HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 INTERSECTION IMPROVEMENTS

GWP 4077-20-00

November 2024

Ministry of Transportation, Ontario

Transportation Environmental Study Report

TRANSPORTATION ENVIRONMENTAL STUDY REPORT

Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

November 2024

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THE PUBLIC RECORD
ONTARIO MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 INTERSECTION IMPROVEMENTS (GWP 4077-20-00)
TRANSPORTATION ENVIRONMENTAL STUDY REPORT

This Transportation Environmental Study Report (TESR) is available for review from November 21 to December 20, 2024, on the study website (www.Hwy62PEC1.ca) and at the following locations:

- Prince Edward County Office
- Bloomfield Branch Library
- Wellington Branch Library
- Picton Branch Library

This project is being conducted in accordance with the 2000 Class Environmental Assessment (EA) for Provincial Transportation Facilities, a process approved under Ontario's Environmental Assessment Act, as outlined in Section 2.0 of this report. Classified as a Group "B" project under the same Class EA framework, this study follows the process accepted and approved under Ontario's Environmental Assessment Act, which includes major improvements to existing transportation facilities, including highway improvements over land or water that provide a significant increase in traffic capacity or cause a significant widening of the "footprint" beyond the roadbed of an existing highway. This TESR fulfills the documentation requirements of the Class EA. In accordance with the requirements of the Class EA, this report is being submitted for a 30-day comment period from November 21 to December 20, 2024.

Interested persons are encouraged to review this TESR and provide written comments to the study team by December 20, 2024. All comments and concerns should be sent directly to either of the following study team members:

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Call Collect: (905) 385-3234
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1355 John Counter Boulevard,
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Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

In addition, a request may be made to the Ministry of the Environment, Conservation and Parks (MECP) for an order requiring a higher level of study (i.e., requiring an individual/ comprehensive environmental assessment approval before being able to proceed), or that conditions be imposed (e.g., requiring further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered.

Requests should include the requester's contact information, full name, and specify what kind of order is being requested (request for conditions or a request for an individual/ comprehensive environmental assessment), how an order may prevent, mitigate or remedy potential adverse impacts on Aboriginal and treaty rights, and any information in support of the statements in the request. This will ensure that the MECP is able to efficiently begin reviewing the request.

The request should be sent in writing or by email to the below MECP contacts, as well as copied to MTO:

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

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

Upon reviewing comments received from the public, the Minister of Environment, Conservation and Parks may make a Section 16 Order on their own initiative within 30 days from the end of the comment period set out in the Notice of Completion. If no concerns or issues are outstanding within 30 days from the end of the comment period set out in the Notice of Completion, the project is considered to have met the requirements of the Class EA, and MTO may proceed to design stage, subject to the commitments documented in the TESR, and obtain any outstanding environmental approvals.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

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EXECUTIVE SUMMARY

GENERAL DESCRIPTION OF PROJECT

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study for intersection improvements at Highway 62 and County Road 1, in Huff's Corners in Prince Edward County. This study looked at short-term and long-term intersection improvements, which included improvements such as alternative lane configurations, addition of turning lanes, signalization, additional illumination, and a roundabout. This study included reviewing existing conditions, developing and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures.

This *Transportation Environmental Study Report* (TESR) documents the decision-making process, and includes a description of the project purpose; the existing technical, natural, social, economic, and cultural environmental factors; identification and evaluation of alternatives that were considered; consultation activities, including a record of the comments received and how they were considered; the Recommended Plan; anticipated environmental effects and proposed mitigation measures; and, commitments to future work and monitoring.

ENVIRONMENTAL ASSESSMENT PROCESS

This Class EA Study was carried out under the requirements of the MTO Class EA (2000) as a Group "B" undertaking, which includes major improvements to existing transportation facilities, including highway improvements over land or water that provide a significant increase in traffic capacity or cause a significant widening of the "footprint" beyond the roadbed of an existing highway.

TRANSPORTATION NEEDS ASSESSMENT

The Transportation Needs Assessment process is part of the ongoing management and administration of the transportation systems by the Province. Assessment of needs can result in a number of recommendations, including initiating a study, initiating major or minor improvements, initiating routine maintenance, monitoring a situation, or doing nothing. Given the range of potential outcomes, the transportation needs assessment process includes the following:

- Identifying transportation challenges and opportunities
- Evaluating and selecting reasonable alternatives
- Developing potential transportation study objectives
- Initiating the study process

CHALLENGES AND OPPORTUNITIES

This Class EA was initiated to address the following challenges and opportunities with the existing intersection:

- There is a history of collisions and 'near misses' at the current intersection
- Improvements (i.e., signage and overhead flashing beacon) have been installed at the intersection, however, there continue to be ongoing safety concerns
- This study will select a plan for intersection improvements to address the identified safety concerns

EVALUATION OF ALTERNATIVES

The Environmental Assessment Act requires that 'reasonable alternatives' be considered in addressing identified challenges and/or opportunities. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, Alternative Methods of Carrying out the Undertaking are studied in greater detail.

ALTERNATIVES TO THE UNDERTAKING

The Alternatives to the Undertaking considered as part of this assignment consisted of:

- Do Nothing
- Transportation Demand Management
- Improve Adjacent Road Systems
- Improve Existing Facility

The Do Nothing, Transportation Demand Management, and Improve Adjacent Road Systems alternatives were not carried forward as they did not realistically address all the identified challenges and opportunities.

ALTERNATIVE METHODS OF CARRYING OUT THE UNDERTAKING

Six alternatives were developed to address the identified challenges and opportunities. The six alternatives included:

- Alternative 1 – Signalized intersection with left-turn lanes on Highway 62
- Alternative 2 – Signalized intersection and realignment of County Road 1 (South)

- Alternative 3 – Signalized intersection and realignment of County Road 1 (North)
- Alternative 4 – Roundabout
- Alternative 5 – Signalized intersection and realignment of Highway 62 (West)
- Alternative 6 – Signalized intersection and realignment of Highway 62 (East)

A preliminary screening was carried out to identify the alternative to be carried forward for a detailed evaluation. The screening identified that Alternatives 1 and 4 should be carried forward for a detailed evaluation. However, following a technical review of Alternatives 1 and 4, it was determined that Alternative 1 should be revised to adhere to specific design standards regarding the skewed angle of 55 degrees at the intersection. As a result of this technical review, a revised Alternative 1R was developed that provides a 70-degree intersection angle and left-turn lanes on all approaches.

Alternatives 1R and 4 were carried forward for a detailed evaluation of alternatives to identify an improvement plan that is cost-effective, provides safe operations, and provides reasonable local access, while minimizing effects on the natural, social, and cultural environments.

Following the evaluation of alternatives, and consultation with the public, Indigenous communities, agencies and community stakeholders, a Recommended Plan (Alternative 4) was selected.

RECOMMENDED PLAN

The Recommended Plan includes a roundabout at the intersection. A plan depicting the roundabout is shown on Figure 1.

PUBLIC CONSULTATION

The main objective of consultation in the Class EA process is to ensure that project information is shared in a meaningful way, and that consideration is given to all aspects of the environment from the earliest stages of planning. To achieve this, a variety of communication strategies were used to engage the public, agencies, interest groups, property owners and community members. Numerous opportunities for input were provided at key points during the study process including two Public Information Centres (PICs). In addition, direct contact with the Project Team via mail, email and phone was encouraged throughout the study.

A project website (www.highway62pec.ca/) was developed at the onset of the study to provide the public with access to project information. The project website was maintained throughout the study process, including project updates, notifications of public events, project team member contact information, online PICs and PIC materials and links to project-specific documentation.

An outline of the public consultation activities is provided in Section 8.0.

POTENTIAL ENVIRONMENTAL EFFECTS, PROPOSED MITIGATION AND COMMITMENTS TO FUTURE WORK

Overall, due to the scope of the work, the project will result in minor environmental impacts that can be appropriately mitigated through standard protection and mitigation measures. Minor impacts that may occur include potential disturbance to local vegetation and wildlife in the southwest quadrant of the intersection and construction-related issues like noise, erosion, sedimentation, and the management of invasive species. A summary of environmental effects and proposed mitigation measures, as identified during the course of this study, is provided in Section 11.0, and forms a comprehensive list of commitments to be adhered to during the subsequent design phase of the project.



Stantec

Highway 62 and Prince Edward County Road 1

Intersection Improvements
Preliminary Design Study & Class Environmental Assessment
GWP 4077-20-00, WP 4149-20-01

SCALE 1:2000

Recommended Plan - Roundabout

Highway 62 and County Road 1
Hallowell Township

Figure 1

1.0 Overview of the Undertaking

1.1 Introduction

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Preliminary Design and Class Environmental Assessment (Class EA) Study for intersection improvements at Highway 62 and County Road 1, in Huff's Corners in Prince Edward County. This study looked at short-term and long-term intersection improvements, which included improvements such as alternative lane configurations, addition of turning lanes, signalization, additional illumination, and a roundabout.

This study included reviewing existing conditions, developing and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

1.2 General Description of the Project

The purpose of this study is to identify a Recommended Plan for improvements as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network.

This study is a Group "B" project under the *Class Environmental Assessment* (Class EA) *for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders, external agencies, Indigenous communities, and the public. This study included a review of existing conditions and a Transportation Needs Assessment to determine the scope and extent of intersection improvements. A Recommended Plan and preliminary design were completed at the conclusion of this study, in consideration of the feedback received during the course of this study.

1.2.1 Study Area

The study area is located in Prince Edward County, near the village of Bloomfield. The intersection is located at Highway 62 and Prince Edward County Road 1 (Scoharie Road), as shown in Figure 2.

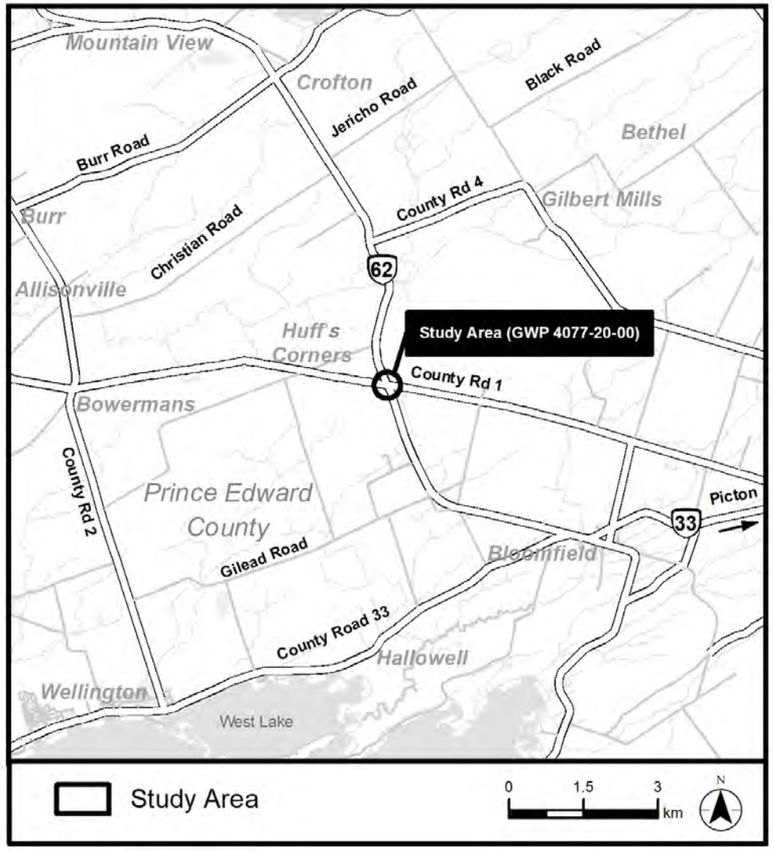


Figure 2: Study Area Location Plan

1.3 Project Background

Highway 62 and County Road 1 (Scoharie Road) is a four-legged intersection with an oblique angle of approximately 55 degrees. The intersection of Highway 62 and County Road 1 is controlled by stop condition on County Road 1, with a flashing red beacon mounted on each stop sign. In addition, the intersection has overhead flashing amber beacons for the northbound and southbound traffic on Highway 62. The intersection of Highway 62 and Prince Edward County Road 1 has a history of collisions and low compliance with the existing traffic control.

1.4 Purpose of the Transportation Environmental Study Report

This *Transportation Environmental Study Report* (TESR) documents the decision-making process, and includes a description of the project purpose; the existing technical, natural, social, economic, and cultural environmental factors; identification and evaluation of alternatives that were considered; consultation activities, including a record of the comments received and how they were considered; the Recommended Plan; anticipated environmental effects and proposed mitigation measures; and, commitments to future work and monitoring.

The TESR fulfills the documentation requirements of the Class EA process for a Group “B” project. The TESR is filed for a 30-day comment period. If you have any questions and/or concerns regarding this study, please contact either one of the following individuals:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Sham Hunt, P.Eng.
Project Manager (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

Interested persons may provide written comments to the study team by December 20, 2024.

1.4.1 Environmental Clearance

If there are no significant concerns following the Public Comment Period, or once the Minister of the Environment, Conservation and Parks has reviewed and considered any Section 16 Requests, the project may be eligible for Environmental Clearance and continue to move forward. This will permit MTO to:

- Negotiate temporary and permanent property acquisition, consistent with the project needs (including ROW designation)
- Relocate utilities
- Initiate subsequent study stages (i.e., Detail Design) for the Recommended Plan

Although the timeline for implementing the results of this study is not confirmed, this planning will assist MTO, municipalities, Indigenous communities, business owners, and private landowners with future planning and development within the study area. This project is currently on the Ministry’s 5-year plan. The implementation of the identified improvements is dependent on regional and provincial priorities and available funding.

2.0 Class Environmental Assessment Process

2.1 Classification of Project

This Preliminary Design and Class Environmental Assessment (EA) Study was carried out under the requirements of the MTO Class EA (2000) document. Based on the nature and extent of the project, the MTO Class EA document specifies different groups under which projects may be planned, and the assessment process required for each. Provided that this process is followed, and its requirements are met for a project, the requirements of the Ontario Environmental Assessment Act are considered to be met. This project is being carried out following the requirements of the Class EA as a Group "B" undertaking, which includes major improvements to existing transportation facilities, including highway improvements over land or water that provide a significant increase in traffic capacity or cause a significant widening of the "footprint" beyond the roadbed of an existing highway. The MTO Class Environmental Assessment Process was amended in 2024. As this project was initiated prior to the amendment being approved, this project continues to follow the MTO Class Environmental Assessment (2000) process for a Group B undertaking which is illustrated in Figure 3.

For additional information on the MTO Class EA process, the public may contact the Project Team (contact information provided in Section 1.4). In addition, the following documents are available to assist with understanding the process:

- Class Environmental Assessment for Provincial Transportation Facilities, MTO, July 2000
- Environmental Reference for Highway Design, MTO, 2006, updated in June 2013
- Code of Practice for Preparing, Reviewing, and using Class Environmental Assessments in Ontario, MOE, January 2014

These publications are available from the MTO Research Library Online Catalogue (library.mto.gov.on.ca/) and from Publications Ontario (publications.gov.on.ca).

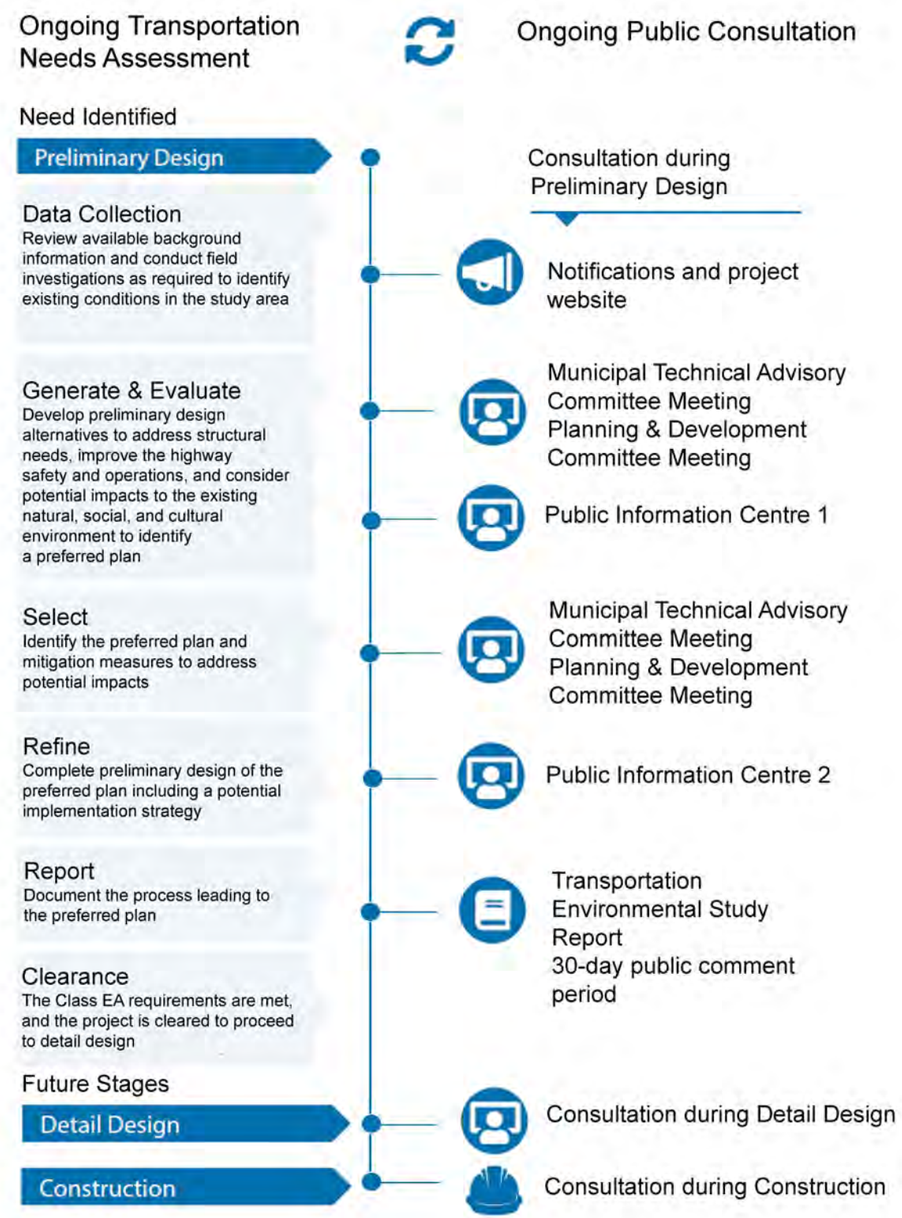


Figure 3: Class EA Process, Group B Undertaking

2.2 Environmental Assessment Approval Regulations

A Preliminary Design and Class EA Study of this type must be carried out in accordance with applicable environmental legislation and the current government policies and procedures. The policies and legislation that apply to this study are described below.

2.2.1 Ontario Environmental Assessment Act

The Ontario *Environmental Assessment Act* (EAA) governs the conduct of planning studies in the province of Ontario. The purpose of the EAA is to make sure that:

- A reasonable and traceable planning process is followed
- The need for the project is demonstrated
- The public has input into the process and investigations
- The study includes a review of a full range of alternatives
- The selected alternative minimizes any environmental impacts or provides mitigation strategies to minimize impacts resulting from the improvements

2.2.2 Permits and Approvals

Undertaking an EA also requires consideration of other approvals and review agencies, as outlined below.

2.2.2.1 Provincial Review/Policy Requirements

- Provincial Policy Statement (2020)
- Ministry of the Environment, Conservation and Parks (MECP) – EAA, Environmental Protection Act, Ontario Water Resources Act, Endangered Species Act, Permits to Take Water
- Ontario Access and Privacy Office – Freedom of Information and Protection of Privacy Act and Accessibility for Ontarians with Disabilities Act
- Ministry of Natural Resources and Forestry (MNRF) MTO Fisheries Protocol, Ontario Wetlands Policy, Endangered Species Act (ESA)
- Ministry of Citizenship and Multiculturalism (MCM) – Ontario Heritage Act (OHA)

2.2.2.2 Municipal Policy

While MTO is not required to obtain approvals or exemptions for municipal Official Plans, bylaw exemptions and/or or policies, municipal policies and plans are considered as part of the Class EA study process.

2.2.3 Indigenous Rights

Indigenous peoples asserting Aboriginal and Treaty rights must be consulted and accommodated prior to any decision-making, conduct or activities that may have an impact on those rights.

3.0 Transportation Needs Assessment

The Transportation Needs Assessment process is part of the ongoing management and administration of the transportation systems by the province. Assessment of needs can result in a number of recommendations, including initiating a study, initiating major or minor improvements, initiating routine maintenance, monitoring a situation, or doing nothing. Given the range of potential outcomes, the transportation needs assessment process includes the following:

- Identifying transportation problems and opportunities
- Evaluating and selecting reasonable alternatives, including 'do nothing'
- Developing potential transportation study objectives
- Initiating the study process

This section of the report provides an overview of the transportation needs assessment and assessment of Alternatives to the Undertaking that led to the initiation of this study.

3.1 Challenges and Opportunities

This Class EA was initiated to address the following challenges and opportunities with the existing intersection:

- There is a history of collisions and 'near misses' at the current intersection
- Improvements (i.e., signage and overhead flashing beacon) have been installed at the intersection, however, there continue to be ongoing safety concerns
- This study will select a plan for intersection improvements to address the identified safety concerns

3.2 Alternatives to the Undertaking

The Environmental Assessment Act requires that 'reasonable alternatives' be considered in addressing identified problems and/or opportunities. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the Alternative Methods of Carrying out the Undertaking are studied in greater detail.

The Alternatives to the Undertaking identified for this study are listed below:

- Do Nothing
  - Keep existing facility as is
- Transportation Demand Management (TDM)
  - TDM shifts demand on the highway network by shifting demands to the time periods outside of the critical congestion periods and shifts demand to alternative modes of transportation
- Improve Adjacent Road Systems
  - Expansion of existing municipal and regional road networks
- Improve Existing Facility
  - Improve intersection (i.e., traffic signals, roundabout)

A process has been developed to evaluate the conceptual options and select only the most reasonable alternatives for more detailed study. This process allows unreasonable alternatives or alternatives that do not meet provincial policy requirements to be eliminated from consideration in advance of the detailed development of alternatives and evaluation stage.

The preliminary assessment of the alternatives to the undertaking uses the following screening criteria:

- Does the option realistically address all the problems and opportunities?
- Does the option make a significant contribution towards realistically addressing all of the problems and opportunities?

Only those alternatives that satisfy at least one of the above criteria were carried forward.

The assessment of Alternatives to the Undertaking along with recommendations are summarized in Table 1.

Table 1: Screening Assessment of Alternatives to the Undertaking

Alternatives to the Undertaking	Does it address the challenges/opportunities?
Do Nothing Keep existing facility as-is.	× **Does not** address safety and traffic challenges at this intersection. **Do not carry forward.**
Transportation Demand Management (TDM) TDM shifts demand on the highway network by shifting demands to the time periods outside of the critical congestion periods and shifts demand to alternative modes of transportation.	× **Does not** address safety and traffic challenges at this intersection. **Do not carry forward.**
Improve Adjacent Road Systems Expansion of existing municipal and regional road networks.	× **Does not** address safety and traffic challenges at this intersection. **Do not carry forward.**
Improve Existing Facility Improve intersection (i.e., traffic signals, roundabout).	✓ **Addresses** safety and traffic challenges at this intersection. . **Carry forward.**

4.0 Existing Conditions

Background studies and site-specific field investigations were carried out to help assess existing environmental conditions, including cultural heritage, archeology, contamination, fisheries and aquatic resources, terrestrial resources, hydraulics/drainage, landscaping and vegetation, and land use. All work was carried out in accordance with the requirements of the *Environmental Reference for Highway Design* (2006), which provides standards for scope of work, evaluation of potential impacts and proposed mitigation measures for MTO undertakings.

The background reviews to identify existing conditions were carried out in the fall of 2022. Significant environmental features and/or constraints identified as a result of the background studies were documented and considered during the development and evaluation of alternatives.

4.1 Natural Environment

An inventory of natural environment features within the study area was undertaken based on a review of previous and relevant studies, field investigations and information received from external agencies and the public during the course of this study.

4.1.1 Physiography, Geology and Soils

The Study Area is within the Great Lakes/St. Lawrence Forest Region and Ecoregion 6E: Lake Simcoe – Rideau. Forest communities in the Great Lakes/St. Lawrence Forest Region are dominated by hardwood trees such as maple, oak, birch, and basswood but also commonly include white pine, red pine, hemlock, and white cedar.

More specifically, the Study Area is in the Picton Ecodistrict (6E-15). This Ecodistrict is characterized predominately of shallow soiled limestone plain with localized areas of clay and till. Forested habitat is the dominant land cover with deciduous and mixed forests and wetlands composed of swamp and marsh habitats. Alvar vegetation communities are common with over 12,000 hectares (ha) identified and mapped.

4.1.2 Source Water Protection

The Quinte Conservation Authority identifies vulnerable areas in the region, and the applicable “drinking water threats”, which are subject to regulation. Based on the Quinte Conservation Authority source water protection mapping, there are no Wellhead Protection Areas (WHPAs), Issue Contributing Areas (ICAs), and Intake Protection Zones (IPZs) for surface water supply sources within the study area.

4.1.3 Designated Areas

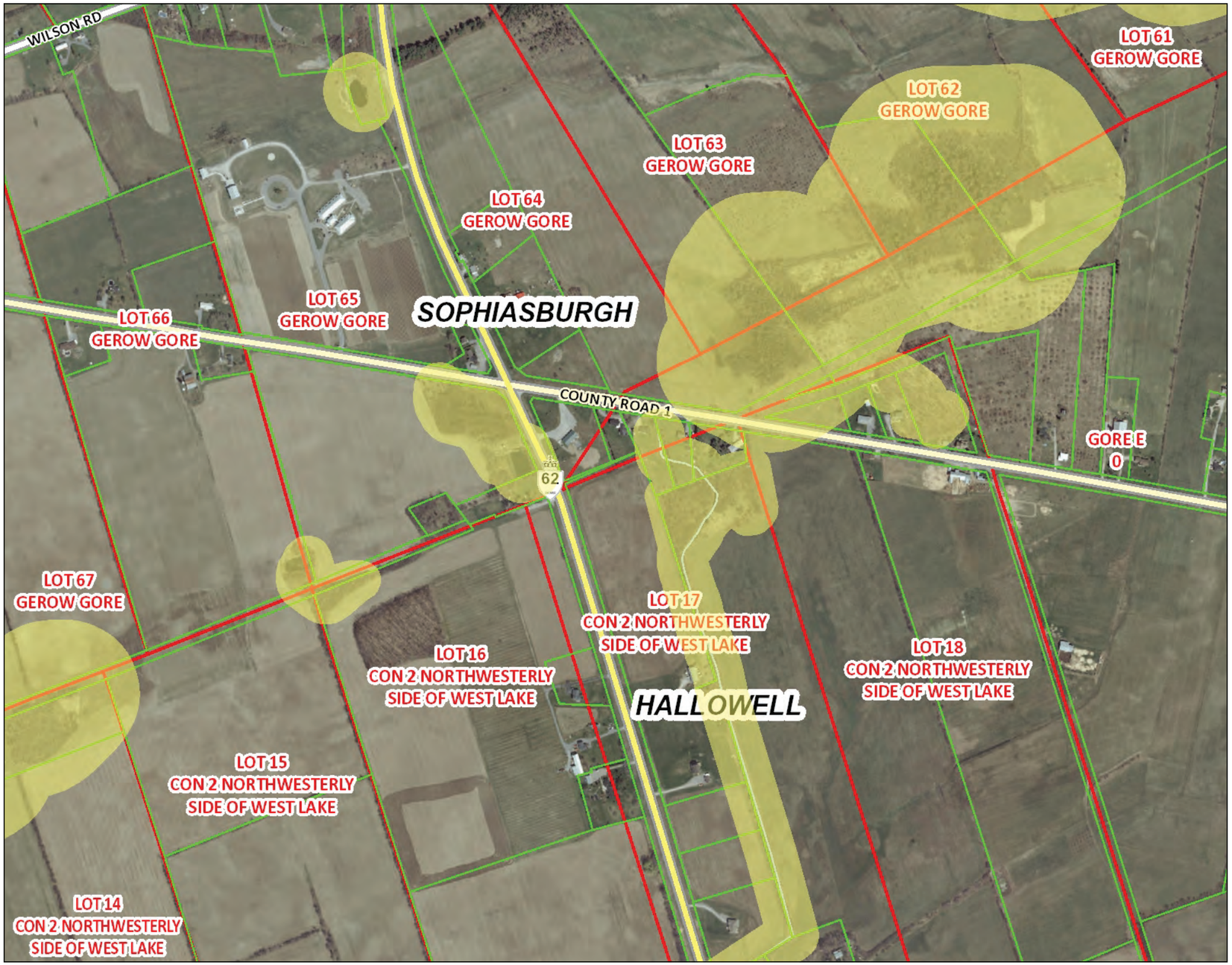
Designated Areas have special or unique value and are defined by government authorities and/or the public, and through legislation, policies, or approved management plans. These areas may have a variety of ecological, recreational, or aesthetic features and functions that are highly valued. Designated Areas include but are not limited to: Provincially Significant Areas of Natural and Scientific Interest (ANSI), Provincially Significant Wetlands (PSW), heritage rivers and national and provincial parks. The Study Area contains an unevaluated wetland, a wooded area, and a Regulated Area set by Quinte Conservation. Regulated Areas are identified by Conservation Authorities under Section 28 of the *Conservation Authorities Act* and Ontario Regulation (O. Reg.) 319/09 in order to protect life, property, and the environment. Watercourses, wetlands, shorelines, and steep slopes that are prone to flooding and erosion hazards are features within a Regulated Area. Such areas have been defined to ensure development is safe while maintaining hazard controls (Quinte Conservation 2020). The regulated area is shown on Figure 4.

No PSWs, ANSIs, Provincial Parks, Conservation Reserves, or known Significant Wildlife Habitat are present within the Study Area.

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Quinte CONSERVATION | SCREENING LIMIT GIS VIEWER O. REG. 319/09

Quinte Conservation Authority - Regulated Areas



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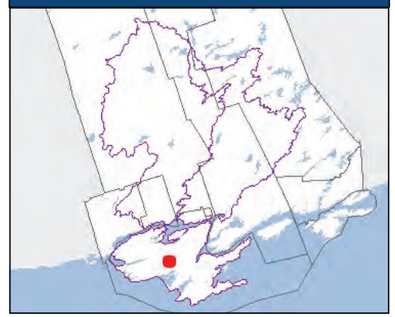
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Moira River, Napanee Region and Prince Edward Region Watersheds. RR2 2061 Old Highway 2, Belleville ON K8N 4Z2. www.quinteconservation.ca, 613-968-3434. Produced by Quinte Conservation 2017 under license with the OMNRF. Copyright Quinte Conservation and the Queen's Printer for Ontario, 2017. This map is for illustrative purposes only. Quinte Conservation makes no warranties and assumes no liability whatsoever regarding the truth, accuracy, currency, or completeness of this map and its associated data. DRAPE 2008 Copyright of Aéro-Photo (1961) Inc. - All Rights Reserved. This map is a user generated static output from an Internet mapping site and is for reference only. This map is not to be used for navigation.

Key Map



Legend

- Conceptual Regulated Area
- Assessment Parcel
- Lot Line
- Quinte Conservation Jurisdiction
- Lower and Single Tier Municipality
- Watercourse

Air Photo Capture Year(s):

2008

Notes

Enter Map Notes

Figure 4:
Quinte Conservation Authority - Regulated Areas

4.1.4 Terrestrial and Aquatic Ecosystems

Terrestrial and aquatic ecosystem conditions were assessed as part of this study based on a review of existing/available information and field investigations. Background information was obtained from the Ministry of Natural Resources and Forestry (MNRF) and published resources, and field investigations were carried out in September 2022. The findings of these investigations are documented within the *Terrestrial Ecosystems Existing Conditions Report* and *Fish and Fish Habitat Existing Conditions Memo*, copies of which are provided in Appendix F. All field investigations were conducted according to the MTO *Environmental Reference for Highway Design* (2013) and the MTO *Environmental Guide for Fish and Fish Habitat* (2009).

4.1.4.1 Fisheries and Aquatic Resources

There is one mapped watercourse in the study area (a tributary to Bloomfield Creek). Based on agency correspondence from MNRF, no fish community data are available.

On September 30, 2022, the MTO Watercourse Field Collection Form was completed and photographs were taken at the upper extent of the tributary to Bloomfield Creek at Prince Edward County Road 1. Due to the absence of water at the location assessed, field investigations were modified from the Protocol and the Fish Guide (i.e., there are no water quality data and no habitat data). According to Stantec's field investigations at the tributary to Bloomfield Creek, there was no defined channel bed or banks within the right-of-way of Prince Edward County Road 1, and no water was present.

During field investigations conducted by Stantec surface water engineers on August 18, 2022 to assess culvert drainage conditions within the study area, no culverts associated with surface water features that support fish habitat were identified. The study area does not support fish and fish habitat. Due to the absence of surface water features or features that may support fish and fish habitat, in-water timing windows or other standard mitigation measures for working in or within 30 m of fish and fish habitat are not applicable. The project does not require in-water work and, therefore, a fisheries assessment was not required for this project.

4.1.4.2 Terrestrial Ecosystems

The terrestrial ecosystem is defined as the interaction of land, air, water, and biotic components functioning as an ecological unit over space and time, and includes vegetation, wetlands, wildlife, and wildlife habitat. The primary terrestrial concerns related to transportation projects include loss of habitat or habitat function, and habitat fragmentation.

The study area has been influenced by human activity including agricultural activities, and residential, industrial and commercial land use. Based on available background data and field investigations carried out as part of the *Terrestrial Ecosystems Existing Conditions Report*, vegetation units and wildlife habitat were identified.

Species of Conservation Concern

Significant species are considered at a number of levels, including globally, nationally and provincially. In Ontario, significant species include species that are provincially rare (with a Provincial S rank of S1 to S3) or listed as Endangered, Threatened, or Special Concern on the Species at Risk in Ontario list (SARO) and/or Schedule 1 of the federal *Species at Risk Act* (SARA).

The Ontario *Endangered Species Act (ESA), 2007* prohibits harm or harassment to Threatened or Endangered species, and damage or disturbance to their habitat. The ESA applies on all private and Crown owned lands in Ontario. Habitat protection under the ESA typically includes all habitats that directly or indirectly support Species at Risk (SAR).

Federally protected Endangered, Threatened and Special Concern species are listed in Schedule 1 of the *Species at Risk Act, 2002* and apply only to federally owned lands. Fish species are protected under the *Fisheries Act* and migratory bird species are protected under the *Migratory Bird Convention Act*, both of which are afforded protection on all lands.

Provincial ranks (S-ranks) are used by the Natural Heritage Information Centre (NHIC) to set protection priorities for rare species and vegetation communities. They are based on the number of occurrences in Ontario and are not legal designations. By comparing the global and provincial ranks, the status, rarity, and the urgency of conservation needs can be determined. Species with provincial ranks of S1 to S3, and those tracked by the MNRF, are considered species of conservation concern. Provincial S-ranks are defined as follows:

- S1: Critically imperiled-usually fewer than 5 occurrences
- S2: Imperiled- usually fewer than 20 occurrences
- S3: Vulnerable- usually fewer than 100 occurrences
- S4: Apparently secure- uncommon but not rare, usually more than 100 occurrences
- S5: Secure- common, widespread, and abundant
- S-rank followed by a "?" indicates that the rank is uncertain

The probability that a Significant Species may be present within the study area was assessed by comparing preferred habitat types to existing conditions documented within the background review and during the September 2022 field investigations. Significant Species with preferred habitat in the study area were considered likely to be present. Significant Species with no preferred habitat in the study area were assumed to be absent.

There were five records of SAR and Species of Conservation Concern (SOCC) in the NHIC database that may occur within the Study Area. This includes three birds, one reptile, and one plant species. An additional 14 species were identified as potentially occurring based on a review of wildlife atlases and other background data sources. The detailed findings of the

background review are documented within the *Terrestrial Ecosystems Existing Conditions Report* provided in Appendix F.

Habitat assessments completed for the Highway 62 and County Road 1 intersection Study Area determined that seven SAR have the potential to occur in the Study Area based on the presence of suitable habitat and current overlapping observation records. They include Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, Little Brown Myotis, Northern Myotis, Eastern Small-footed Myotis, and Tri-colored Bat.

Vegetation Communities

The Highway 62 and County Road 1 intersection Study Area is primarily comprised of active agricultural lands of annual row crops, vineyards, and orchards as well as, disturbed meadows, fragmented deciduous forests, and developed areas.

The forest habitat in the Study Area, which was present at the southwest corner of the intersection, was classified as a Fresh-Moist Green Ash-Hardwood Lowland Deciduous Forest. Mixed meadow vegetation communities also occurred either within the ROW or just outside.

The developed portion of the Study Area was primarily composed of active agriculture along with rural residential and commercial properties.

The following is a floristic summary for the Highway 62 and County Road 1 intersection Study Area based on botanical assessments carried out in September 2022:

- 40 species of vascular plants were recorded. This total includes taxa identified to species, subspecies (ssp.) and variation (var.) levels.
- 16 of the 40 recorded species are native to Ontario and 23 are introduced species not native to Ontario.
- 11 native species have a provincial rank of S5, indicating they are common with a secure population in Ontario.
- 2 native species have a provincial rank of S4, indicating they are uncommon to common, but not rare in the province and populations are apparently secure.
- There were no provincially rare species (i.e., S1-S3) observed in the Study Area.
- There were no Species at Risk (SAR) observed (e.g., butternut).
- There were no highly sensitive native plant species with a high coefficient of conservatism value of 8, 9 or 10 observed in the Study Area.

A detailed inventory of the vegetation communities observed within the study area at the time of the September 2022 field investigations are discussed within the *Terrestrial Ecosystems Existing Conditions Report* provided in Appendix F.

Rare Vegetation

Rare vegetation was not identified during the 2022 field investigation.

Significant Wildlife Habitat

Significant Wildlife Habitat (SWH) is defined as habitat that is ecologically important in terms of features, functions, representation or amount of contribution to the quality and diversity of an identifiable geographic area or Natural Heritage System, and is protected under the *Provincial Policy Statement*, 2020.

Significant Wildlife Habitat includes habitats that fall within any of the following four categories:

- Seasonal concentration areas: such as moose aquatic feeding and wintering areas, deer winter yards, colonial bird nesting sites, reptile hibernacula, and heronries
- Rare vegetation communities and specialized habitats for wildlife: such as old-growth forest, areas known to support an unusually high diversity of species or vegetation communities, raptor nesting habitat, areas with concentrations of cavity trees, and moose or bear foraging areas
- Habitats for species of conservation concern, such as special concern species or species ranked provincially S1-S3, excluding the habitats of endangered and threatened species
- Animal movement corridors

The following candidate SWH features were investigated in the study area:

- Seasonal Concentration Areas – Bat hibernacula, deer wintering congregation areas and deer yards, colonially – colonial nesting bird breeding habitat (bank and clifftrees/shrubs and ground), waterfowl stopover and staging areas, shorebird migratory stopover area, raptor wintering areas, bat maternity colonies, reptile hibernacula, turtle wintering area, migratory butterfly stopover area, and landbird migratory stopover area
- Rare Vegetation Communities – Sand barren, alvar, cliffs and talus slopes, prairie and savannah, old growth forest, other rare vegetation communities
- Habitat for Species of Conservation Concern – Open country bird breeding habitat, shrub/early successional bird breeding habitat, marsh bird breeding habitat, terrestrial crayfish, Special Concern and provincially rare (S1-S3) wildlife
- Animal Movement Corridors – Amphibian movement corridors, deer movement corridors

Seasonal Concentration Areas

Seasonal concentration areas are those sites where large numbers of a species gather at one time of the year, or where several species congregate. Examples include deer yards, snake and bat hibernacula, waterfowl staging and molting areas, raptor roosts, bird nesting colonies, shorebird staging areas, and passerine migration concentrations. Only the best examples of these concentration areas are usually designated as SWH. Areas that support a Species at Risk, or areas where a large proportion of the population may be lost if the habitat is destroyed, are examples of seasonal concentration areas which should be designated as significant.

The following candidate habitat for seasonal concentration areas was identified within the study area during field investigations:

- Bat Maternity Colonies: Present in forest community that has potential to provide habitat for bat maternity colonies but is considered low quality (i.e., young trees). Species can be found in mixed and deciduous forests and swamps with large diameter dead or dying trees with cavities

Rare Specialized Habitat

Rare or specialized habitats are two separate components of SWH. Rare habitats are those with vegetation communities that are considered rare in the province. Specialized habitats are microhabitats that are critical to some wildlife species such as habitat for area-sensitive species, forests providing a high diversity of habitats, amphibian woodland breeding ponds, turtle nesting habitat, highly diverse sites, seeps, and springs. High quality habitat features generally occur outside of the influence of edge effects and wildlife mortality that are associated with major roadways. The following candidate habitats for rare or specialized habitat were identified within the study area:

- Amphibian breeding habitat (woodland and wetland): Wooded habitats adjacent to an open pond in the Study Area which may support breeding amphibians are present in the study area. This type of community includes areas of treed uplands with vernal pools, and wetland ecosites.

