could take place at that time.

Thank you,

JESSICA DORGO, EIT
EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Sent: Wednesday, January 16, 2019 9:55 AM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

I am just following up to the below to confirm that you and your team received my comments.

Please let me know if you have any questions or need clarifications.
Additionally, as noted I will have to arrange and book the meeting with MTO Senior Management.
These meetings require advance notice to secure a timeslot, therefore can you please provide an update as to when you anticipate the Draft PDR will be completed?

Thank you,

Daniel Fox, P.Eng.
Engineering Development Program
Ministry of Transportation
Central Region – Planning & Design Office – Peel/Halton
P: (416) 235-4820 | daniel.fox@ontario.ca

From: Fox, Daniel (MTO)
Sent: December 21, 2018 3:06 PM
To: 'Jessica Dorgo' <Jessica.Dorgo@cima.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

The Ministry has reviewed the City's response to our previous comments. We have the following additional comments/questions:

Traffic & Planning and Design:

1. Please provide more information regarding the forecasted traffic data. What year is the future AADT based on?
2. The existing bridge cross section should likely conform to what is shown in the MTO rehab contract 2012-2015 for this bridge. If not, were the provided dimensions surveyed?
3. What are the proposed lane widths approaching the structure?
4. Have any lighting calculations been performed to verify that existing illumination is sufficient (i.e. for MUT/Cycle Track etc.)?
5. What alternatives were considered to accommodate all MTO standard dimensions for the road cross section over the bridge (i.e. including TAC + MTO Supplement and Bikeways Design Manual requirements)?
6. Please clarify the rationale for using bollards along the raised cycle track, this does not conform to MTO standard.
7. Has the Region of Halton been consulted/coordinated with in regards to their detail design for a roundabout at the intersection of Ninth line and Burnhamthorpe Road?
8. Note: only nightly closures will be permitted on Hwy 403 for bridge work and must conform to OTM book 7. Closure requests must be submitted to and processed by MTO Road Work Scheduling (RWSCU). Permitted closure times can be provided by MTO during detail design.
9. Hwy 403 lane closures may impact 407 ETR ramps, please coordinate with 407 ETR accordingly.
10. Existing bridge mounted overhead signs shall be replaced/reinstated as part of the City's project.
11. During construction, all existing MTO signs that are removed/impacted should be replaced with temporary signage.

Structural:

1. Please provide calculations, stamped by two professional engineers licenced to practice in Ontario, that verify the bridge can accommodate the additional loadings from the MUT.
2. Please provide details and drawings for the technically preferred alternative for the traffic barrier/bicycle railing system (i.e. parapet wall and railing).

Also please note, as part of the MTO Preliminary design process the City shall provide a Preliminary Design Criteria (DC) as part of their submission. I have attached a DC template for your reference, this and more information can be found on the MTO Project Management Best Practices Website (<http://www.mto.gov.on.ca/phmpmbp/Reference%20Materials.shtml>)

Lastly, the City will be required to present the Preliminary Design and DC to MTO Senior Management prior to finalizing their EA. This meeting would need to be scheduled for next year (2019) prior to your submission.

Regards,

Daniel Fox, P.Eng.

Engineering Development Program
Ministry of Transportation

Central Region – Planning & Design Office – Peel/Halton
P: (416) 235-4820 | daniel.fox@ontario.ca

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]
Sent: December 19, 2018 9:57 AM
To: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Daniel,

Thank you for touching base with us. A draft version of the preliminary plan at the Highway 403 crossing is available on the file transfer site below. The Environmental Study Report is currently in the draft stage and is under review by the City.

For your reference, we have also uploaded a copy of our response to MTO's comments which we provided on November 1, 2018. The recommended cross-section for the Highway 403 structure is included in this package.

[Access the file transfer site](#)

Please let us know if you have any issues accessing the files.

Thanks,

JESSICA DORGIO, EIT
EIT / Transportation

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3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



From: Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>
Sent: Tuesday, December 18, 2018 2:18 PM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>
Cc: Martin Scott <Martin.Scott@cima.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Jessica,

I am just touching base as I have taken over the review of this document on the Ministry's side, we are continuing to review the City's response and will provide additional comments shortly.