Animal Movement Corridors

Migration corridors are areas that are traditionally used by wildlife to move from one habitat to another. This is usually in response to different seasonal habitat requirements. There are two types of animal movement corridors in Ecoregion 7E: amphibian and deer movement corridors. These corridors are identified after amphibian breeding habitat (woodlands) and/or deer wintering/yarding areas are confirmed. Amphibian breeding surveys were not conducted for the Project and are beyond the scope of this assessment.

Migratory Birds

No nests of migratory birds were observed in the Study Area during field investigations in September 2022. However, migratory birds may nest in meadows and forested areas throughout the Study Area. Vegetation within the ROW may support migratory bird nests during the active nesting season (April 1 – August 31).

Summary of Key Terrestrial Features

Detailed terrestrial studies have been conducted as part of this study to confirm information gathered from secondary sources. The main natural heritage features in the study area are included in Table 2.

Table 2: Summary of Natural Heritage Features for the Highway 62 and County Road 1 Intersection Study Area

Type	Species/Feature	Description
Quinte Conservation Designation	Regulated Area	This designation includes the unevaluated wetland and buffered area that overlaps Highway 62 and County Road 1.
Migratory Birds	Bird Nests	May be present in vegetation. There were no nests observed during field investigations, but new nests could be established in subsequent years.
Vegetation	Wetlands	Open aquatic feature (i.e., OAO) is present in proximity to the Study Area.
Significant Wildlife Habitat	Turtle nesting areas	May be present within the Study Area. No natural habitat was observed, but turtles may nest in road shoulders. Road shoulders do not qualify as SWH.
	Bat maternity colonies	Candidate trees >10 cm DBH were observed in the Study Area. One suitable cavity tree was observed adjacent to Highway 62.
	Amphibian breeding habitat	Potential habitat for breeding amphibians is present within the forest, woodland and open aquatic feature within the Study Area.
Species at Risk	Red-headed Woodpecker Blanding's Turtle Gray Ratsnake	Forest communities within the Study Area may support species of Red-headed Woodpecker and bat SAR. One suitable cavity tree was observed adjacent to Highway 62.

Type	Species/Feature	Description
	4 Bat SAR (Little Brown Myotis, Northern Myotis, Eastern Small-footed Myotis, Tri-colored Bat)	Potential habitat for Blanding's Turtle is present in the unevaluated wetland pocket and an open aquatic feature. Blanding's Turtles may enter the work area when seeking nesting sites (e.g., gravel shoulders) or when moving between habitats. Potential habitat for Gray Ratsnake is present in forests, woodlands, meadows, and agricultural areas in the Study Area.
Species of Conservation Concern	Barn Swallow Eastern Milksnake Monarch Snapping Turtle Midland Painted Turtle	Rural buildings in the Study Area have potential to support breeding Barn Swallows but no nests were observed at the time of field investigations. Habitat is present in the Study Area for Monarch; however, no individuals were observed at the time of field investigations. Potential habitat for turtles is present in the unevaluated wetland pocket, an open aquatic feature, and the adjacency to gravel road shoulders suitable for nesting. Potential snake habitat is present in forests, meadows, and agricultural areas within the Study Area. Snapping Turtle, Midland Painted Turtle and Eastern Milksnake have the potential to enter the work zone.

4.2 Socio-Economic Environment

4.2.1 Land Uses

The study area is located within Prince Edward County. The intersection is located at Highway 62 and County Road 1. The immediate study area consists of agricultural land, some wooded and wetland areas, and local businesses.

4.2.1.1 Official Plan

The Prince Edward County *Official Plan* (2021) provide guidance for land use and development in the study area. Land surrounding the intersection are designated 'Agricultural Area' and 'Rural Land'. North and East of the intersection there are areas designated 'Open Space Land', with little to no urban development. There are no areas marked for future development in or adjacent to the study area.

4.2.1.2 Mineral Resources

There are no parcels of land that have been identified as Mineral Reserve, Aggregate Resource or Protected Areas in the study area.

4.2.1.3 Contamination

An Assessment of Past Uses study was completed in 2023 to assess the potential presence of subsurface contamination in the study area associated with current or historical land uses in the area. The study included a desktop review of available datasets, as well as a site visit conducted in 2022.

Based on the findings of the Assessment of Past Uses, several potential sources of contaminating activities were identified, including records of historical spills, importation of fill materials of unknown quality, and gasoline storage. More detailed information is documented within the Assessment of Past Uses report, a copy of which is on file with MTO.

4.2.2 Business

The following businesses are located within the or near the study area and have been consulted and contacted as part of the consultation program for this study:

- Porkie's Place
- Taste of Country
- Prince Edward County Wine Tours
- Alota Tile
- Huff Estate and Winery
- Oeno Gallery
- TerraCello Winery
- Stillus Craft Spirits
- Centi Estate Winery
- Andara Gallery
- FieldBird Farm and Cider

- County Steel
- Foster Rock Quarry
- Mustang Drive in
- The County Nook
- Picton Rooms @ the Sevens
- Camping Vacation Rentals

4.2.3 Student Transportation/Education Facilities

The study area is within the Hastings and Prince Edward District School Board, the Algonquin and Lakeshore Catholic District School Board and there are 6 schools in Prince Edward County including Kente Public School, CML Snider School, Athol- South Marysburgh Public School, Prince Edward Collegiate Institute and Sophiasburgh Central School. The intersection is utilized year-round as access for students and/ or student transportation services requiring access to certain schools in the County. Tri-Board Transportation provides student transportation services within the County. The school boards and transportation services were consulted as part of this study.

4.2.4 Emergency Services

Emergency Services consist of police, fire, and medical response providers. The following is the summary of emergency services within the study area:

- Police service in the study area is provided by the Ontario Provincial Police (OPP) – Prince Edward County Detachment (located on County Road 1 between Bloomfield and Picton)
- Fire services are provided by Prince Edward County Fire Department. The closest fire station to the study area is located in Bloomfield
- Hastings Quinte Paramedic Services (HQPS) provides paramedic services and is located in Picton

4.2.5 Agriculture

There is an active vineyard/winery located just outside of the direct study area in the northwest quadrant adjacent to the Prince Edward County Wine Tours business. The Prince Edward County Official Plan does identify agricultural areas within the study area and there are active agricultural areas in proximity to the study area with agricultural equipment utilizing the existing intersection.

4.2.6 Tourism

Prince Edward County is a popular summer and fall tourism destination with wineries, agri-tourism, beaches, cycling and Sandbanks Provincial Park. The County also offers lots of restaurants, trails, and shops. Huff Estates Winery and Inn, Oeno Gallery, Prince Edward County Wine Tours, Stillus Craft Spirits, and Taste of Country are in proximity or at the intersection.

4.3 Cultural Heritage Environment

4.3.1 Archaeological Resources (Land)

A Stage 1 Archaeological Assessment (under PIF # P415-0416-2022) of the study area was carried out in accordance with the *Standards and Guidelines for Consultant Archaeologists* (2011) and the *Ontario Heritage Act* (1990) to determine the potential for the presence of known and/or potential archaeological resources in the area based on a review of relevant background information and a site visit conducted on December 2, 2022. Based on the findings of the assessment, the following is noteworthy:

- The study area currently consists of agricultural lands, structures and maintained lawns
- The existing ROW has limited archaeological potential due to previous ground disturbances

Based on the above, the study area demonstrates potential for recovery of Indigenous and Euro-Canadian archaeological resources. However, many portions of the study area do not retain archaeological potential given that past disturbance associated with the development of roadways and ditches. The remaining portion of the study area consists of overgrown scrubland and woodlot. There are some wetlands in depressions.

A Stage 2 Archaeological Assessment was undertaken in October 2023 (under PIF #P415-0466-2023) for the lands within the preferred alignment identified as having archaeological potential, as identified within the Stage 1 Archaeological Assessment. The purpose of the Stage 2 assessment was to further assess the potential for the recovery of archaeological resources. The findings of the assessment indicated that there were no archaeological resources identified within the area, and that no further archaeological assessment activities were required within the area assessed. The report has been entered into Ontario Public Register of Reports.

4.4 Transportation Conditions

4.4.1 Highway 62

Highway 62 within the project limits is classified as a north-south, two-lane, Rural Arterial Undivided highway.

4.4.1.1 Posted and Design Speed

The posted speed limit on Highway 62 is 80 km/h and the design speed is 100 km/h.

4.4.1.2 Horizontal Alignment

The horizontal alignment of Highway 62 was reviewed to identify geometric deficiencies.

There are two horizontal curves within the project limits. Both of the existing curves exceed the minimum design standard radius of 440 m. One curve does not satisfy the minimum desirable length of 300 m.

4.4.1.3 Vertical Alignment

The vertical alignment of Highway 62 was reviewed to identify geometric deficiencies. There are four vertical curves on Highway 62 within the project limits, including two crest and two sag curves. It was determined that all four vertical curves meet or exceed the geometric design guidelines for the design speed of the highway (100 km/h). Two vertical curves do not satisfy the minimum desirable vertical curve length.

4.4.2 Profile Grades

The maximum profile grade for a two-lane arterial highway with a design speed of 100 km/h is 6-8%. The existing profile of Highway 62 within the study area is generally flat to rolling, and grades range from 0.30% to a maximum grade of 1.4%.

4.4.3 Cross-Section

The cross-section characteristics of Highway 62 within the study limits are summarized in Table 3.

Table 3: Summary of Cross-Section Elements

Cross-Section Element	Width (m)
Lane Width	2 x 3.50 (1 Northbound Lane, 1 Southbound Lane)
Shoulder Width	3.0 - 3.5 (including 0.5 paved)
Shoulder Rounding	1.0
Right-of-Way Width	Varies (36.5 – 46.5)

4.4.4 County Road 1 (Scoharie Road)

4.4.4.1 Posted and Design Speed

The posted speed limit on County Road 1 (Scoharie Road) is 70 km/h and the design speed is 90 km/h.

4.4.4.2 Horizontal Alignment

The horizontal alignment of County Road 1, as it approaches the intersection of Highway 62 has no horizontal curves.

4.4.4.3 Vertical Alignment

The vertical alignment of County Road 1 was reviewed to identify geometric deficiencies. There are four vertical curves on County Road 1 within the project limits, including two crest and two sag curves.

It was determined that all four vertical curves meet or exceed the geometric design guidelines for the design speed of the highway (90 km/h). All four vertical curves do not satisfy the minimum desirable vertical curve length.

4.4.5 Profile Grades

The maximum profile grade for a two-lane collector roadway with a design speed of 90 km/h is 6-8%. The existing profile of County Road 1 within the study area is generally flat, and grades range from 0.2% to a maximum grade of 1.5%.

4.4.6 Cross-Section

The cross-section characteristics of County Road 1 (Scoharie Road) within the study limits are summarized in Table 4.

Table 4: Summary of Cross-Section Elements County Road 1

Cross-Section Element	Width (m)
Lane Width	2 x 3.50 (1 Eastbound Lane, 1 Westbound Lane)
Shoulder Width	2.5 - 3.0
Shoulder Rounding	1.0
Right-of-way Width	Varies (18.1 – 20.1)

4.4.7 Intersection of Highway 62 and County Road 1

4.4.7.1 Intersection Configuration

Highway 62 and County Road 1 (Scoharie Road) is a four-legged intersection with an oblique angle of approximately 55 degrees.

The requirement for the recommended design angle of two intersecting roads is outlined in *Section 9.7.2, Horizontal Alignment, Chapter 9 – Intersections – TAC, Geometric Design Guide for Canadian Roads*, June 2017. This section states that "intersecting angles less than 70 degrees, and greater than 110 degrees, are typically not desired".

4.4.7.2 Traffic Control

The intersection of Highway 62 and County Road 1 is controlled by stop condition on County Road 1, with flashing red beacon mounted on each stop sign. In addition, the intersection has overhead flashing amber beacons for the northbound and southbound traffic on Highway 62.

4.4.7.3 Intersection Auxiliary Lanes

The intersection of Highway 62 and County Road 1 has both a northbound and southbound right-turn taper with parallel lane. Each lane satisfies the design requirements for design speed of 100 km/h, as they each have an 80 m taper with an 85 m parallel lane. There are no auxiliary lanes on the eastbound and westbound approaches to the intersection of Highway 62.

4.4.7.4 Sight Distance

The sight distance for vehicles approaching and departing the intersection of Highway 62 with County Road 1 were reviewed. None of the sight distances were found to be deficient; however, the sight distance from the west approach to the south is restricted by two large trees and lower bushes along the west side of Highway 62, south of the intersection.

4.4.8 Existing Entrances

The existing entrances on Highway 62 and County Road 1 within the study area were reviewed to determine location and type. Table 5 summarizes the existing entrances on both roadways within the study limits.

Table 5: Summary of Existing Entrances on Highway 62 and County Road 1

Road	Entrance No.	Station	Side of Road	Entrance Type	Comment
Highway 62	1	14+882	Left	Field	
	2	14+892	Right	Field	
	3	15+080	Left	Residential	
	4	15+097	Right	Field	
	5	15+179	Left	Field	
	6	15+203	Left	Field	
	7	15+355	Left	Commercial	Entrance blocked off
	8	15+377	Left	Commercial	Entrance blocked off
	9	15+415	Right	Commercial	
	10	15+418	Left	Field	
	11	15+502	Right	Residential	
	12	15+710	Left	Field	
County Road 1	1	9+703	Left	Commercial	Huff Estates Winery
	2	9+947	Left	Commercial	Wine Tour Company
	3	10+092	Right	Commercial	Taste of Country (Grocery)
	4	10+134	Left	Commercial	Small businesses
	5	10+159	Right	Residential	Crescent driveway to entrance at 10+198
	6	10+198	Right	Residential	Crescent driveway to entrance at 10+159
	7	10+230	Right	Residential	
	8	10+317	Right	Residential	

4.4.9 Existing Illumination

There is partial illumination at the intersection of Highway 62 and County Road 1 (Scoharie Road) consisting of two luminaires, each mounted on a separate 10.5 m base mounted steel pole on a frangible base. This intersection illumination is owned, operated, and maintained by MTO. Poles are located on the southwest and northeast quadrants of the intersection.

4.4.10 Existing Drainage

A *Preliminary Drainage Report* was completed as part of this study.

4.4.11 Inspected Centreline Culverts

There is one centreline culvert on Highway 62 and two sideroad culverts on County Road 1 within the project limits. The inspection results for these culverts are summarized in Table 6. As shown, all culverts are in good condition.

Table 6: Summary of Centreline Culverts

Highway 62 Station	Culvert Dimensions (mm) Span x Height	Length (m)	Depth of Cover (m)	Culvert Material and Shape	Comments
15+211 Highway 62	910 x 610	22.15	1.95	Concrete Box	Good material condition, vegetation build up at both ends; retain if possible.
15+293 County Road 1 East	500	30.77	0.56	Circle CSP	Good material condition, no flow; retain if possible
15+313 County Road 1 West	450	21.33	0.94	Circle CSP	Good material condition, no flow; retain if possible

4.4.12 Ditch Drainage

Ditches provide drainage for both Highway 62 and County Road 1 within the project limits. These ditches provide conveyance of surface water from the highway to the downstream outlet. Generally, the ditches were found to be in good condition during field investigations. Grading and ditch modifications will be required to maintain adequate drainage following the intersection improvements.

4.4.13 Embankment Concerns

Vegetation build-up in some areas reduced the capacity of centreline and entrance culverts. It is recommended that remediation measures be taken to repair road embankments as part of the Ministry's regular maintenance of the highway to ensure that the culverts operate as designed.

4.4.14 Topography and Surface Drainage

The surrounding area to the intersection is rural with relatively flat topography, approximately 2% in slope. The immediate study area consists of agricultural land, some wooded and wetland areas, and businesses. Catchment areas were delineated using GIS data and a wetland area was identified southwest of the intersection where peak flows to the outlet are reduced. Flows generally drain to the southeast and outlet from the County Road 1 right-of-way south around Station 10+250 RT.

4.4.15 Hydrologic and Hydraulic Analysis

Hydrologic and hydraulic analyses were completed for the centerline culverts within the project limits. Table 7 summarizes peak flows for the Design Storm and Check Storm. The Design Storm was taken as the 10-year event, and the Check Storm was taken as the 100-year event, following the MTO Highway Drainage Design Standards (MTO, 2008).

Table 7: Summary of Existing Centerline Culvert Drainage Characteristics

Station	Size/ Material	Approx. Drainage Area (ha)	Design Flow (m^3/s)	Check Flow (m^3/s)
County Road 1, Geographic Township of Hallowell				
15+293 RT	450 mm CSP	2.88	0.103	0.181
15+313 LT	500 mm CSP	22.62	0.527	0.886
Highway 62, Geographic Township of Hallowell				
15+211	910 x 610 mm Concrete Box	1.49	0.410	0.694

4.5 Traffic

A *Traffic Study Report* has been prepared as part of this study and is on file with the MTO. The report details the existing traffic operations and collision statistics within the study area. The following sections have been taken from the *Traffic Study Report.*

4.5.1 Existing Traffic Volume Data

Eight hour traffic counts taken on Tuesday, July 19, 2022, (Figure 5) and Saturday, July 23, 2022, (Figure 6) were provided by MTO. These counts include mid-day peak and PM peak volumes.

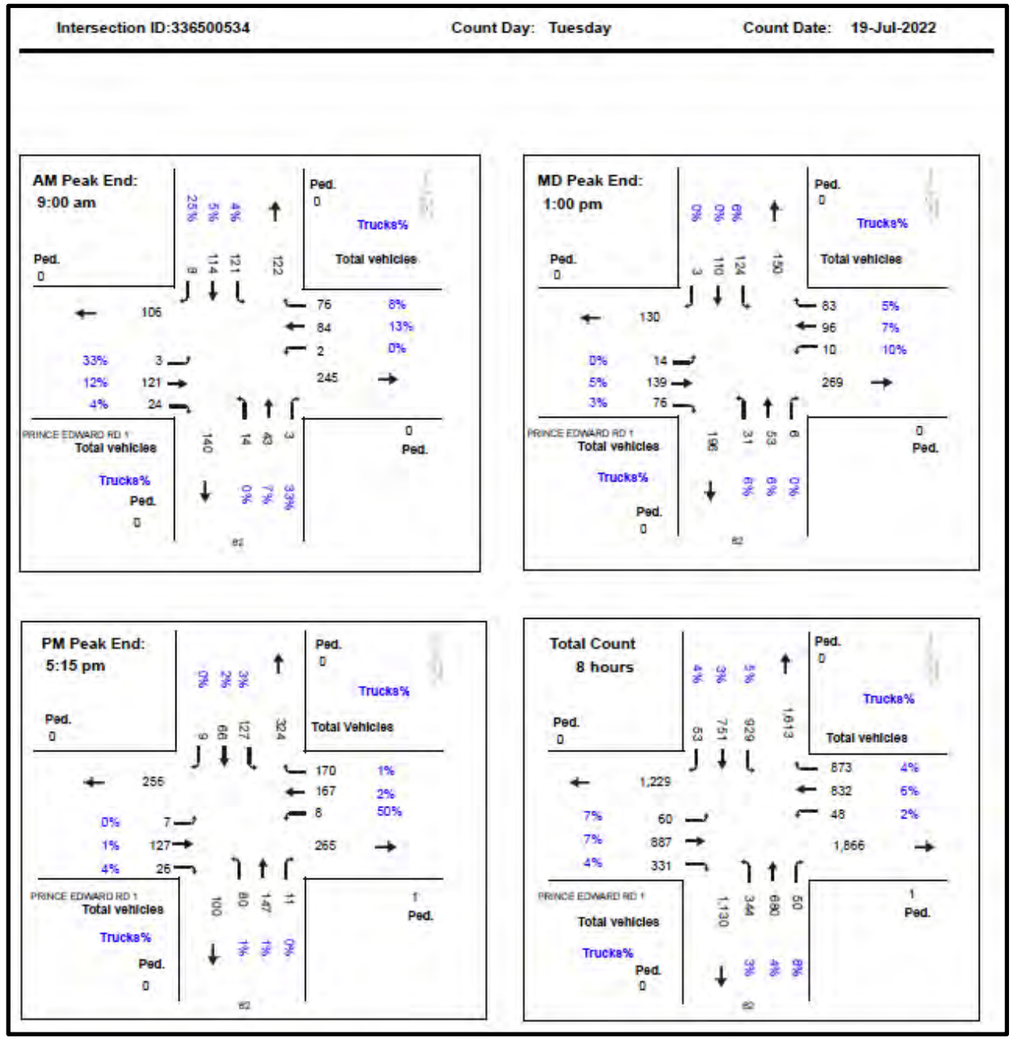


Figure 5: Turning Movement Count – Tuesday, July 19, 2022

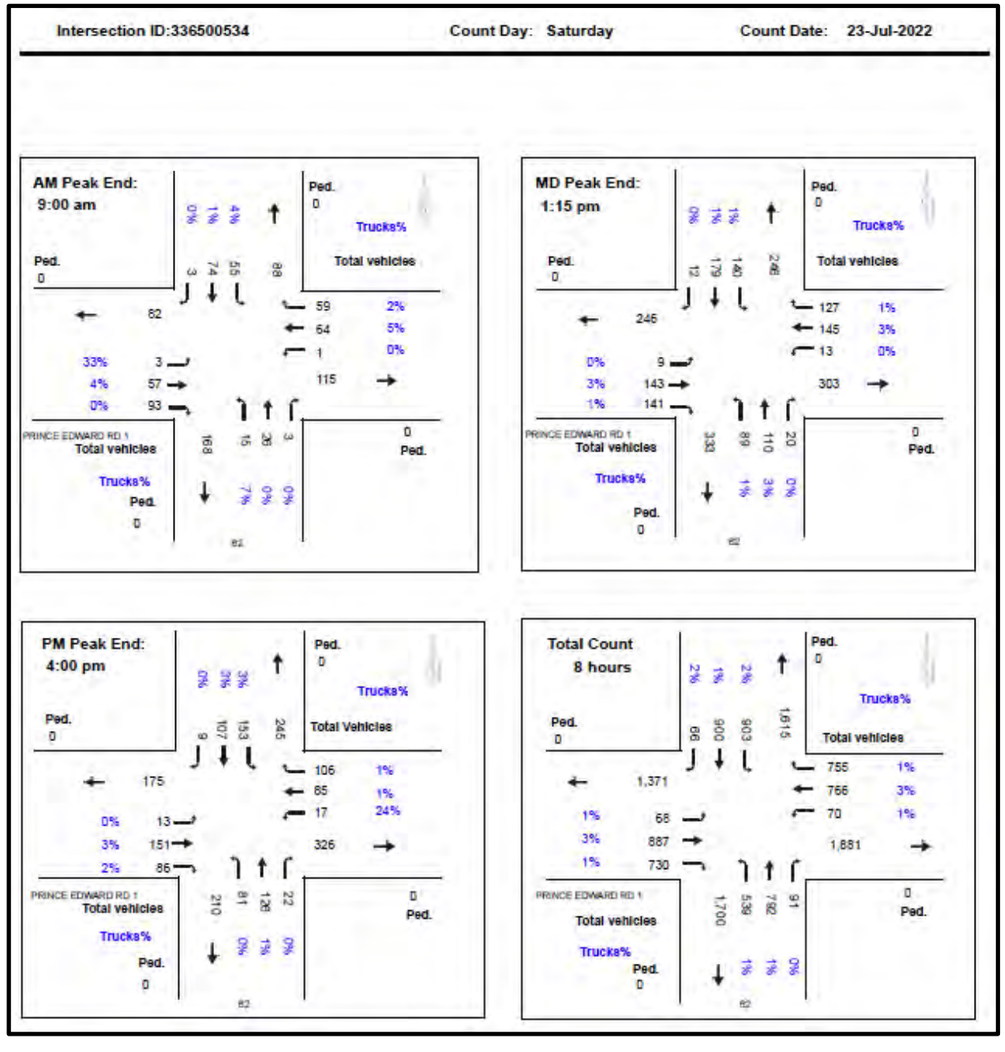


Figure 6: Turning Movement Count – Saturday, July 23, 2022

4.5.2 Existing Level of Service Analysis

The term "level of service" (LOS) implies a qualitative measure of traffic flow at an intersection. It is dependent upon the vehicle delay and vehicle queue lengths at approaches. The LOS at unsignalized intersections is often related to the delay accumulated by flows on the minor streets, caused by all other conflicting movements.

The sideroad approaches at this intersection are currently operating at LOS F during the Saturday Mid-day Peak Hour and exceed capacity, creating heavy congestion. Along Highway 62, the approaches and movements operate at LOS A. Drivers experience little or no traffic delay, approaches appear open, turning movements are easily made, and drivers have freedom of operation.

In general, capacity analyses for intersections and roadway sections should show an overall minimum LOS D, as well as an individual movement minimum LOS D using the 'Highway Capacity Manual' methodology. Improvement of intersections and roadway sections should be recommended where: overall LOS of intersections as well as individual movement LOS is worse than 'D', LOS of roadway sections is worse than 'D', and volume/capacity ratios for overall intersection operations or any individual movements are 0.85 or above. It was determined that the sideroad approaches meet these criteria (i.e., are worse than LOS D and/or have a higher volume/capacity ratio) for both Saturday Mid-day Peak Hour and Weekday PM Peak Hour.

4.5.3 Collisions

Collision information within the study area for the six-year period from 2016 to 2021 was provided by MTO and is summarized in Table 8.

Table 8: Intersection Collision Information by Year

Year	Collision Type					Total
	Angle	Turning Movement	SMV	Rear end	Sideswipe	
2016	2	0	0	0	0	2
2017	2	1	0	0	0	3
2018	3	1	0	0	0	4
2019	6	0	0	0	0	6
2020	2	3	0	0	0	5
2021	3	2	1	0	0	6
Total	**18**	**7**	**1**	**0**	**0**	**26**

A total of 26 collisions occurred in the study area within the reported time period. Of those, 18 were angle type, seven (7) were turning movement type, one (1) was classified as a single vehicle collision, and there were no rear-end or sideswipe collisions. Other highlights of the collision analysis are as follows:

- No fatalities at intersection
- 17 collisions with property damage and nine (9) resulted in an injury
- 88% of collisions occurred during "Summer" (May to October) tourist season
- Only one (1) collision could not be corrected as a result of installing enhanced traffic control at intersection (i.e., traffic signal or roundabout)
- 24 of the 25 collisions correctable from enhanced intersection traffic control occurred in clear and dry conditions and the remaining collision occurred during rainy conditions
- 25 of the vehicles that caused the collisions were automobiles
- 85% of collisions happened during daylight conditions
- A collision happened every day of the week
- The day of the week with the most collisions is Friday with seven (7), followed by Saturday with six (6)

Safety and collision data from 2016-2021 shows the following:

- The majority of collisions involved a vehicle making a turn from the sideroad
- The majority of collisions occurred from May to October

4.5.3.1 Types of Collisions

This section profiles the types of collisions that have occurred at this intersection. To understand and prevent collisions we must understand the context in which they occur, including the severity, driver action, occurrence month/day, impact type, and environmental conditions.

Severity

In terms of collision location and severity, the following trends were identified:

- No fatal injuries were reported
- There were nine (9) incidents with injuries
- The remaining 17 collisions involved property damage only

Driver Action

In terms of driver action, the following trend was identified:

- 21 collisions involved a driver that failed to yield the right of way from Prince Edward County Road 1

Initial Impact Type

In terms of collision location and initial impact type, the following trend was identified:

- 18 collisions were angle type (crossing road traffic impacting Highway 62 traffic)
- Seven (7) collisions were related to turning movement
- One (1) collision involved a single motor vehicle

Light Condition

From this analysis, it was found that most collisions (85%) occurred during daylight conditions.

Road Condition

Based on the analysis, most collisions (24 of the 25) occurred in clear and dry conditions and the remaining collision occurred during rainy conditions.

4.5.3.2 MTO Observations

To aid and enhance the collision/safety assessment, MTO installed traffic monitoring cameras in the spring of 2022 (April 1-7 and May 17-25) due to public concerns of drivers disobeying the existing traffic control. Using the cameras, MTO staff conducted traffic observations for off peak times, specifically focusing on the overnight hours. All 16 days were reviewed on a high level for significant events. The following events were noted:

- Five (5) near misses
- Five (5) improper maneuvers

In addition, MTO staff completed a more detailed review of the following dates and times, and the following events were observed:

- Friday, April 1, 2022 – 2 am to 10 am
  - Three (3) vehicles did not stop
  - 194 rolling stops
- Friday May 20, 2022 – 12 am to 8 am
  - 16 vehicles did not stop
  - 188 rolling stops

Overall compliance with existing traffic control at this intersection was very low, many vehicles only performed a rolling stop along County Road 1, and several “near miss” events were observed at the intersection.

4.5.3.3 Traffic Signal Warrant

The initiative for considering the installation of a traffic signal at an existing intersection location often arises from complaints or from analysis regarding delay, congestion, safety, or pedestrian crossing problems. An assessment of whether or not a signal is technically justified was completed and a traffic signal is warranted at this intersection. The decision to install a traffic signal should be based on sound engineering judgment. The fulfillment of a traffic signal justification or justifications does not in itself require the installation of a traffic signal. Justifications must be used in combination with traffic engineering experience, professional judgment, and economic analysis. Satisfying signal installation justifications is only one criterion for determining the suitability of traffic signals for any location.

A roundabout should be considered (technical comparison) at any location that is justified for a new traffic signal and at existing signalized and unsignalized intersections with existing or anticipated operational or safety concerns.

4.6 Utilities

Utility companies in the study area were requested to provide information on the location and type of existing utility plant. Table 9 provides a summary of the existing utility plant.

Table 9: Summary of Existing Utilities

Utility Company	Station	Type & Location
Enbridge Gas	Highway 62 – 14+600 to 16+100 Hallowell Twp	Underground pipe along west side of Highway 62 between roadway and ROW
	Highway 62 – 15+420 Hallowell Twp	Underground pipe crossing Highway 62
	Highway 62 – 15+512 Hallowell Twp	Underground pipe crossing Highway 62
Bell Canada	Highway 62 – 14+600 to 15+100 Hallowell Twp	Underground cable along east side of Highway 62 adjacent to ROW

Utility Company	Station	Type & Location
	Highway 62 – 15+100 to 15+270 Hallowell Twp	Overhead cable on poles on east side of Highway 62
	Highway 62 – 15+300 to 15+440 Hallowell Twp	Underground cable along west side of Highway 62 adjacent to ROW
	Highway 62 – 15+440 to 15+900 Hallowell Twp	Overhead cable on poles on west side of Highway 62
	Highway 62 – 15+340 Hallowell Twp	Underground cable crossing Highway 62
	Highway 62 – 15+390 Hallowell Twp	Overhead cable crossing Highway 62
	Highway 62 – 15+530 Hallowell Twp	Overhead cable crossing Highway 62
	Highway 62 – 15+300 to 15+340 Hallowell Twp	Underground cable along east side of Highway 62 adjacent to ROW
	County Road 1 – 9+500 to 9+920	Overhead cable on poles on south side of County Road 1
	County Road 1 – 9+920 to 9+980	Underground cable along south side of County Road 1 adjacent to ROW
	County Road 1 – 10+060	Bell box on the north side of County Road 1 adjacent to the ROW
	County Road 1 – 10+020 to 10+040	Underground cable along north side of County Road 1 adjacent to ROW
	County Road 1 – 10+040 to 10+500	Overhead cable on poles on north side of County Road 1
Bell Canada	County Road 1 – 10+040	Underground cable crossing County Road 1
	County Road 1 – 10+210	Overhead cable on poles crossing County Road 1
	County Road 1 – 10+240	Overhead cable on poles crossing County Road 1
Hydro One	Highway 62 – 14+600 to 15+270 Hallowell Twp	Primary overhead on poles on east side of Highway 62
	Highway 62 – 15+330 to 15+800 Hallowell Twp	Primary overhead on poles on west side of Highway 62
	Highway 62 – 15+095 Hallowell Twp	Overhead hydro crossing Highway 62
	Highway 62 – 15+170 Hallowell Twp	Overhead hydro crossing Highway 62
	Highway 62 – 15+390 Hallowell Twp	Overhead hydro crossing Highway 62
	Highway 62 – 15+530 Hallowell Twp	Overhead hydro crossing Highway 62
	County Road 1 – 9+500 to 9+920	Overhead hydro on poles on south side of County Road 1
	County Road 1 – 10+040 to 10+500	Overhead hydro on poles on north side of County Road 1
	County Road 1 – 10+210	Overhead hydro on poles crossing County Road 1
	County Road 1 – 10+240	Overhead hydro on poles crossing County Road 1
Water Line	County Road 1 – 9+820	Huff Estates winery has a private water line crossing from water supply south of County Road 1 to Huff Estates on the north side of County Road 1 (approximate location)

5.0 Generation and Evaluation of Design Alternatives

The purpose of this study was to identify intersection improvements at the intersection of Highway 62 and County Road 1. Given the number of possible alternatives that could be reasonably considered, a staged evaluation approach was carried out. As a first step, a long-list of intersection improvement alternatives were identified, which included the initial development of six alternatives, as described below.

5.1 Description of Long List of Design Alternatives

A long-list of intersection improvement alternatives was developed and screened at this stage of the planning process. The alternatives included:

- Alternative 1 – Signalized intersection with left-turn lanes on Highway 62
- Alternative 2 – Signalized intersection and realignment of County Road 1 (South)
- Alternative 3 – Signalized intersection and realignment of County Road 1 (North)
- Alternative 4 – Roundabout
- Alternative 5 – Signalized intersection and realignment of Highway 62 (West)
- Alternative 6 – Signalized intersection and realignment of Highway 62 (East)



Figure 7: Alternative 1 – Signalize with Left-turn Lanes on Highway 62

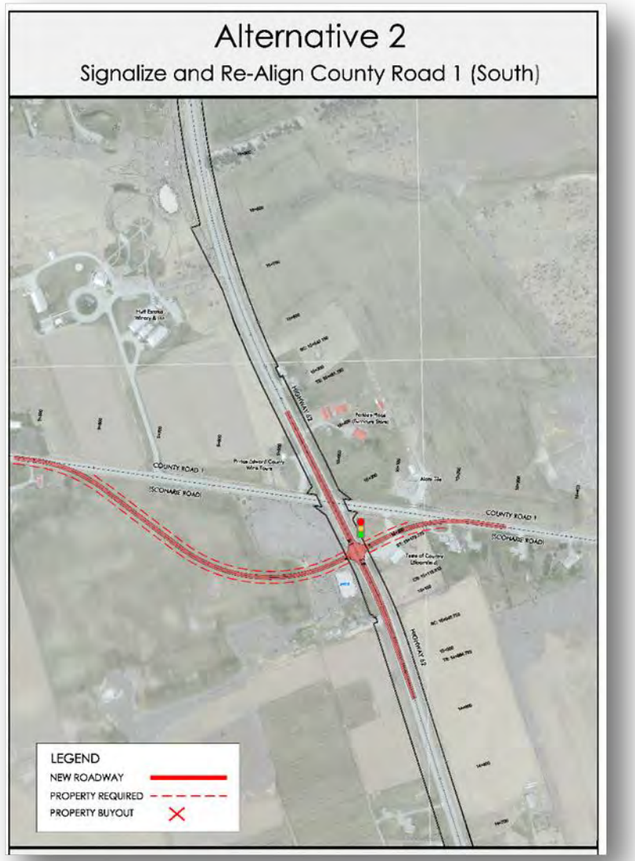


Figure 8: Alternative 2 – Signalize and Re-Align County Road 1 (South)



Figure 9: Alternative 3 – Signalize and Re-Align County Road 1 (North)

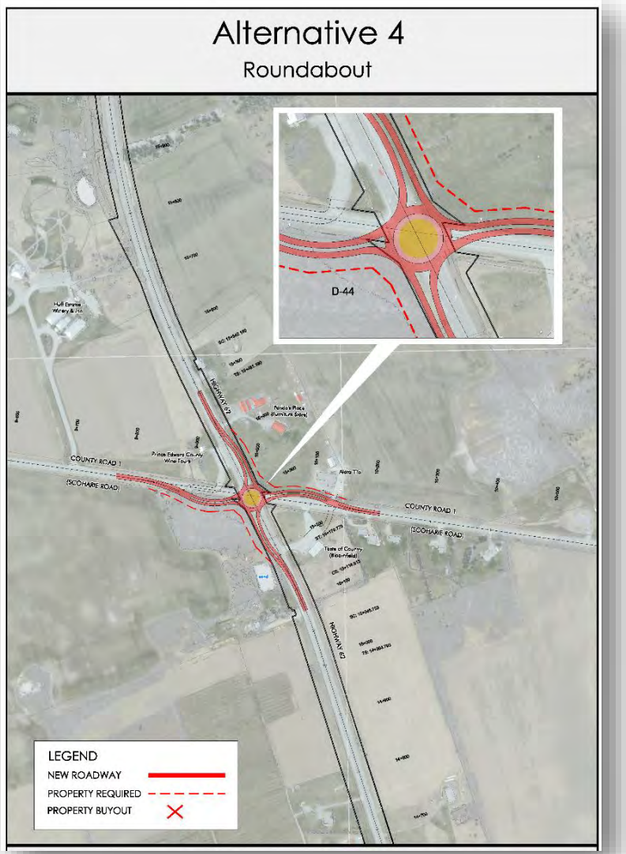


Figure 10: Alternative 4 – Roundabout



Figure 11: Alternative 5 – Signalize and Re-Align Highway 62 (West)

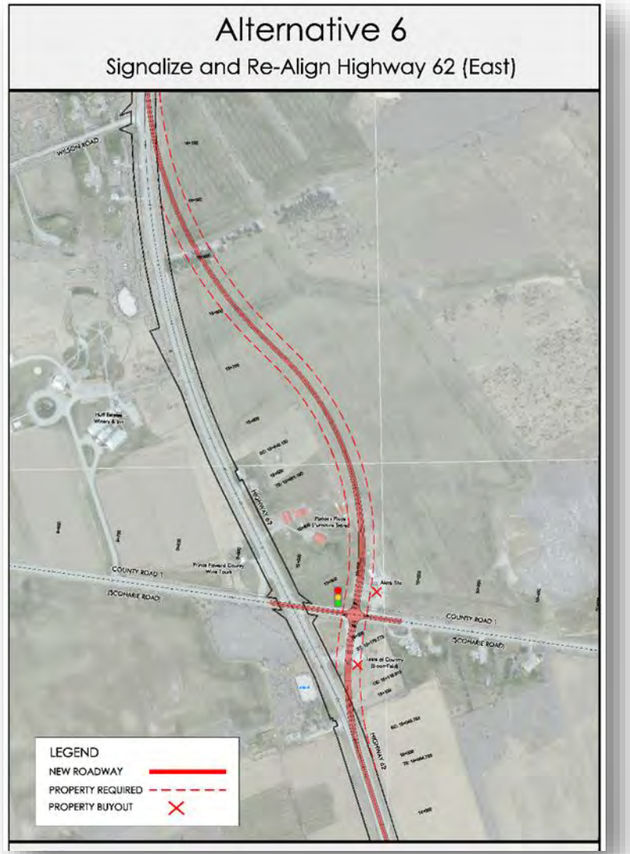


Figure 12: Alternative 6 – Signalize and Re-Align Highway 62 (East)

5.2 Initial Screening of Long List of Design Alternatives

An initial screening was completed to assess the feasibility of the long list of design alternatives, prior to carrying out a detailed evaluation of a short list alternatives. Based on the findings of the screening exercise, Alternatives 2, 3, 5 and 6 were screened out due to various engineering, environmental and community related reasons. Alternatives 1 and 4 were carried forward for a detailed evaluation. The findings of the initial screening are described within the Table 10 below.

Based on the findings of the screening of the long list of design alternatives, a short list of design alternatives was carried forward for further evaluation, as described in Section 5.3.

Table 10: Alternative Design Types

Alternatives	Advantages	Disadvantages	Carried Forward?
Alternative 1 - Signalize with left turn lanes on Highway 62	• Inherent improved safety with traffic signals • Maintains existing tangent alignment on Highway 62 • Improves traffic operations with the addition of left turn lanes on Highway 62 • Does not require the acquisition of businesses • Minimal Impacts to adjacent properties • No impacts to wooded area in southwest quadrant	• Maintains less than desirable intersection angle of 55 degrees • Does not reduce the risk of collisions related to vehicles performing turning movements	**Yes** **Carried forward to the Preliminary Design Phase.**
Alternative 2 - Signalize and Re-Align County Road 1 (South)	• Inherent improved safety with traffic signals • Provides 90-degree intersection angle • Maintains existing tangent alignment on Highway 62 • Improves traffic operations with the addition of left-turn lanes on Highway 62	• Undesirable alignment on County Road 1 with multiple curves • Significant realignment of County Road 1 • Impacts 4 properties • Significantly impacts natural wooded area in southwest quadrant	**No** The alternative will not be carried forward as it does not realistically address all the identified problem and opportunity statements.
Alternative 3 - Signalize and Re-Align County Road 1 (North)	• Inherent improved safety with traffic signals • Provides 90 degree intersection angle • Maintains existing tangent alignment on Highway 62 • Improves traffic operations with the addition of left-turn lanes on Highway 62 • No impacts to wooded area in southwest quadrant	• Undesirable alignment on County Road 1 with multiple curves • Significant realignment of County Road 1 • Impacts 4 properties • Requires the acquisition of 1 business • Impacts the operation of 1 business • Does not reduce the risk of collisions related to vehicles performing turning movements	**No** The alternative will not be carried forward as it does not realistically address all the identified problem and opportunity statements.
Alternative 4 - Roundabout	• **Improved safety by forcing vehicles to slow down (yield) prior to entering the roundabout** • **Potential for lower number of collisions and lower severity of collisions when compared to signalized intersection**	• **Impacts 3 properties** • **Requires entrance modification to 2 businesses** • **Impacts wooded area in southwest quadrant**	**Yes** **Carried forward to the Preliminary Design Phase.**

Alternatives	Advantages	Disadvantages	Carried Forward?
Alternative 5 - Signalize and Re-align Highway 62 (West)	• Inherent improved safety with traffic signals • Provides 90 degrees intersection angle • Improves traffic operations with the addition of left turn lanes on Highway 62	• Undesirable alignment on Highway 62 with multiple curves • Significant Highway 62 re-alignment • Impacts 7 properties • Requires the acquisition of 1 residence • Impacts wooded area in southwest quadrant	**No** The alternative will not be carried forward as it does not realistically address all the identified problem and opportunity statements.
Alternative 6 - Signalize and Re-align highway 62 (East)	• Inherent improved safety with traffic signals • Provides 90 degrees intersection angle • Improves traffic operations with the addition of left turn lanes on Highway 62 • No impacts to wooded area in southwest quadrant	• Less than desirable back-to-back curves on Highway 62 • Significant Highway 62 re-alignment • Impacts to 5-6 private properties • Impacts 2 businesses	**No** The alternative will not be carried forward as it does not realistically address all the identified problem and opportunity statements.

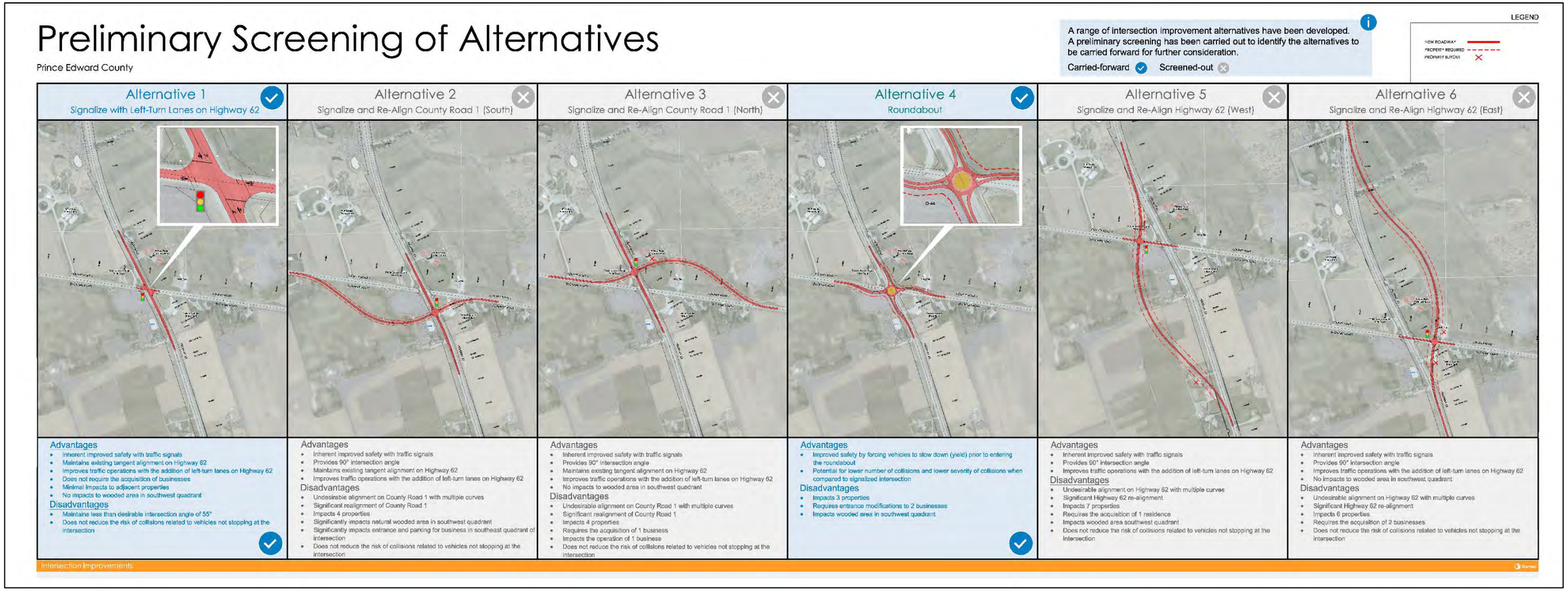


Figure 13: Preliminary Screening of Alternatives

5.3 Evaluation of Short List of Design Alternatives

5.3.1 Technical Review of Alternatives 1 and 4

The preliminary screening identified that Alternatives 1 and 4 should be carried forward for a detailed evaluation. However, following a technical review of Alternatives 1 and 4, it was determined that Alternative 1 should be revised to adhere to specific design standards regarding the skewed angle of 55 degrees at the intersection. As a result of this technical review, a revised Alternative 1R was developed that provides a 70-degree intersection angle and left-turn lanes on all approaches. Alternative 1R is shown in Figure 14 below.



Figure 14: Alternative 1R

Alternatives 1R and 4 were carried forward for a detailed evaluation of alternatives.

5.3.2 Evaluation Process

A detailed evaluation of the short list of design alternatives was carried out to identify an improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social, and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

This process includes identifying evaluation criteria through input received through the consultation process, the project team's experience on similar projects, provincial guidelines, and existing study area conditions. Draft evaluation criteria and associated weight factors were presented for public review and comment at Public Information Centre (PIC) 1, following which the evaluation criteria and weightings were reviewed and confirmed. As noted in Section 5.3.3, engineering criteria included traffic operations, geometric & safety, constructability, utilities and cost. Community criteria included considerations of property, business impacts, archaeology and contamination. Natural environment criteria included considerations for terrestrial ecosystems and species of conservation concern.

A weight percentage was applied to each factor, which was based on the project team's assessment of the importance of the factor. The level of importance of each factor is relative to the other factors considered. As such, the higher the relative level of importance a factor has, the higher the associated weight value it was assigned.

The next step in the process included evaluating the short list of design alternatives. A comparative analysis of transportation and environmental effects associated with each alternative is undertaken based on the criteria, weightings, and measures. A reasoned argument approach was also applied to the evaluation, which considered the net environmental effects of each alternative.

In the final step of the evaluation process, the short list of design alternatives are evaluated based on the total calculated scores by adding their weighted values. This is the basis for ranking the alternatives and, along with a reasoned argument assessment approach, helps to identify the overall Recommended Plan for the project.

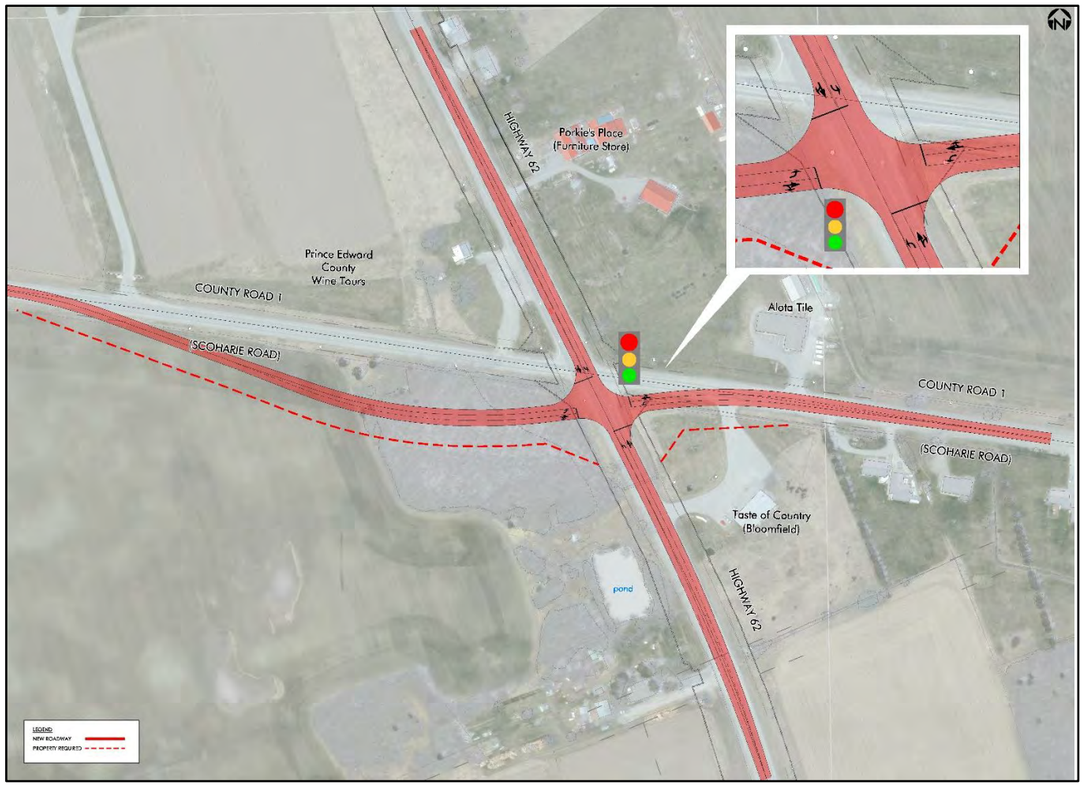


Figure 15: Alternative 1R

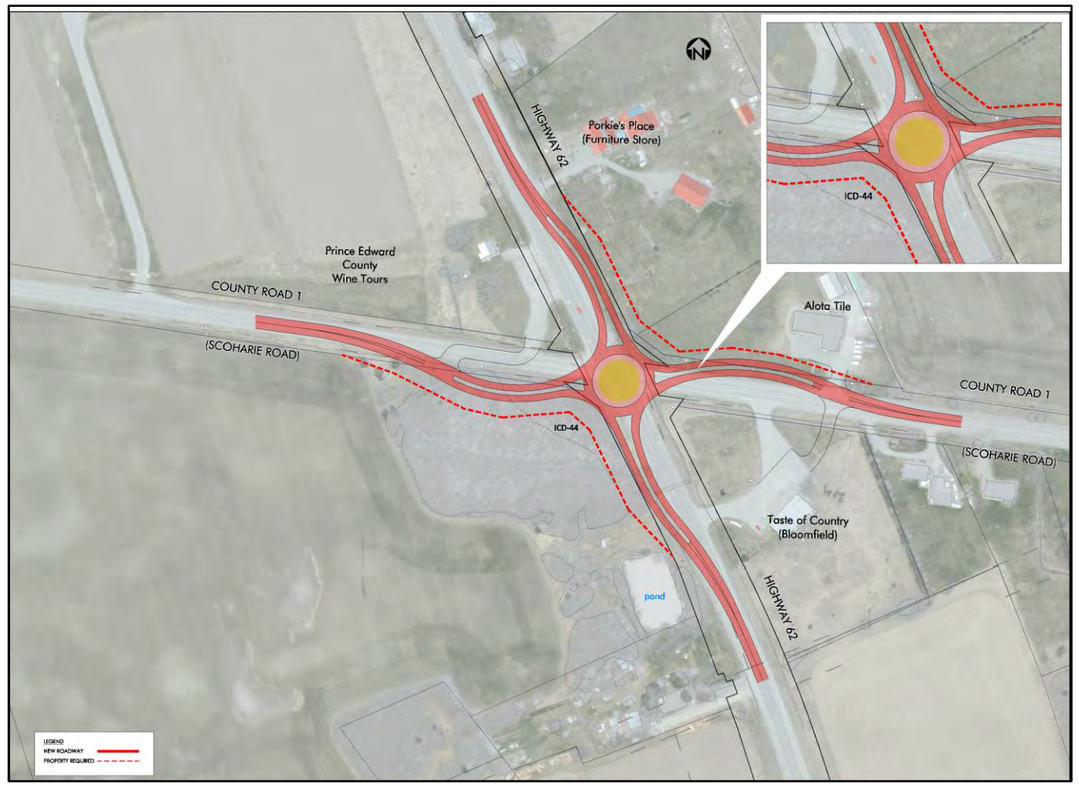


Figure 16: Alternative 4

5.3.3 Evaluation Criteria

In accordance with the MTO *Class EA for Provincial Transportation Facilities* (2000), a wide range of potential impacts to the natural, social, cultural environments in the study area are to be considered in the development and evaluation of design alternatives.

As noted in Section 5.3.2, the preliminary evaluation criteria were provided for public review and feedback as part of PIC 1. The criteria are independent variables, each of which may contribute a positive or negative influence on the overall suitability of an alternative based on the scoring methodology. Although it is important to explicitly consider the suitability of an alternative in terms of each criterion, it is also necessary to establish an overall composite score by determining appropriate weighting (relative importance) among the criteria. Each evaluation criterion is assigned a weight that represents its relative importance to the other criteria.

The weight for each criterion was determined based on a pairwise comparison of each criterion against another criterion. The comparison was based on engineering judgement, environmental significance, input received from external agencies, and input received from the public. The results for this process are depicted in Figure 17.

Table 11, Table 12 and Table 13 identify the evaluation criteria for this study including the factors considered for each criterion, and the methodology and measurement for the scoring of each factor.

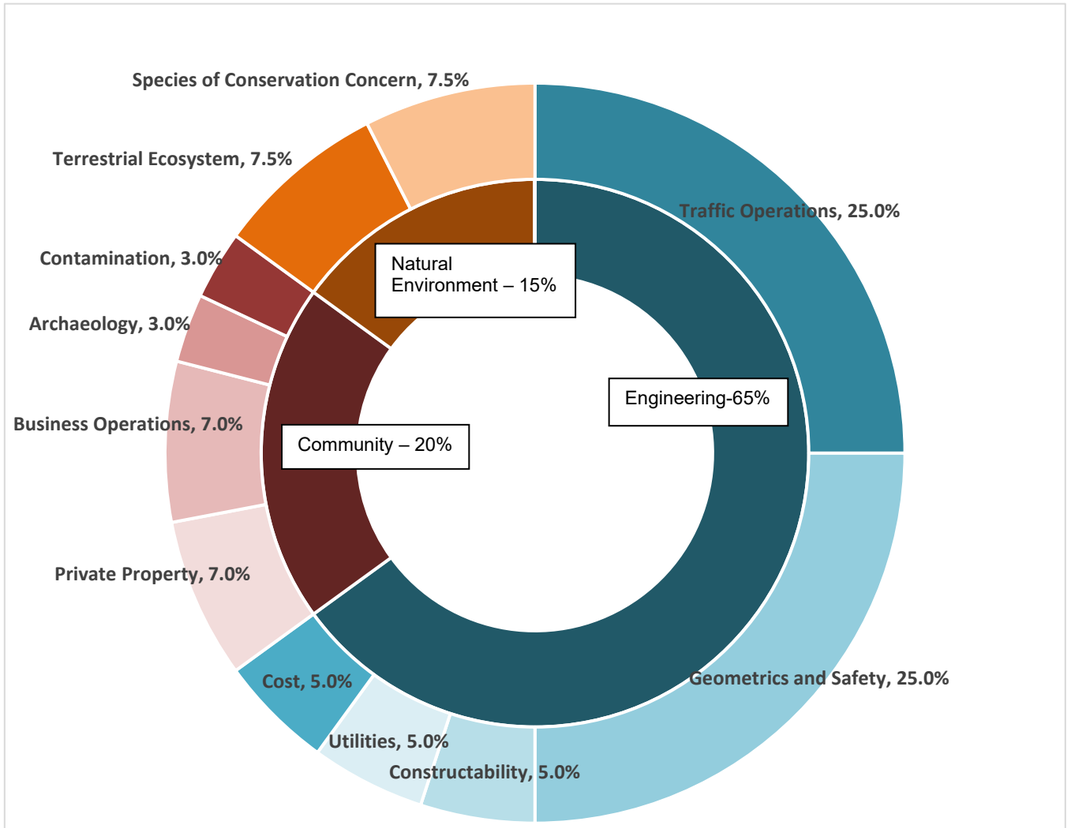


Figure 17: Evaluation Criteria Weight

Table 11: Engineering Evaluation Criteria

Engineering			
Criteria	**The Best Improvement Plan…**	**Factor**	**Method of Measurement / Scoring**
Traffic Operations (25%)	• Provides acceptable traffic operations at the intersection	Level of Service (LOS)	Measure of overall level of service (delay)
		Volume to Capacity Ratio (v/c)	Measure of the capacity of each alternative, which affect operations and capacity for future potential growth
Geometrics and Safety (25%)	• Minimizes collision risk at the intersection	Number and severity of Collisions	A measure of the inherent safety benefits of the alternative considering both number and severity of collisions
	• Maintains driver expectations	Design Standards	Measure of conformity to established design guidelines
	• Accommodates transport trucks and agricultural vehicles	Trucks and Farming Vehicles	Measure of whether the alternative can accommodate transport trucks and farming vehicles
Constructability (5%)	• Considers the staging complexity of the intersection construction and the potential detours required	Staging Complexity and Detours	Measure of the overall constructability of the alternative that considers traffic staging as well as the overall duration of construction
Utilities (5%)	• Minimize impacts to utilities	Length of impacts to utilities	Length or number of utilities that are impacted
Cost (5%)	• Have the lowest life cycle cost including construction, utility relocation, maintenance and property	Construction cost	Total construction cost of the intersection ($M)

Table 12: Community Evaluation Criteria

Community			
Criteria	**The Best Improvement Plan…**	**Factor**	**Method of Measurement/ Scoring**
Property (7%)	• Minimize impacts to private property	Approximate area of impact to residential property	Measure of the area of private properties impacted (ha)
		Number of private properties impacted	The number of private properties impacted
Business Impacts (7%)	• Minimize out of way travel for access to local businesses • Maintain existing travel patterns for businesses • Minimize impacts for agricultural equipment	Possible temporary and permanent indirect and direct impacts to businesses in the study area	The number of business entrances impacted
			The number of business properties impacted
			Consideration for agricultural equipment travelling through the intersection
			Consideration for construction staging and detours and potential impacts to local businesses
Archaeology (3%)	• Avoid impacts to areas of archaeological potential	Possible impacts to areas having archaeological potential	Area of archaeological potential impacted
Contamination (3%)	• Avoid or minimize impacts to properties with potential contamination	Potential to encounter contaminated soils/groundwater	Area of potential areas of concern/potential contamination impacted

Table 13: Environment Evaluation Criteria

Environment			
Criteria	**The Best Improvement Plan…**	**Factor**	**Method of Measurement/ Scoring**
Terrestrial Ecosystem (7.5%)	• Minimize fragmentation of wildlife habitat • Minimize impacts to significant wildlife habitat • Minimize impacts to unevaluated wetlands • Minimize impacts on vegetation	Area of impact to wildlife habitat	Identify area of wildlife habitat impacted (ha)
		Area of impact to any significant treed areas	Identify areas of woodlot impacted (ha)
Species of Conservation Concern (7.5%)	• Avoid impacts to potential Species at Risk habitat or Species at Risk	Area impacts to potential SAR habitat	Identify area of impact to potential rare or Species-at-Risk habitat (ha)

The project team completed the evaluation of alternatives for Alternative 1R and Alternative 4. The results of the evaluation are summarized in Table 14 below. Alternative 4, the roundabout, had a higher score and was selected as the preferred alternative. Overall, Alternative 4 addresses the identified challenges and opportunities better than Alternative 1R and results in a similar level of impact to natural environment and community factors.

Table 14: Evaluation of Alternatives

Category	Criteria	Criteria Weight	Factors	Alternative	
				Alternative 4 Roundabout	**Alternative 1 Revised Signalized with left turn lanes**
Highway Engineering	**Traffic Operations**	**25%**	Level of Service (LOS)	Overall LOS A (7.7 sec/veh delay)	Overall LOS B (16.0 sec/vec delay)
				10	**8**
			Volume to Capacity Ratio (v/c)	Max v/c ratio of 0.64	Max v/c ratio of 0.76
				9	**7**
	Geometrics & Safety	**25%**	Number and severity of Collisions	Potential for lower number of collisions and lower severity of collisions compared to signalized intersection	Potential for higher number of collisions and higher severity of collisions compared to roundabout
				9	**6**
			Design Standards	Improved safety by slowing vehicles down prior to entry to roundabout	Intersection angle improved to 70°
				Local drivers are familiar with roundabout operations	Potential for less conflicts with the addition of left-turn lanes on Highway 62 and PEC Road 1
				9	**8**
			Trucks and Farming Vehicles	Accommodates transport trucks and farming vehicles	Accommodates transport trucks and farming vehicles
				10	**10**
	Constructability	**5%**	Staging Complexity and Detours	Similar staging to other alternatives with flagging operations	Similar staging to other alternatives with flagging operations
				Longer duration of construction compared to Alternative 1	Longer duration of construction compared to Alternative 1
				7	**7**
	Utilities	**5%**	Length of impacts to utilities	Impacts 140 m underground gas	Impacts 40 m underground gas
				Impacts 6 hydro poles	Impacts 1 hydro pole
				Impacts 150 m underground Bell	Does not impact underground Bell
				6	**8**
	Cost	**5%**	Construction cost	Approximate construction cost of $4.6 M	Approximate construction cost of $6.2 M
				7	**5**
Highway Engineering Summary				**57.1**	**48.8**

Category	Criteria	Criteria Weight	Factors	Alternative	
				Alternative 4 Roundabout	**Alternative 1 Revised Signalized with left turn lanes**
Community	**Property**	7%	Approximate area of impact to residential property	Impacts 0.5 hectares of residential property	Impacts 0.8 hectares of residential property
				8	**7**
			Number of private properties impacted	Impacts 5 private properties	Impacts 2 private properties
				6	**8**
	Business Impacts	7%	Potential to impact businesses operations	Impacts 0.2 hectares of existing business property	Impacts 0.1 hectares of existing business property
				Requires entrance changes to 2 businesses	Requires entrance changes to 1 business
				7	**8**
	Archaeology	3%	Possible impacts to areas having archaeological potential	Impacts 1.5 hectares of area with archaeological potential	Impacts 1.0 hectares of area with archaeological potential
				8	**8**
	Contamination	3%	Potential to encounter contaminated soils/groundwater	Impacts 1.3 hectares of area with potential contamination	Impacts 1.0 hectares of area with potential contamination
				8	**8**
Community				**14.6**	**15.7**

Category	Criteria	Criteria Weight	Factors	Alternative	
				Alternative 4 Roundabout	**Alternative 1 Revised Signalized with left turn lanes**
Natural Environment	**Terrestrial Ecosystem**	7.5%	Area of impact to wildlife habitat	Impacts 0.5 hectares of wildlife habitat	Impacts 0.8 hectares of wildlife habitat
				9	**8**
			Area of impact to any significant treed areas	Impacts 0.4 hectares of significant treed area	Impacts 0.4 hectares of significant treed area
				9	**9**
	Species of Conservation Concern	7.5%	Area impacts to potential SAR habitat	Impacts 0.4 hectares of potential SAR habitat	Impacts 0.4 hectares of potential SAR habitat
				Impacts potential bat maternity roost	Does not impact potential bat maternity roost
				7	**8**
Natural Environment Summary				**12.0**	**12.4**
			OVERALL SUMMARY	**83.7**	**76.8**

6.0 Recommended Plan

This section of the report describes the Recommended Plan for improvements to the intersection of Highway 62 and Prince Edward County Road 1 (Scoharie Road). The Recommended Plan replaces the existing unsignalized at-grade cross intersection with a single-lane roundabout.

Plans that illustrate details of the Recommended Plan are provided in Appendix A.

6.1 Design Criteria

Highway 62 within the project limits is classified as a two-lane Rural Arterial Undivided highway (RAU – 100). The existing posted speed limit on Highway 62 is 80 km/h and the design speed is 100 km/h. The posted speed limit on County Road 1 (Scoharie Road) is 70 km/h and the design speed is 90 km/h.

The roundabout has been designed using the TAC Canadian Roundabout Design Guide, January 2017, and the MTO Provincial Engineering Memorandum, Design and Contract Standards Office #2017-05, September 19, 2017, “Implementation of TAC Canadian Roundabout Design Guide and MTO Design Exceptions”.

The recommended geometry for the roundabout includes one shared left/through/right entry lane and one exit lane on each approach leg. The roundabout approach leg alignments have been designed to eliminate the existing skew of the intersection.

Splitter islands are included on all approaches. The development of the splitter islands on the east and west legs of the intersection have been designed to maintain full access movements to adjacent commercial properties. The splitter islands are also wide enough to accommodate pedestrian refuge areas approximately 7 m from the inscribed circle if crosswalks are included. Pedestrian and cyclist facilities (crosswalks, multi-use pathways around the roundabout) are not shown.

The roundabout will have an urban cross-section at the intersection and along the approach legs with raised splitter islands and curbs. Rural drainage, including ditches, are expected behind the curbs.

Property is impacted by the layout of the roundabout due to realignment of the approach and departure lane to reduce the skew angle of the intersection closer to 90 °. Impacts to commercial businesses have been minimized where possible. Clearing of some forested area at the southwest corner of the intersection is required.

Two MTO design vehicles have been used to develop the geometry of the roundabout, the HSU and WB-20.5. The roundabout accommodates all movements of the HSU design vehicle at all legs without use of the central island raised concrete apron. The central island raised concrete apron is used to accommodate the trailer of the WB-20.5 design vehicle for through and left turn movements. The WB-20.5 can make right turn movements and avoid mounting the central island apron.

Concrete barrier curb with standard gutter, OPSD-600.040, is specified for splitter islands and approach leg outer curbs. The central island raised concrete apron is semi-mountable curb with narrow gutter, OPSD-600.090. To maintain the paved entry width at 5.5 m per MTO Table 6.4 – Roundabout Geometric Design, the trailer of the WB-20.5 design vehicle is anticipated to track over outer curb gutters when entering the roundabout.

6.2 Horizontal Alignment

The horizontal alignment on the approaches to the roundabout will require successive horizontal curve reductions to achieve the required Fastest Path Entry Design Speed of <40 km/h. The recommended horizontal curves on each approach to the roundabout are presented in Table 15.

Table 15: Summary of Recommended Horizontal Curves on Approaches to Roundabout

Curve No.	Approximate PI Station & Curve Direction	Radius (m) (rounded)	Approximate Design Speed for Radius (km/h)
Highway 62 – South Approach to Roundabout			
1	15+084 LT	823	>120
2	15+154 LT	250	80
3	15+222 RT	130	60
Highway 62 – North Approach to Roundabout			
4	15+421 LT	250	80
5	15+357 RT	130	60
County Road 1 – West Approach to Roundabout			
1	9+848 RT	250	80
2	9+925 LT	90	50
County Road 1 – East Approach to Roundabout			
3	10+159 RT	250	80
4	10+086 LT	130	60

The Highway 62 horizontal alignment approach angles at the roundabout are 87° relative to County Road 1 and the County Road 1 horizontal alignment approach angles at the roundabout are 93° relative to Highway 62. The horizontal geometry has been designed such that the maximum theoretical entry speed (fastest path) is under 40 km/h for all approaches. Additionally, traffic signage will be required to reduce speeds on all approaches.

6.3 Vertical Alignment

The recommended vertical curves for each approach leg of the roundabout are presented in Table 16.

Table 16: Summary of Recommended Vertical Curves on Approaches to Roundabout

Curve No.	Approximate PVI Station	Crest/Sag	K Value	Equivalent Design Speed (km/h)
Highway 62 – South Approach to Roundabout				
1	15+085	Crest	90	110
2	15+216	Sag	30	80
Highway 62 – North Approach to Roundabout				
3	15+450	Crest	200	>120
4	15+351	Sag	30	80
County Road 1 – West Approach to Roundabout				
1	9+837	Sag	60	110
2	9+938	Sag	30	80
County Road 1 – East Approach to Roundabout				
3	10+165	Crest	115	120
4	10+064	Sag	30	80

6.4 Cross-Section

The minimum cross-section for a two-lane rural highway (Highway 62) with a design speed of 100 km/h and an AADT between 2000-3000 vehicles per day is 3.5 m wide lanes with 2.5 m wide shoulders. The minimum cross-section for a two-lane rural roadway (County Road 1) with a design speed of 90 km/h and an AADT between 2000-3000 vehicles per day is 3.5 m wide lanes with 2.0 m wide shoulders. The Recommended Plan provides a 3.5 m wide lane for Highway 62 on the rural section leading up to the urban cross section of the roundabout.

Within the urban section, the lane widths are 4.0 m wide with a 2.0 m wide spitter islands, and curb and gutter at edges of pavement. At the approach to the roundabout, the Entry Width of the lane is 5.5 m. These dimensions are applicable to both Highway 62 and County Road 1 approaches.

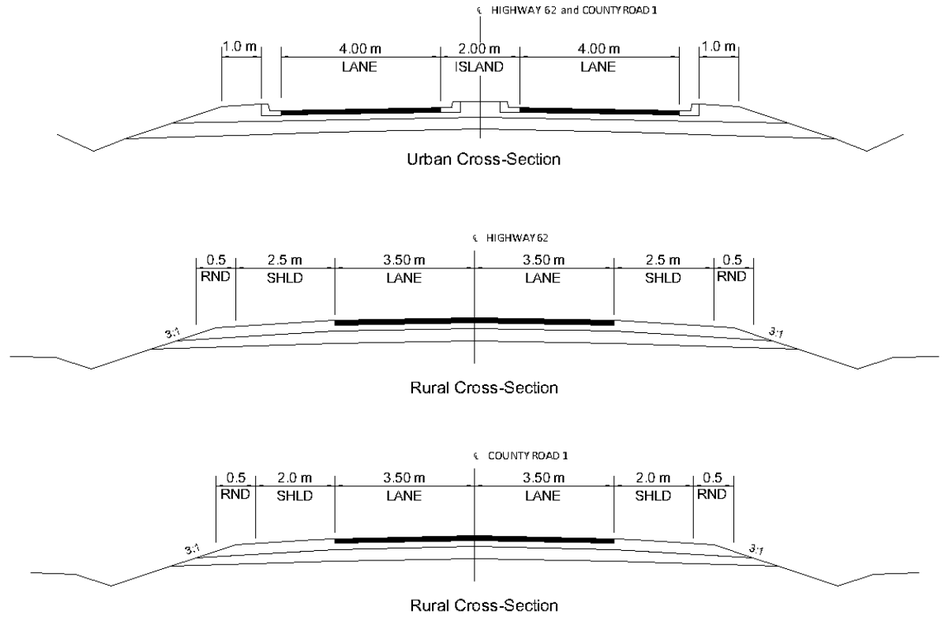


Figure 18: Recommended Highway 62 and County Road Cross-Sections

6.5 Traffic Signage

Traffic signs for the Recommended Plan will follow guidance in the *Ministry's OTM Book 8,* the MTO Design Supplement for TAC Geometric Design Guide (GDG) for Canadian Roads – 2017 (October 2023), which includes reference to the Ministry's "Typical Signing and Pavement Layout for Roundabouts", September 30, 2011. Roundabout signage will include standard regulatory and warning signs.

Both Highway 62 and County Road 1 have posted speeds greater than 60 km/h, which indicates High-Speed Roadway identification signage is required. From OTM Book 8, Section 8, Table 8.1, and Table 8.2, signage is as follows:

- Roundabout Advance Roadway Identification Sign, generally 375-500 m in advance of the intersection, beyond the right shoulder of the roadway. This will be a custom sign with roundabout symbol and text identifying each leg. The design of this sign will be confirmed

in Detail Design, but it is not anticipated to be larger than 5.0 m in width

- Roundabout Advance Destination Sign 75 m in advance of the intersection. This will be a custom sign with roundabout symbol and text identifying each leg. The design of this sign will be confirmed in Detail Design, but it is not anticipated to be larger than 5.0 m in width
- Turn-Off Low-Speed Roadway Identification Sign on each splitter island at the start of the exit lane, G207 (b) with right arrow
- A Turn-Off Destination Sign, G304 (small size) with right arrow, could also be combined with the G207 (b) above

The two larger signs required on all approach legs will require sufficient roadway right-of-way width to accommodate the signs without requiring private property at each location. A preliminary review of the right-of-way widths on each approach has been identified and shown in Table 17.

Table 17: Available Right-of-Way to Accommodate Large Advance Roundabout Signs

Roadway and Approach Leg	Advance Roadway Sign (Approx. 500 m from intersection)		Advance Destination Sign (Approx. 75 m from intersection)	
	Distance between EP and ROW Limit (m)	Minimum Distance Required between EP and ROW for Sign (m)	Distance between EP and ROW Limit (m)	Minimum Distance Required between EP and ROW for Sign (m)
Highway 62 North Approach	30	8.5(1)	25	8.5(1)
Highway 62 South Approach	16	8.5(1)	24	8.5(1)
County Road 1 West Approach	8.2	8.0(2)	9.3	8.0(2)
County Road 1 East Approach	12.3	8.0(2)	8.5	8.0(2)

Note:
(1) This dimension assumes a 2.5 m wide shoulder with 1.0 m buffer and 5.0 m wide sign.
(2) This dimension assumes a 2.0 m wide shoulder with 1.0 m buffer and a 5.0 m wide sign.

This preliminary review of available right-of-way for the large advance roundabout signs indicates that no additional property is required to accommodate these signs. This conclusion should be confirmed when sign sizes are determined during Detail Design.

6.6 Drainage & Hydrology

The results of the proposed condition hydraulic analysis for the Highway 62 (arterial) and County Road 1 (collector) culverts within the proposed project limits are summarized in Table 18.

Table 18: Proposed Centerline Culverts

Location	Culvert Properties			Design Storm		Check Storm
Station	Material	Span x Height / Diameter (mm)	Drainage Area (ha)	Freeboard > 0.3 m	Depth of Headwater < 1.5xCulvert Diameter	Water Level < Spill Point
County Road 1, Geographic Township of Hallowell						
15+293 RT	CSP	600	2.88	Yes	Yes	Yes
15+313 LT	CSP	750	22.62	Yes	Yes	Yes
HWY 62, Geographic Township of Hallowell						
15+211	Concrete	910 x 610	28.93	Yes	Yes	Yes

Similarly, the results of the proposed condition analysis for significant entrance culverts are summarized in Table 19.

Table 19: Proposed Entrance Culverts

Location	Culvert Properties			Design Storm		Check Storm
Station	Material	Span x Height / Diameter (mm)	Drainage Area (ha)	Freeboard > 0.3 m	Depth of Headwater < 1.5xCulvert Diameter	Water Level < Spill Point
County Road 1, Geographic Township of Hallowell						
9+950 LT	CSP	750	22.6	Yes	Yes	Yes
10+130 RT	CSP	750	33.3	Yes	Yes	Yes
10+160 RT	CSP	750	33.3	Yes	Yes	Yes
10+200 RT	CSP	750	33.3	Yes	Yes	Yes

The remaining entrance culverts can be replaced with a minimum size culvert, where required. It is also recommended that the entrance culvert immediately downstream of the project limits (County Road 1, Station 10+230 RT) be considered for replacement during Detail Design to convey the flows from the intersection to the drainage outlet without compromising the capacity of the upstream culverts.

6.7 Entrances

The Recommended Plan will impact three (3) existing entrances on Highway 62 and five (5) existing entrances on County Road 1 within the study limits. Table 20 provides a summary of impacted entrances as they relate to the new Highway 62 roundabout.

Table 20: Summary of Impacts on Existing Entrances

Location (Station)	Side of Road	Entrance Type	Comment
Highway 62			
15+203	Left	Field Entrance	Maintain existing entrance with minor adjustments (right-in/right-out only due to splitter island)
15+420	Right	Residential/Commercial	Maintain existing entrance with minor adjustments
15+423	Left	Field Entrance	Maintain existing entrance with minor adjustments
County Road 1			
9+888	Left	Commercial (Prince Edward County Wine Tours parking lot)	Relocate existing entrance to end of new splitter island on west approach to roundabout
10+136	Left	Commercial (Alota Tile)	Maintain existing entrance with minor adjustments
10+136	Right	Commercial (Taste of Country Market)	Relocate existing entrance to end of new splitter island on east approach to roundabout (Close existing entrance)
10+160	Right	Residential	Double entrance to residential property to be maintained with minor adjustments
10+200	Right	Residential	

6.8 Illumination

The Recommended Plan includes new full illumination for the roundabout at the intersection of Highway 62 and County Road 1 (Scoharie Road) per current MTO and IES-RP-8 standards. The new full Illumination will be provided by means of conventional light poles and LED luminaires.

6.9 Utilities

Utility relocations will be required to accommodate the new roundabout at Highway 62 and County Road 1. Potential utility conflicts are summarized in Table 21. Final utility relocations will be determined during Detail Design.

Table 21: Utility Impacts

Utility Company	Station	Approximate Length	Type & Location
Enbridge Gas	Highway 62 – 15+150 to 15+320 Hallowell Twp	170 m	Underground pipe along west side of Highway 62 between roadway and ROW
	Highway 62 – 15+420 Hallowell Twp	40 m	Underground pipe crossing Highway 62
Bell Canada	Highway 62 (crossing) 15+300	50 m	Overhead bell on poles crossing Highway 62
	Highway 62 – 15+300 to 15+350 Hallowell Twp	50 m	Underground cable along west side of Highway 62 adjacent to ROW
	Highway 62 – 15+340 Hallowell Twp	40 m	Underground cable crossing Highway 62
	Highway 62 – 15+300 to 15+340 Hallowell Twp	40 m	Underground cable along east side of Highway 62 adjacent to ROW

Utility Company	Station	Approximate Length	Type & Location
	County Road 1 – 9+820 to 9+920	100 m	Overhead cable on poles on south side of County Road 1
	County Road 1 – 9+920 to 9+980	60 m	Underground cable along south side of County Road 1 adjacent to ROW
	County Road 1 – 10+020 to 10+060	40 m	Underground cable along north side of County Road 1 adjacent to ROW
	County Road 1 – 10+040 to 10+145	105 m	Overhead cable on poles on north side of County Road 1
	County Road 1 – 10+040	30 m	Underground cable crossing County Road 1
Hydro One	County Road 1 – 9+820 to 10+145	150 m	Overhead hydro on poles on south side of County Road 1
	County Road 1 – 10+040 to 10+145	105 m	Overhead hydro on poles on north side of County Road 1
	County Road 1 (crossing) 10+040	40 m	Overhead hydro on poles crossing County Road 1
	Highway 62 (crossing) 15+300	50 m	Overhead hydro on poles crossing Highway 62
MTO Electrical	Highway 62 – 15+265 to 15+320 Hallowell Twp	55 m	Overhead flashing amber beacon crossing Highway 62

At the second Public Information Centre, a comment was provided that a watermain is buried to the west of the intersection on Prince Edward County Road 1 that services the commercial property in the northwest quadrant of the intersection. Impacts to the line are not expected based on verbal information provided by the property owner, but the exact location of the watermain should be confirmed at the beginning of Detail Design to confirm impacts.

6.10 Property

The Recommended Plan shows that the reconstruction of the at-grade intersection to a new roundabout at Highway 62 and County Road 1 will result in the partial acquisition of three (3) properties. Table 22 summarizes the property impacts associated with the Recommended Plan.

Table 22: Summary of Property Impacts

Property Type	Number	Area (ha)
Private – Vacant land	1	0.34
Private - Commercial	2	0.17
Total	3	0.51

The preliminary property requirements are illustrated on the Recommended Plan which is included in Appendix A.

6.11 Construction Staging

This section provides a brief description of possible construction staging for the construction of the new roundabout at Highway 62 and County Road 1.