At this time, do you have a draft version of the final report you can send us for review, or even draft plans for our consideration?

Please do not hesitate to contact me if you have any questions.

Thank you,

Daniel Fox, P.Eng.

Engineering Development Program

Ministry of Transportation

Central Region – Planning & Design Office – Peel/Halton

P: (416) 235-4820 | daniel.fox@ontario.ca

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]

Sent: December 13, 2018 9:42 AM

To: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Lau, Wes (MTO) <Wes.Lau@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Wan Chi,

Thank you for the status update. At this time, filing of the EA is planned for February 2019.

Thanks,

JESSICA DORGIO, EIT

EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285

3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Sent: Tuesday, December 11, 2018 3:24 PM

To: Jessica Dorgo <Jessica.Dorgo@cima.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>; Fox, Daniel (MTO) <Daniel.Fox@ontario.ca>; Bevers, Cameron (MTO) <Cameron.Bevers@ontario.ca>; Khan, Moin (MTO) <Moin.Khan@ontario.ca>; Lin

Rogers <Lin.Rogers@mississauga.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>; Lau, Wes (MTO) <Wes.Lau@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hello Jessica,

When MTO provided the comments on June 13, 2018, it was based on limited information. With these responses and additional information, MTO will re-visit the proposed design and request for more information in order to provide with better assistance.

What is your project timeline at this time?

Daniel Fox who is cc. on this e-mail will take over the review of this project.

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Planning & Design

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7

☎ 416-235-4068

✉ wanchi.ma@ontario.ca

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]

Sent: December 10, 2018 11:16 AM

To: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Cc: Martin Scott <Martin.Scott@cima.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hi Wan Chi,

I just wanted to follow-up to confirm that you received our response letter for the City of Mississauga Burnhamthorpe Road EA and that MTO is satisfied with the responses provided.

Thank you,

JESSICA DORGO, EIT

EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285

3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



November 1, 2018

Wan Chi Ma, P.Eng.
Senior Project Engineer, Planning & Design
Highway Engineering
Ministry of Transportation
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7
wanchi.ma@ontario.ca

Attention: Ms. Wan Chi Ma, P.Eng.
RE: City of Mississauga
Burnhamthorpe Road West Improvements Class EA
Response to Ministry of Transportation Comments

Dear Ms. Ma,

Thank you for meeting with the Burnhamthorpe Road West Improvements Class EA Project Team on June 12, 2018 and providing comments on the materials provided for review at the meeting. We offer the following responses to the comments and questions you provided on June 13, 2018:

Traffic & Planning and Design Comments:

1. Please provide the AADT and truck %.

For items 1-3 please see details provided on June 14, 2018:

- Future AADT on Burnhamthorpe Road between Ridgeway Drive and Ninth Line: 23,150
- AM Truck %: 2%
- PM Truck %: 1%

2. Please provide the existing cross section of the structure.

The existing cross-section of the bridge is attached. Existing lane widths:

WBR:	3.0m
WBT:	3.5m
WBL:	3.0m
EBT:	3.7m
Shoulder:	4.0m
Sidewalk:	1.6m



3. Please provide the lane width approaching the structure.

Approaching the bridge, the existing lane widths:

EB: 3.5m

WB: 3.5m

4. Will illumination be provided in the area?

Illumination is recommended along both sides of Burnhamthorpe Road within the study limits. Consistent with the existing cross-section of the bridge, additional illumination on the bridge deck is not proposed. It is anticipated that the lighting along Highway 403 and the illumination at the Ninth Line intersection will sufficiently illuminate the bridge.

5. In term of the lane width, according to the latest TAC manual (Geometric Design Guide for Canadian Roads) – table 4.2.3:, the minimum lane width needs to be 3.3m. The figure provided is showing 2.25m in the memo.

The interior lane widths have been modified to 3.3m. Please see the attached modified cross-section.

6. From the meeting, it has been indicated that the MUT section at the bridge will actually be used for bicycle only and a sign will be provided ahead of the bridge stating that pedestrian will need to use the sidewalk on the south side of the bridge. As indicated in the diagram per the memo, it is a flush multi-use trail. However, through yesterday meeting, it has been agreed that the City/CIMA will implement the Raised Cycle Track as per the MTO's Bikeways Design Manual. For Two-way Cycle Track, the minimum is 3m.

The proposed multi-use trail over the bridge has been raised. In order to accommodate the 3.3m travel lanes, the multi-use trail will be 2.9m wide with flexible bollards located on the raised portion of the trail. The City of Mississauga recognizes the 0.1m deficiency in the width and will accept this for the short section (68m) across the bridge.

7. From yesterday meeting, based on the initial AADT that was estimated at 22,000 and operating speed of 70km/hr. I have mentioned that based the speed and AADT, the requirement will be within in the Consider Alternate Road or Separate Facility zone in Figure 3.2 - Desirable Cycling Facility Pre-selection Nomograph. As I have looked into it further, the implementation of Two-Way Raised Cycle Track with Barrier Curb will satisfy the requirement on pg. 3-9, point 3 – “Consider Alternate Road or Separated Facility - Otherwise the types of cycling facility maybe suitable.....cycle tracks”, please also refer to point 6.

Please refer to the response to comment #6 and the attached cross-section. The multi-use trail (MUT) will be raised adjacent to a curb and 0.5 metre painted buffer.



8. Please ensure the gutter-pan can be accommodated (more detail is required for the cross-section).

The gutter can be accommodated within the 0.5-metre buffer adjacent to the MUT.

Structural Comments:

1. North Barrier Railing Modification detail needs to be provided to MTO.

The detail of the north barrier railing modification is discussed in the attached letter from Doug Dixon and Associates (DDA) titled "Multi-use Path over the Highway 403 Burnhamthorpe Bridge."

2. Any increase in dead load of the structure has to be evaluated for structural adequacy.

The proposed cross-sectional elements have been reviewed by Doug Dixon & Associates to confirm structural adequacy. Please see the detailed response in the attached letter from DDA.

3. Fastening detail for the bollard need to be provided to ensure no conflict with the post tension tendon.

Two options for base mountings details are provided in the attached letter from DDA. As the bollards will be attached to the new two-way raised cycle track, there will not be any interference with the post tension tendons in the bridge deck.

We trust that the responses provided above address the comments you provided however, please feel free to contact the undersigned if you require any further clarification.