Table 23: Construction Staging Activity

Construction Stage #	Construction Activity	Traffic Location
1	• Construct new alignment east side of Highway 62 (North) • Construct new alignment west side of Highway 62 (South) • Construct new alignment north side of County Road 1 (East) • Construct new alignment south side of County Road 1 (West) • Construct new entrance from County Road 1 (property south-east quadrant)	• Highway 62 traffic on existing • County Road 1 traffic on existing • Flagging at entrances as required

Construction Stage #	Construction Activity	Traffic Location
2	• Construct tie-ins on Highway 62 (North) • Construct tie-ins on Highway 62 (South) • Construct tie-ins on County Road 1 (East) • Construct tie-ins on County Road 1 (West)	• Highway 62 traffic on existing with flagging • County Road 1 traffic on existing with flagging • Flagging at entrances as required
3	• Complete construction of splitter islands and construct centre of roundabout and circulating roadway (asphalt surface) • Removal of existing unused alignments • Construct new entrance from County Road 1 (property north-west quadrant)	• Highway 62 traffic on new alignment with flagging at intersection • County Road 1 traffic on new alignment with flagging at intersection • Flagging at entrances as required
4	• Complete construction of roundabout circle (truck apron and centre island)	• Highway 62 traffic on new alignment • County Road 1 traffic on new alignment
5	• Construction Complete	• Highway 62 traffic on new alignment • County Road 1 traffic on new alignment



Stantec

Highway 62 and Prince Edward County Road 1
Intersection Improvements
Preliminary Design Study & Class Environmental Assessment
GWP 4077-20-00, WP 4149-20-01

SCALE 1:2000

Recommended Plan - Roundabout

Highway 62 and County Road 1
Hallowell Township

Figure 19

7.0 Environmental Impacts and Mitigation

In accordance with the *Class EA for Provincial Transportation Facilities* (2000) and the *Environmental Reference for Highway Design* (2006), a description of the anticipated impacts associated with the Recommended Plan, and appropriate mitigation at a Preliminary Design level of detail, is described herein. The details of the Recommended Plan will be refined and finalized during the next stage of the planning design process, Detail Design.

7.1 Natural Environment

Impacts to the natural environment have been minimized in part, by minimizing footprint impacts to undisturbed natural environments. This includes selecting a Recommended Plan that minimizes impacts to the rare and highly sensitive vegetation communities identified within the study area.

To the extent possible, project facilities and components will be sited to avoid and minimize interactions with wooded areas, and potentially impacted properties; where avoidance is not possible, mitigation or compensation measures will be developed in consultation with the applicable regulatory authorities.

Although the Recommended Plan will have direct impacts to wildlife habitat and vegetation, impacts at the larger watershed and ecosystem scale are not expected to be significant.

7.1.1 Indigenous Rights and Interests

During the next stage of design for this project, engagement with Indigenous communities will be carried out at the initiation of the design and construction planning process.

7.1.2 Erosion and Sediment Control

This study included a review of potential erosion and sediment control requirements for the Recommended Plan, based on the results of the geotechnical investigation and available background information, including soils and geological mapping.

Various mitigation techniques will be employed during construction to reduce the risk of impacts to natural environment features. Mitigation measures for sedimentation, erosion, and dust control will be implemented to prevent sediment and dust from entering sensitive natural features. An Erosion and Sediment Control Plan is recommended to be developed during the next stage of the planning and design process to confirm appropriate erosion and sediment protection measures when construction staging plans are developed.

The primary principles associated with sedimentation and erosion protection measures are to: (1) minimize the duration of soil exposure; (2) retain existing vegetation, where feasible; (3) encourage re-vegetation; (4) divert runoff away from exposed soils; (5) keep runoff velocities low; and (6) trap sediment as close to the source as possible. To address these principles, the following mitigation measures are proposed:

- The limits of construction (site boundaries) adjacent to all natural areas will be flagged and/or fenced prior to construction, and monitored during construction (along with sediment and erosion control measures)
- No equipment will be permitted to enter any natural areas beyond the sediment fencing or other delineator (site boundaries) during construction
- All materials requiring stockpiling (fill, topsoil, etc.) will be stabilized and kept a safe distance from any sensitive natural features
- All exposed soil areas will be stabilized and re-vegetated. Seed and mulching, or seed and/or an erosion control blanket will be applied to disturbed sites promptly upon completion of construction activities
- Refuelling of equipment will be carried out away from any sensitive natural features to avoid potential impacts, in the event that an accidental spill occurs
- In addition to any specified requirements, additional sediment fencing or construction barrier will be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency
- All sediment and erosion controls will be monitored regularly and properly maintained, as required. Controls will be removed only after the soils of the construction area have been stabilized and vegetation cover is re-established
- Any natural areas that are temporarily disturbed for access or construction will be restored to natural self-sustaining conditions
- Environmental controls will be monitored by an environmental inspector

7.1.3 Potential Contaminated Property

The Recommended Plan is expected to impact three areas of potential concern identified as having the potential to have contaminated subsurface soil and/or groundwater conditions. These properties include a historic gasoline spill that reportedly occurred at the intersection, importation of fill material of unknown quality, and gasoline and associated products storage in fixed tanks.

Further investigation would be required to confirm soil quality within the Areas of Potential Concern identified at the Project Area. In addition, the following recommendations are provided:

- O.Reg. 406/19 and the associated document Rules for Soil Management and Excess Soil Quality Standards referenced by O.Reg. 406/19 should be followed for soil that is excavated and managed on-site or off-site during construction. This includes sampling soil that is intended to be excavated prior to or during construction that may require off-site management as excess soil. The soil sampling program will be undertaken according to a sampling and analysis plan, and analyses will be performed for the specific contaminants of potential concern, as described in the APEC summary table.
- Sampling programs should be developed and undertaken under the supervision of a qualified person as defined in O.Reg. 406/19 and sample selection should take into consideration the presence of anthropogenic substances such as debris/waste, and unusual odours or staining.
- Stockpiling and transport of excavated soil and sediment during construction should be done in accordance with the requirements specified in O.Reg. 406/19.

7.1.4 Terrestrial Habitat

The proposed new roundabout will require vegetation removal, earth clearing, and grading and will result in the loss of approximately 0.56 ha of terrestrial habitat within the Study Area, of which 0.23 ha is forested (see Table 24). Construction activities in some areas will extend beyond the current ROW and require vegetation removal and earth grading, which will result in the loss of natural vegetation communities, mostly in forest, thicket, and meadow communities.

Table 24: Terrestrial Habitat Impacted within the Study Area per Hectare (ha)

Vegetation Community	Ecological Land Classification (ELC) Code	Temporary Impact Area	Permanent Impact Area	TOTAL
Meadow	Dry-Fresh Mixed Meadow Ecosite	0.06	0.10	0.16
Forest	Fresh – Moist Green Ash-Hardwood Lowland Deciduous Forest Type	0.17	0.06	0.23
Thicket	Dry – Fresh Deciduous Regeneration Thicket Ecosite	0.11	0.05	0.16
Shrub Agriculture	Orchard		0.01	0.01
Total Impacted				**0.56**

7.1.5 Potential Disturbance to Wetlands

The background review identified an unevaluated wetland within the community classified as a Green Ash – Hardwood Lowland Deciduous Forest at the time of field investigations. It is possible that this community may be considered a swamp wetland type, however that determination could not be made at the time of field investigations due to property access restrictions. To confirm if the community is a wetland, detailed soil analysis as per the ELC methods would be needed to determine the soil moisture regime.

If this community is confirmed as a swamp wetland, there will be an estimated temporary loss of 0.12 ha due to grading and permanent loss of 0.01 ha to wetlands based on the Recommended Plan. There is potential to reduce this loss at the time of detail design. Regardless of the community classification, standard Sediment and Erosion Control methods are recommended along all lowland forest/wetland communities and near watercourse boundaries.

Vegetation protection measures in Section 7.2.1.2 and invasive species management measures in Section 7.2.1.3, are also recommended to reduce indirect impacts to lowland forests/wetlands.

7.1.6 Potential Disturbance to Vegetation and Terrestrial Habitat

It is anticipated that the proposed works will disturb approximately 0.56 ha of vegetation cover and terrestrial habitat during construction. There will be temporary and permanent loss or disturbance to native vegetation communities because of the clearing required to accommodate construction activities (i.e., excavation, demolition, staging).

The following indirect impacts may also occur as a result of construction:

- accidental damage or loss of trees and other vegetation features because of site alteration or construction activities
- temporary disturbance of noise, vibration, and vegetation removal to terrestrial wildlife habitat
- erosion and sedimentation into adjacent vegetation communities
- permanent loss of native vegetation due to the spread of non-native and invasive vegetation species into disturbed areas after construction

7.1.7 Potential Interference with Migratory Birds

Although no migratory bird nests were present during field investigations, the buildings and vegetation within the Study Area have potential to support nests of birds that are protected by the *Migratory Birds Convention Act*.

Natural vegetation within the Study Area including woodlands, meadows and agricultural lands may support nesting migratory birds. Any work near active bird nests has the potential to disturb nesting behavior or damage/destroy the nests, particularly during vegetation clearing within and beyond the ROW during the active breeding bird window (i.e., April 1 - August 31). Measures to mitigate impacts to protected bird nests will be implemented as outlined in Section 7.2.1.4.

7.1.8 Potential Disturbance to Significant Wildlife Habitat

No SWH features were confirmed in the Study Area. However, there is candidate SWH for Bat Maternity Colonies with a permanent loss of one (1) potential bat maternity roost tree. Candidate Amphibian Breeding Habitat is also present within the aquatic habitat (OAO) adjacent to the Work Zone, but no direct impacts are anticipated.

Construction phase disturbance to candidate SWH can be mitigated through standard environmental protection measures for Sediment and Erosion Control and vegetation protection, as discussed in Sections 7.2.1.1 and 7.2.1.2**.** Standard mitigation to reduce harm to wildlife is provided in Section 7.2.1.5, while site-specific mitigation for Bat Maternity Colonies is provided in Section 7.2.2.3.

7.1.9 Potential Disturbance to Species at Risk and Species of Conservation Concern

Suitable habitat for SAR and SOCC in the Study Area was primarily associated with deciduous forests and open meadow communities. Potential impacts to SAR and SOCC that may be encountered in the Work Zone, including Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, bat SAR (Little Brown Myotis, Small-footed Myotis, Northern Myotis, Tri-colored Bat), Barn Swallow, Eastern Milksnake, Monarch, Snapping Turtle, and Midland Painted Turtle are discussed below.

Construction phase disturbance to habitat of SAR and SOCC can be mitigated through standard environmental protection measures for Sediment and Erosion Control and vegetation protection, as discussed in Section 7.2.1.1 and 7.2.1.2, respectively, and through site-specific measures as discussed in Section 7.2.2. Measures to mitigate impacts to protected bird nests are outlined in Section 7.2.1.4. Mitigation to reduce harm to wildlife is provided in Section 7.2.1.5.

7.1.9.1 Species at Risk

The following seven (7) SAR have potential to be directly impacted during construction activities due to their behavior, habitat preferences, or movement patterns:

Red-headed Woodpecker – A deciduous forest with snag trees is present in the Work Zone and there is potential for this species to nest within the natural area. Standard mitigation measures for nesting birds are discussed in Section 7.2.1.4.

Blanding's Turtle - Interaction with Blanding's Turtle during construction activities could result in direct mortality. The aquatic habitat (OAO) and unevaluated wetland in the Study Area may provide suitable habitat for Blanding's Turtles and individuals may also travel through the Work Zone. Turtles may be particularly vulnerable during peak activity periods (April 1 to October 31), including movement between wintering and nesting sites, nesting in the road shoulder and basking or foraging in the ROW. Site-specific mitigation measures to reduce potential impacts to turtles are discussed in Section 7.2.2.3**.**

Gray Ratsnake - Construction activity can result in direct mortality to snakes. Snakes may be vulnerable during emergence from a hibernaculum, re-entrance, and basking periods, and may preferentially seek out construction materials to bask under. Peak activity for snakes is typically between late April and late June. Potential habitat for Gray Ratsnake is present in forest, meadow, and agricultural areas in the Work Zone. With the implementation of site-specific mitigation measures for snakes (Section 7.2.2.3), no direct impacts are expected.

Bat SAR (Little Brown Myotis, Northern Myotis, Eastern Small-footed Myotis, and Tri-colored Bat) – Potential bat maternity roost habitat is present within forest and individual trees in the proposed area of impact. Tree removal can result in direct mortality to bat SAR and loss of habitat. Protection for bats is provided by the timing restrictions identified in Section 7.2.2.3. If timing of construction activities cannot abide the timing restrictions for bats, acoustic monitoring for bat SAR is recommended during Detail Design.

7.1.9.2 Species of Conservation Concern

The following three SOCC have potential to be directly impacted during construction activities due to their behavior, habitat preferences, or movement patterns:

Barn Swallow – Although not present during the 2022 field investigations, structures, and buildings in the proposed area of impact may provide suitable habitat (i.e., vertical walls, ledges) and Barn Swallows may establish nests at new locations in future nesting seasons. Standard mitigation measures for nesting birds are discussed in Section 7.2.1.4.

Eastern Wood-Pewee and Wood Thrush - Forest communities in the Study Area may provide suitable nesting habitat for Eastern Wood-Pewee and Wood Thrush. Standard mitigation measures for nesting birds are discussed in Section 7.2.1.4.

Eastern Milksnake - Construction activities can result in direct mortality to snakes. Snakes may be vulnerable during emergence from a hibernaculum, re-entrance, and basking periods, and may preferentially seek out construction materials to bask under. Peak activity for Eastern Milksnake is typically between late April and late June. With the implementation of mitigation measures (**Section 7.2.2.3**), no direct impacts are expected.

Monarch - Primarily found in areas containing milkweed and wildflowers (including goldenrods, asters, and purple loosestrife). The larvae occur only where milkweed exists, whereas adults are more generalized, feeding on a variety of wildflower nectar. Monarch and its habitat (i.e., milkweed patches) were observed in roadside meadows, which will experience

temporary and permanent disturbance during construction. Site-specific mitigation measures for Monarch are discussed in Section 7.2.2.3.

Snapping Turtle and Midland Painted Turtle - Interaction with Snapping Turtle and Midland Painted Turtle during construction activities could result in direct mortality. The aquatic habitat (OAO) and unevaluated wetland/FODM7-2 in the Study Area may provide suitable habitat for turtles and individuals may also travel through the Work Zone. Turtles may be particularly vulnerable during peak activity periods (April 1 to October 31), including movement between wintering and nesting sites, nesting in the road shoulder and basking or foraging in the ROW. Site-specific mitigation measures to reduce potential impacts to turtles are discussed in **Section 7.2.2.3.**

7.2 Protection and Mitigation Recommendations

Mitigation discussed below will reduce the likelihood and magnitude of impacts to the natural environment. The following section describes standard measures that should be applied to all work areas. These general measures recommended for the protection and reduction of impacts to natural features, general wildlife and wildlife habitat, will also reduce risk of potential impacts to SAR and SOCC. Site-specific recommendations for natural features, SWH, or habitat of SAR/SOCC confirmed in the Study Area or conservatively assumed to be present, are discussed in Section 7.2.2.

7.2.1 Standard Environmental Protection Measures

7.2.1.1 Erosion and Sedimentation Control

Mitigation measures for sedimentation, erosion, and dust control will be implemented to prevent sediment and dust from entering sensitive natural features. The primary principles associated with sedimentation and erosion protection measures are to:

- Reduce the duration of soil exposure
- Retain existing vegetation, where feasible
- Encourage re-vegetation
- Divert runoff away from exposed soils
- Keep runoff velocities low
- Trap sediment as close to the source as possible

To address these principles, the following mitigation measures are recommended:

- Silt fencing and/or barriers are recommended along the Work Zone where there is potential for sedimentation of watercourses or wetlands, or inadvertent encroachment of construction vehicles into natural areas of woodlands, wetlands, and watercourses.
- Avoid entering any natural areas beyond the barrier fencing with equipment and avoid excess vegetation removal.
- Stabilize exposed soil areas (native seed mixes; sourced locally if possible) and re-vegetate through the placement of seed and mulching or seed and an erosion control blanket, promptly upon completion of construction activities. All disturbed substrates are recommended to be re-vegetated using seed mixes of species that are native to the site and suitable for site conditions. Introduce seed to disturbed substrates as soon as feasible following construction, and sediment fencing is recommended to remain in place until vegetation cover is re-established.
- Re-fuel equipment 30 m away from watercourses to reduce potential impacts if an accidental spill occurs.
- In addition to any specified requirements, make additional silt fence available on site, prior to grading operations, to provide a contingency supply in the event of an emergency.
- Monitor all erosion and sedimentation controls regularly and properly maintain, as required. Remove controls only after the soils of the construction area have been stabilized and adequately protected or until cover is re-established.
- Monitor limits of construction adjacent to natural features during construction (along with erosion and sedimentation control measures) to ensure that the limits are maintained with respect to vehicular traffic and soil or equipment stockpiling.
- Avoid stockpiling excess materials on site within proximity of woodlands, wetlands, and watercourses.
- Restore any disturbed natural areas to pre-construction conditions.

7.2.1.2 Vegetation Protection

Precise limits of vegetation removal will be confirmed during Detail Design. Vegetation removal should be limited to the extent possible and undertaken outside the migratory bird nesting period (Section 7.2.1.4). Sediment controls to clearly mark and separate work areas from sensitive natural features (e.g., woodlands, wetlands, and watercourses) are recommended. Sediment fencing (Section 7.2.1.1) will reduce the likelihood of release of sediments and other deleterious substances into adjacent areas of natural vegetation.

Topsoil and organic matter should be salvaged and reused in areas disturbed during construction, as appropriate. Replaced soils will contain native seed bank, which will help facilitate successful revegetation. Post-construction seeding of the disturbed ROW should be done with a suitable native seed mix and in consideration of Monarch habitat. Seed mixes will include fast-growing, short-lived perennial cover crop to stabilize soil and reduce competition

from weedy exotics. Native cover crops are preferred. New seed will be introduced to disturbed substrates as soon as feasible following construction (within 15 days for areas less than 200 m from a watercourse, and 45 days for other areas), and sediment fencing will remain in place until vegetation cover is re-established. Seeded areas shall receive water either through precipitation or irrigation after every seven successive days without rainfall for the first two months during the growing season after seeding.

7.2.1.3 Invasive Phragmites Management

The invasive common reed (Phragmites) is a 'restricted' plant species regulated by the Ontario *Invasive Species Act* (2015), and under the Act it is illegal to import, deposit, release, grow, buy, sell, lease, or trade this species. Phragmites is not present throughout the existing ROW, however a clean equipment protocol is recommended for machinery entering riparian areas to prevent the spread of invasive species into the feature.

7.2.1.4 Protection of Nesting Birds

Although no nests were observed in vegetation within the ROW or beyond, there is potential for nests of migratory birds to develop in subsequent seasons.

The MBCA protects nests of migratory birds from damage while they are active, including nests in vegetation and on structures. For all migratory birds, the core nesting period is identified as April 1 to August 31. Vegetation clearing during nesting periods in migratory bird breeding habitat can destroy active nests and contravene the MBCA. Vegetation clearing is recommended to occur outside the core nesting period to eliminate the need for migratory bird nest searches. If work must take place during the core nesting period and the area is small enough to be effectively searched for nesting birds (e.g., isolated trees or hedgerows), then a breeding bird survey can be completed by a Qualified Biologist. The area where bird nests may be impacted must be searched within five days prior to the work commencing. If breeding pairs are located, then they will be protected with a buffer until the nest is no longer active.

If an active nest is observed during construction, a designated buffer will be delineated within which no activity will be allowed to occur while the nest is active (i.e., with eggs or young). The radius of the buffer will also be determined by a Qualified Biologist. Once the nest is determined to be inactive (e.g., the young have fledged the nest), clearing and other activities in the area may proceed.

7.2.1.5 Wildlife Protection

The following mitigation and protective measures for wildlife and wildlife habitat are recommended:

- Construction equipment and vehicles are to yield to wildlife
- Inform construction personnel not to threaten, harass or injure wildlife
- If wildlife are encountered during construction, personnel are required to move away from the animal and wait for the animal to move off the construction site. If slow-moving wildlife (e.g., turtles, snakes) are observed on the road and are in danger, and if safe to do so, they will be moved off the road by gently guiding the individual in the direction it was traveling. Handling of SAR is not permitted without an ESA authorization.

7.2.2 Site-Specific Protection Measures

Site-specific protection measures are required for sensitive species or habitats that may be present within the Study Area and where standard mitigation measures alone do not provide sufficient protection.

7.2.2.1 Wetlands

Standard Sediment and Erosion Control measures (Section 7.2.1.1) are recommended where work will occur within 30 m of wetland communities. Wetland compensation may be required and will be determined at the time of detail design and in consultation with the MNRF and appropriate Conservation Authority. Potential compensation measures might include enhancement of existing degraded wetlands or construction of new wetlands within the same watershed.

7.2.2.2 Woodlands

Newly created edges that are cut along existing woodlands should be addressed with restoration plantings to protect and mitigate for potential negative effects, such as increased sunlight penetration, susceptibility to windthrow, desiccation, and spread of invasive species. It is recommended that restoration plans use native species that are tolerant of the site conditions, including roadside stresses such as salt, pollution, and soil compaction.

7.2.2.3 Species at Risk/Species of Conservation Concern

The mitigation measures presented below follow general guidance for the protection of SAR/SOCC and are consistent with approved measures implemented on similar projects in Ontario. Species-specific measures are provided for species commonly encountered along roadways or in construction zones. Further field investigations, including targeted surveys, should be undertaken at Detail Design to confirm the presence of SAR and their habitat. ESA authorization requirements, if any, for SAR will be determined at Detail Design.

The following mitigation recommendations are provided to reduce the risk to SAR and SOCC through avoidance of habitat features, timing windows and observations of potential refuges.

General mitigation to reduce impacts to SAR or SOCC and their habitats include:

- Inform on-site personnel of the potential presence of the SAR/SOCC identified in the Study Area, obligations under the ESA, and recommended actions in the event of an encounter.

- Species listed as endangered or threatened on the SARO list that are present in the Study Area must be protected from harm and harassment.
- Any SAR that is incidentally encountered in the Study Area must be allowed to leave of its own accord. Activities within 20 m will cease until the individual disperses. Construction machinery/equipment must maintain a minimum operating distance of 20 m from the individual until it disperses from the Work Zone on its own accord.
- If on-site personnel are unable to allow a SAR to leave the active construction area on its own, MECP must be contacted immediately for additional guidance.
- Any SAR that is encountered in the Work Zone will be reported to the MECP staff within 48 hours of the observation or the next working day, whichever comes first.
- If an injured or deceased SAR is found, the specimen must be placed in a non-airtight container that is maintained at an appropriate temperature and MECP must be contacted immediately for additional guidance.
- Temporary alterations to SAR habitat must be limited to the duration and spatial extent possible and be remediated upon completion of activity and monitored as necessary.

Reptiles

Because general mitigation measures may not provide sufficient protection, avoidance of sensitive wildlife periods and temporary wildlife exclusion are recommended for reptiles.

If the peak active season for reptiles, from approximately April 1 to October 31, cannot be avoided during construction then installation of wildlife exclusion fencing must occur before April 1 or after September 15 (i.e., outside of key breeding period) to define Work Zones and restrict the movement of reptiles into the working area. If construction must be initiated during the turtle nesting or snake gestation season (approximately June 1 to September 1), a Qualified Biologist will visually inspect the site for evidence of nesting or individual reptiles and direct installation of construction barrier fencing to avoid nests. If it is not possible to isolate a nest from construction, work will be delayed until it is determined that the nest no longer includes viable eggs (hatchlings have emerged, or eggs were predated).

Potential snake hibernation sites (rock outcroppings or stumps extending below-grade, or animal burrows) will not be disturbed during the hibernation period (November 1 to March 31). If removal of above-ground habitat features (rock slabs or piles, brush) is needed, these features will be retained outside the active Work Zone during construction and returned post-construction to the same or a nearby location.

During ditching and grading activities undertaken between April 1 and October 31, disturbance will be limited to the greatest extent possible to protect reptiles that may be present.

Bats

Trees > 10 cm DBH are present in the Study Area and within the proposed area of impact. These trees may be used by bat SAR as maternity habitat. The following mitigation measures are recommended to address bat SAR.

Trees that have the potential to be used as maternity habitat by bat SAR may be present within the areas proposed for vegetation removal. To identify potentially suitable bat SAR trees, follow-up surveys (during Detail Design) are recommended during leaf-off in areas where vegetation removal is proposed. Trees will be surveyed to identify trees that are >10 cm DBH, with cavities or loose, peeling bark and will be completed following the guidance outlined in MECP's survey protocol: *Treed Habitats – Maternity Roost Surveys* (2022), which references the *Bats and Bat Habitats: Guidelines for Wind Power Projects*. If potential bat trees are identified within the area proposed for removal, acoustic surveys or maternity exit surveys may be needed prior to tree removals.

Additionally, to further reduce the likelihood of harm to bats, removal of trees > 10 cm DBH is recommended to take place outside the period when bats use trees for maternity roosts. Myotis species typically give birth in late-May to early-June, and females fly with newborn young until they become too heavy. Young begin to fly in mid- to late-June, at age three to four weeks. Rearing is completed in August when the bats move to hibernacula. Therefore, tree removal should not occur between May 1 to August 31. If tree clearing is required within this window, maternity exit surveys may be conducted prior to the tree removals, as mentioned above. Maternity exit surveys are conducted during the evening and should include visual and acoustic surveys using accepted protocols.

Consultation with MECP is recommended prior to any bat maternity roost tree removals to receive up-to-date guidance on appropriate surveys and mitigation measures to remain compliant under the ESA.

Monarch

Construction activities with the potential to harm Monarch eggs, caterpillar, or pupae (e.g., vegetation clearing in meadow areas) should not be undertaken during the larval period which is approximately May 1 to September 30.

If vegetation clearing will proceed when Monarch larvae may be present (May 1 to September 30), inspection of milkweed plants is recommended to locate Monarch larvae. If larvae are present, they may be moved to a location that is suitable and safe under the direction of a qualified professional. Monarch caterpillars may be moved to other milkweed plants; for other larval stages (i.e., eggs and chrysalis), entire milkweed plants should be transplanted.

Milkweed and nectar producing plants will be included in seed mixes for areas restored to meadow to provide habitat for Monarch.

7.2.2.4 Consideration of the Endangered Species Act, 2007

The provincial ESA prohibits the killing, harming, harassing, capturing, or taking of a living member of a species listed as threatened, endangered, or extirpated by the SARO list (O. Reg. 230/08) (S. 9). Damage to habitat (S. 10) is also prohibited except where a permit is issued under S. 17(2) of the same Act or the Activity is registered under the Species at Risk Registry.

Potential habitat for SAR (Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis and Tri-colored Bat) was identified in the Study Area but could not be confirmed during preliminary field investigations. Targeted surveys for Red-headed Woodpecker and bat SAR are recommended at Detail Design to determine if species and/or habitat is present within Work Zones.

Consultation with MECP is recommended during Detail Design to discuss potential impacts to Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, and bat SAR that may result from the Project after mitigation, and to determine potential authorizations/permits.

7.3 Climate Change

Greenhouse gases are major contributors to warming temperatures on the planet and global climate change. No increase in traffic volume is anticipated from the Recommended Plan, and the Recommended Plan is not expected to have a significant impact on the regional and provincial greenhouse gas targets. It is also anticipated that advancements in fuel efficiency and vehicle technologies will also result in an overall decrease in regional and provincial annual greenhouse gas emissions. Furthermore, the roundabout plan may aid in reducing emissions by improving traffic flow and reducing idling and fuel consumption.

Stormwater management and drainage infrastructure for the Recommended Plan will be designed considering climate change impacts in the Detail Design phase.

7.4 Socio-Economic Environment

7.4.1 Land Use

7.4.1.1 Property

The Recommended Plan is expected to result in the partial acquisition of approximately three properties with an impacted area of 0.51 hectares and will require entrance changes to two businesses.

7.4.1.2 Communities

There are no direct impacts to community facilities. There may be minor temporary delays for traffic during the construction phase for the intersection. No other impacts/minor changes are anticipated to community facilities in the study area.

7.4.1.3 Student Transportation

No permanent impacts are anticipated to student transportation routes as a result of the Recommended Plan. There may be minor temporary delays for students/school transportation services that travel through the intersection; however, all student transportation services will be consulted during the next stage design, and will be notified of any delays prior to construction, if any.

7.4.1.4 Emergency Services

No permanent impacts are anticipated for emergency service providers that service the study area and surrounding communities. There may be minor temporary delays for EMS services that travel through the intersection during construction. EMS providers will be consulted during Detail Design, and will be notified of any delays prior to construction, if applicable.

7.4.1.5 Municipal Services

Prince Edward County runs a bus service (County Transit) along Highway 62 in the study area from Picton to Belleville from Monday to Friday running five times a day. There may be minor temporary delays for the bus service as it travels through the intersection during construction. The County transit services will be consulted during Detail Design and will be notified of any delays prior to construction, if applicable.

7.5 Cultural Heritage Environment

7.5.1 Archaeological Resources (Land)

The findings of the Stage 2 AA indicated that there were no archaeological resources identified within the area, and that no further archaeological assessment activities were required within the area assessed. Therefore, no impacts to archaeological resources are anticipated.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990b). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services.

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8.0 Public Consultation

The main objective of consultation in the Class EA process is to ensure that project information is shared in a meaningful way, and that consideration is given to all aspects of the environment from the earliest stages of planning. Communication with potentially impacted and/or interested parties is key in the planning process and provides a mechanism for the proponent to define and respond to issues prior to key decisions being made. Recognizing this, the study team initiated a comprehensive program from the onset of the study, as described herein.

All interested parties were offered early and ongoing opportunities to review study information and provide input to the decision-making process. To achieve this, a variety of communication strategies were used to engage the public, agencies, interest groups, property owners and community members. As a first step, a Consultation Plan was developed and described the following elements:

- Study notifications (Notices of Study Commencement, Public Information Centre (PIC) 1, PIC 2, and TESR)
- Communication with external agencies in order to obtain pertinent technical information and identify the requirement for legislative or regulatory approvals related to the undertaking
- Meetings with municipal staff and Council
- Communication with affected property owners where temporary or permanent interest in property is required
- Communication with local residents and businesses
- Two Public Information Centres (June 29, 2023, and January 25, 2024)

A copy of all public notification materials is provided in Appendix B.

All input received was incorporated into the project findings and recommendations, as appropriate, and responses were provided to all input received.

All project correspondence to/from the public was collected in accordance with the *Freedom of Information and Protection of Privacy Act.* Accordingly, with the exception of personal information, all public comments form part of the public record.

8.1 Project Website

A project website (https://www.hwy62pec1.ca) was developed at the onset of the study to provide the public with easy access to project information, which was maintained throughout the study process, including background, project team member contact information, PIC materials links to project-specific documentation (i.e., study notifications, EA processes, TESR) and supplementary information.

8.2 Project Email Address

The project website allowed interested parties to contact the project team directly through the dedicated project email address (comments@hwy62pec1.ca).

8.3 Notice of Study Commencement

The purpose of the Notice of Study Commencement was to inform the public and external agencies about the study and to seek initial input in relation to the study. The notice briefly outlined the objective of the study, the Class EA process, study area location map and contact information for project team representatives.

The Notice of Study Commencement was communicated via newspaper advertisements in the *Picton Gazette* and the *Picton County Weekly News* on October 6, 2022. It was also posted on the project website.

Individual notification letters were also sent to federal, provincial, and municipal agencies, property owners and stakeholder groups that were expected to have an interest in the study September 20, 2022. Letters to agencies requested information on the environmental (i.e., natural, social, or cultural) features of the study area and to seek their input on the project. The correspondence included a flyer with additional information about the study, including a map of the study area.

The following external agencies and stakeholders also received an agency comment sheet, requesting input:

Provincial Agencies

- Ministry of Natural Resources and Forestry
- Ministry of Indigenous Relations and Reconciliation
- Ministry of the Environment, Conservation and Parks
- Ministry of Citizenship and Multiculturalism

Municipal Agencies

- Prince Edward County – Clerk, Chief Administrative Officer, Manager of Planning, Director of Development Services, Chair – Traffic Advisory Committee, Communications and Consultation Supervisor

Local Elected Representatives

- MPP – Quinte West

Emergency Services

- Ontario Provincial Police, Prince Edward County Detachment
- Prince Edward County Fire Department
- Hastings Quinte Paramedic Services (HQPS)

School Boards/ Bus Service

- Hastings and Prince Edward District School Board
- Algonquin and Lakeshore Catholic District School Board
- Tri-Board Student Transportation Services
- Central East Catholic School Council (CECCE)

Other Stakeholders

- Prince Edward County Chamber of Commerce
- Ontario Trucking Association
- Greyhound Canada Transportation Corp.
- Prince Edward Trail Riders Snowmobile Club
- Coach Canada
- Ontario Federation of Agriculture
- Prince Edward Federation of Agriculture
- Prince Edward County Winegrowers Association

A copy of the agency mailing list is provided within Appendix B.

It should be noted that staff from Prince Edward County were kept informed throughout the duration of the study. Council meetings with Prince Edward County were planned in advance of each PIC. Where required, additional meetings were held with relevant agencies or municipalities to discuss project specific issues.

A total of 88 letters, emails, and phone calls were received following the Notice of Study Commencement up to, and beyond the requested submission date of November 4, 2022. A copy of the comments received from agencies and public and associated responses are provided in Appendix C. A copy of the notices issued in relation to study commencement is provided in Appendix B. A copy of the public and agency correspondence received following the Notice of Study Commencement is located in Appendix C.

8.4 Public Information Centre 1

The first PIC was held online with a prerecorded presentation on June 29, 2023, on the study website www.Hwy62PEC1.ca. The purpose of the PIC was to generally introduce the project and associated background information, present and gather feedback on the problems and opportunities, the study area existing conditions, and the Alternatives to the Undertaking.

The PIC was advertised in *Picton Gazette* and the *Picton County Weekly News* on Thursday June 29, 2023. The Notice was also posted on the project website in advance of the meeting. In addition, notification letters were mailed to external agencies, businesses, stakeholders, property owners and the general public on June 21, 2023. A hard copy of the notice was also sent to approximately 6,782 residents and business owners during the week of June 19th, 2023 via Canada Post unaddressed admail.

In total, 67 letters and emails were received following PIC 1 and by the requested submission date of August 12, 2023. Additionally, a comment form was available online where 23 comments were received. In general, comments included signalized intersection concerns, support for roundabout, preference for solutions, and requests to be added to the project mailing list.

A copy of the information displayed at PIC 1, as well as the feedback received at, and following PIC 1 is provided in Appendix E.

8.5 Public Information Centre 2

PIC 2 was held on January 25, 2024 and was an in-person format at the Wellington District Community Centre, Multi-purpose Rotary Room, 111 Belleville Street, Wellington, Ontario. A session for external agencies was hosted from 3:00 pm to 4:00 pm, and a session for the general public was held from 4:00 pm to 7:00 pm. The purpose of PIC 2 was to present and gather feedback on the study overview and the process being followed; the evaluation of intersection improvement alternatives; the technically preferred plan; and the preliminary environmental protection and mitigation measures.

Potentially impacted property owners were invited to meet members of the project team and MTO Property Section representatives in advance of the PIC to discuss the preferred plan, the MTO process to purchase property, entrance changes, and potential construction impacts.

The PIC was held in a ‘drop-in’ style format where representatives from MTO and Stantec were available to discuss the study, answer questions, and receive input on the information shared as part of the PIC.

The notice and a cover letter were sent via mail and email to the MPP for Bay of Quinte on January 4, 2024, and to representatives of external agencies, businesses and members of the public on Monday January 8, 2024. A registered letter, along with a copy of the notice, was sent to four property owners who will possibly be impacted by this project—delivery confirmation was

received for all four on January 11, 2024. A hard copy of the notice was also sent to approximately 6,782 residents and business owners during the week of January 8, 2024 via Canada Post unaddressed admail.

Notices to advise the public of the second PIC were published in the following papers:

- *Picton Gazette* (in English, on January 18, 2024)
- *Picton County Weekly News* (in English, on January 18, 2024)

The cover letter and Notice of PIC 2 provided information about the PIC, including its purpose, date, time, and location for the in-person PIC, as well as information on accessing the presented materials on the study website.

Comments regarding the PIC presentation were requested to be submitted by February 23, 2024.

A total of 38 people attended the in-person PIC including 5 business representatives, two Councillors / Municipal staff, and external agency representatives included Prince Edward County staff. A total of 12 comment sheets were submitted in person. Comments included support for the preferred plan, requests for the roundabout to be built soon, concerns over safety, and impacts to business-owners in the study area. A copy of the information displayed, as well as the comments received, and the associated responses are provided in Appendix C.

8.6 Municipal Consultation

In addition to providing local municipal staff notification of key study milestones and/or consultation events, the project team also made presentations to the Prince Edward County Planning and Development Committee (which consisted of all members of council), at the request of Prince Edward County Councillors. Presentations were made as part of regularly scheduled Planning and Development Committee meetings in advance of PICs and included an overview of the information to be shared at the associated PIC, followed by a question-and-answer period. Two Municipal Technical Advisory Committee meetings were also organized in advance of each PIC.

A copy of the information shared at each meeting, including a summary of the feedback received is provided in Appendix B.

8.6.1 Municipal Technical Advisory Committee Meeting 1

The first Municipal Technical Advisory Committee (MTAC) meeting was held virtually on June 27, 2023 in advance of the first PIC. Municipal and regional staff members and emergency service providers were invited to attend that meeting, and members of the project team and MTO representatives were present to discuss the project overview for the first PIC. Representatives from Prince Edward County (PEC) Engineering, Development, Operations and Planning department staff members, Prince Edward County Fire Department, and Hastings-Quinte Paramedic Services were present at the meeting. The following was discussed at the meeting:

- Stantec staff members provided a presentation on the project including the study purpose and process, the preliminary alternatives and preliminary screening of alternatives, and the evaluation process and evaluation criteria
- PEC staff noted that they prefer Alternative 4 (Roundabout) and they do not support Alternative 1 and would like to see additional alternatives carried forward for the detailed evaluation
- PEC staff asked what the timing was for construction of this intersection improvement. MTO noted that this project has dedicated funding once Detail Design is completed and will work towards selecting a consultant for the Detail Design phase once we have preferred alternative in place.
- PEC staff noted that County Road 1 will be turned into a designated truck route and would increase the volume of trucks on the road.
- Emergency service providers noted that they prefer a roundabout

A copy of the notes taken at this meeting are provided in Appendix B.

8.6.2 Municipal Technical Advisory Committee Meeting 2

The second MTAC meeting was held in person at the PEC municipal offices at 280 Main Street West in Picton on December 13, 2023 before the second PIC. Representatives from Prince Edward County (PEC) Engineering, Development, Operations and Planning department staff members, Prince Edward County Fire Department, and Hastings-Quinte Paramedic Services were present at the meeting.

The following was discussed at the meeting:

- Stantec noted that following a detailed review of Alternatives 1 and 4, Alternative 1 was revised to adhere to specific design standards to improve the skewed intersection angle from 55 degrees to 70 degrees. This revised alternative was renamed Alternative 1R and was carried forward for the detailed evaluation of alternatives.
- Stantec presented the Preferred Plan, which is a roundabout.
- PEC Staff noted that they are happy with the roundabout as the Preferred Plan and noted that signalized intersections only result in increases in speed in advance and following the traffic signals.
- Ontario Provincial Police (OPP) staff noted that there is a high amount of non-compliance at this intersection and that a roundabout would be much safer and would eliminate the non-compliance.

- PEC staff asked what the timing was for construction of this intersection improvement. MTO noted that this project has dedicated funding once Detail Design is completed and will work towards selecting a consultant for the Detail Design phase once the Preliminary Design phase has been completed.

A copy of the notes taken at this meeting are provided in Appendix B.

8.6.3 Planning and Development Committee Meeting 1

Stantec provided a presentation at the virtual Planning and Development Committee held on July 19, 2023. This was an opportunity for the Prince Edward County Planning and Development Committee, the project team and MTO representatives to present and discuss the Highway 62 and County Road 1 intersection improvements study purpose and process, existing conditions, preliminary alternatives and the preliminary screening of alternatives before the first PIC. The Planning and Development Committee members asked the following questions:

- Whether consultation with the OPP and the Fire Department had occurred?
- Who should abutting property owners write letters in support for a roundabout to?
- How is the number of lanes for the roundabout determined?
- Why is the Province looking at multiple options?
- Why is option 1 considered when it does not reduce the risk of accidents?
- What are the cost estimates of option 1 and option 2?
- Is it possible to reduce the speed limit to 60 km/h within 100 metres of the intersection as a traffic calming measure for the time being?
- What is the maintenance cost of the options?
- Can this project be expediated to begin in Spring 2024?

The project team provided this information and responses to all questions in a follow-up email on September 29, 2023.