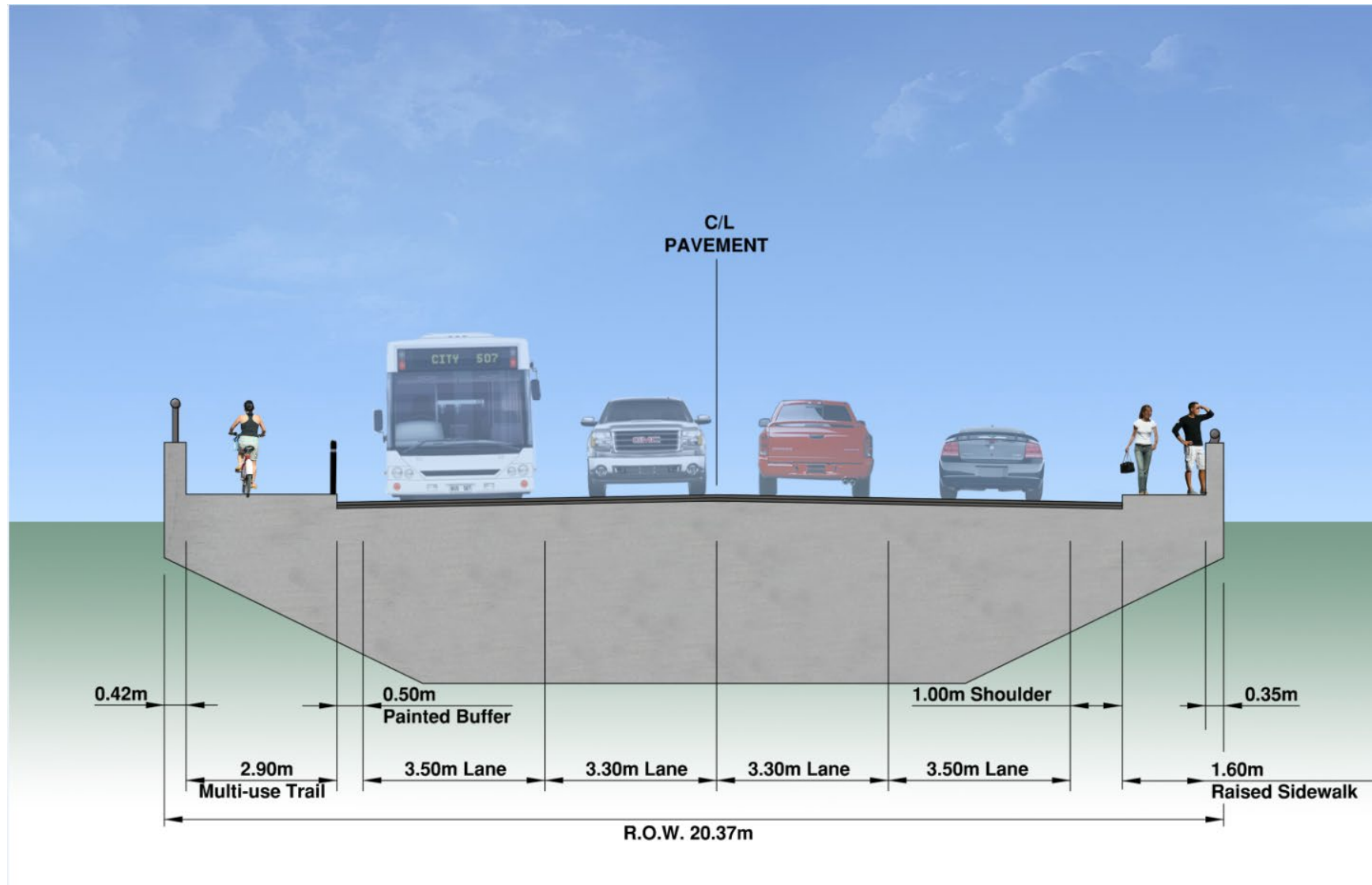
Sincerely,

CIMA Canada Inc.

Martin Scott, P.Eng.
Consultant Project Manager
CIMA Canada Inc. (CIMA+)
3027 Harvester Road, Suite 400
Burlington, ON L7N 3G7
Tel: 289-288-0287 ext. 6812
Email: martin.scott@cima.ca

Encl.

Figure 2: Burnhamthorpe Road West Structure over Highway 403 - Proposed Cross-Section



Doug Dixon & Associates Inc

2 County Court Blvd., Suite 345

Brampton, ON Canada L6W 3W8

T: 647.405.0634 | www.doug Dixon Associates.com



September 4, 2018

CIMA

3027 Harvester Road

Suite 400

Burlington ON

L7N 3G7

Attn: Martin Scott P. Eng.
Senior Project Manager - Transportation

**RE: Burnhamthorpe Road Class EA
Multi-use Path over the Highway 403 Burnhamthorpe Bridge
Our File 17-007**

Dear Martin:

As per your email of August 22, 2018 and your request to have Doug Dixon & Associates (DDA) review the ability of the existing Highway 403 Burnhamthorpe Road Underpass to accommodate the additional load due to the proposed raised concrete multi-use path as shown on the attached sketch.

We reviewed the existing structure drawings from Contract 79-31 (July 1978) by DeLeuw Cather. We attach a copy to this letter for your reference. As you will note, a provision was made at the time of the design for a future sidewalk on the north side of the bridge where the current EA Study is recommending construction of the multi-use pathway.

DDA compared the total dead load that the bridge would have been designed for (reinforced concrete and asphalt) and compared this with the additional concrete that would be required to construct the proposed new raised multi-use path. The additional load is approximately 4.8 kN/m compared to 473 kN/m which would have been used in the original design.

The additional load is only 1% of the original design assumption. Given the small increase in the dead load, we do not believe that the additional 1% will result in any issues relating to serviceability or ultimate performance of the bridge. This small increase will also not result in any impairment to the existing bridge bearings (installed in 2012).

We have reviewed the possibility of salvaging and increasing the height of the existing (recently reconstructed) parapet / barrier on the north side of the bridge. We believe that the necessary 280 mm increase in the parapet height is possible. The existing railing would be removed and a portion of the top of the existing parapet wall concrete would be removed. Vertical reinforcing dowels would be drilled and grouted into the remaining portion of the parapet and new concrete poured to extent the height to meet the requirements of parapet SS110-57 (on sidewalk). A railing could then be mounted on the modified parapet similar to the aluminum railing used by the City of Toronto or one similar to the standard on SS110-85. This would provide a combination traffic / bicycle barrier.

The existing sign board mounted on the north parapet over the southbound lane would need to be removed, salvaged and reinstated to permit this work.

Your email of August 22, 2018 also requested that DDA provide some details to mount bollards on to the new reinforced concrete multi-use path. We have reviewed the information from several manufacturers of flexible delineator posts (OPSD 984.105).

There are two common base mounting details. The first and most common are designed to be bonded to the concrete using epoxy adhesive or similar bonding agents. These are effective if the concrete substrate is properly prepared. These are prone to damage by snow plows and cannot be replaced in the winter due to the temperature restrictions on curing most adhesives.

The alternative type is mounted to the base material (in this case, concrete) using drilled in anchors or self tapping concrete screws. Anchors of this type permit the ingress of moisture around the anchor. Following several freezing cycles, the concrete becomes damaged and the anchors loosen until they no longer support the flexible delineator.

We would suggest a detail that mounts the flexible delineators by bolting the delineator base using stainless steel machine bolts threaded into a stainless steel base plate (thickness 19mm to 25mm). The base plate would be cast into the reinforced concrete raised path at the time of construction and be anchored to the concrete using embedded studs or other anchorage devices. The perimeter of the base plate could be caulked with high grade silicone caulking material at the interface between the plate and concrete to mitigate the ingress of moisture. The delineator would be anchored to the base plate with stainless steel machine bolts in drilled and tapped holes.

The cost of the base plate method is greater than the adhesive mounted delineators. However, we note the following:

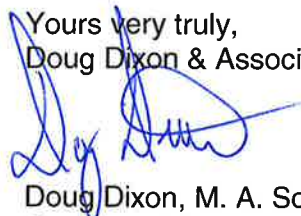
- There are few posts required so the overall cost premium is not significant as a percentage of the total project;
- The integrity and durability of the concrete in the multi-use path is maintained;
- It is easy to replace delineators in any type of weather using this method of attachment; and
- The appearance and safety of the pathway will be improved by having the delineators in place rather than having some missing or damaged.

During the detailed design stage, special attention can be given to the development of the above details for mounting the flexible delineator posts. Alternatively, the posts could be bonded to the concrete at a considerable cost saving.

The Ministry of Transportation will be able to provide some direction of a preferred method.

If you have any questions with the above, please do not hesitate to contact the undersigned.

Yours very truly,
Doug Dixon & Associates Inc.



Doug Dixon, M. A. Sc., P. Eng.
President / Senior Bridge Engineer

From: Jessica Dorgo

Sent: Thursday, November 1, 2018 8:22 AM

To: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Cc: Martin Scott <martin.scott@cima.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Emily Pelleja <Emily.Pelleja@mississauga.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Good Morning Wan Chi,

Please find the attached letter with responses to your comments provided on June 13, 2018 regarding the City of Mississauga Burnhamthorpe Road West Improvements Class EA.