8.6.4 Planning and Development Committee Meeting 2

Stantec provided a presentation at the virtual Planning and Development Committee held on January 24, 2024. This was an opportunity for the Prince Edward County Planning and Development Committee, the project team and MTO representatives to present and discuss the Highway 62 and County Road 1 intersection improvements study purpose and process, results of the evaluation of alternatives and the preferred plan before the second PIC. There was a question-and-answer period regarding the timeline for construction, whether the Ministry had committed funding for the next phase of the project and landscaping and sightlines in the centre of the proposed roundabout.

8.7 Agency Correspondence

A number of agencies were consulted to verify the existing conditions of the study area, and to solicit feedback throughout the study on the alternative solutions, and requirements of the area. Table 25 summarizes the agency correspondence for this project.

Table 25: Agency Correspondence

Contact Information	Issue/Concern	Response/Action taken by Project Team
Regional Environmental Planner Environmental Assessment Branch Ministry of the Environment, Conservation and Parks	• Emailed response (September 21, 2022) noting: – Thanks for the Notice of Commencement. – MECP also requires the attached Project Information Form to be completed for our records. • Emailed to provide preliminary comments on the study (October 7, 2022) noting: – The Class EA study must consider planning and policy, source water protection, greenhouse gas emissions, climate change, excess materials management.	• Notice of Study Commencement (NOSC) sent September 20, 2022 • Emailed to note that the Project Information Form has been sent to the eanotification.eregion@ontario.ca (September 21, 2022) • Emailed (November 8, 2022) response on noting: • The project team will review all applicable policies and planning documents • A Permit to Take Water, Dewatering and Excess Water Management Plans, an Excavation and Sediment Control Plan, and a Spill Prevention Contingency Plan, if required, would be completed during Detail Design • The stormwater management design for this study will be completed utilizing the MTO Drainage Management Manual (1998) and the MTO Highway Drainage Design Standards (2008), which was developed in accordance with the Ministry of the Environment, Conservation and Parks (MECP) Stormwater Management Planning and Design Manual, March 2003. • The Quinte Conservation Authority have been notified of the project, and their input has been requested. The TESR will include a section on sourcewater protection. • A Contamination Overview Study (COS) will also be completed for the project area within the existing and future MTO right-of-way limits. • Climate change, air quality and noise considerations will be documented in the TESR. • Natural environment studies will be completed for this study and will identify any environmentally sensitive features such as provincially significant wetlands, ANSIs, conservation areas, potential SAR habitat, significant woodlands and other significant habitats.

Contact Information	Issue/Concern	Response/Action taken by Project Team
		• PIC 1 notification sent June 21, 2023 • PIC 2 notification sent January 8, 2024
Regional Planner District Planner Ministry of Natural Resources and Forestry, Peterborough District	• Emailed October 19, 2022 noting the following: – MNRF's natural heritage and natural resources GIS data layers can be obtained through the Ministry's Land Information Ontario (LIO) website. You may also view natural heritage information online (e.g., Provincially Significant Wetlands, ANSI's, woodlands, etc.) using the Make a Map: Natural Heritage Areas tool. – Please note, that should the project require: – The relocation of fish outside of the work area, a License to Collect Fish for Scientific Purposes under the Fish and Wildlife Conservation Act will be required. – The relocation of wildlife outside of the work area (including amphibians, reptiles, and small mammals), a Wildlife Collector's Authorization under the Fish and Wildlife Conservation Act will be required. • Emailed (November 3, 2022) providing natural heritage information	• Email sent September 16, 2022 requesting a natural heritage information request for the study area
Quinte Conservation Planning and Regulations Manager	• Emailed (June 28, 2023) noting the following: – Apologized for missing the meeting June 27, 2023 – Comments that alternative 4 appears to be less disruptive than the other options and that they are interested in protecting the wetland and the SW corner as much as possible – Stated that the study may include a water quality control if additional drainage is directed towards the wetland	• NOSC sent September 20, 2022 • PIC 1 notification sent June 21, 2023 • MTAC #1 Meeting Invite sent (June 22, 2023) • Emailed June 29, 2023 to note the following: – Thank you for following up and for providing your feedback on the intersection alternatives. – If you have any other information regarding the wetland in the SW corner that you would like to share with the project for the evaluation process please send it to the project team. • PIC 2 notification sent January 8, 2024 • MTAC # 2 Meeting Invite sent (November 20, 2023)
Ontario Provincial Policy – Prince Edward County Detachment	• Emailed (December 21, 2022) to request to be added to the mailing list • MTAC #2 (December 13, 2023) attended meeting • At MTAC # 2 meeting, noted support for the Roundabout plan	• NOSC sent September 20, 2022 • Response sent (December 22, 2022) noting that contact information has been added to project mailing list • PIC 1 notification sent June 21, 2023 • MTAC #1 (June 22, 2023) Meeting Invite • MTAC # 2 Meeting Invite sent (November 20, 2023) • PIC 2 notification sent January 8, 2024

Contact Information	Issue/Concern	Response/Action taken by Project Team
Deputy Chief of Operations Hastings-Quinte Paramedic Services	• Attended MTAC # 1 meeting (June 27, 2023) and noted safety concerns, accidents at the existing intersection and support for a roundabout alternative.	• NOSC sent September 20, 2022 • MTAC #1 (June 22, 2023) Meeting Invite • MTAC # 2 Meeting Invite sent (November 20, 2023) • PIC 1 notification sent June 21, 2023 • PIC 2 notification sent January 8, 2024
Deputy Fire Chief Prince Edward County Fire Department	• Attended MTAC # 1 meeting (June 27, 2023) and noted safety concerns, accidents at the existing intersection and support for a roundabout alternative. • Attended MTAC # 2 meeting (November 20, 2023) noting support for the roundabout- the preferred plan	• NOSC sent September 20, 2022 • PIC 1 notification sent June 21, 2023 • PIC 2 notification sent January 8, 2024 • MTAC #1 (June 22, 2023) Meeting Invite • MTAC # 2 Meeting Invite sent (November 20, 2023)
Project Manager Engineering Division Department of Development Services The Corporation of the County of Prince Edward	• Emailed (May 23, 2023) requesting update on the project and noted that the County would like to be involved and don't want to miss the opportunity to provide input or attend any PICs.	• Emailed (May 23, 2023) noting that: – the Highway 62 and County Road 1 Intersection Study is coming along well. The project team is currently developing the materials for the upcoming PIC 1 and hope to meet with County Staff in advance of the PIC. • PIC 1 notification sent June 21, 2023 • PIC 2 notification sent January 8, 2024 • MTAC #1 (June 27, 2023) attended meeting • MTAC #1 (June 26) sent email of PowerPoint before meeting • MTAC # 2 Meeting Invite sent (November 20, 2023)
Municipal Clerk The Corporation of the County of Prince Edward	• MTAC #2 (December 13, 2023) attended meeting	• NOSC sent September 20, 2022 • PIC 1 notification sent June 21, 2023 • MTAC #1 (June 22, 2023) Meeting Invite • MTAC # 2 Meeting Invite sent (November 20, 2023) • PIC 2 notification sent January 8, 2024
Manager of Planning The Corporation of the County of Prince Edward	• MTAC #1 (June 27, 2023) attended meeting • MTAC #2 (December 13, 2023) attended meeting	• NOSC sent September 20, 2022 • MTAC #1 (June 22, 2023) Meeting Invite • MTAC #1 (June 27, 2023) attended meeting • MTAC # 2 Meeting Invite sent (November 20, 2023) • MTAC #2 (December 13, 2023) attended meeting • PIC 1 notification sent June 21, 2023

Contact Information	Issue/Concern	Response/Action taken by Project Team
		• PIC 2 notification sent January 8, 2024
Prince Edward County Manager of Engineering	• MTAC #1 (June 27, 2023) attended meeting • MTAC #2 (December 13, 2023) attended meeting	• MTAC #1 (June 22, 2023) Meeting Invite • MTAC #1 (June 26) sent email of PowerPoint before meeting • MTAC # 2 Meeting Invite sent (November 20, 2023) • PIC 1 notification sent June 21, 2023 • PIC 2 notification sent January 8, 2024
Director, Development Services Department of Development Services The Corporation of the County of Prince Edward	• Sent a letter on October 28, 2022 noting the following: – Prince Edward County is a popular tourist destination – Both Highway 62 and County Road 1 are main corridors in and out the County and County Road 1 provides the main access from County Road 33 – Increase in tourist traffic over the past 10 years – This intersection of Highway 62 and County Road 1 is skewed, such that some drivers find it difficult or awkward to thoroughly check for cross traffic in the obtuse angle. – Because of the skewed angle, left-hand turn maneuvers from Highway 62 to County Road 1 are in direct conflict with one another as their required paths must pass through the other in order to make the maneuver. This presents confusion, distraction and unpredictability for drivers. See attachment. – There are often large queues along both sides of County Road 1 trying to cross Highway 62 or enter upon Highway 62. – There have been several accidents at this intersection over the past few years – Due to the intersections' atypical geometry, combined with high traffic volumes and the speed of the vehicles on Highway 62, major enhancements are required. – the Municipality would like to see a roundabout option explored during this study, and we understand that through the EA process other options will also be explored and evaluated • Emailed (June 16, 2023) asked if the MTAC #1 could be in person • MTAC #1 (June 27, 2023) attended meeting • MTAC #2 (December 13, 2023) attended meeting	• NOSC sent September 20, 2022 • Emailed (December 16, 2022) to note: – The project team will be conducting detailed safety and traffic studies to help identify the operational and safety concerns. – The study will also include the development of intersection improvement alternatives to address concerns that are identified. – The existing geometric concerns will be reviewed and alternatives that realign the roads to reduce the skew will be investigated. A roundabout will also be one of the various alternatives considered and evaluated as part of this intersection improvement study. – The first Public Information Centre is tentatively planned for late winter/early spring 2023. – You will receive an invitation to participate in Municipal Technical Advisory Committee (MTAC) meetings for this project. • PIC 1 notification sent June 21, 2023 • MTAC #1 (June 22, 2023) Meeting Invite • Responded via email (June 22, 2023) explained that other agencies will not be able to attend thus, will be online for June 27th. • MTAC #1 (June 26) sent email of PowerPoint before meeting • MTAC # 2 Meeting Invite sent (November 20, 2023) • PIC 2 notification sent January 8, 2024

Contact Information	Issue/Concern	Response/Action taken by Project Team
Deputy Clerk The Corporation of the County of Prince Edward	• Planning and Development Committee Meeting held on July 19, 2023 and the Committee requested additional information from the project team on speed zones and speed limits, costs of the alternatives, project timelines and the property acquisition process	• Planning and Development Committee Meeting on July 19, 2023 Responded via email on Sep 29, 2023 following the Committee Meeting noting the following: • Speed zoning is the establishment of safe and reasonable speed limits for specific zones or sections of highways. If the speed limits are not set properly, they will appear to be unreasonable to motorists and will likely be disobeyed. Consequently, there could be a large variation in the operating speeds within such a zone as some motorists obey the limit while others won't. Based upon our review and the Transportation of Canada (TAC) speed study results, the existing 80 km/h speed limit is appropriate along this portion of Highway 62. • The preliminary costs for each alternative are currently being developed as part of the evaluation of alternatives. As discussed at the committee meeting, it is anticipated that the cost of the roundabout will be higher than the cost of signalizing the intersection and making geometric improvements. At this time, it is estimated that the cost for the roundabout is between 50% and 100% higher than the intersection improvements and signalization. The costs include roadway construction, utility impact, and property. • Following the completion of preliminary design; property acquisition can commence, utilities can be relocated as required, and detail design will be initiated. Once that phase is completed, all approvals and permits are obtained, and funding is secured, then construction can begin. The project is programmed for construction starting within 5 years, pending funding approval. • Once a recommended plan is identified and confirmed, a property request plan will be completed to identify any property acquisition needs for future project stages. At that time, pending funding approval, MTO will be in a position to commence the acquisition of property requirements.

Contact Information	Issue/Concern	Response/Action taken by Project Team
		Typically, the property acquisition process can take up to 18 months; however, with willing sellers and amicable settlements, it is possible to advance the process.
Director of Operational Services The Corporation of the County of Prince Edward	• Attended MTAC # 1	• PIC 1 notification sent June 21, 2023 • MTAC #1 (June 22, 2023) Meeting Invite • MTAC #1 (June 26) sent email of PowerPoint before meeting • MTAC # 2 Meeting Invite sent (November 20, 2023) • PIC 2 notification sent January 8, 2024
President Prince Edward Federation of Agriculture	• Sent comments via email (July 18, 2023) noting the following: – Concerned over movement of agricultural equipment and vehicles through intersections – Asked that the size and scale of tractors be considered in the design of the new intersection – Provided dimensions of agricultural equipment to consider – Noted that any highway improvements should accommodate a width of 20 ft	• NOSC sent September 20, 2022 • PIC 1 notification sent June 21, 2023 • Response (July 19, 2023) acknowledging receipt of the email and that a detailed response will be provided by the project team • Response (July 28, 2023) noting the following: – Acknowledge that a roundabout alternative will accommodate large agricultural vehicles and equipment. – Signalized intersection option also accommodates larger vehicles. – Provided website and online PIC link • PIC 2 notification sent January 8, 2024
Chair Traffic Advisory Committee Prince Edward County	• Sent email to request to be added to mailing list (June 12, 2023)	• Follow-up email (June 13, 2023) noting the following: – Informed of upcoming PIC 1 – Informed of Planning and Development Committee meeting on July 19, 2023 • PIC 1 notification sent June 21, 2023 • PIC 2 notification sent January 8, 2024

A copy of all agency correspondence is provided in Appendix C.

8.8 Summary of Public Comments

Over the duration of the study, many comments were received from the public that covered various themes including roundabouts, traffic and safety conditions, property impacts, impacts to businesses, agricultural vehicles access, possible signage, tourism, and overall support for a roundabout at this intersection. Table 26 provides a summary of the main comments and themes and the associated responses provided by the project team. All comments, including those from agencies and the municipality, have been addressed and resolved, with no outstanding issues. Further consultation will be undertaken during the detailed design phase to ensure continued engagement. With the exception of correspondence carried out at public consultation events, a copy of all remaining public correspondence is provided within Appendix C.

Table 26: Summary of Public Comments and Responses

Study Commencement Comments	
Comment	**Response Provided and/or Action Taken**
Traffic and Safety	
• Tourists on County Road 1 come to the stop sign and think it is a 4-way stop. • Drivers pull out in front of traffic on Highway 62 who are continuing through the junction. • Whenever we use Highway 62 we have to be ready for vehicles to pull out in front of us. • County Road 1 appears to be staggered at this intersection, making it confusing for motorists who are on Highway 62 (either direction) and who want to turn left onto County Road 1, when there is another vehicle coming in the opposite direction. • Concerned for safety at this intersection. • Traffic has increased due to tourism. • Drivers often impatient for a break in traffic entering 62 from County Road 1. • There have been near misses witnessed • Sightlines are difficult • The speeds are high and often drivers on County Rd 1 make some risky decisions because they've waited forever to cross. • Turning left there is difficult, as the road doesn't seem to meet on the square, which makes it difficult to negotiate where to be in the intersection when waiting to turn.	Your comments with respect to traffic and safety concerns at this intersection have been noted and forwarded to the project team for consideration. As part of this Preliminary Design and Class EA Study, the project team will be conducting detailed safety and traffic studies and reviews to help identify the problems and develop a set of intersection improvement alternatives that will address those issues.
• This study should utilize peak traffic volumes during the summer for design of any traffic control measures.	Throughout our provincial highway network, the Ministry of Transportation routinely monitors and collects traffic data. All available traffic data will be used for this study, including the recent turning moving counts collected at the Highway 62 and County Road 1 intersection this past summer (Summer 2022). As part of this Preliminary Design and Class EA Study, the project team will be conducting detailed safety and traffic studies and reviews to help identify the problems and develop a set of intersection improvement alternatives that will address those issues.
Cost	
• Concerns regarding the cost of this study and the cost of a roundabout. Traffic lights would be more cost effective.	Your comments with respect to cost concerns related to improvements at this intersection have been noted and forwarded to the project team for consideration. As part of this Preliminary Design and Class EA Study, the project team will be conducting detailed safety and traffic studies and reviews to help identify the problems and develop a set of intersection improvement alternatives that will address those issues. Thank you for sharing your support for traffic signals at this intersection, which will be one of the alternatives evaluated as part of this study.

Study Commencement Comments	
Comment	**Response Provided and/or Action Taken**
Support for Roundabout	
• Support for a roundabout. • A roundabout would solve the problems at this intersection. • In full support of a traffic circle at this intersection to maintain flow and calm traffic. There is enough traffic in all directions to make this feasible. • Lights will not be safe as motorists run them at high speed. • Build a roundup that has an obstruction in the centre of it, to remove the option of driving through it. • Drivers will ignore four way stop signs or traffic lights and drive through them. • Build a roundabout now. • strongly recommend converting the intersection to a roundabout. • Roundabouts move traffic along in a safe way without interfering the flow of the traffic like traffic lights would do. • The roundabout at Highway 33 and County Road 1 is a perfect example. Traffic runs smoothly and it feels safe.	As part of this Preliminary Design and Class EA Study, the project team will be conducting detailed safety and traffic studies and reviews to help identify the problems and develop a set of intersection improvement alternatives that will address those issues. Thank you for sharing your support for a roundabout at this intersection, which will be one of the alternatives evaluated as part of this study.
Agricultural Equipment and Large Vehicles	
• Would a roundabout accommodate all vehicles, especially all farm vehicles? • Would there be a limitation on the length of a tractor trailer accommodated by a roundabout?	The ministry considers the anticipated frequency of use and available alternative routes for trucks and other large vehicles, such as farm equipment, as well as permitted oversized/overweight vehicles in determining recommendations. To accommodate these types of large and/or special permitted vehicles, the design of the roundabout may include removable signs and objects, larger diameter or modifications to central island, mountable curbs and splitter islands, inner and outer truck aprons, or counter flow movement. The use of farm equipment was considered in the design of the roundabout at Highway 33 and Prince Edward County Road 1 and includes a large diameter non-traversable central island with a mountable truck apron to accommodate the wheel tracking of large vehicles. The types of vehicles, frequency of use and available alternative routes for larger vehicles, such as the farm equipment referenced, are an important piece of the design process.

PIC 1 Comments	
Comment	**Response Provided and/or Action Taken**
Support for a Roundabout	
• Requested a roundabout. • Support roundabout. Roundabouts are better at regulating traffic. • Inquired if a roundabout will be considered to reduce the speed of the intersection. • Disagreed with traffic lights, they do not guarantee that drivers will stop and obey signals. • Alternative 1 is not an option as in most cases north and southbound vehicles making a left turn end up having to go around the back of each other or block traffic trying to navigate the corner.	As part of this Preliminary Design and Class Environmental Assessment Study, the project team will be conducting detailed safety, traffic and environmental studies and reviews to help identify the problems and develop a set of intersection improvement alternatives that will address those issues. A roundabout alternative will be evaluated as part of this study.
Safety Concerns	
• Cars speed through the intersection and there are many accidents. • Stated that doing nothing should not be an option because accidents will continue. • Stated that this is an extremely busy and important intersection and many accidents occur. • Commented that this intersection is dangerous, and many people believe it is a four way stop. • The issue with the current setup (flashing light) is that no one understands what that means and who has the right-of-way. Many people think the drivers on 62 will stop.	Your comments with respect to safety concerns have been noted and forwarded to the project team. As part of the project team's safety and traffic review, current challenges at this intersection include a history of collisions and low compliance with the existing traffic control.
Tourism & Traffic	
• Concerned about traffic regulation during tourism season. • Dangerous for tourists and they don't understand the intersection. • That intersection has become much busier recently with the influx of tourists visiting the County.	Your comments with respect to an increase in traffic volumes during tourism season and potential safety concerns as result of an increase in traffic have been noted and forwarded to the project team.

PIC 1 Comments	
Comment	**Response Provided and/or Action Taken**
Support for a Signalized Intersection	
• Suggested to implement a light sensor. Commented that a roundabout will slow down traffic too much. • A traffic light intersection would be efficient if turning lanes had advance green lights and weighted lanes to trigger lights at different times of day. • Requested a traffic light at the intersection. Stated that many vehicles don't know how to use roundabout and the landscape in the middle of the circle confuses drivers.	Your support for lights (traffic signals) at the intersection of Highway 62 and Prince Edward County Road 1 has been noted and forwarded to the project team. Please visit the project website at www.Hwy62PEC1.ca for further project information including the Online Public Information Centre 1 (PIC) which is now available on the website.
Large Vehicles/Agricultural Equipment & Roundabout	
• Suggested that no landscaping be done in the middle of the roundabout. • Adjacent areas in The County have a roundabout and it works very well. • Asked when considering the roundabout that RVs, boats, and other large vehicles can go through. Asked for adequate signage and lighting to allow traffic a safe route.	Your support for a roundabout at the intersection of Highway 62 and Prince Edward County Road 1 and your comments regarding the roundabout accommodating large vehicles have been noted and forwarded to the project team. Please note that the roundabout alternative has been designed to accommodate larger vehicles such as tractor trailers and farming equipment. Appropriate signage and lighting would also be an important component of the roundabout design. If the roundabout is selected as the Preferred Plan, additional investigations would be conducted to confirm illumination requirements and design.
Evaluation Criteria	
• Stated that the process and criteria looked good and understandable. • Thorough evaluation of six options, looks great. • Understands the analysis. Stated that the criteria used seemed to cover all elements, however the most important is public safety, and the flow of traffic efficiency. • Commented that the preliminary screening is helpful. • Inclusion of the advantages and disadvantages for each of the alternatives was helpful. The evaluation criteria were additionally helpful.	As part of this Preliminary Design and Class Environmental Assessment, the project team has conducted detailed safety and traffic studies and developed a set of intersection improvement alternatives that address the operational issues identified at this intersection. This information will be used to develop weights for the criteria in order to complete our evaluation of alternatives to be presented at the next Public Information Centre.

PIC 1 Comments	
Comment	**Response Provided and/or Action Taken**
Collision Statistics	
• Stated that the collision data was informative. • Suggested that they would have liked to see more statistics in regards to numbers of collisions. • Intersection is notorious with the non-seasonal community (hospital staff, family members, neighbours and friends etc) as having an accident at least once a week.	As part of this Preliminary Design and Class Environmental Assessment, the project team has conducted detailed safety and traffic studies, which includes a history of collisions and low compliance with the existing traffic control, and developed a set of intersection improvement alternatives that address the operational issues identified at this intersection. Please note that the collision data collected between 2016 and 2021 indicated that there were an average of 4 to 5 reported collisions per year. It should also be noted that a roundabout is one of the intersection alternatives that will be evaluated.
Signage	
• Stated that some people (mostly visitors) don't understand how to use a round-about. Intuitive signage would help to guide those. • Suggested that a "Caution/High Collision Intersection" sign be posted in the interim, for motorists travelling on Scoharie Road.	Please note that appropriate signage and lighting would be implemented at the roundabout, if it is selected as the Preferred Plan. Please note that the project team has reviewed potential interim improvements such as additional signage but has determined that those improvements would not be able to address the current operational issues at this intersection.
Illumination and Reliance on Electricity	
• Roundabout will operate with or without electricity on this busy intersection. • This is an ecological safety solution because there will never be an electrical power outage which will affect traffic lights.	Please note that although a roundabout alternative does not require traffic signals, illumination will be required at the roundabout for general roadway lighting. Once a preferred plan is selected, lighting, signage, and maintenance requirements will be confirmed.
GHG Emissions	
• Reduction in auto emissions with the roundabout option should be included in evaluation.	Please note that roundabouts typically improve the efficiency of traffic flow and as a result, may potentially lead to reduced vehicle emissions and fuel consumption. This reduction in vehicle emissions is dependent on a variety of factors and a detailed air quality and emissions study is not part of the scope of this Preliminary Design Study.

PIC 2 Comments	
Comment	**Response Provided and/or Action Taken**
Support for a Roundabout	
• General support for roundabout option (18 comments). • Support for roundabout. They are better at preventing accidents than the current flashing light. • Support for roundabout as they are better at maintaining the flow of traffic. • Support for the roundabout as a cost-effective option • Support for the roundabout as they are user friendly compared to 4-way stop • Support for roundabouts being an environmentally friendly option	Your support for a roundabout has been noted by the project team. Please note that the project team has completed an evaluation of alternatives and has selected a roundabout as the preferred plan for this intersection. You can view the displays that were presented at Public Information Centre 2 on the project website at www.Hwy62PEC1.ca
Support for Traffic Lights	
• Commented that this intersection has a high volume of agricultural traffic and that traffic lights accommodate large vehicles, vehicles towing trailers, and large farming equipment better than a roundabout option • Support for traffic lights to avoid property impacts (1 comment).	Your support for a signalized intersection has been forwarded to the project team for consideration. The roundabout alternative has been designed to accommodate larger vehicles such as tractor trailers and farming equipment. At this roundabout the approach lane widths are 4.0 m wide, and there are 0.3 m concrete gutters on both sides, for total width of 4.6 m between curb faces.
Safety Concerns	
• Commented that this intersection is dangerous and several accidents have occurred. • Expressed interest in existing safety and traffic conditions that contribute to safety issues in the intersection. • Concern that large vehicles/agricultural equipment would slow traffic too much and create a hazard for other vehicles. • Suggested the roundabout construction is prioritized since it is a high-risk intersection. • Suggested to add additional signage, temporary traffic lights, or other improvements in the interim. • Concern that roundabouts can be confusing and many people do not know how to use them (1 comment)	• Your comments with respect to safety concerns have been noted and forwarded to the project team. • Safety collision data from 2017-2021 shows that the majority of collisions involved a vehicle making a turn from County Road 1, with many occurring from May to October. As part of the project team's safety and traffic review, current challenges at this intersection include a history of collisions and low compliance with the existing traffic control. In addition, the MTO conducted traffic observations in spring 2022 and observed low compliance with existing traffic control at this intersection. The roundabout alternative improves safety by slowing vehicles down prior to entry to the roundabout and has the potential for a lower number of collisions and lower severity of collisions compared to a signalized intersection. • Improvements (i.e., signage and overhead flashing beacon) have been installed at the intersection, however, there continue to be ongoing safety concerns. This study has selected a plan for intersection improvements that address the identified safety concerns. Please note that the Ministry conducts ongoing safety and operations reviews on their highways and will continue to review the area and determine if there are any other interim improvements that can be implemented.

PIC 2 Comments	
Comment	**Response Provided and/or Action Taken**
• Suggested that no landscaping be done in the middle of the roundabout to maintain visibility.	• Roundabouts are becoming more common in Southern Ontario. The Ministry continues to work with the public and provide roundabout education materials to increase awareness and understanding on how to use roundabouts. • Please note that the next stage in our study will include refining the preferred plan and identifying some preliminary landscape recommendations. Please note that detailed landscape plans will be developed as part of the next study stage (Detail Design). Your comments with respect to vegetation will be documented and considered during our study and carried forward for consideration during Detail Design.
Property Impact Concerns	
• Concern about property acquisition impacts from curved approaches in roundabout design. • Concern about properties becoming landlocked as a result of the proposed roundabout. • Concern about entrances on County Road 1 being blocked/removed for project • Stated that a well/pipeline is located on property that could be impacted by project and property owner should be contacted prior to construction.	• We understand your concerns with respect to property impacts and we are working closely with the impacted property owners to try to minimize direct and indirect impacts as much as possible. We will continue to work with the property owners as we refine the roundabout design. • Provided information on contacting Prince Edward County about property entrance concerns, and the process of applying for an entrance permit
Business Impacts	
• Concerns about property acquisition impacts on business • Concern that traffic not stopping with a roundabout would impact business. • Suggested that the design is shifted to the west to avoid impacts on business located on the east. • Concern that project would impact business during busy season (June-September)	• The project team appreciates your concerns and will work to refine the preferred plan to minimize any indirect impacts to businesses as a result of construction staging and construction duration as much as possible. • Shifting the roundabout to the west would result in additional direct impacts to other property owners and a wooded area with potential significant habitat for species at risk. In its current location, the proposed roundabout would require entrance changes and very minor property impacts to the two businesses and would not have direct impacts to the businesses and their current operations. The project team is in discussions with the two property owners and will continue to work with them to minimize potential impacts to their businesses as much as possible.

9.0 Indigenous Community Consultation

The Indigenous communities and/or organizations contacted with respect to this study were identified based on desktop research during the initial stages of the planning process by the Ministry of Transportation. Through this review, the following Indigenous communities were identified as having a potential interest within the study, and were notified of the study commencement, Public Information Centres, notification regarding participation in fieldwork being undertaken in the study area, and the study completion:

- Alderville First Nation
- Williams Treaties First Nations
- Curve Lake First Nation
- Hiawatha First Nation
- Mississaugas of Scugog Island First Nation
- Mohawks of the Bay of Quinte
- Métis Nation of Ontario

9.1 Notice of Study Commencement

The Notice of Study Commencement and Request to Consult was sent via mail and email to the above noted communities on September 20, 2023. The purpose of this correspondence was to provide information related to the study purpose, the Class EA process, and to invite each Indigenous community to participate in the consultation process.

A copy of the Notice of Study Commencement is provided within Appendix B.

9.2 Fieldwork Participation Request

The Ministry notified potentially interested Indigenous communities of planned fieldwork for the Stage 2 Archaeological Assessment on August 28, 2023 via email. Mohawks of the Bay of Quinte and Alderville First Nation had initially noted interest in participating in the Stage 2 Archaeological Assessment fieldwork but ultimately did not have availability of staff to participate at the time of the fieldwork (October 2023). They requested that the Stage 2 report be circulated to them for review. A copy of all Indigenous community correspondence is provided within Appendix D.

9.3 Archaeology Report Review Request

All of the Indigenous communities identified in Section 9.0 were emailed a copy of the Draft Stage 1 Archaeological Assessment Report for review on March 16, 2023. No comments were received from any of the Indigenous communities contacted and the report was finalized and submitted to the Ministry of Citizenship and Multiculturalism (MCM) and was approved and entered into Ontario Public Register of Reports.

Additionally, once the draft Stage 2 Archaeological Assessment Report was completed, it was emailed to all the identified Indigenous communities for review on December 18, 2023. No comments were received from any of the Indigenous communities contacted and the report was finalized and submitted to MCM for final approval and was approved and entered into Ontario Public Register of Reports.

9.4 Notice of PIC 1

The Notice of PIC 1 was sent via mail and email to the above noted communities on June 21, 2023 for the first PIC held online with a pre-recorded presentation starting on June 29, 2023, on the study website www.Hwy62PEC1.ca. The purpose of this correspondence was to provide a general introduction of the project and associated background information, present and gather feedback on the problems and opportunities, the study area existing conditions, and the Alternatives to the Undertaking.

A copy of the Notice of PIC 1 is provided within Appendix B. A copy of the information displayed at PIC 1 is provided in Appendix E.

9.5 Notice of PIC 2

The Notice of PIC 2 was sent via mail and email to the above noted communities on January 2, 2024 for the second PIC, which was held in person on January 25, 2024 and was an in-person format at the Wellington District Community Centre, Multi-purpose Rotary Room, 111 Belleville Street, Wellington, Ontario. A session for external agencies was hosted from 3:00 pm to 4:00 pm, and a session for the general public was held from 4:00 pm to 7:00 pm. The purpose of PIC 2 was to present and gather feedback on the study overview and the process being followed; the evaluation of intersection improvement alternatives; the technically preferred plan; and the preliminary environmental protection and mitigation measures.

A copy of the Notice of PIC 2 is provided within Appendix B. A copy of the information displayed at PIC 2 is provided in Appendix E.

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10.0 Notice of Study Completion

The Notice of Study Completion was placed in local newspapers (Picton Gazette and Picton County Weekly News*)* when the Transportation Environmental Study Report (TESR) was made available for a 30-day comment period. The Notice was also made available on the project website and distributed to agencies, key stakeholders, Indigenous communities, and the public on the project mailing list.

10.1 Future Consultation

During the subsequent design stage of this undertaking, external agencies, Indigenous and Métis communities, and property owners will continue to be contacted and consulted regarding design/construction details and commitments to future work as outlined in this document, where appropriate and/or necessary.

10.2 Future Commitments

Future consultation will be required during the next phase of planning and design to deal with all outstanding issues, including permits and approvals from external agencies, consultation with Indigenous communities and detailed environmental investigations regarding impacts and mitigation, and engineering investigations to confirm the final design.

Future consultation is anticipated to include notification of the start of next phase of planning and design and a PIC near the completion of design stage to display plans, and to answer questions about the final design and proposed mitigation measures. A summary of proposed future consultation is in Table 27.

Table 27: Future Consultation with External Agencies

External Agency	Subject of Consultation
Ministry of Natural Resources and Forestry	• Natural environment (terrestrial) timing restrictions and mitigation in contract package • Confirm terrestrial impacts and mitigation
Ministry of the Environment, Conservation and Parks	• Confirm potential impacts to Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, and bat SAR that may result from the Project after mitigation • Confirm up-to-date guidance on appropriate bat SAR surveys and mitigation measures to remain compliant under the ESA • Endangered Species Act authorization/permit, if required
Quinte Conservation Authority	• Confirm potential impacts to regulated area in the southwest quadrant of the study area and potential mitigation measures
Indigenous Communities	• Subsequent planning and design process engagement • Construction timing, traffic management planning
Prince Edward County	• Ongoing consultation during subsequent planning and design phase of project
Emergency service agencies (i.e., OPP, Fire, ambulance)	• Ongoing consultation during subsequent planning and design phase of project to minimize impacts to emergency response times during and after construction
All other agencies/groups involved in planning and preliminary design study	• Ongoing consultation during subsequent planning and design phase of project
Property Owners	• Ongoing consultation during subsequent planning and design phase of project with respect to property impacts, well and watermain impacts, and property acquisition
Utility companies	• Ongoing consultation during subsequent planning and design phase of project

Other issues to be dealt with during subsequent planning and design process include:

- Property concerns and entrance closures through negotiations with individual property owners
- Additional details of the Recommended Plan such as tree clearing requirements

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11.0 Summary of Environmental Effects, Proposed Mitigation and Commitments to Future Work

A summary of environmental effects, proposed mitigation, and commitments to future work, as identified during the course of this study, is provided in Table 28, and forms a comprehensive 'checklist' of outstanding issues identified at the end of Class EA and Preliminary Design and will serve as a starting point for the subsequent planning and design phase of the project.

Table 28: Summary of Environmental Effects, Proposed Mitigation and Commitments for Future Work.

Legend

MTO: Ministry of Transportation
MNRF: Ministry of Natural Resources and Forestry
MUN: Local Municipalities
PUB: General Public
EMS: Emergency Medical Services
RES/BUS: Local Residents/Business Owners
MECP: Ministry of Environment, Conservation and Parks
MCM: Ministry of Citizenship and Multiculturalism
STS: Student Transportation Services

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
Natural Environment				
1.0	Surface Water • Potential impacts to surface water and groundwater from disturbance of contaminated soils, leaks and accidental spills	MTO MECP	1.1	Complete drainage design to provide appropriate drainage capacity.
			1.2	Direct runoff and overland flow away from working areas and areas of exposed soils.
			1.3	Store all oils, lubricants and other chemicals in suitable containers and handle them in accordance with applicable regulations.
			1.4	Do not permit refueling within 30 m of a watercourse.
			1.5	At minimum, best management practices will be applied for fuel management including secondary containment of temporary fuel storage.
			1.6	Install debris platforms and/or collection systems to prevent dust, debris, effluent and visible emissions falling into watercourse.
			1.7	Prepare and follow spill response plan for construction. All spills will be cleaned up immediately, and contaminated materials will be disposed of in an approved manner. The MECP will be informed immediately of all reportable spills.
			1.8	Run-off from construction and stockpiles will be contained and discharged to prevent entry of sediment to water.
2.0	Vegetation • Potential for localized impacts to vegetation due to disturbance of common species	MTO MECP MNRF	2.1	Right-of-Way clearing will be minimized to the extent possible. Any additional property holdings or Excess Material Management Areas adjacent to forest or wetland areas will be rehabilitated to further reduce impacts.
			2.2	All vegetation clearing and grubbing activities will take place outside of the breeding bird window (April 1 to August 31 of any year), and comply with the Migratory Birds Convention Act (1994).
			2.3	Vegetation removal associated with construction related activities will be minimized, and where required Environmentally Sensitive Areas will be established to restrict access to sensitive areas during construction. Sediment controls to clearly mark and separate work areas from sensitive natural features (e.g., woodlands, wetlands, and watercourses) are recommended.
			2.4	Stockpiling of materials will be kept away from adjacent natural areas.
			2.5	Stormwater discharge during construction will be directed away from adjacent natural areas.

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
			2.6	A comprehensive Erosion and Sediment Control Plan will be completed during the next stage of planning and design. At minimum, the Best Management Practices set forth in the Environmental Guide for Erosion and Sediment Control During Construction of Highway Project will be followed.
			2.7	Topsoil, seed banks and organic matter will be salvaged and reintroduced to any areas disturbed during construction. Post-construction seeding of the disturbed ROW should be done with a suitable native seed mix and in consideration of Monarch habitat. Seed mixes will include fast-growing, short-lived perennial cover crop to stabilize soil and reduce competition from weedy exotics. Native cover crops are preferred. New seed will be introduced to disturbed substrates as soon as feasible following construction (within 15 days for areas less than 200 m from a waterbody or watercourse, and 45 days for other areas) and sediment fencing or other barrier will remain in place until vegetation cover is re-established. Seeded areas shall receive water either through precipitation or irrigation after every seven successive days without rainfall for the first two months during the growing season after seeding.
3.0	Wildlife and Species at Risk (SAR) • Potential for species at risk (SAR) habitat within or adjacent to the study area, and potential interactions with wildlife during construction	MTO MNRF MECP	3.1	Interaction with SAR and other wildlife during construction may occur. The Contractor will ensure all SAR sighted or encountered are protected and avoided if under immediate threat from construction activities.
			3.2	Once design details are confirmed, additional surveys will be carried out in identified suitable habitat areas for SAR (Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, Little Brown Myotis, Northern Myotis, Eastern Small-footed Myotis, and Tri-coloured Bat suitable habitat) to confirm potential impacts to SAR species identified. Proper mitigation and avoidance will be determined.
			3.3	Preconstruction surveys will be carried out to determine the presence of suitable maternity roost trees for Endangered bats. If species observed to be present, additional mitigation and authorization requirements under the ESA will be determined.
			3.4	Wildlife fence will be installed without breaks or gaps along their entire length. Fencing will be removed immediately after site specific work has been completed. Removals will be in accordance with OPSS 510.
			3.5	If impacts cannot be avoided through design, appropriate mitigation measures will be developed as required in accordance with the most up to date legislation at that time, including any applicable approvals under the Endangered Species Act.
				If the peak active season for reptiles, from approximately April 1 to October 31, cannot be avoided during construction then installation of wildlife exclusion fencing must occur before May 15 or after September 15 (i.e., outside of key breeding period) to define Work Zones and restrict the movement of reptiles into the working area. If construction must be initiated during the turtle nesting or snake gestation season (approximately June 1 to September 1), a Qualified Biologist will visually inspect the site for evidence of nesting or individual reptiles and direct installation of construction barrier fencing to avoid nests. If it is not possible to isolate a nest from construction, work will be delayed until it is determined that the nest no longer includes viable eggs (hatchlings have emerged, or eggs were predated). Potential snake hibernation sites (rock outcroppings or stumps extending below-grade, or animal burrows) will not be disturbed during the hibernation period (November 1 to March 31). If removal of above-ground habitat features (rock slabs or piles, brush) is needed, these features will be retained outside the active Work Zone during construction and returned post-construction to the same or a nearby location. During ditching and grading activities undertaken between April 1 and October 31, disturbance will be limited to the greatest extent possible to protect reptiles that may be present.
			3.6	A thorough visual search of machinery and the work area for turtles or other wildlife, particular between June 1 or after September 1, when nesting turtles are most active will occur before work commences each day by construction contractors to avoid interaction

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
				with wildlife. Construction equipment and vehicles are to yield to wildlife. If encountered, work will stop and wildlife will be permitted reasonable time to flee the area on their own. If slow-moving wildlife (e.g., turtles, snakes) are observed on the road and are in danger, and if safe to do so, they will be moved off the road by gently guiding the individual in the direction it was traveling. Handling of SAR is not permitted without an ESA authorization. If necessary, a qualified professional can move wildlife to a location that is both safe and suitable. Construction machinery/equipment must maintain a minimum operating distance of 20 m from the individual until it disperses from the Work Zone on its own accord. If on-site personnel are unable to allow a SAR to leave the active construction area on its own, MECP must be contacted immediately for additional guidance. If an injured or deceased SAR is found, the specimen must be placed in a non-airtight container that is maintained at an appropriate temperature and MECP must be contacted immediately for additional guidance. Temporary alterations to SAR habitat must be limited to the duration and spatial extent possible and be remediated upon completion of activity and monitored as necessary. Factsheets will be provided to assist contractors in the identification of potential SAR and SOCC (Blanding's Turtle, Gray Ratsnake). Observations of SAR will be reported to MECP within 48 hours.
			3.7	To avoid potential impacts to endangered bats, tree removal will not occur between May 1 to August 31, if required. If tree clearing is required between May 1 to August 31, maternity exit surveys may be conducted prior to the tree removals to determine if bats are using the trees. Maternity exit surveys are conducted during the evening and will include visual and acoustic surveys using accepted protocols.
			3.8	Vegetation clearing in meadow areas should not be undertaken during the larval period which is approximately May 1 to September 30 (Mission-Monarch 2020). If vegetation clearing will proceed when Monarch larvae may be present (May 1 to September 30), inspection of milkweed plants is recommended to locate Monarch larvae. If larvae are present, they may be moved to a location that is suitable and safe under the direction of a qualified professional. Monarch caterpillars may be moved to other milkweed plants; for other larval stages (i.e., eggs and chrysalis), entire milkweed plants should be transplanted.
4.0	Migratory Birds and Protected Nests • Potential for protected birds to establish nests on existing structures	MTO MNRF	4.1	Active nests (nests with eggs or young birds), and birds will be protected under the Migratory Birds Convention Act (MBCA). Tree removal will occur outside the Primary Nesting Period (PNP) of April 1 to August 13.
5.0	Erosion and Sedimentation • Erosion and sedimentation during activities associated with construction have the potential to impact drainage ditches within the study area	MTO MNRF	5.1	A comprehensive Erosion and Sedimentation Control Plan will be developed, prior to construction. Erosion and sedimentation control measures will be implemented in accordance with the Contract Documents to avoid or mitigate impacts to adjacent habitats, and property inside or outside of the right-of-way.
			5.2	At minimum, the Best Management Practices set forth in the Environmental Guide for Erosion and Sediment Control During Construction of Highway Project will be followed.
			5.3	The limits of construction (site boundaries) adjacent to all natural areas will be flagged and/or fenced prior to construction, and monitored during construction (along with erosion and sediment control measures).
			5.4	No equipment will be permitted to enter any natural areas beyond the sediment fencing (site boundaries) during construction. Equipment arriving on-site will be inspected inside and out prior to entering the site for debris such as mud or accumulation of dirt, plant material or snow/ice. Silt fencing and/or barriers are recommended along the Work Zone where there is potential for sedimentation of watercourses or wetlands, or inadvertent encroachment of construction vehicles into natural areas of woodlands, wetlands, and watercourses.