Thank you,

JESSICA DORGIO, EIT
EIT / Transportation

T 289-288-0287 ext. 6819 **F** 289-288-0285
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>

Sent: Friday, June 15, 2018 3:05 PM

To: Jessica Dorgo <Jessica.Dorgo@cima.ca>; Martin Scott <Martin.Scott@cima.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>

Cc: Lau, Wes (MTO) <Wes.Lau@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>; Lagakos, Ted (MTO) <Ted.Lagakos@ontario.ca>; Tumkur, Muktha (MTO) <Muktha.Tumkur@ontario.ca>; Lai, Joseph (MTO) <Joseph.Lai@ontario.ca>; Stephenson, Bob (MTO) <Bob.Stephenson@ontario.ca>

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hello Everyone,

For your reference, the 1 m shoulder requirement is based on the MTO Design Supplement – pg. 33 under the Exhibit 4-O Minimum Side Clearance at Bridges and pg. 34 Exhibit 4-P Side Clearance on Bridges.

Please also address all the comments below and I did received item 1 to 3 below.

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Planning & Design
Highway Engineering
Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

☎ 416-235-4068

✉ wanchi.ma@ontario.ca

From: Ma, WanChi (MTO)

Sent: June 13, 2018 3:04 PM

To: 'Jessica Dorgo'; Martin Scott; Lin Rogers

Cc: Lau, Wes (MTO); Shim, Clement (MTO); Lagakos, Ted (MTO); Tumkur, Muktha (MTO); Lai, Joseph (MTO); Stephenson, Bob (MTO)

Subject: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Importance: High

Hello Lin, Martin and Jessica,

I have gotten a chance to review the memo that was provided at the meeting.

Below is the list of MTO's comments/Questions:

Traffic & Planning and Design:

1. Please provide the AADT and truck %.
2. Please provide the existing cross section of the structure
3. Please provide the lane width approaching the structure
4. Will illumination be provided in the area?
5. In term of the lane width, according to the latest TAC manual (Geometric Design Guide for Canadian Roads) – table 4.2.3:, the minimum lane width needs to be 3.3m. The figure provided is showing 2.25m in the memo.
6. From the meeting, it has been indicated that the MUT section at the bridge will actually be used for bicycle only and a sign will be provided ahead of the bridge stating that pedestrian will need to use the sidewalk on the south side of the bridge. As indicated in the diagram per the memo, it is a flush multi-use trail. However, through yesterday meeting, it has been agreed that the City/CIMA will implement the Raised Cycle Track as per the MTO's Bikeways Design Manual. For Two-way Cycle Track, the minimum is 3m.
7. From yesterday meeting, based on the initial AADT that was estimated at 22,000 and operating speed of 70km/hr. I have mentioned that based the speed and AADT, the requirement will be within in the Consider Alternate Road or Separate Facility zone in Figure 3.2 - Desirable Cycling Facility Pre-selection Nomograph. As I have looked into it further, the implementation of Two-Way Raised Cycle Track with Barrier Curb will satisfy the requirement on pg. 3-9, point 3 – “Consider Alternate Road or Separated Facility - Otherwise the types of cycling facility maybe suitable.....cycle tracks”, please also refer to point 6.
8. Please ensure the gutter-pan can be accommodated (more detail is required for

the cross-section)

Structural:

9. North Barrier Railing Modification detail needs to be provided to MTO
10. Any increase in dead load of the structure has to be evaluated for structural adequacy
11. Fastening detail for the bollard need to be provided to ensure no conflict with the post tension tendon

Since the PIC is next Tuesday and the design over the bridge is still being discussed with MTO and the comments above need to be addressed. MTO suggests to put a disclaimer on the display board for the cross section on the bridge. The disclaimer could be "this is a conceptual design and it is subject to change as discussion with MTO continues".

If you have any question, please let me know.

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Planning & Design

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7



416-235-4068



wanchi.ma@ontario.ca

Jessica Dorgo

From: Jessica Dorgo
Sent: Thursday, June 14, 2018 1:12 PM
To: 'Ma, WanChi (MTO)'; Lau, Wes (MTO); Shim, Clement (MTO); Lagakos, Ted (MTO)
Cc: Lin Rogers; Martin Scott
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO
Attachments: B856_MTO_Existing Cross Section_e00v01.pdf

Hi Wan Chi,

The requested traffic information for Burnhamthorpe Road is provided below:

Future AADT on Burnhamthorpe Road between Ridgeway Drive and Ninth Line: 23,150

AM Truck %: 2%

PM Truck %: 1%

Existing cross-section of the bridge is attached. Existing lane widths:

WBR:	3.0m
WBT:	3.5m
WBL:	3.0m
EBT:	3.7m
Shoulder:	4.0m
Sidewalk:	1.6m

Approaching the bridge, the existing lane widths:

EB:	3.5m
WB:	3.5m

Thank you,

JESSICA DORGÓ, EIT
EIT / Transportation

T 289-288-0287 ext. 6819 F 289-288-0285
3027 Harvester Road, Suite 400 Burlington Ontario L7N 3G7 CANADA



From: Ma, WanChi (MTO) <WanChi.Ma@ontario.ca>
Sent: Tuesday, June 12, 2018 3:29 PM
To: Jessica Dorgo <Jessica.Dorgo@cima.ca>; Martin Scott <Martin.Scott@cima.ca>; Lin Rogers <Lin.Rogers@mississauga.ca>; Lau, Wes (MTO) <Wes.Lau@ontario.ca>; Shim, Clement (MTO) <Clement.Shim@ontario.ca>; Lagakos, Ted (MTO) <Ted.Lagakos@ontario.ca>
Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hello Jessica,

I would also like to know what are the lane width approaching the bridge.

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Planning & Design

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7

☎ 416-235-4068

✉ wanchi.ma@ontario.ca

From: Ma, WanChi (MTO)

Sent: June 12, 2018 12:19 PM

To: 'Jessica Dorgo'; Martin Scott; Lin Rogers; Lau, Wes (MTO); Shim, Clement (MTO); Lagakos, Ted (MTO)

Subject: RE: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

Hello Jessica,

As per our meeting today, please provide the AADT, truck % and the existing cross section of the bridge.

Sincerely,

Wan Chi Ma, P.Eng.

Senior Project Engineer | Planning & Design

Highway Engineering

Ministry of Transportation

159 Sir William Hearst Avenue, 4th Floor

Toronto, ON M3M 0B7

☎ 416-235-4068

✉ wanchi.ma@ontario.ca

-----Original Appointment-----

From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]

Sent: June 5, 2018 10:11 AM

To: Jessica Dorgo; Martin Scott; Lin Rogers; Ma, WanChi (MTO); Lau, Wes (MTO); Shim, Clement (MTO); Lagakos, Ted (MTO)

Subject: City of Mississauga - Burnhamthorpe Road West Improvements EA - Meeting with MTO

When: June 12, 2018 11:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).

Where: 159 Sir William Hearst Avenue - 4th Floor Corner Boardroom

Jessica Dorgo

From: Jessica Dorgo
Sent: Monday, June 4, 2018 1:47 PM
To: 'Ma, WanChi (MTO)'
Cc: Martin Scott
Subject: City of Mississauga - Burnhamthorpe Road W Class EA

Hi Wan Chi,

Thank you for meeting with the Burnhamthorpe Road West Improvements Class EA Project Team on January 19th, 2018 to discuss the Highway 403 crossing in the study area. Prior to Public Information Centre #2 which is scheduled for June 19, 2018, we would like to arrange a meeting with you to discuss the recommended alternative and the Highway 403 crossing. Can you please advise on your availability for June 12th in the afternoon or June 13th at 10 am.

Thank you,

Jessica Dorgo
EIT Transportation
Traffic Engineering, Transportation

CIMA+
Partners in Excellence

3027 Harvester Road, Suite 400
Burlington Ontario L7N 3G7
CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285



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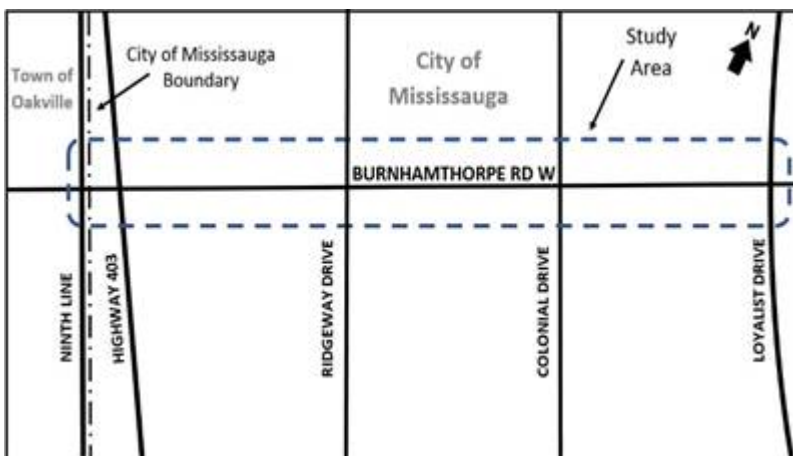
Jessica Dorgo