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
			5.5	All materials requiring stockpiling (fill, topsoil, etc.) will be stabilized and kept a safe distance from any sensitive natural features.
			5.6	All exposed soil areas will be stabilized and re-vegetated. Native seed and mulching, or seed and an erosion control blanket will be applied to disturbed sites promptly upon completion of construction activities. Introduce seed to disturbed substrates as soon as feasible following construction, and sediment fencing is recommended to remain in place until vegetation cover is re-established.
			5.7	Refueling of equipment will be carried out away from any sensitive natural features to avoid potential impacts, in the event that an accidental spill occurs.
			5.8	In addition to any specified requirements, additional sediment fence will be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency.
			5.9	All sediment and erosion controls will be monitored regularly and properly maintained, as required. Controls will be removed only after the soils of the construction area have been stabilized and vegetation cover is re-established.
			5.10	Any natural areas that are temporarily disturbed for access or construction will be restored to natural self-sustaining conditions.
			5.11	Environmental controls will be monitored by an environmental inspector.
6.0	Management of Invasive Species	MTO MNRF	6.1	The invasive common reed (Phragmites) is a ‘restricted’ plant species regulated by the Ontario Invasive Species Act (2015), and under the Act it is illegal to import, deposit, release, grow, buy, sell, lease, or trade this species. Phragmites is not present throughout the existing ROW, however a clean equipment protocol is recommended for machinery entering riparian areas to prevent the spread of invasive species into the feature.
Social and Economic Environment				
7.0	Land Use and Property • Potential direct and indirect impacts to adjacent properties, including disruption during construction • Temporary delay or disruption to EMS providers during construction	MTO MUN	7.1	Maintain access to private entrances and sideroads during construction.
			7.2	Notify the public, Indigenous communities and associated emergency service providers, OPP, fire department and ambulance of start of the next stage of design, construction staging, start of construction, etc. to minimize delay in emergency response times during and after construction.
			7.3	Maintain liaison/coordinate construction with responding agencies (including school boards).
			7.4	Engage with impacted property owners to review, discuss and\ confirm impacts to property, existing watermain that crosses County Road 1 just west of the intersection and associated protection and mitigation measures.
			7.5	Consult general public through newspaper notices and directly affected/adjacent property owners through correspondence at the start of the subsequent design process.
			7.6	Hold Public Information Centre during the next stage of design to display and seek input on detailed plan and construction staging.
			7.7	Establish and confirm construction staging and laydown areas.
			7.8	Prepare a detailed Traffic Management Plan.
			7.9	Confirm proposed Conceptual Landscape Plan and obtain input on plan during detail design.
	Subsurface Contamination • Records of historical spills, importation of fill materials of	MTO	7.10	Undertake Phase 1 and/or 2 Environmental Site Assessment (ESA) activities to confirm the presence or absence of on-site soil and/or groundwater contamination.

I.D. #	Environmental Issues/Concerns and Potential Effects	Concerned Parties	I.D. #	Mitigation/Protection/Monitoring/Commitments to Further Work
	unknown quality, and gasoline storage have the potential for environmental concern			
	Management of Excess Materials • Excess materials may be encountered during construction at the sites and require proper management/disposal	MTO MECP	7.11	Excess materials generated during construction will be managed in accordance with O.Reg. 406/19. All materials and debris will be removed upon completion of the work, in accordance with O.Reg. 406/19.
8.0	Construction Noise • Potential noise increase during construction associated with some equipment (e.g., boom trucks, pile drivers, dump trucks and paving machines)	MTO MUN RES/BUS PUB	8.1	Once equipment and construction schedules are finalized, construction equipment sound levels will be reviewed to confirm that nose emissions are within the permissible limits. If higher than permissible limits, noise control options will be explored.
			8.2	All equipment will be properly maintained to limit noise emissions. As such, all construction equipment will be operated with effective muffling devices that are in good working order.
			8.3	The contractor will be required to adhere to standard noise restrictions (i.e., proper maintenance of equipment, no unnecessary idling).
			8.4	The Contract Documents will contain a provision that any initial noise complaint will trigger verification that the general noise control measures agreed to are in effect.
			8.5	In the presence of persistent noise complaints, all construction equipment will be verified to comply with MECP NPC-115 guideline.
			8.6	In the presence of persistent complaints and subject to the results of a field investigation, alternative noise control measured may be required, where reasonably available. In selecting appropriate noise control and mitigation measures, consideration will be given to the technical, administrative and economic feasibility of the various alternatives.
9.0	Archaeological Resources • Previously unknown/deeply buried artifacts/human remains could be uncovered during construction	MTO MCM	9.1	Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act (Government of Ontario 1990b). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the Ontario Heritage Act (Government of Ontario 1990b). The Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33 (Government of Ontario 2002) requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services.
10.0	Air Quality • Potential for dust from construction activities to adversely affect nearby land uses	MTO MECP RES/BUS PUB	10.1	The Environment and Climate Change Canada's Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities will be followed. At minimum, best practices during construction will include material wetting or use of chemical suppressants to reduce dust, use of wind barriers and limiting exposed areas which may be a source of dust, and equipment washing.
11.0	Utilities • Impacts to existing utilities during construction	MTO UTL	11.1	Utilities will be contacted during next stage of planning and design to confirm location of existing utilities and potential conflicts.

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12.0 Monitoring

The planning and preliminary design phase of the project is now complete. Specific mitigation measures identified in this report will require confirmation during the next design phase and monitoring during construction.

Monitoring will be conducted by on-site construction supervisory staff to make sure that environmental protection measures, as outlined in this report and confirmed during subsequent design phases, and included in the contract package, are implemented. This includes making sure that the implementation of mitigating measures and key design features is consistent with commitments made to external agencies prior to construction.

For certain activities, monitoring by a Qualified Environmental Specialist will be required.

In the event that protective measures do not address concerns identified or if major problems develop, the appropriate agency will be contacted to provide additional input.

In the event that the impacts of construction are different than anticipated, or that the method of construction is such that there are greater than anticipated impacts, the Contractor’s method of operation will be modified to reduce those impacts.

APPENDIX A:
Recommended Plan



Stantec

Highway 62 and Prince Edward County Road 1

Intersection Improvements
Preliminary Design Study & Class Environmental Assessment
GWP 4077-20-00, WP 4149-20-01

SCALE 1:2000

Recommended Plan - Roundabout

Highway 62 and County Road 1
Hallowell Township

Figure 1

APPENDIX B:
Notification Materials

Notice of Study Commencement

Stantec

Memo

To:	D. Taylor, S. Baczyk MTO Eastern Region	From:	Nevena Gazibara Stantec
File:	1650.01270	Date:	September 8, 2022

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Study Commencement Timing Strategy

Please find attached the final Notice of Study Commencement timing strategy for the above-mentioned project.

KEY STAGE	DATE
Draft Materials sent to MTO	July 20, 2022
MTO Advertisement Approval	September 8, 2022
Notice to MPP (on MTO Letterhead)	September 14, 2022
External Agency Mailing (Letter, Flyer and Comment Sheet)	September 20, 2022
Businesses, Property Owners and Stakeholder Mailing (Flyer)	September 20, 2022
Mailing to Indigenous groups (on MTO Letterhead)	September 20, 2022
Canada Post Unaddressed Admail	September 20, 2022
Highway 62 Website Live	September 14, 2022
Picton Gazette	October 6, 2022
Picton County Weekly News	October 6, 2022
External Agency Comments requested by:	November 4, 2022

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Study Commencement Timing Strategy

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM, ENV SP
Senior Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

c. T. Belliveau – Stantec Consulting Ltd.

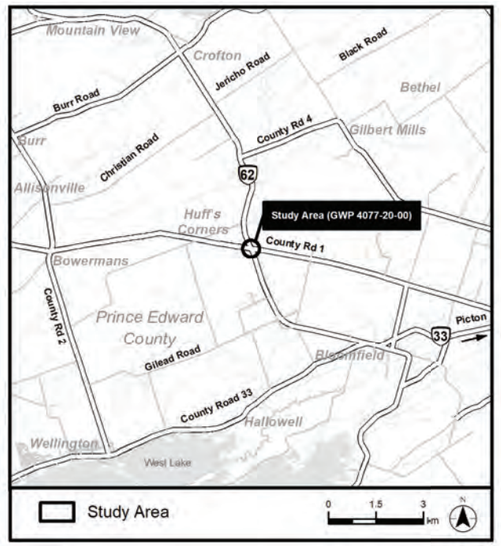
Design with community in mind

Ontario

Notice of Study Commencement
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

Study Overview

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.



This study will include reviewing existing conditions, developing and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The Process

This study will follow the approved planning process for "Group B" undertakings following MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public comment period.

Comments

You are encouraged to participate in the study and to provide comments in writing to the project team by October 28, 2022. If you wish to have your name added to the project mailing list or have questions about the study, please contact:

Mr. Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3224
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Mrs. Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Tel: (613) 449-7457
Toll-free: 1-800-267-0295
Fax:(613) 540-5106
comments@Hwy62PEC1.ca

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, where project information including study notices, background information, PIC displays, and the TESR will be made available as the study progresses. You can also submit comments to the project team on the project website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.
Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Attachments: MPP Notice - PD&EA Hwy62 PEC1 (GWP 4077-20-00).pdf

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From: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Sent: Wednesday, September 14, 2022 8:27 AM
To: Todd.Smithco@pc.ola.org
Cc: Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; comments@Hwy62PEC1.ca
Subject: Notice of Study Commencement - PD&EA for Hwy 62 and PEC Road 1 Intersection Improvements (GWP 4077-20-00)

Mr. Todd Smith, MPP,

Please accept this Notice of Study Commencement for the Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road) in Prince Edward County, Ontario. Please see the attached letter for more information. Original to follow by mail.

Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Sincerely,

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), Design and Engineering Branch

Ministry of Transportation Ontario
Transportation Infrastructure Management Division
1355 John Counter Boulevard
Kingston, ON K7L 5A3
613-449-7457
Deidre.Taylor@ontario.ca

MINISTRY OF TRANSPORTATION

Project Delivery East
1355 John Counter Blvd
Postal Bag 4000
Kingston, ON K7L 5A3
Tel.: 613 449-7457
1-800-267-0295
Fax: 613-540-5106

MINISTÈRE DES TRANSPORTS

Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 449-7457
1-800-267-0295
Téléc.: 613-540-5106

Ontario

September 14, 2022

Attention: Mr. Todd Smith, MPP
5503 Highway 62 South
Unit D, Box 6-2
Belleville ON K8N 0L5
Email: Todd.Smithco@pc.ola.org

Dear Mr. Smith,

Reference: Notice of Study Commencement
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00)

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

The purpose of this letter is to advise you of the commencement of the study. This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a TESR will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public comment period. A copy of the Notice of Study Commencement is attached and will be placed in the *Picton Gazette and the Picton County Weekly News* on September 29, 2022. You are also encouraged to visit the project website, **www.Hwy62PEC1.ca**, where project information will be made available as the study progresses.

Reference: Notice of Study Commencement Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Sincerely,



Deidre Taylor, P.Eng.
MTO Senior Project Engineer (A), Project Delivery East
Tel: (613) 449-7457
Toll Free: 1-800-267-0295
Fax: (613) 540-5106
deidre.taylor@ontario.ca

c. S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Attachments: NOSC_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_Alderville.pdf
Hwy62-PEC1_GWP4077-20-00_Map.pdf

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, September 20, 2022 8:49 AM
To: dmowat@alderville.ca; Dave Simpson <consultation@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Mowat,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group “B” project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
Postal Box 4000
Kingston, Ontario K7L 5A3
Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

September 20, 2022

Chief Dave Mowat
Alderville First Nation
P.O. Box 46
11696 Second Line Road
Alderville ON K0K 2X0

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
(GWP 4077-20-00)
Notice of Study Commencement

Dear Chief Mowat:

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

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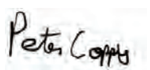
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MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me, at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,



Peter Copping
Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. D. Simpson – Alderville First Nation
S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Attachments: NOSC_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_CurveLake.pdf
Hwy62-PEC1_GWP4077-20-00_Map.pdf

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, September 20, 2022 8:49 AM
To: Keith Knott <KeithK@curvelake.ca>; Julie Kapyrka <JulieK@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>
Cc: Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Knott,

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Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
Postal Box 4000
Kingston, Ontario K7L 5A3
Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

September 20, 2022

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

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
(GWP 4077-20-00)
Notice of Study Commencement

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Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. K. Hill, J. Kapyrka, – Curve Lake First Nation
S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Attachments: NOSC_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_Hiawatha.pdf
Hwy62-PEC1_GWP4077-20-00_Map.pdf

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, September 20, 2022 8:49 AM
To: chiefcarr@hiawathafn.ca; sdavison@hiawathafn.ca; tcowie@hiawathafn.ca
Cc: Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

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Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
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Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

September 20, 2022

Chief Laurie Carr
Hiawatha First Nation
431 Hiawatha Line
Hiawatha ON K9J 0E6

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
(GWP 4077-20-00)
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Peter Copping
Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. S. Davison, T. Cowie – Hiawatha First Nation
S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Attachments: NOSC_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_MBQ.pdf
Hwy62-PEC1_GWP4077-20-00_Map.pdf

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, September 20, 2022 8:50 AM
To: R. Donald Maracle <rdonm@mbq-tmt.org>; Lisa Maracle <lisam@mbq-tmt.org>; Charlotte Gurnsey <consultation@mbq-tmt.org>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

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Ministère des Transports

Direction des opérations de l'Est
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Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

September 20, 2022

Chief R. Donald Maracle
Mohawks of the Bay of Quinte
24 Meadow Drive
Tyendinaga Mohawk Territory ON K0K 1X0

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
(GWP 4077-20-00)
Notice of Study Commencement

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Ministry of Transportation
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Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. C. Gurnsey – Mohawks of the Bay of Quinte
S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Attachments: NOSC_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_MNO.pdf
Hwy62-PEC1_GWP4077-20-00_Map.pdf

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, September 20, 2022 8:50 AM
To: consultations@metisnation.org
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

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Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

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Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

September 20, 2022

Attention: Consultation Unit
Métis Nation of Ontario
Suite 1100 - 66 Slater Street
Ottawa ON K1P 5H1

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
(GWP 4077-20-00)
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c. S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

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Hwy62-PEC1_GWP4077-20-00_Map.pdf

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, September 20, 2022 8:49 AM
To: Kelly LaRocca <klarocca@scugogfirstnation.com>; Monica Sanford <msanford@scugogfirstnation.com>; Consultation <consultation@scugogfirstnation.com>; Don Richardson <don@ibabraiding.com>; Waverley Birch <wbirch@ibabraiding.com>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

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Ontario

September 20, 2022

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry ON L9L 1B6

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
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- Collecting and reviewing relevant background information and seeking input from the public, Indigenous communities, and external ministries/agencies
- Carrying out field investigations to confirm environmental and engineering information
- Detailed natural science and fisheries investigations
- A Stage 1 Archaeological Assessment
- A Stage 2 Archaeological Assessment (as required)

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group "B" project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

A *Transportation Environmental Study Report* will be prepared documenting the existing natural and socio-economic environment, a summary of the Recommended Plan and design features, potential impacts of the undertaking, required mitigation procedures, and commitments to future work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

Information collected during this project will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. All information and comments, with the exception of personal information and other protected information, will become part of the public record. Please contact me if you have accessibility requirements in order to participate in this project.

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

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping
Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. M. Sanford – Mississaugas of Scugog Island First Nation
S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Attachments: NOSC_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_WTFN.pdf
Hwy62-PEC1_GWP4077-20-00_Map.pdf

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, September 20, 2022 8:50 AM
To: k.a.sandy-mckenzie@rogers.com; inquiries@williamstreatiesfirstnations.ca
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Karry Sandy-McKenzie,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group “B” project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

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MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
Postal Box 4000
Kingston, Ontario K7L 5A3
Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

September 20, 2022

Attention: Karry Sandy-McKenzie, Williams Treaties First Nations Claims Coordinator
Williams Treaties First Nations
8 Creswick Court
Barrie ON L4M 2S7

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
(GWP 4077-20-00)
Notice of Study Commencement

Dear Ms. Sandy-McKenzie:

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

This study will consist of reviewing existing conditions, developing and evaluating intersection improvement alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The study includes, but is not limited to:

- Collecting and reviewing relevant background information and seeking input from the public, Indigenous communities, and external ministries/agencies
- Carrying out field investigations to confirm environmental and engineering information
- Detailed natural science and fisheries investigations
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Information collected during this project will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. All information and comments, with the exception of personal information and other protected information, will become part of the public record. Please contact me if you have accessibility requirements in order to participate in this project.

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MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

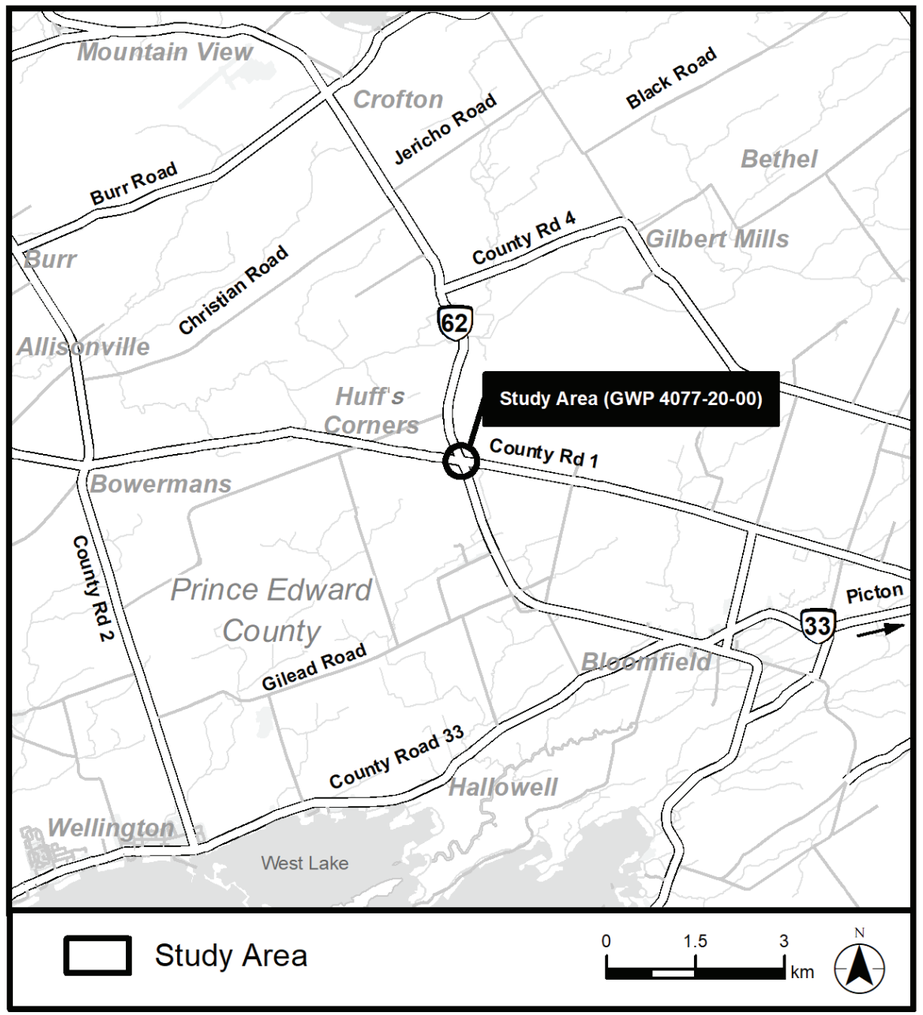
Sincerely,

Peter Copping
Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

Study Area Map:



Stantec Consulting Ltd.
200-835 Paramount Drive, Stoney Creek ON L8J 0B4

LETTER TO EXTERNAL AGENCIES

September 20, 2022
File: 165001270

Attention: «First_Name» «Last_Name», «Position»
«Organization»
«Address»
«Address_2»
«City» «Province» «Postal_Code»

Dear «Title» «Last_Name»,

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list and posted on the project website. Upon completion of the preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public comment period. A copy of the Notice of Study Commencement is attached.

The purpose of this letter is to introduce the project, to seek your input on the existing conditions within the study area, and to identify any issues, concerns or approval requirements that your organization may have. Your input is requested by October 28, 2022. A comment sheet is attached to facilitate your feedback.

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Study Commencement

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to obtain current project information and to submit comments to the project team. If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Regards,

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM, ENV SP
Senior Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

c. D. Taylor, S. Baczyk – Ministry of Transportation
T. Belliveau – Stantec Consulting Ltd.

Design with community in mind

STAKEHOLDER COMMENT SHEET

Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
GWP 4077-20-00

Please submit your comments before October 28, 2022. Use the other side if required.
If you have any accessibility requirements in order to participate in this project, please contact the Project Team member listed below. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Comments may be submitted by mail or email to:

Nevena Gazibara, B.Sc., MREM, ENV SP, Environmental Planner
Stantec Consulting Ltd., 200-835 Paramount Drive, Stoney Creek ON L8J 0B4
Tel. (905) 381-3249
Email: nevena.gazibara@stantec.com

Comments submitted by:

Name of Contact:

Organization:

Address:
(including Postal Code)

Telephone Number:

Email:

The contact name and mailing address for your organization/agency (please check one):
- ❑ Is correct; or
- ❑ Should be changed to:

Your interests or concerns regarding the study area or undertaking are (continue on back if required):

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:

I am providing a copy of background reports/existing information:
- ❑ With this comment sheet
- ❑ Via email / mail
- ❑ No background information available

The level of involvement you wish to have on this project is:
- ❑ Active participation
- ❑ Participation at key points
- ❑ None, please remove from mailing list

Additional comments:

www.Hwy62PEC1.ca

Stantec Consulting Ltd.
200-835 Paramount Drive, Stoney Creek ON L8J 0B4

September 20, 2022
File: 165001270

LETTER TO BUSINESSES

Attention: Owner / Manager
«Organization»
«Address»
«Address_2»
«City» «Province» «Postal_Code»

Dear Sir / Madam,

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

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You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to obtain current project information and to submit comments to the project team. If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Regards,

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM, ENV SP
Senior Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

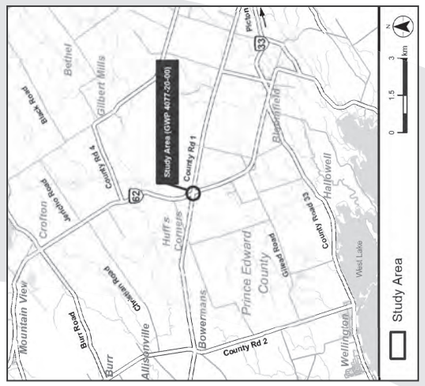
Attachment: Notice of Study Commencement

c. D. Taylor, S. Baczyk – Ministry of Transportation
T. Belliveau – Stantec Consulting Ltd.

Design with community in mind

Notice of Study Commencement

Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00



STUDY OVERVIEW

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This study will include reviewing existing conditions, developing and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

THE PROCESS

This study will follow the approved planning process for "Group B" undertakings following MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public. Notices will be published in local newspapers to advise the public of the TESR public comment period.

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the project team by **November 4, 2022.** If you wish to have your name added to the project mailing list or have questions about the study, please contact:

Mr. Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
tel: (905) 381-3224
call collect: (905) 385-3234
e-mail: comments@Hwy62PEC1.ca

Mrs. Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
tel: (613) 449-7457
toll-free: 1-800-267-0295
fax: (613) 540-5106
e-mail: comments@Hwy62PEC1.ca

You are encouraged to visit the project website, **www.Hwy62PEC1.ca,** where project information including study notices, background information, PIC displays, and the TESR will be made available as the study progresses. You can also submit comments to the project team on the project website.

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

Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act.* Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act.* All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ontario

NOTICE
Proposed LandSquared (on behalf of Rogers Communications Inc.)
91.5 metre guyed telecommunications structure
761 Babylon Road, County of Prince Edward, ON
LandSquared File Number C8573

SUBJECT:

Type: A 91.5 metre guyed telecommunications structure.

Location: 761 Babylon Road, County of Prince Edward, ON.

Facility: The facility will include a fenced compound area with equipment cabinets.

Safety Code 6: All carriers placing their equipment on the tower must adhere to Health Canada's Safety Code 6 regarding radiofrequencies and maximum power input.

Site: The site will provide improved wireless voice and data services for the surrounding area.

APPLICANT CONTACT:

Further information may also be obtained through the following contact:

Tracey Pillon-Abbs, LandSquared
1375 North Service Road East, Unit 104
Oakville, ON, L6H 1A7, 226-340-1232
tracey@landsquared.com

ISEDC CONTACT:

Innovation, Science and Economic Development Canada (ISEDC) is the governing body for installations of this type and can be contacted at:

ISEDC, Eastern and Northern Ontario District Office,
2 Queen Street East, Sault Ste. Marie, ON P6A 1Y3
1-855-465-6307
SpectrumENOD-SpectreDENO@ised-isde.gc.ca
General information relating to telecommunication is available on ISEDC's Spectrum Management and Telecommunications website:
http://www.ic.gc.ca/towers

MUNICIPAL CONTACT:

Adam Goheen, Director of Operations, Operational Services, The Corporation of the County of Prince Edward, 332 Picton Main Street, Picton, ON K0K 2T0, 613-476-2148 ext. 4001, agoheen@pecounty.on.ca

WRITTEN SUBMISSION:

ANY PERSON may make a written submission to the individual listed as Applicant Contact by close of day **November 5, 2022**, with respect to this matter. Please reference site C8573 in correspondence.

SITE LOCATION MAP (NOT TO SCALE):



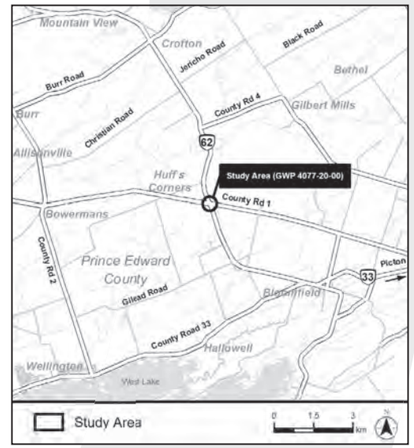
Notice of Study Commencement

Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

STUDY OVERVIEW

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

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THE PROCESS

This study will follow the approved planning process for "Group B" undertakings following MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public. Notices will be published in local newspapers to advise the public of the TESR public comment period.

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the project team by **November 4, 2022.** If you wish to have your name added to the project mailing list or have questions about the study, please contact:

Mr. Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
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Mrs. Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
tel: (613) 449-7457
toll-free: 1-800-267-0295
fax: (613) 540-5106
e-mail: comments@Hwy62PEC1.ca

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Ontario

Melt Studio + Gallery unveils new exhibition

Melt Gallery opened its new show entitled "Three Sisters, Three Artists, One Fire" as part of the Prince Edward County Studio Tour on the weekend The show brings together the practices of local artists Janice Brant, Nina-Marie Lister, and Susan Wallis.

With the generous support of Base31, Melt has put together an exhibit exploring fire and its role in our homes, climates, emotions, and histories. Rooted in both settler and Indigenous cultures, the artists have come together in collaboration to create and share traditions, including the construction of a traditional Indigenous mortar and pestle. The show will open on September 30 and run to October 23, 2022.

Janice Brant is an artist, seed steward, educator, and storyteller. Janice Brant sits with the Bear Clan in the Mohawk Nation and lives in Tyendinaga Mohawk Territory where she was born and raised. She works with natural materials and is inspired by the natural world and teachings of the Rotinonhson:ni/ Six Nations Confederacy. Brant honours the tree in her new series of log prints made from the burned logs used for the mortar and pestle.

Nina-Marie Lister is an ecol-

TODAY IN HISTORY

In 1942, Tim Buck and other Canadian Communists won conditional release from internment.
In 1944, Soviet troops invaded Hungary during the Second World War.
In 1948, a delegation from Newfoundland arrived in Ottawa to discuss the terms of union with Canada. Earlier that year, on July 22, Newfoundlanders had voted in a plebiscite to become Canada's 10th province. An agreement consummating the union was signed Dec. 11 and became effective March 31, 1949.
In 1949, U.S. president Harry Truman signed the Mutual Defence Assistance Act for military aid to NATO countries.

Your Targeting Report

Mailing Campaign Details

09-20-2022

STANTEC CONSULTING LTD. **Mailing ID Z76NT103731025651380**

Thank you for taking advantage of our targeting service - a one stop solution designed to help you get the most out of your Smartmail Marketing™ campaigns.

- Anonymous Precision Targeter users will have their reports saved and accessible for 30 days from the day the report has been generated.
- Signed-In Precision Targeter users will have their reports saved and accessible for 13 months from the day the report has been generated.

Inside, find comprehensive insight into your selected trade area, including:

Variables	
Address Attributes	Houses, Apartments, Farms and Businesses
Number of Mail Pieces	943
Urban / Rural	All
Estimated Delivery Cost	
Delivery Mode (Route Type)	Letter Carrier (LC), Rural Route (RR), Suburban Service (SS), General Delivery (GD), Lock Box (LB), Call For (CF), Motorized Route (MR), Direct (DR)
Valid for Mailings From	22-09-16 To 22-10-13
Householder Types	Consumer's Choice

Not only does the attached report provide an in-depth look at your chosen trade area, it also harnesses the power of data analytics to help maximize your return on investment (ROI) by providing you with:

- A Route Ranking report that prioritizes your postal route selections based on your demographic criteria, enabling you to deliver your message to the people most likely to respond;
- A Postal Station Summary report that indicates the facilities responsible for your mailing;
- Maps, Impact Assessment, and many other campaign-enhancing resources.

Do you want to further improve your Smartmail Marketing™? Take advantage of our suite of data and targeting solutions:

Canada Complete Lists	Data Management Services	Analytics
Canada Complete lists provide one of the largest reach in Canada, drawing from Canada Post's mail delivery database of over 13 million residential addresses and close to a million business addresses. With our additional targeting filters, supplement your list by pinpointing specific audiences that best match what your best prospects look like.	With the help of Canada Post's Data Management Services, you can improve your address accuracy, identify movers, and suppress duplicate records. This will ensure clean, current, and accurate mail files - in doing so, you will have less undeliverable mail and an improved ROI.	Our analytics experts will work with you to ensure your consumer data delivers optimal results. For example, we canhelp identify highest-potential customers and prospects through penetration analysis, location intelligence, segmentation, modeling and profiling.

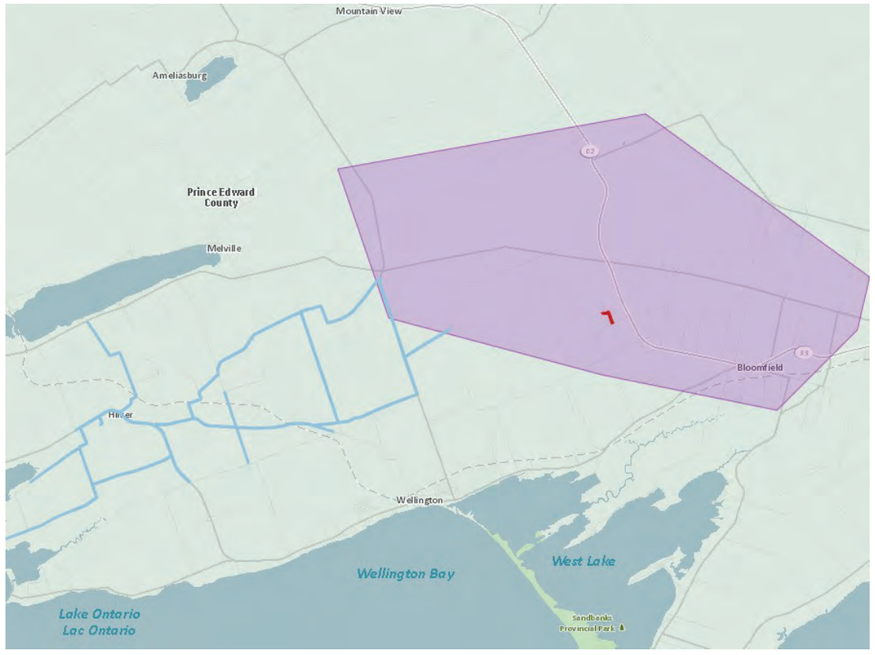
Questions? Contact your Canada Post Sales Representative or our Commercial Service Network at 1-866-757-5480.

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Source: Derived from Statistics Canada, 2019 Census Profile and 2014 Census Dissemination Area Boundary File.
No confidential information about an individual, family, household, organisation or business has been obtained from Statistics Canada
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Your Targeting Report

Route Ranking Report

Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



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Source: Derived from Statistics Canada, 2019 Census Profile and 2014 Census Dissemination Area Boundary File.
No confidential information about an individual, family, household, organisation or business has been obtained from Statistics Canada
Canada Post Confidential - This report is provided for use in accordance with the terms of use available at http://www.canadapost.ca/cpo/mc/personal/help/legal.jsf. Any other use is strictly prohibited. This report is provided "as is" and Canada Post disclaims any warranty whatsoever. All rights not expressly granted are reserved by Canada Post and its licensors. This report may be used only during the validity period noted above and must be destroyed following the expiry of such validity period.

Your Targeting Report

Route Ranking Report

Below you will find your Route Ranking Report, which provides you with a tabular view of the routes within your trade area ranked according to the value of the selected demographic variable(s). By looking at the "Cumulative Penetration" and the "Cumulative Points of Call" columns, you can easily determine which routes you need to target in order to meet your desired quota.

STANTEC CONSULTING LTD.

FSA	Delivery Mode (Route)	Depot	All Points Of Call	Cumulative Points of Call
K0K	RR0001	BLOOMFIELD PO	282	282
K0K	LB0001	BLOOMFIELD PO	276	558
K0K	RR0001	HILLIER PO	216	774
K0K	RR0002	BLOOMFIELD PO	169	943

Copyright © Canada Post Corporation, 2019
Source: Derived from Statistics Canada, 2019 Census Profile and 2014 Census Dissemination Area Boundary File.
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Your Targeting Report

Postal Station Summary

To avoid transportation charges, you may want to deposit your Neighbourhood Mail™ directly at each postal station responsible for your mailing. The table below provides you with a list of post offices where you need to induct your mailing, and how many pieces must be deposited at each location.

	HOUSES	APARTMENTS	FARMS	BUSINESSES	TOTAL POINTS OF CALL
BLOOMFIELD PO263 MAIN ST BLOOMFIELD ON K0K 1G0					
TOTAL	639	0	49	39	727
HILLIER PORR0001 HILLIER ON K0K 2J0					
TOTAL	185	0	9	22	216
GRAND TOTAL	824	0	58	61	943

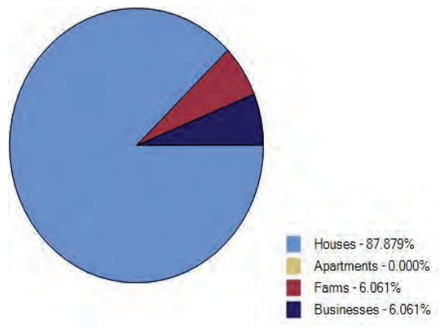
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Your Targeting Report

Trade Area Marketing Insights

Below, you will find some insights to your trade area. The provided charts give a simple visual representation of some key characteristics of your target area in order to help you better understand the dynamics of your market.

Address Attributes



This chart provides you with a breakdown of various delivery points within your trade area, based on your selected address attributes.

The majority of your area is characterized by:
Houses

Did you know...

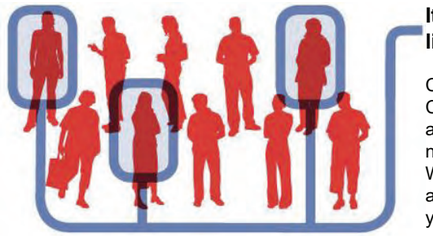
We can help you discover and harvest untapped market potential? We do so by generating a list of additional high value routes, typically located just outside your selected trade area, that meet or exceed your targeting criteria. To take advantage of this offering, simply accept our high value walk suggestions within the online application or request this feature when having an analysis run by our team of geospatial analysts.

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Your Targeting Report

Powerful Data & Targeting

Looking for more ways to harvest the campaign-boosting powers of data and analytics? We have options...



It's time to be more direct. Reach more prospects with Canada Complete lists from Canada Post

Canada's best list just got even better. Our lists provide one of the largest reach in Canada, drawing from our mail delivery database of over 13 million residential addresses and close to a million business addresses. By customizing your mail with a name and/or an address you can provide an instant boost to open rates and responses. With our additional targeting filters, supplement your list by pinpointing specific audiences based on geographic, demographic, and lifestyle criteria that best match what your best prospects look like.

Why choose Canada Complete?

- We have more addresses than anyone else and with the best market penetration in the country
- Gain access to the most complete list that can provide nationwide access to apartments and suite numbers
- Validated addresses that you know are deliverable - save money by reducing returned mail
- Exclude existing customers by suppressing addresses you already have - only pay for the records you need
- Canada's best list for accessing Canadian New Movers - a segment that spends $11B annually
- Enhance your list with a range of unique and exclusive targeting filters to reach your best audience

Ensure your mailing list is valid

Is bad address data hindering your campaign performance? Thanks to our ***Smart Data Cleaner***, it doesn't have to. This easy-to-use online tool lets you clean and update your customer and prospect mailing lists. Not sure if your list needs a scrub? Get a free diagnostic first.

Reach people by name and boost response

Neighbourhood Mail™ is a powerful and effective marketing solution. To take your targeting to a whole new level use Canada Post Personalized Mail™, and reach Canadians by name and address at their place of residence or work. Studies have shown that 87% of Canadians are likely to read mail that is addressed to them personally, and that Personalized Mail™ garners three times as much attention as Neighbourhood Mail™.

Turn your customer data into actionable insight with our Advanced Analytics Services

Data is the fuel that drives campaign performance, but it can sometimes be a challenge to analyze and take action on it. That's where our dedicated team of analytics experts comes in. Through **penetration analysis, location intelligence, segmentation, modeling** and **profiling** they can help enhance your response potential by identifying your highest potential prospects.

Want to learn more about our powerful Data & Targeting Solutions?

Visit our website: **www.canadapost.ca/datatargetingsolutions**

email us at: **data.targetingsolutions@canadapost.ca**

If you wish to speak with one of our Data and Targeting specialists, call us at **1-877-281-4137**

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Your Targeting Report

Glossary of Terms

1. **Address Attributes:** Describes the types of buildings present in your trade area, whether they are houses, apartments, farms, and/or businesses.
2. **All Points of Call:** The total number of physical locations (points of call) receiving your mailing on a given letter carrier's route, which can be houses, apartments, farms and/or businesses based on your selection criteria.
3. **Average Value:** The average value (%) of the chosen Statistics Canada demographic variables that can be associated with the letter carrier's route, which provides you with insight into your recipients.
4. **Cumulative Penetration:** The cumulative percentage of penetration associated with the letter carrier's routes based on the selected demographic variables.
5. **Cumulative Points of Call:** The cumulative point of call count associated with the letter carrier's routes, which has been calculated by adding the previous Delivery Mode rows in the report.
6. **Delivery Mode:** The area served by a letter carrier.
7. **Depot:** A postal facility established for the processing and delivery of mail. Example: Etobicoke, Ontario.
8. **Forward Sortation Area (FSA):** The first three characters (alpha-numeric-alpha) of a Postal Code [OM], which represent a geographic area. Example: M9W
9. **Postal Station Summary:** This report indicates which postal stations are responsible for your targeted routes. The count of each point of call type (houses, apartments, farms, and/or businesses) is displayed for each depot. The total point of call count, listed at the end of the report, denotes the number of houses, apartments, farms, and/or businesses associated with each postal station.
10. **Route ID:** This represents the identifier assigned to each letter carrier's route. Its primary use is for the coordination of the mail delivery.
11. **Target Variables:** A report can have a minimum of one to a maximum of three Statistics Canada demographic variables selected. These variables are displayed in the value columns as a percentage (%) that can be associated with that entire Delivery Mode.
12. **Total Points of Call:** The total number of houses, apartments, farms, and/or businesses (based on your selection) associated with the depot in your Postal Station Summary. This number indicates how many pieces are required for each depot.
13. **Total:** This row represents the sum of each dwelling type (houses, apartments, farms, and/or businesses) within a depot.
14. **Valid for Mailings From:** Due to monthly route restructures, the results found within this report are valid between these dates. Mailing outside of these dates could cause delivery problems or pose a risk of non-delivery.

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MUNICIPAL TECHNICAL ADVISORY COMMITTEE MEETING 1

From: Gazibara, Nevena
To: comments@hwy62pec1.ca
Cc: Taylor, Deidre (MTO); Belliveau, Tim
Bcc: jbryans@pecounty.on.ca; opp.prince.edward@opp.ca; fire@pecounty.on.ca; sochad@hastingscounty.com; directors.office@hpedsb.on.ca; info@triboard.ca; info@alcdsb.on.ca; accueil@ecolecatholique.ca; Cliff.Boehmer@ontario.ca; Brake, Lori (MTO; Freure, Peter (MTO; bowkerc@hastingscounty.com; Mark Kerr; regulations@quinteconservation.ca; Baczyk, Steve (MTO
Subject: RE: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Invitation & Meeting Request
Date: Wednesday, June 14, 2023 12:19:00 PM

Good afternoon,

The project team is following up from the email sent out on June 9th inviting you to participate in the Municipal Technical Advisory Committee for the above referenced project.

Can you please provide your availability for the following dates and times for the first virtual MTAC meeting:

- June 26th, 2023, 1:00pm – 2:30pm
- June 26th, 2023, 2:00pm - 3:30pm
- June 27th, 2023, 1:00pm – 2:30pm
- June 27th, 2023, 2:00pm – 3:30pm
- June 28th, 2023, 10am – 11:30am
- June 28th, 2023, 1:00pm – 2:30pm
- June 28th, 2023, 2:00pm – 3:30pm
- June 29th, 2023, 10am – 11:30am
- June 29th, 2023, 1:00pm – 2:30pm
- July 5th, 2023, 10am – 11:30am

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to obtain current project information and to submit comments to the project team. If you have any questions regarding the study, please contact the undersigned.

Once we have confirmed a date and time for the first MTAC meeting, we will send out a meeting invitation, an agenda, and presentation materials.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From: Gazibara, Nevena
Sent: Friday, June 9, 2023 10:59 AM
To: comments@hwy62pec1.ca
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>
Subject: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Invitation & Meeting Request

Good morning,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this email is to invite you to participate in a Municipal Technical Advisory Committee (MTAC) for the above-mentioned project. The purpose of the MTAC meetings will be to provide project updates to key municipal staff members, obtain input on the study, design alternatives and the evaluation and selection of the preferred plan.

The purpose of the first MTAC meeting will be to introduce the project, to seek your input on the existing conditions within the study area, present and obtain input on the preliminary intersection improvement alternatives and the evaluation process, and to identify any issues, concerns or approval requirements that your organization may have.

Please provide a response noting your interest in joining the Municipal Technical Advisory Committee and if you would like the invitation extended to other staff at your organization and then the project team will follow-up with meeting date information via email. Please also respond with your availability for the following dates and times for the first virtual MTAC meeting:

- June 26th, 2023, 1:00pm – 2:30pm
- June 26th, 2023, 2:00pm - 3:30pm
- June 27th, 2023, 1:00pm – 2:30pm
- June 27th, 2023, 2:00pm – 3:30pm

- June 28th, 2023, 10am – 11:30am
- June 28th, 2023, 1:00pm – 2:30pm
- June 28th, 2023, 2:00pm – 3:30pm
- June 29th, 2023, 10am – 11:30am
- June 29th, 2023, 1:00pm – 2:30pm
- July 5th, 2023, 10am – 11:30am

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to obtain current project information and to submit comments to the project team. If you have any questions regarding the study, please contact the undersigned.

Once we have confirmed a date and time for the first MTAC meeting, we will send out a meeting invitation, an agenda, and presentation materials.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

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From: Gazibara, Nevena
To: Young, Rachel (Waterloo)
Subject: FW: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Meeting # 1
Date: Thursday, October 19, 2023 4:09:06 PM
Attachments: ppt_1270_PEC_MTAC_20230623_fnl.pdf

From: Gazibara, Nevena
Sent: Monday, June 26, 2023 1:24 PM
To: Belliveau, Tim <tim.belliveau@stantec.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Cliff.Boehmer@ontario.ca; Brake, Lori (MTO) <lori.brake@ontario.ca>; Leblanc, Paul (OPP) <Paul.Leblanc@opp.ca>; Barry, Chris <barryc@hastingscounty.com>; dmacpherson@pecounty.on.ca; agoheen@pecounty.on.ca; Paul McCoy <PMcCoy@quinteconservation.ca>; Peter Moyer <pmoyer@pecounty.on.ca>
Cc: mmichaud@pecounty.on.ca; cblumenberg@pecounty.on.ca; Cooke, Gregg <gregg.cooke@stantec.com>; tkraemer@pecounty.on.ca
Subject: RE: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Meeting # 1

Hello all,

Please find the presentation for the first Municipal Technical Advisory Committee meeting for the above-referenced project attached in advance of tomorrow's meeting.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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-----Original Appointment-----
From: Gazibara, Nevena
Sent: Thursday, June 22, 2023 4:37 PM
To: Gazibara, Nevena; Belliveau, Tim; Taylor, Deidre (MTO); Baczyk, Steve (MTO); Cliff.Boehmer@ontario.ca; Brake, Lori (MTO); Leblanc, Paul (OPP); Barry, Chris; dmacpherson@pecounty.on.ca; agoheen@pecounty.on.ca; Paul McCoy; Peter Moyer
Cc: mmichaud@pecounty.on.ca; mwallace@pecounty.on.ca; cblumenberg@pecounty.on.ca; Cooke,

Gregg; tkraemer@pecounty.on.ca
Subject: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Meeting # 1
When: Tuesday, June 27, 2023 2:00 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

A PowerPoint presentation will be circulated to all invitees in advance of the meeting next week.

Microsoft Teams meeting

Join on your computer, mobile app or room device
Click here to join the meeting

Meeting ID: 295 394 216 475
Passcode: wP5raJ
Download Teams | Join on the web

Or call in (audio only)
+1 647-749-0227,,335215650# Canada, Toronto
(833) 266-3861,,335215650# Canada (Toll-free)
Phone Conference ID: 335 215 650#
Find a local number | Reset PIN

Learn More | Meeting options

Stantec

Agenda

Municipal Technical Advisory Committee Meeting #1
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
(GWP 4077-20-00)

Location: Virtual – Microsoft Teams

June 27, 2023 2:00 PM

Approx. Time:	Item:	Action:
2:00 PM	Introductions	All
2:10 PM	Project Overview • Study Purpose • Study Process • Consultation • Existing Study Area Conditions • Existing Traffic Conditions • Challenges and Opportunities • Alternatives and Preliminary Screening • Next Steps	Stantec
2:45 PM	Municipal Input / Discussion • Stakeholders • Issues and Concerns • Municipal Road Standards	All
3:30 PM	Adjourn	

Highway 62 Intersection Improvements in Prince Edward County

Ontario Stantec

Municipal Technical Advisory Committee Meeting
June 27, 2023

Hwy62PEC1.ca

Planning, Preliminary Design, and
Class Environmental Assessment Study

GWP 4077-20-00

Agenda

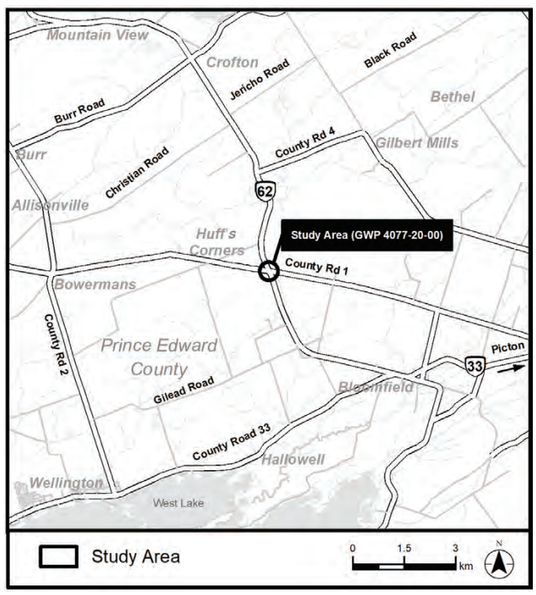
- Introductions
- Study Purpose
- Class Environmental Assessment Process
- Consultation
- Existing Study Area Conditions
- Existing Traffic Conditions
- Challenges and Opportunities
- Intersection Alternatives and Preliminary Screening
- Next Steps
- Discussion

Study Purpose

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and
County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

The study will identify short-term and long-term intersection improvements, which may include improvements such as horizontal and vertical alignments, alternative lane configurations, addition of turning lanes, signalization, additional illumination, and a roundabout.

The study will be documented in a Transportation Environmental Study Report (TESR) and a Preliminary Design Report (PDR).





Class Environmental Assessment Process

Environmental Assessment Process

This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which is approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process, which includes major improvements to existing provincial transportation facilities.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day comment period.

Ongoing Transportation Needs Assessment

Ongoing Public Consultation

Need Identified

Preliminary Design

Data Collection
Review available background information and conduct field investigations as required to identify existing conditions in the study area

Generate & Evaluate
Develop preliminary design alternatives to address structural needs, improve the highway safety and operations, and consider potential impacts to the existing natural, social, and cultural environment to identify a preferred plan

Select
Identify the preferred plan and mitigation measures to address potential impacts

Refine
Complete preliminary design of the preferred plan including a potential implementation strategy

Report
Document the process leading to the preferred plan

Clearance
The Class EA requirements are met, and the project is cleared to proceed to detail design

Future Stages

Detail Design

Construction

Consultation during Preliminary Design

- Notifications and project website
- Municipal Technical Advisory Committee Meeting
- Public Information Centre 1 **- We Are Here**
- Municipal Technical Advisory Committee Meetings & Agency Meetings
- Public Information Centre 2
- Municipal Technical Advisory Committee Meeting
- Transportation Environmental Study Report 30-day public comment period
- Consultation during Detail Design
- Consultation during Construction

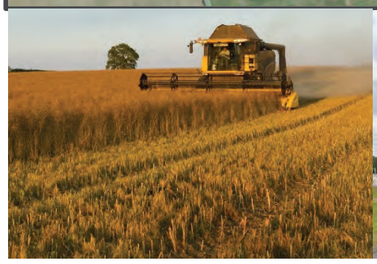
Consultation

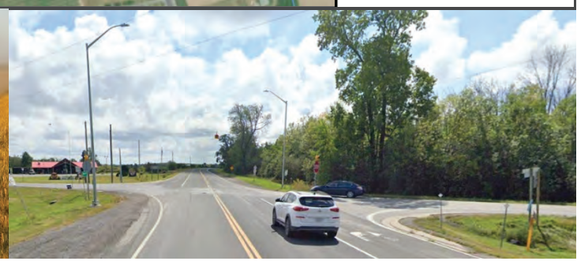
- Public Notices
- Project Website (www.Hwy62PEC1.ca)
- Public Information Centres (2)
- Indigenous Consultation
- Municipal Consultation (Prince Edward County, EMS providers)
- External Agencies (Ministry of Natural Resources and Forestry; Ministry of Citizenship and Multiculturalism; Ministry of Environment, Conservation and Parks)
- Industry and Business Owner Consultation
- Transportation Environmental Study Report (TESR) Public Comment Period

Existing Conditions

- Prince Edward County is a popular tourist destination
- Sandbanks Provincial Park, wineries, agri-tourism, beaches, and cycling are very popular during summer months
- Both Highway 62 and County Road 1 are main corridors in and out of The County
- The immediate study area consists of agricultural land, some wooded and wetland areas, and local businesses
- The natural environment includes a hardwood lowland deciduous forested area, a mixed meadow, an unevaluated wetland, potential habitat for turtles in the wetland, an open aquatic feature, and potential snake habitat in forests, meadows, and agricultural areas







Existing Traffic and Safety Conditions

Traffic

Based on current traffic volumes, intersection improvements (signalization or roundabout) are warranted to improve operational performance.

Safety

Safety and collision data from 2017-2021 shows the following:

- Majority of collisions involved a vehicle making a turn from the side road
- Majority of collisions occurred from May to October
- Majority of collisions resulted in a personal injury

The MTO conducted traffic observations in spring 2022. The following observations were noted:

- Several ‘near miss’ collisions at the intersection
- Compliance with existing traffic control at this intersection was low

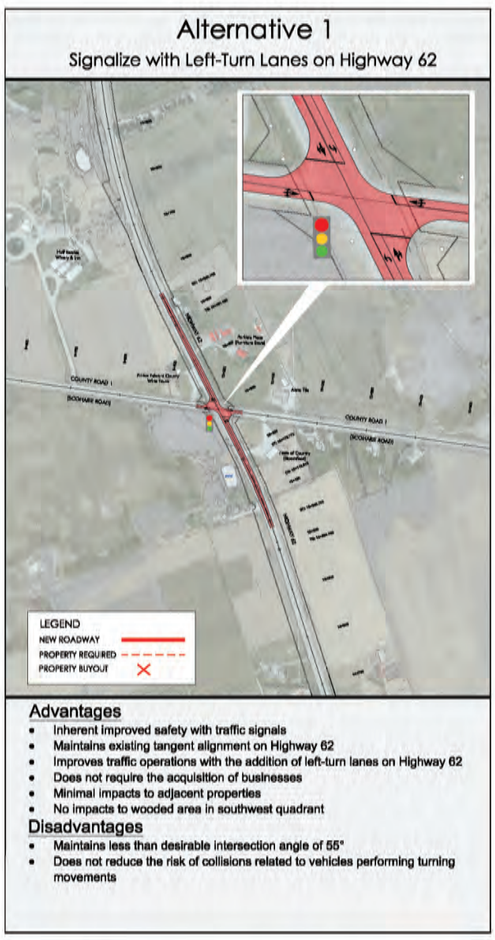
Intersection improvements that address collisions and provide right-of-way control will have the greatest safety benefit.

Challenges and Opportunities

- There is a history of collisions and ‘near misses’ at the current intersection
- Improvements (i.e., signage and overhead flashing beacon) have been installed at the intersection, however, there continue to be ongoing safety concerns
- This study will select a plan for intersection improvements to address the identified safety concerns



Intersection Improvement Alternative 1



Advantages

- Inherent improved safety with traffic signals
- Maintains existing tangent alignment on Highway 62
- Improves traffic operations with the addition of left-turn lanes on Highway 62
- Does not require the acquisition of businesses
- Minimal impacts to adjacent properties
- No impacts to wooded area in southwest quadrant

Disadvantages

- Maintains less than desirable intersection angle of 55°
- Does not reduce the risk of collisions related to vehicles performing turning movements

Intersection Improvement Alternative 2



Advantages

- Inherent improved safety with traffic signals
- Provides 90° intersection angle
- Maintains existing tangent alignment on Highway 62
- Improves traffic operations with the addition of left-turn lanes on Highway 62

Disadvantages

- Undesirable alignment on County Road 1 with multiple curves
- Significant realignment of County Road 1
- Impacts 4 properties
- Significantly impacts natural wooded area in southwest quadrant
- Significantly impacts entrance and parking for business in southeast quadrant of intersection
- Does not reduce the risk of collisions related to vehicles performing turning movements

Intersection Improvement Alternative 3

Alternative 3
Signalize and Re-Align County Road 1 (North)

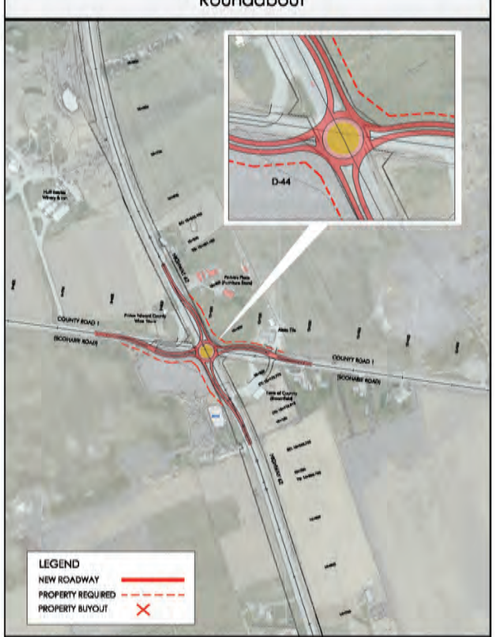


Advantages
- Inherent improved safety with traffic signals
- Provides 90° intersection angle
- Maintains existing tangent alignment on Highway 62
- Improves traffic operations with the addition of left-turn lanes on Highway 62
- No impacts to wooded area in southwest quadrant

Disadvantages
- Undesirable alignment on County Road 1 with multiple curves
- Significant realignment of County Road 1
- Impacts 4 properties
- Requires the acquisition of 1 business
- Impacts the operation of 1 business
- Does not reduce the risk of collisions related to vehicles performing turning movements

Intersection Improvement Alternative 4

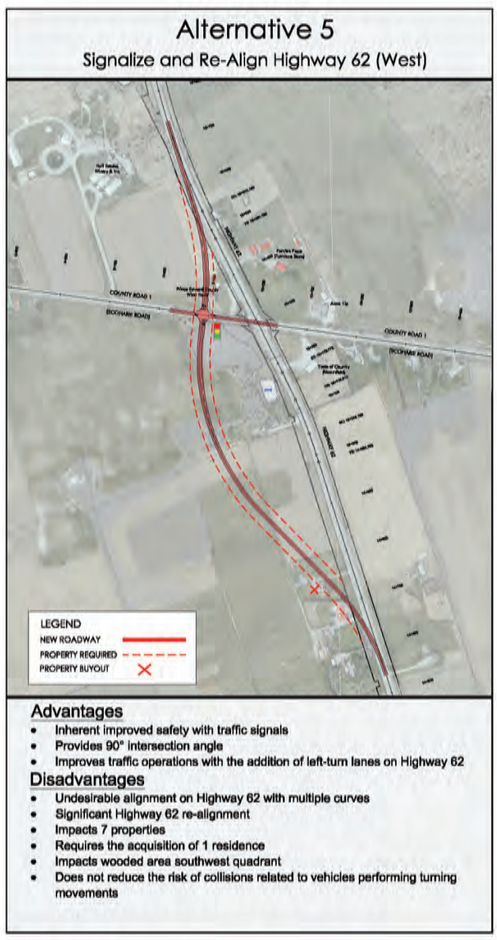
Alternative 4
Roundabout



Advantages
- Improved safety by forcing vehicles to slow down (yield) prior to entering the roundabout
- Potential for higher number of collision than a signalized intersection (but with lower severity)
- Minimal delay to traffic

Disadvantages
- Impacts 3 properties
- Requires entrance modifications to 2 businesses
- Impacts wooded area in southwest quadrant

Intersection Improvement Alternative 5



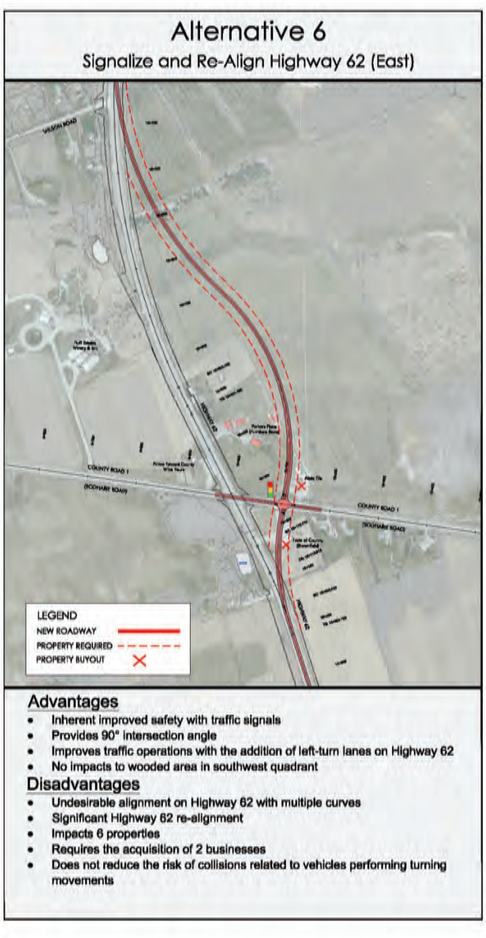
Advantages

- Inherent improved safety with traffic signals
- Provides 90° intersection angle
- Improves traffic operations with the addition of left-turn lanes on Highway 62

Disadvantages

- Undesirable alignment on Highway 62 with multiple curves
- Significant Highway 62 re-alignment
- Impacts 7 properties
- Requires the acquisition of 1 residence
- Impacts wooded area southwest quadrant
- Does not reduce the risk of collisions related to vehicles performing turning movements

Intersection Improvement Alternative 6



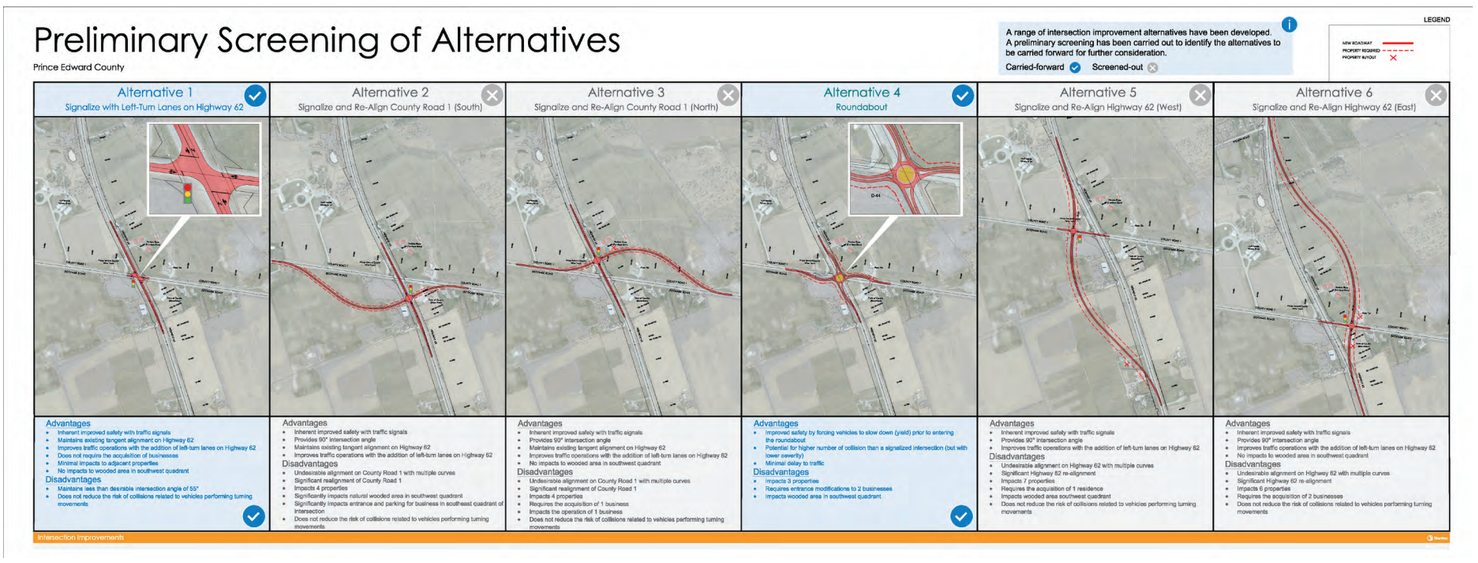
Advantages

- Inherent improved safety with traffic signals
- Provides 90° intersection angle
- Improves traffic operations with the addition of left-turn lanes on Highway 62
- No impacts to wooded area in southwest quadrant

Disadvantages

- Undesirable alignment on Highway 62 with multiple curves
- Significant Highway 62 re-alignment
- Impacts 6 properties
- Requires the acquisition of 2 businesses
- Does not reduce the risk of collisions related to vehicles performing turning movements

Preliminary Screening of Alternatives



Investigations

In accordance with the MTO class environmental assessment process, this study includes engineering and environmental specialists who are carrying out background studies and site-specific investigations to support the development and the evaluation of alternatives, and identify potential impacts and mitigation measures. The investigations for this study include, but are not limited to, the following:

Engineering Investigations

- Traffic and Safety
- Drainage and Hydrology
- Highway

Natural Environment Investigations

- Terrestrial
- Aquatic
- Species at Risk

Socio-Economic Investigations

- Businesses
- Archeology
- Contamination

Next Steps

Current Study

- Public Information Centre 1 — **Summer 2023**
- Field Investigations
- Evaluation of Alternatives
- Selection of a Preferred Plan
- Public Information Centre 2 — **Fall 2023**
- Preliminary Design and Mitigation Measures
- Transportation Environmental Study Report (TESR) Public Review — **Winter 2023/2024**
- Environmental Clearance

Future Stages

- Detail Design
- Construction

Project Team Contact Information

Ways to contact the Project Team:



Visit the study website: www.Hwy62PEC1.ca



Email comments@hwy62pec1.ca



Contact Project Team Members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

Discussion

Meeting Notes

Municipal Technical Advisory Committee Meeting # 1

Highway 62 and County Road 1 Intersection Improvements
Preliminary Design & Class Environmental Assessment
GWP 4077-20-00, Agreement Number 4018-E-0003, Assignment # 18 / Stantec File 165001270

Date/Time:	June 27, 2023 / 2:00 PM	
Place:	Microsoft Teams	
Next Meeting:	TBD	
Attendees:	Deidre Taylor	MTO Senior Project Engineer
	Steve Baczyk	MTO Environmental Planner
	Abdallah Anabtawi	MTO Senior Project Engineer/ (A) Area Manager
	Lori Brake	MTO Traffic
	Cliff Boehmer	MTO Traffic
	Peter Moyer	Prince Edward County Director of Development Services
	David McPherson	Prince Edward County Manager of Engineering
	Adam Goheen	Prince Edward County Director of Operational Services
	Michael Michaud	Prince Edward County Manager of Planning
	Tim Kramer	Prince Edward County Deputy Fire Chief
	Chris Barry	Hastings-Quinte Paramedic Services Deputy Chief of Operations
	Gregg Cooke	Stantec Highway Planning Engineer
	Tim Belliveau	Stantec Project Manager
	Nevena Gazibara	Stantec Environmental Team Lead
Absent:	Paul McCoy	Quinte Conservation Planning and Regulations Manager
	Paul LeBlanc	Ontario Provincial Police – Prince Edward County Detachment
	John Hatch	Ontario Provincial Police – Prince Edward County Detachment
Distribution:	Project Team	

Item: **Action:**

INTRODUCTIONS

1. All attendees were introduced.
2. Deidre Taylor, the MTO Project Manager for the study provided a brief overview of the study.
3. Tim Belliveau, Stantec Project Manager, welcomed the municipal representatives and provided a presentation that included an overview of the study purpose and scope of project. Nevena Gazibara, Stantec Environmental Planner, provided an overview of the existing study area, the environmental assessment process being completed including the consultation program. A copy of the presentation is attached.
4. Tim Belliveau presented the remainder of the presentation including existing traffic and safety conditions, the identified challenges and opportunities, the intersection alternatives, the preliminary screening of intersection alternatives, investigations being completed as part of this study, and next steps in the study.
5. There was a discussion regarding the intersection alternatives and the preliminary screening of alternatives. Prince Edward County (PEC) staff asked why only Alternatives 1 and 4 are being

Item:	Action:
carried forward. PEC staff noted that they are concerned with only carrying forward two alternatives and that Alternative 4 may unfairly be evaluated due to higher costs. PEC staff noted that they do not support Alternative 1. PEC staff would like to see more alternatives carried forward for evaluation.	
6. Stantec noted that the evaluation process includes many different evaluation criteria and on typical MTO projects the cost factor has a low weight (usually no greater than 10%) and so would not be the determining factor for selecting an alternative to be the preferred. Stantec also noted we are developing and gaining feedback on the evaluation criteria for this project.	
7. MTO noted that the purpose of screening out some alternatives was to be able to accelerate the evaluation process to help us select a preferred plan and present it in the Fall of 2023.	
8. MTO asked PEC staff if there are any other alternatives that staff would like to see carried forward or developed?	
9. PEC staff noted that queuing on County Road 1 is a problem during summer months and that a left-turn lane should be included in Alternative 1 if it is to be carried forward. Stantec noted that based on the project team's current traffic studies and future traffic projections, a left-turn lane is not warranted at this location. However, Stantec noted that this could be reassessed.	
10. PEC staff asked what growth rate was utilized and if summer traffic counts were utilized for the traffic analysis. Stantec noted that July 2022 counts were used and a conservative growth rate of 2% was utilized. PEC staff to share any future traffic projections and information to support a different growth rate.	PEC
11. PEC staff noted that Base 31, a planned development near Picton's airport, will result in a doubling of the County's population in 20 years. PEC staff to share information as it becomes available.	PEC
12. PEC staff asked what the timing was for construction of this intersection improvement. MTO noted that this project has dedicated funding once Detail Design is completed and will work towards selecting a consultant for the Detail Design phase once we have preferred alternative in place.	
13. Stantec noted that the second MTAC meeting will be planned in advance of PIC 2 to provide adequate time for MTAC members to review and provide input on the evaluation of alternatives and preferred plan. PEC staff asked that the meeting be in-person and the project team agreed.	
14. PEC staff noted that the property owners abutting the intersection have previously noted they would be willing to sell a portion of their properties for a roundabout.	
15. Hastings EMS noted that they prefer a roundabout as they result in fewer collisions.	
16. PEC Fire Department noted that they prefer a roundabout because they are safer and can accommodate large vehicles.	
17. PEC staff asked if the roundabout alternative would be the same size as the roundabout in Picton. Stantec noted that it would likely be larger following current roundabout standards.	
18. PEC staff noted that County Road 1 will be turned into a designated truck route and would increase the volume of trucks on the road. This would be within the planning window of MTO's	

Item:	Action:
study. The estimated volume of trucks is not known at this time. PEC staff to share information as it becomes available.	
19. Stantec noted that the roundabout would be designed to accommodate trucks and farming equipment.	
20. PEC Fire Department asked for collision information to be shared. MTO noted that they would review the data provided by OPP and work to share it with PEC Fire Department.	MTO
21. PEC Fire Department noted that they would share the EMS claims that have been submitted to MTO at this intersection.	PEC Fire Department

The meeting adjourned at 3:18 PM

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

Nevena Gazibara, B.Sc., MREM, ENV SP.
Senior Environmental Planner
Stantec Consulting Ltd.
Phone: 905 381-3249
Nevena.Gazibara@stantec.com

PUBLIC INFORMATION CENTRE 1

Stantec

Memo

To:	D. Taylor, S. Baczyk, MTO	From:	Nevena Gazibara Stantec
File:	165001270	Date:	June 6, 2023

Reference: **Planning, Preliminary Design and Class Environmental Assessment**
Highway 62 and Prince Edward County Road 1 Intersection (GWP 4077-20-00)
Public Information Centre 1 Timing Strategy

Please find attached the final Public Information Centre 1 timing strategy for the above-mentioned project.

Public information Centre 1

Activity	Approximate Date
Draft PIC 1 Displays sent to MTO	January 17, 2023
MTO PIC 1 Display Approval	May 29, 2023
PIC Dry Run	June 8, 2023
MTO Advertising Approval	May 29, 2023
Notice to Queens Park	June 9, 2023
Notice to MPP (MTO Letterhead)	June 14, 2023
External Agency Mailing (Letter and Notice)	June 21, 2023
Stakeholder Mailing (Notice Only) Canada Post Unaddressed Admail	June 21, 2023
Mailing to Indigenous Communities (MTO Letterhead and Notice, MTO Delivery)	June 21, 2023
Website updated with Notice and News Update	June 21, 2023
Picton Gazette	June 29, 2023
Picton County Weekly News	June 29, 2023
MTAC Meeting # 1	**Week of June 26, 2023**
Prince Edward County Planning Committee Meeting	July 19, 2023
Online PIC 1 Launch Date	**June 29, 2023**
Comments requested by (45-day period):	August 12, 2023

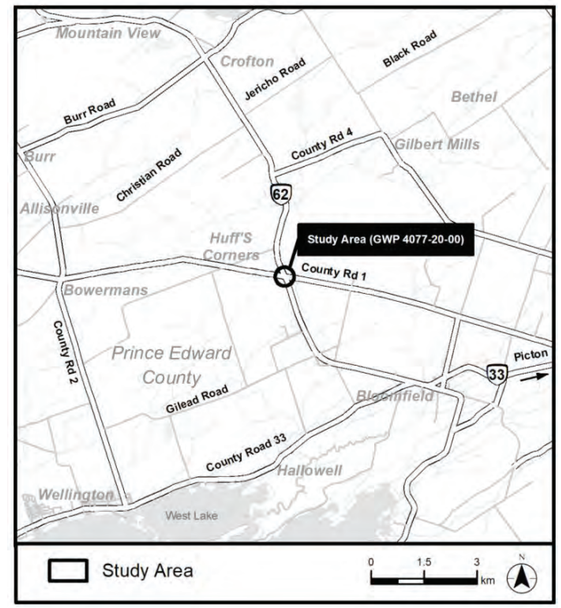
Ontario

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE (PIC) 1
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

Study Overview

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This study will include reviewing existing conditions, developing, and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.



This notice is to announce the first online Public Information Centre (PIC). The purpose of PIC 1 is to:

- Display and seek input on the preliminary intersection improvement alternatives;
- Display and seek input on the existing conditions in the study area (i.e., natural, social, economic, and cultural); and
- Answer questions about the study.

The online PIC will be available for your review on the study website at www.Hwy62PEC1.ca starting on June 29, 2023. A recorded presentation will be available as part of the online PIC until August 12, 2023.

The Process

This study will follow the approved planning process for "Group B" undertakings following MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for public comment. Notices will be published in local newspapers to advise the public about the TESR public comment period.

Comments

You are encouraged to participate in the study and to provide comments in writing to the project team by August 12, 2023. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 1 materials provided on the study website, please contact one of the following study team members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

MINISTRY OF TRANSPORTATION

Project Delivery East
1355 John Counter Blvd
Postal Bag 4000
Kingston, ON K7L 5A3
Tel.: 1-800-267-0295

MINISTÈRE DES TRANSPORTS

Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 1-800-267-0295

Ontario

June 14, 2023

Attention: Mr. Todd Smith, MPP
5503 Highway 62 South
Unit D, Box 6-2
Belleville ON K8N 0L5
Email: Todd.Smithco@pc.ola.org

Dear Mr. Smith,

Reference: Notice of Online Public Information Centre 1
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to invite you to the first online Public Information Centre (PIC) for the above-mentioned project.

As indicated within the attached notice, the online PIC will be available for your review on the study website as at www.Hwy62PEC1.ca on **June 29, 2023**. A recorded presentation will be available as part of the online PIC. The project team is requesting that comments be submitted by August 12, 2023.

The information presented at this online PIC will provide you with an opportunity to review and comment on the existing study area conditions, identified challenges and opportunities, preliminary intersection improvement alternatives, preliminary screening of intersection alternatives, and proposed evaluation criteria.

Reference: Notice of Online Public Information Centre 1
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Notices to advise the public about the online PIC are being circulated to the project mailing list on June 21, 2023 and placed in the *Picton Gazette and the Picton County Weekly News* on June 29, 2023 If you would like further information regarding the study, please contact the undersigned.

Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Sincerely,

DTaylor

Deidre Taylor, P.Eng.
MTO Senior Project Engineer (A), Project Delivery East
Tel: (613) 449-7457
Toll Free: 1-800-267-0295
deidre.taylor@ontario.ca

c. S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

From: Copping, Peter A. (MTO)
To: dmowat@alderville.ca; Dave Simpson; Julie Kapyrka
Cc: Taylor, Deidre (MTO); Baczyk, Steve (MTO)
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1
Date: Wednesday, June 14, 2023 4:13:12 PM
Attachments: PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_Alderville.pdf
PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_OGN.pdf

Dear Chief Dave Mowat,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Please Note: The government is committed to providing accessible customer service, if you have any accommodation needs, or require communication supports or alternate formats, please let me know.

This e-mail message and any attachments are intended only for the above-named recipient(s) and may contain information that is confidential and solicitor-client privileged. If you have received this message in error, please notify me immediately and delete this e-mail and any attachments without copying, distributing or disclosing their contents.

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: dmowat@alderville.ca; Dave Simpson <consultation@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Mowat,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned, the ministry will reach out to you regarding Alderville First Nation's interest in participating in any archaeological field work.

Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:49 AM
To: dmowat@alderville.ca; Dave Simpson <consultation@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Mowat,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group "B" project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
Postal Box 4000
Kingston, Ontario K7L 5A3
Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

June 14, 2023

Chief Dave Mowat
Alderville First Nation
P.0 Box 46
11696 Second Line Road
Alderville ON K0K 2X0

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00)
Notice of Online Public Information Centre (PIC) 1

Dear Chief Mowat:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

This study will consist of reviewing existing conditions, developing, and evaluating intersection improvement alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC. As indicated within the attached notice, this PIC provides an opportunity to review the preliminary intersection improvement alternatives, existing environmental conditions maps, and proposed evaluation process and criteria to be used to identify the Recommended Plan. The project website will also be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

Information collected during this project will be used in accordance with the Freedom of Information and Protection of Privacy Act. All information and comments, with the exception of personal information and other protected information, will become part of the public record. Please contact me if you have accessibility requirements in order to participate in this project.