From: Jessica Dorgo
Sent: Wednesday, December 13, 2017 11:53 AM
To: 'wanchi.ma@ontario.ca'; 'Joseph.Lai@ontario.ca'
Cc: 'Dana.Glofcheskie@mississauga.ca'; Martin Scott
Subject: City of Mississauga Burnhamthorpe Road West Improvements EA

Hi WanChi and Joseph,

The City of Mississauga has initiated a study to review the existing and future transportation needs of the Burnhamthorpe Road corridor. The study area, as shown on the key plan below, includes Burnhamthorpe Road West from Loyalist Drive to the West City Limit including intersections and approaches. There is one Highway 403 crossing within the study area.

We would like to inquire if you are available on January 18 or 19, 2018 for an initial meeting with the project team to introduce you to the study and discuss the Highway 403 crossing. Can you please advise on your availability for these dates.



Thank you,

Jessica Dorgo
EIT Transportation
Traffic Engineering, Transportation

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CANADA
Tel: 289-288-0287 ext. 6819 / Fax: 289-288-0285



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Appendix K-13: Conservation Halton



From: [Matt Howatt](#)
To: [Jessica Dorgo](#)
Cc: [Martin Scott](#); [Jonathan Pounder](#)
Subject: RE: City of Mississauga - Burnhamthorpe Road W EA
Date: Tuesday, December 17, 2019 5:34:01 PM

Good afternoon Jessica,

Thank you for your email. As this is a City of Mississauga project, it would be managed by my colleague, Jonathan Pounder, and his planning team.

Given the limited portion of the study area with CH's watershed jurisdiction, that this limited portion does not appear to contain any regulated features and that no alterations are proposed to this area as you've stated, CH does not require a review of the ESR. In these situations, we defer review and any comments regarding the ESR to the neighbouring Credit Valley Conservation Authority.

If you have any additional questions or wish to discuss further, please contact Jonathan (ext. 2235) or I.

Regards,
Matt

Matt Howatt
Coordinator, Regional Infrastructure Team

Conservation Halton
2596 Britannia Road West, Burlington, ON L7P 0G3
905.336.1158 ext. 2311 | Fax 905.336.6684 | mhowatt@hrca.on.ca
conservationhalton.ca

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From: Jessica Dorgo [<mailto:Jessica.Dorgo@cima.ca>]
Sent: December 16, 2019 10:09 AM
To: Matt Howatt
Cc: Martin Scott
Subject: City of Mississauga - Burnhamthorpe Road W EA

Good Morning Matt,

The City of Mississauga is undertaking a Schedule C Municipal Class Environmental Assessment Study for Burnhamthorpe Road West in the City of Mississauga. The study area extends from Loyalist Drive to the West City Limit (Ninth Line). The preferred design for Burnhamthorpe Road includes the following:

- Widening Burnhamthorpe Road West to 4-through lanes
- Sidewalks on both sides of the road and a multi-use trail on the north side of the road

- Intersection improvements at Ridgeway Drive and Burnhamthorpe Road
- Intersection design compliance with Accessibility for Ontarians with Disabilities Act (AODA)
- Full illumination and enhanced landscaping feature

A small portion of the study area at the west limit is within Conservation Halton's jurisdiction. No alterations or impacts to this area are proposed as part of the study. The Environmental Study Report (ESR) has been prepared to document the planning and decision-making process for this study. Do you want to review the draft Environmental Study Report prior to filing?

Thanks,

JESSICA DORGO, EIT
Transportation

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400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



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