MTO welcomes the opportunity to answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Online Public Information Centre
(PIC) 1**

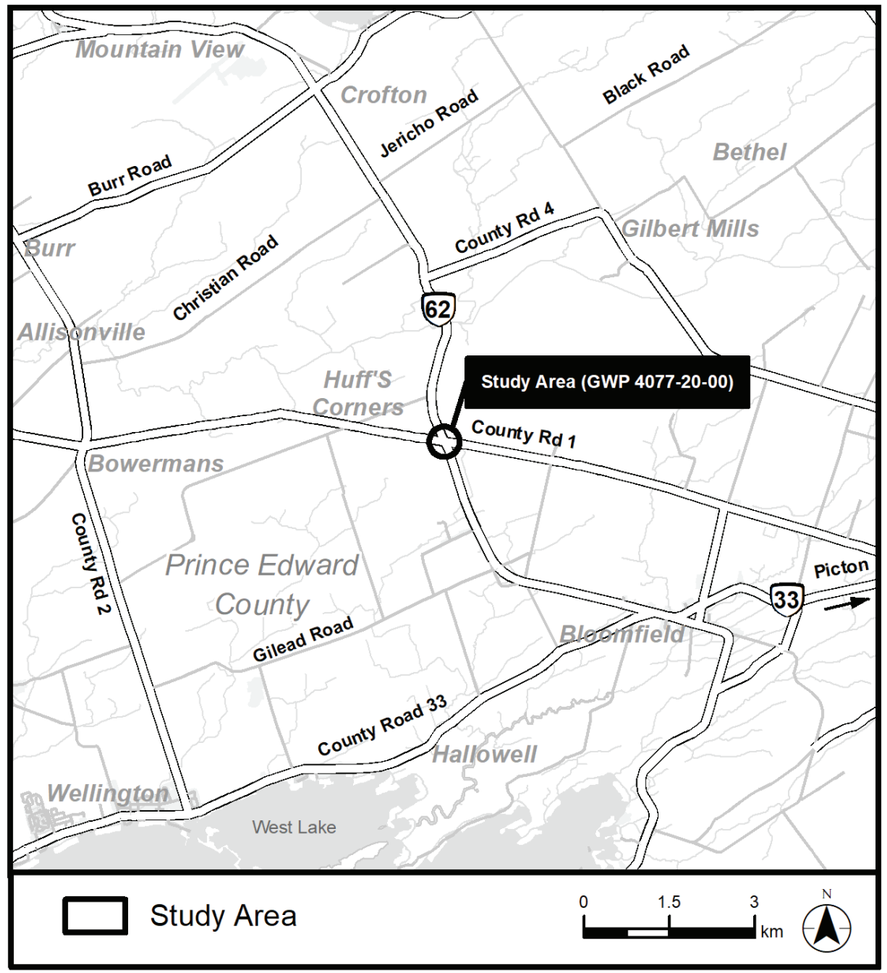
Peter.A.Copping@Ontario.ca if you have any questions or comments on this study or would like additional details on the project The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping
Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. D. Simpson – Alderville First Nation
S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Online Public Information Centre
(PIC) 1**



From: Copping, Peter A. (MTO)
To: Paige Williams; Tiffany McLellan; Francis M. Chua; Kayla Wright; Kaitlin Hill
Cc: Keith Knott; Taylor, Deidre (MTO); Baczyk, Steve (MTO); Hutcheson, Zachary (MTO)
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1
Date: Wednesday, June 14, 2023 4:13:22 PM
Attachments: PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_CLFN.pdf
PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_OGN.pdf

Dear Chief Keith Knott,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,
Peter Copping

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: Kaitlin Hill <KaitlinH@curvelake.ca>; Paige Williams <paigew@curvelake.ca>; Tiffany McLellan <TiffanyM@curvelake.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>
Cc: Keith Knott <KeithK@curvelake.ca>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Knott,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned, the ministry will reach out to you regarding Curve Lake First Nation's interest in participating in any archaeological field work.

Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:49 AM
To: Keith Knott <KeithK@curvelake.ca>; Julie Kapyrka <JulieK@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>
Cc: Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Knott,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group "B" project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
Postal Box 4000
Kingston, Ontario K7L 5A3
Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

June 14, 2023

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

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Online Public Information Centre (PIC) 1

Dear Chief Knott:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

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The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC. As indicated within the attached notice, this PIC provides an opportunity to review the preliminary intersection improvement alternatives, existing environmental conditions maps, and proposed evaluation process and criteria to be used to identify the Recommended Plan. The project website will also be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

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MTO welcomes the opportunity to answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca if you have any questions or comments on this study or

**Reference: Preliminary Design and Class Environmental Assessment
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(PIC) 1**

would like additional details on the project The study team will continue to engage with you as the project progresses.

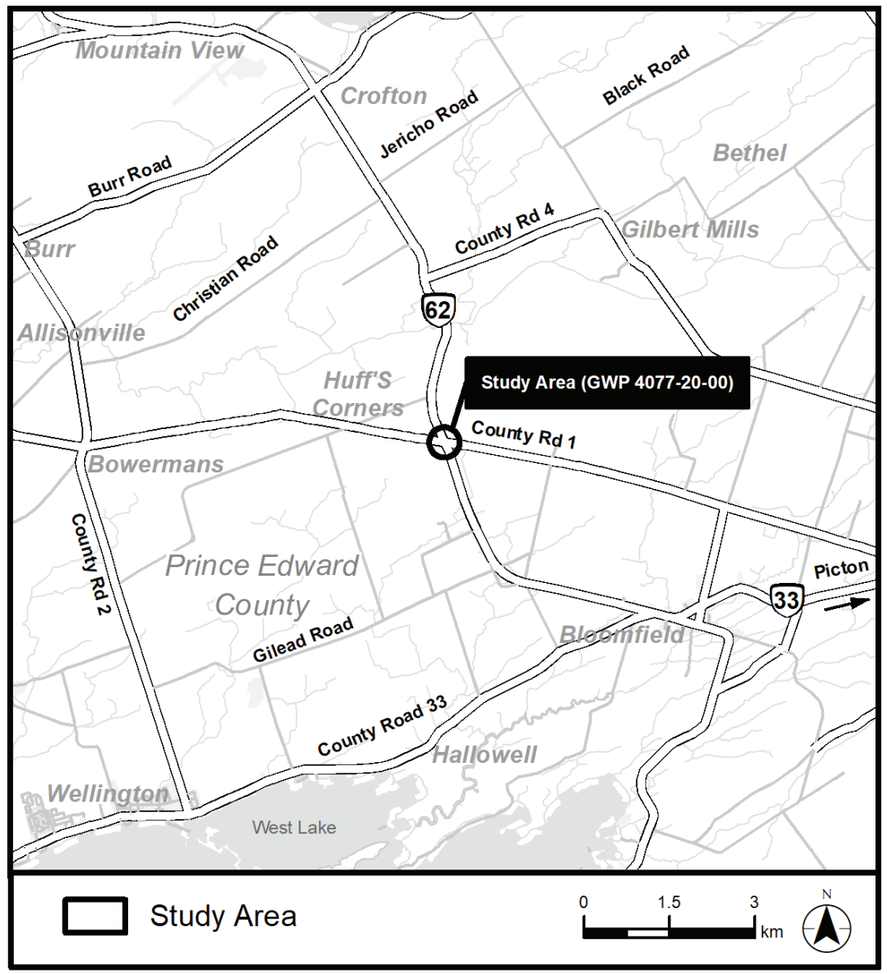
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Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
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Tel: 613-539-3148

c. K. Hill – Curve Lake First Nation
S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Online Public Information Centre
(PIC) 1**



From: Copping, Peter A. (MTO)
To: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; Mandy McGonigle; Francis M. Chua; Kayla Wright
Cc: chiefcarr@hiawathafn.ca; Taylor, Deidre (MTO); Baczyk, Steve (MTO); Hutcheson, Zachary (MTO)
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1
Date: Wednesday, June 14, 2023 4:13:17 PM
Attachments: PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_Hiawatha.pdf
PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_OGN.pdf

Dear Chief Carr,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

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Phone: 613-539-3148

Please Note: The government is committed to providing accessible customer service, if you have any accommodation needs, or require communication supports or alternate formats, please let me know.

This e-mail message and any attachments are intended only for the above-named recipient(s) and may contain information that is confidential and solicitor-client privileged. If you have received this message in error, please notify me immediately and delete this e-mail and any attachments without copying, distributing or disclosing their contents.

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; Mandy McGonigle <mmcgonigle@hiawathafn.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>
Cc: chiefcarr@hiawathafn.ca; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Carr,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned, the ministry will reach out to you regarding Hiawatha First Nation's interest in participating in any archaeological field work.

Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:49 AM
To: chiefcarr@hiawathafn.ca; sdavison@hiawathafn.ca; tcowie@hiawathafn.ca
Cc: Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Carr,

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As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

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Ontario

June 14, 2023

Chief Laurie Carr
Hiawatha First Nation
431 Hiawatha Line
Hiawatha ON K9J 0E6

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Online Public Information Centre (PIC) 1

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**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
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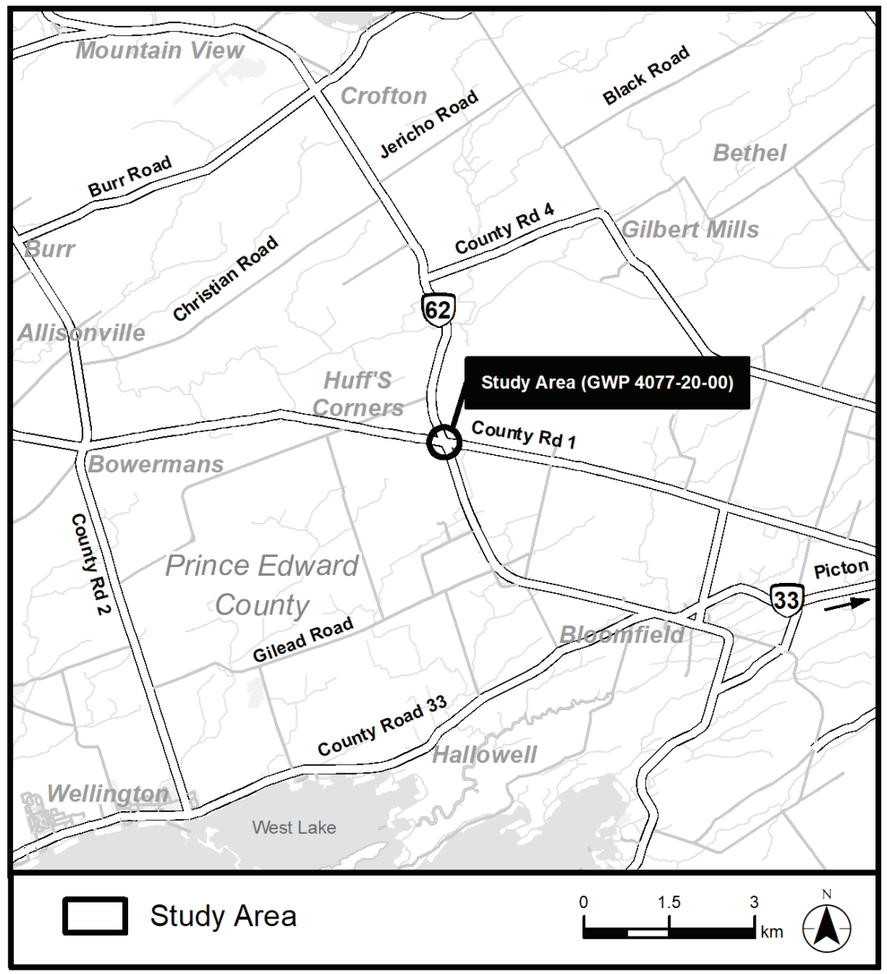
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Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. S. Davison, T. Cowie – Hiawatha First Nation
S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Online Public Information Centre
(PIC) 1**



From: Copping, Peter A. (MTO)
To: Lisa Maracle; MBQ Consultation Coordinator
Cc: R. Donald Maracle; Taylor, Deidre (MTO); Baczyk, Steve (MTO); Hutcheson, Zachary (MTO)
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1
Date: Wednesday, June 14, 2023 4:13:27 PM
Attachments: PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_MBQ.pdf
PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_OGN.pdf

Dear Chief Maracle,

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Peter Copping

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: Lisa Maracle <lisam@mbq-tmt.org>; Charlotte Gurnsey <consultation@mbq-tmt.org>
Cc: R. Donald Maracle <rdonm@mbq-tmt.org>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Maracle,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned, the ministry will reach out to you regarding Mohawks of the Bay of Quinte's interest in participating in any archaeological field work.

Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:50 AM
To: R. Donald Maracle <rdonm@mbq-tmt.org>; 'Lisa Maracle' <lisam@mbq-tmt.org>; 'Charlotte Gurnsey' <consultation@mbq-tmt.org>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; 'Gazibara, Nevena' <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

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Ontario

June 14, 2023

Chief R. Donald Maracle
Mohawks of the Bay of Quinte
24 Meadow Drive
Tyendinaga Mohawk Territory ON K0K 1X0

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Online Public Information Centre (PIC) 1

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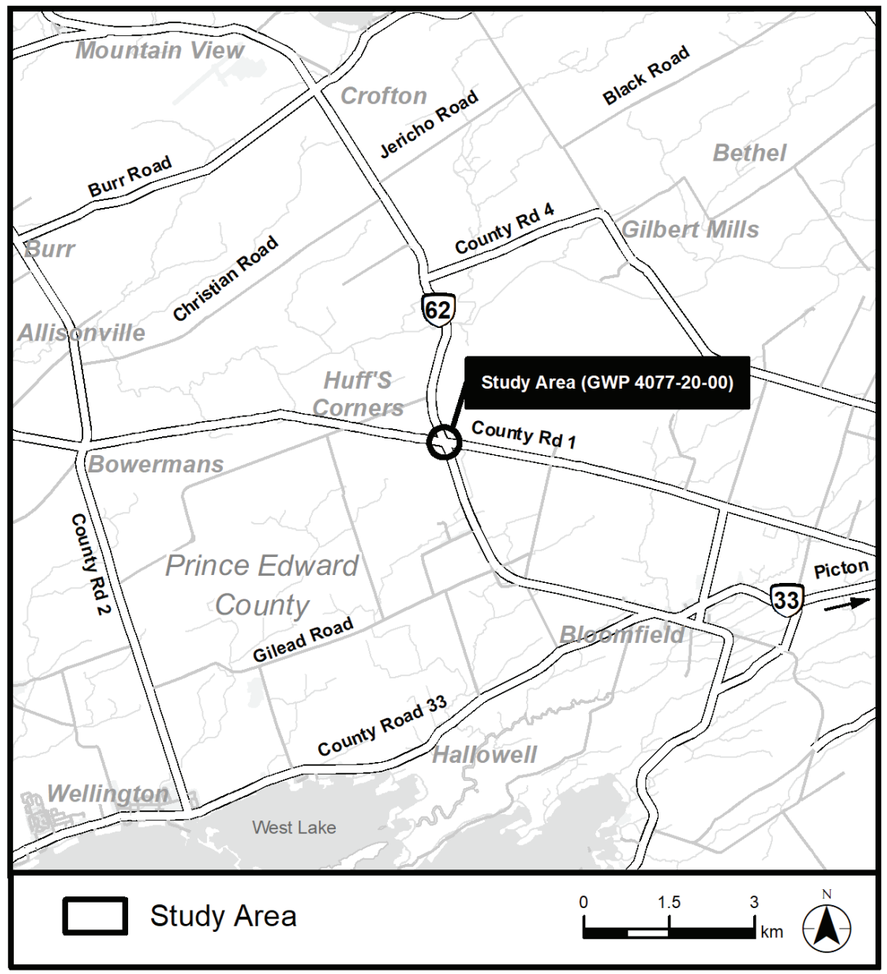
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c. S. Baczyk – Ministry of Transportation
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**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
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(PIC) 1**



From: Copping, Peter A. (MTO)
To: consultations@metisnation.org
Cc: Taylor, Deidre (MTO); Baczyk, Steve (MTO); Hutcheson, Zachary (MTO)
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1
Date: Wednesday, June 14, 2023 4:13:37 PM
Attachments: PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_MNO.pdf
PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_OGN.pdf

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From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:50 AM
To: consultations@metisnation.org
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

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Tél.: 1-613-545-4600

Ontario

June 14, 2023

Attention: Consultation Unit
Métis Nation of Ontario
Suite 1100 - 66 Slater Street
Ottawa ON K1P 5H1

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00)
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Dear Sir / Madam:

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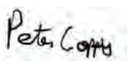
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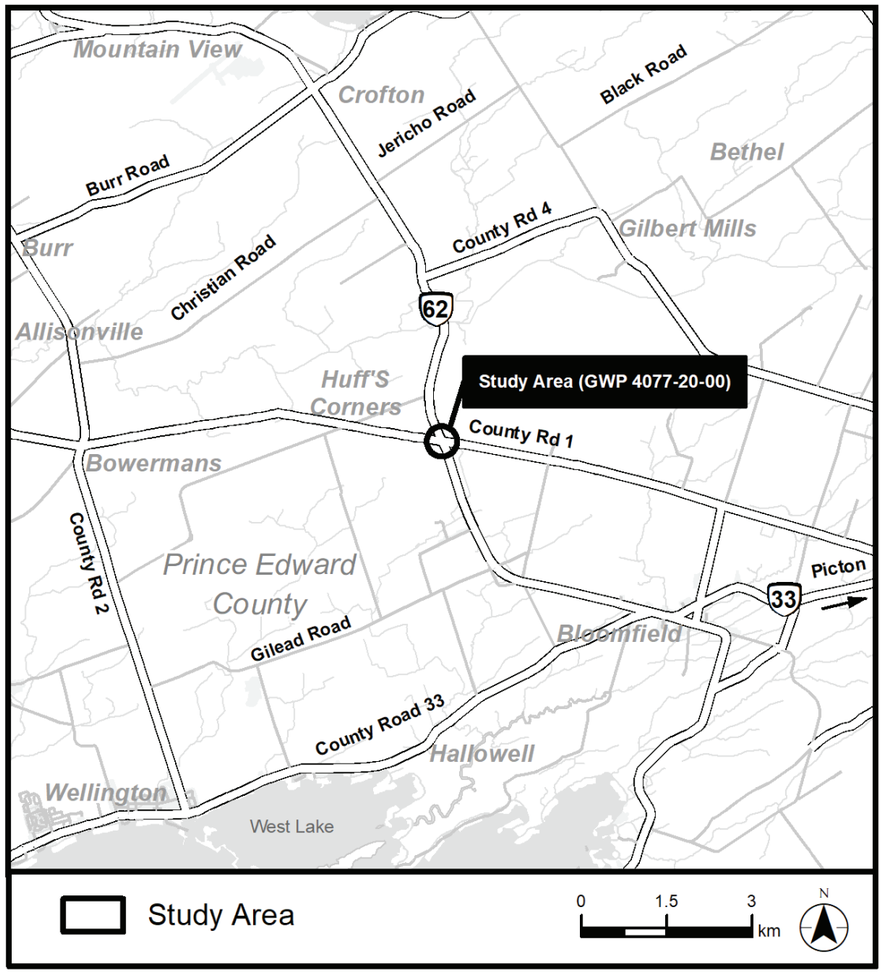
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Reference: Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – Online Public Information Centre (PIC) 1



From: Copping, Peter A. (MTO)
To: Consultation; Thomas Turoczi; Don Richardson; Samantha Shrubsole; Natalya Garrod
Cc: Kelly LaRocca; Taylor, Deidre (MTO); Baczyk, Steve (MTO); Hutcheson, Zachary (MTO)
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1
Date: Wednesday, June 14, 2023 4:13:07 PM
Attachments: PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_MSIFN.pdf
PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_OGN.pdf

Dear Chief Kelly LaRocca,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: Monica Sanford <msanford@scugogfirstnation.com>; Consultation <consultation@scugogfirstnation.com>; Thomas Turoczi <tturoczi@scugogfirstnation.com>; Don Richardson <drichardson@scugogfirstnation.com>; Samantha Shrubsole <sshrubsole@scugogfirstnation.com>; Natalya Garrod <ngarrod@scugogfirstnation.com>
Cc: Kelly LaRocca <klarocca@scugogfirstnation.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Kelly LaRocca,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned, the ministry will reach out to you regarding Mississaugas of Scugog Island First

Nation’s interest in participating in any archaeological field work.

Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:49 AM
To: Kelly LaRocca <klarocca@scugogfirstnation.com>; Monica Sanford <msanford@scugogfirstnation.com>; Consultation <consultation@scugogfirstnation.com>; Don Richardson <don@ibabraiding.com>; Waverley Birch <wbirch@ibabraiding.com>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Kelly LaRocca,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group “B” project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

East Operations Branch
1355 John Counter Boulevard
Postal Box 4000
Kingston, Ontario K7L 5A3
Tel.: 1-613-545-4600

Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

June 14, 2023

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry ON L9L 1B6

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00)
Notice of Online Public Information Centre (PIC) 1

Dear Chief LaRocca:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

This study will consist of reviewing existing conditions, developing, and evaluating intersection improvement alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC. As indicated within the attached notice, this PIC provides an opportunity to review the preliminary intersection improvement alternatives, existing environmental conditions maps, and proposed evaluation process and criteria to be used to identify the Recommended Plan. The project website will also be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

Information collected during this project will be used in accordance with the Freedom of Information and Protection of Privacy Act. All information and comments, with the exception of personal information and other protected information, will become part of the public record. Please contact me if you have accessibility requirements in order to participate in this project.

MTO welcomes the opportunity to answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca if you have any questions or comments on this study or

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Online Public Information Centre
(PIC) 1

would like additional details on the project The study team will continue to engage with you as the project progresses.

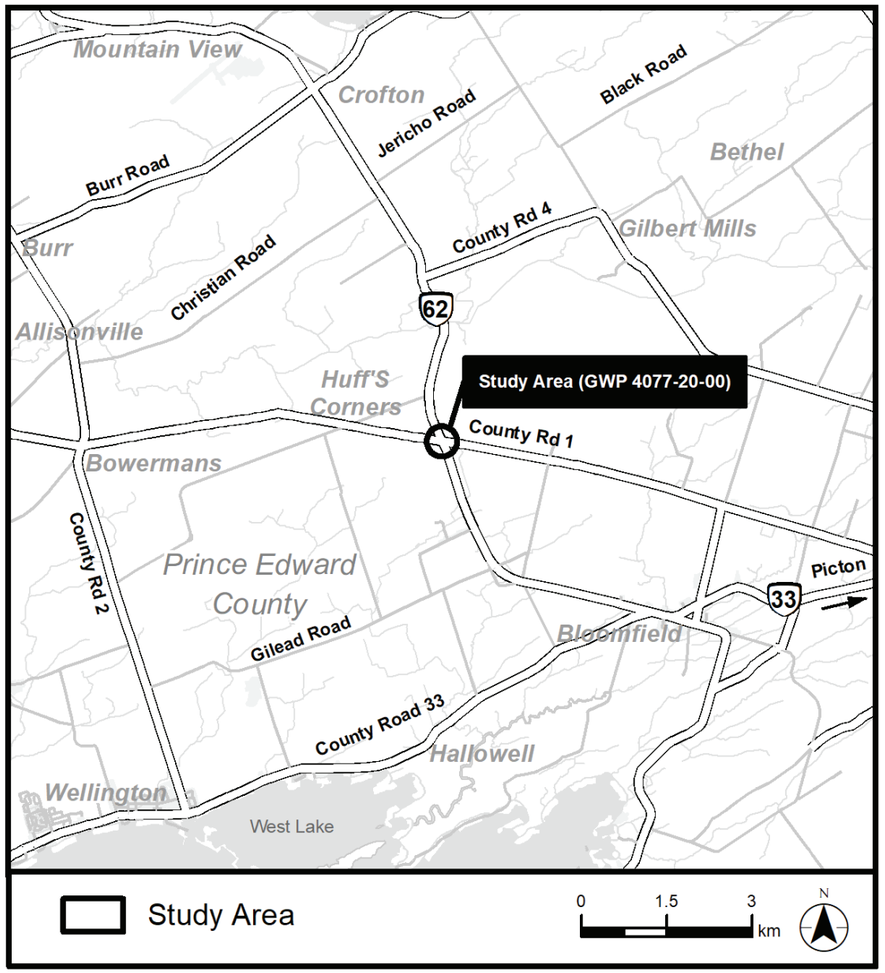
Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

Reference: Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – Online Public Information Centre (PIC) 1



From: Copping, Peter A. (MTO)
To: k.a.sandy-mckenzie@rogers.com; inquiries@williamstreatiesfirstnations.ca
Cc: Taylor, Deidre (MTO); Baczyk, Steve (MTO); Hutcheson, Zachary (MTO)
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1
Date: Wednesday, June 14, 2023 4:13:27 PM
Attachments: PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_WTFN.pdf
PIC1_PreliminaryDesign_Hwy62-PEC1_GWP4077-20-00_OGN.pdf

Dear Karry Sandy-McKenzie,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:50 AM
To: k.a.sandy-mckenzie@rogers.com; inquiries@williamstreatiesfirstnations.ca
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Karry Sandy-McKenzie,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

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commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

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Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Ministry of Transportation

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Ministère des Transports

Direction des opérations de l'Est
1355, boulevard John Counter
Case postale 4000
Kingston, Ontario K7L 5A3
Tél.: 1-613-545-4600

Ontario

June 14, 2023

Ms. Karry Sandy-McKenzie
Williams Treaties First Nations
8 Creswick Court
Barrie ON L4M 2S7

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Online Public Information Centre (PIC) 1

Dear Ms. Sandy-McKenzie:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

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Information collected during this project will be used in accordance with the Freedom of Information and Protection of Privacy Act. All information and comments, with the exception of personal information and other protected information, will become part of the public record. Please contact me if you have accessibility requirements in order to participate in this project.

MTO welcomes the opportunity to answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca if you have any questions or comments on this study or

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Online Public Information Centre
(PIC) 1**

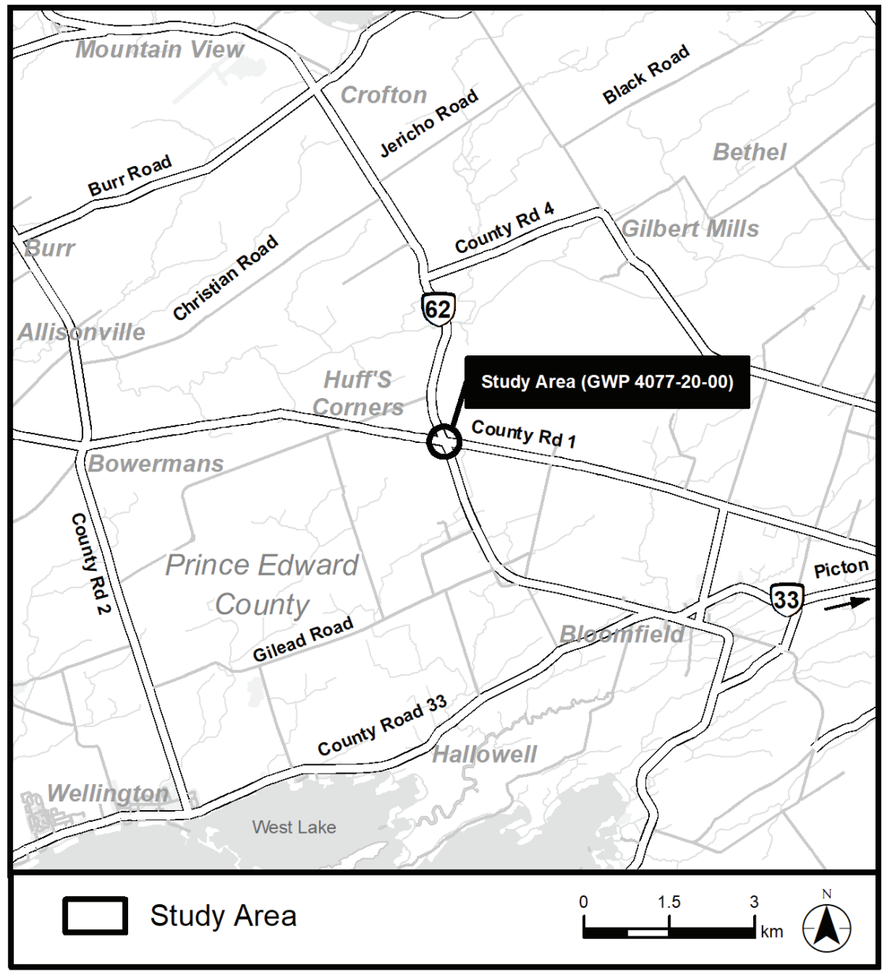
would like additional details on the project The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping
Indigenous Liaison Specialist
East Region Operations
Ministry of Transportation
1355 John Counter Blvd, PO Box 4000
Kingston, ON, K7L 5A3
Tel: 613-539-3148

c. S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Online Public Information Centre
(PIC) 1**



From: Gazibara, Nevena
Sent: Wednesday, June 21, 2023 11:44 AM
To: comments@hwy62pec1.ca
Subject: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Online Public Information Centre (PIC) 1
Attachments: ogn_1270_PIC1_fnl.pdf

Hello,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this email is to advise you of the first online Public Information Centre (PIC) planned for the study.

As indicated within the attached notice, the online PIC will be available for your review on the study website at www.Hwy62PEC1.ca on **June 29, 2023**. A recorded presentation will be available as part of the online PIC. The project team is requesting that comments be submitted by **August 12, 2023**.

The information presented at this online PIC will provide you with an opportunity to review and comment on the existing study area conditions, identified challenges and opportunities, preliminary intersection improvement alternatives, preliminary screening of intersection alternatives, and proposed evaluation criteria.

You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project information and to submit comments to the project team.

If you are unable to view the online PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Stantec Consulting Ltd.
200-835 Paramount Drive, Stoney Creek ON L8J 0B4

June 21, 2023
File: 165001270

Attention: Paul McCoy, Planning and Regulations Manager
Quinte Conservation Authority
2061 Old Highway 2
Belleville ON K8N 4Z2

Dear Mr. McCoy,

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Online Public Information Centre (PIC) 1

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

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The purpose of this letter is to advise you of the first online Public Information Centre (PIC) planned for the study.

As indicated within the attached notice, the online PIC will be available for your review on the study website as at www.Hwy62PEC1.ca on **June 29, 2023**. A recorded presentation will be available as part of the online PIC. The project team is requesting that comments be submitted by August 12, 2023.

The information presented at this online PIC will provide you with an opportunity to review and comment on the existing study area conditions, identified challenges and opportunities, preliminary intersection improvement alternatives, preliminary screening of intersection alternatives, and proposed evaluation criteria.

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Online Public Information Centre (PIC) 1

You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project information and to submit comments to the project team.

If you are unable to view the online PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM, ENV SP
Senior Environmental Planner
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

c. D. Taylor, S. Baczyk – Ministry of Transportation
T. Belliveau – Stantec Consulting Ltd.

MINISTRY OF TRANSPORTATION
Project Delivery East
1355 John Counter Blvd
Postal Bag 4000
Kingston, ON K7L 5A3
Tel.: 1-800-267-0295

MINISTÈRE DES TRANSPORTS
Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 1-800-267-0295

Ontario

June 21, 2023

Attention: Property Owner

Dear Sir / Madam:

Reference: Notice of Online Public Information Centre 1

Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to advise you of the first online Public Information Centre (PIC) planned for the study. As indicated within the attached notice, the online PIC will be available for your review on the study website at www.Hwy62PEC1.ca on **June 29, 2023**. A recorded presentation will be available as part of the online PIC. The project team is requesting that comments be submitted by **August 12, 2023**.

The information presented at this online PIC will provide you with an opportunity to review and comment on the existing study area conditions, identified challenges and opportunities, preliminary intersection improvement alternatives, preliminary screening of intersection alternatives, and proposed evaluation criteria.

This letter is also to advise you that one or more of the Preliminary Intersection Improvement Alternatives may directly affect your property. Plans detailing the preliminary potential impacts to property will be on display at the upcoming online PIC. The PIC displays and plans will be available on the project website at www.Hwy62PEC1.ca

Reference: Notice of Online Public Information Centre 1
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

If you are unable to view the online PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

MTO is committed to working with property owners to help to ensure that they understand the potential future property acquisition process and their rights. Should you have questions or want to request a meeting, please feel free to contact the project team.

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

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,

Deidre Taylor, P.Eng.
MTO Senior Project Engineer (A), Project Delivery East
Tel: (613) 449-7457
Toll Free: 1-800-267-0295
deidre.taylor@ontario.ca

c. S. Baczyk, J. Molleson – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

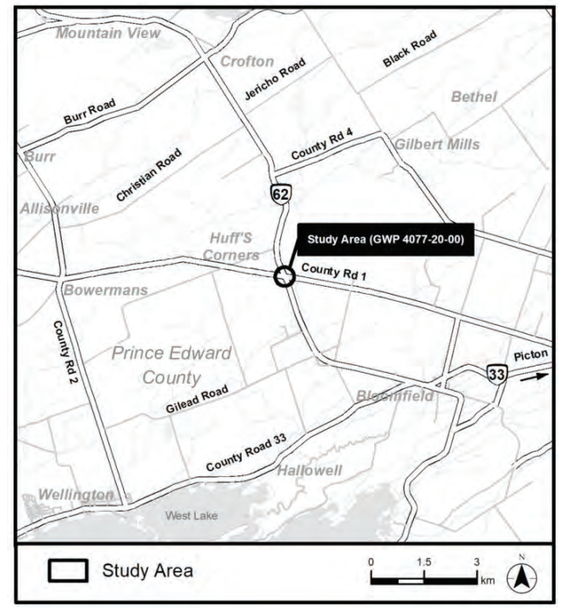
Ontario

NOTICE OF ONLINE PUBLIC INFORMATION CENTRE (PIC) 1
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

Study Overview

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This study will include reviewing existing conditions, developing, and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.



This notice is to announce the first online Public Information Centre (PIC). The purpose of PIC 1 is to:

- Display and seek input on the preliminary intersection improvement alternatives;
- Display and seek input on the existing conditions in the study area (i.e., natural, social, economic, and cultural); and
- Answer questions about the study.

The online PIC will be available for your review on the study website at www.Hwy62PEC1.ca starting on June 29, 2023. A recorded presentation will be available as part of the online PIC until August 12, 2023.

The Process

This study will follow the approved planning process for "Group B" undertakings following MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for public comment. Notices will be published in local newspapers to advise the public about the TESR public comment period.

Comments

You are encouraged to participate in the study and to provide comments in writing to the project team by August 12, 2023. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 1 materials provided on the study website, please contact one of the following study team members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

CANADA POST / POSTES CANADA

Neighbourhood Mail Distribution Plan by Delivery Installation

C174981621

Mailed by: 8162546 STANTEC CONSULTING LTD.
Mailed on Behalf of: 8162546 STANTEC CONSULTING LTD.
Customer Reference: 165001270

Deposit Date: 2023/06/20 **Deposit Location:** HAMILTON LCD 5

DI Postal Code	Secondary DI name	Reference #1 or #2	Title of Mail Piece	Delivery Start Date	Containers	Pieces	Version Spec.	Trans. Req.
K0K1G0	BLOOMFIELD		Notice of Online PIC	Upon receipt	1	678	No	Yes
K0K2T0	PICTON		Notice of Online PIC	Upon receipt	3	5,870	No	Yes
K0K3L0	HILLIER		Notice of Online PIC	Upon receipt	1	222	No	Yes

Notice of Online Public Information Centre (PIC) 1

Preliminary Design And Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

STUDY OVERVIEW

The Ontario **Ministry of Transportation (MTO)** has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This study will include reviewing existing conditions, developing, and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

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- Display and seek input on the preliminary intersection improvement alternatives;
- Display and seek input on the existing conditions in the study area (i.e., natural, social, economic, and cultural); and
- Answer questions about the study.

The online PIC will be available for your review on the study website at www.Hwy62PEC1.ca starting on June 29, 2023. A recorded presentation will be available as part of the online PIC until August 12, 2023.

THE PROCESS

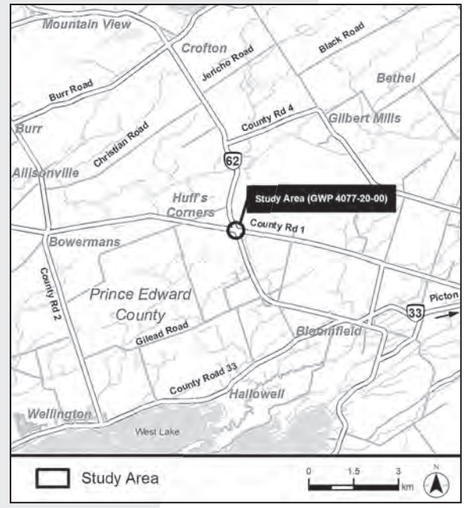
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COMMENTS

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Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
call collect: (905) 385-3234
e-mail: comments@Hwy62PEC1.ca

Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
toll-free: 1-800-267-0295
e-mail: comments@Hwy62PEC1.ca



You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act.* Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act.* All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ontario

Technology & Makerspace at Picton Branch remains a hub of activity

LOVE YOUR LIBRARY

INSIDE THE LIBRARY

Liz Zylstra

The technology & makerspace area at the Picton Branch Library is a hub of activity.

Now we've moved into the newly built space, we're able to return to a regular schedule of workshops. A recent discussion covering AI (Artificial Intelligence) was well-attended and if you missed it, the tech help team are happy to share their knowledge and answer questions you may have on the topic. Upcoming workshops include exploring the library's online resources, discovering the makerspace, and using technology to make your life easier. You can find specific dates and times by visiting the library website or dropping by.

A photo scanner which allows you to easily scan photographs has been quite popular with people tackling projects of scanning family photos. Equipment to digitize VHS tapes has also been moved to the makerspace from the Archives for anyone who has family videos to preserve.

Thanks to a generous gift from the Huff Family Fund administered by the County Foundation, we have exciting new technology for you to use. It's best to book a time to be sure we're available to help by calling (613) 476-5962, or take your chances dropping by.

A gaming computer and VR set has already been tried out by the Teen Advisory Board and the after-school club in Wellington, and you can try it too. Youth can drop by Tuesdays from 3 – 5 p.m. to hang out and play games.

A new youth filmmakers club, which will meet Wednesdays in August, will put cameras, lighting and sound equipment to use.

The filmmaking equipment is also available for anyone. An editing computer, loaded with the Adobe Suite including Photoshop and InDesign, is available and if you need assistance getting started, we can help.

We also have technology for video conferencing including a Meeting Owl, which is a camera and microphone that can be used when several people are on the same Zoom or other video meeting. It rotates to bring whoever is speaking into focus. You can now book the meeting room online at peclibrary.org or by calling the library, and we will have several more rooms available when the construction is fully complete. Free to nonprofit community groups and individuals needing a quiet place to study or work.

Notice of Online Public Information Centre (PIC) 1

Preliminary Design And Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

STUDY OVERVIEW

The Ontario **Ministry of Transportation (MTO)** has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This study will include reviewing existing conditions, developing, and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

This notice is to announce the first online Public Information Centre (PIC). The purpose of PIC 1 is to:

- Display and seek input on the preliminary intersection improvement alternatives;
- Display and seek input on the existing conditions in the study area (i.e., natural, social, economic, and cultural); and
- Answer questions about the study.

The online PIC will be available for your review on the study website at www.Hwy62PEC1.ca starting on June 29, 2023. A recorded presentation will be available as part of the online PIC until August 12, 2023.

THE PROCESS

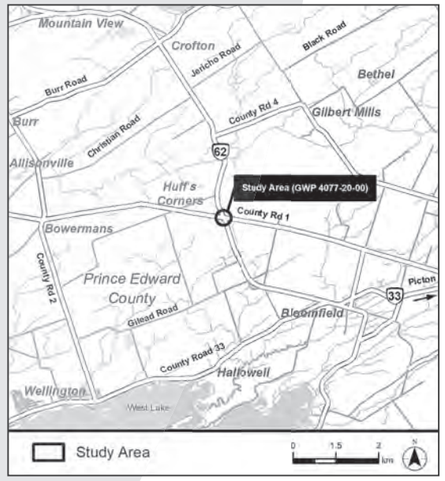
This study will follow the approved planning process for "Group B" undertakings following MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for public comment. Notices will be published in local newspapers to advise the public about the TESR public comment period.

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the project team by August 12, 2023. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 1 materials provided on the study website, please contact one of the following study team members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
call collect: (905) 385-3234
e-mail: comments@Hwy62PEC1.ca

Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
toll-free: 1-800-267-0295
e-mail: comments@Hwy62PEC1.ca



You are encouraged to visit the project website, **www.Hwy62PEC1.ca,** to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

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Ontario

Your Targeting Report

Mailing Campaign Details

CANADA POST POSTES CANADA
From anywhere... to anyone

06-15-2023

STANTEC CONSULTING LTD. **Mailing ID 5UWOU109174316632273**

Thank you for taking advantage of our targeting service - a one stop solution designed to help you get the most out of your Smartmail Marketing™ campaigns.

- Anonymous Precision Targeter users will have their reports saved and accessible for 30 days from the day the report has been generated.
- Signed-In Precision Targeter users will have their reports saved and accessible for 13 months from the day the report has been generated.

Inside, find comprehensive insight into your selected trade area, including:

Variables	
Address Attributes	Houses, Apartments, Farms and Businesses
Number of Mail Pieces	6761
Urban / Rural	All
Estimated Delivery Cost	$1189.94
Delivery Mode (Route Type)	Letter Carrier (LC), Rural Route (RR), Suburban Service (SS), General Delivery (GD), Lock Box (LB), Call For (CF), Motorized Route (MR), Direct (DR)
Valid for Mailings From	23-05-12 To 23-06-15
Householder Types	Consumer's Choice

Not only does the attached report provide an in-depth look at your chosen trade area, it also harnesses the power of data analytics to help maximize your return on investment (ROI) by providing you with:

- A Route Ranking report that prioritizes your postal route selections based on your demographic criteria, enabling you to deliver your message to the people most likely to respond;
- A Postal Station Summary report that indicates the facilities responsible for your mailing;
- Maps, Impact Assessment, and many other campaign-enhancing resources.

Do you want to further improve your Smartmail Marketing™? Take advantage of our suite of data and targeting solutions:

Canada Complete Lists	Data Management Services	Analytics
Canada Complete lists provide one of the largest reach in Canada, drawing from Canada Post's mail delivery database of over 13 million residential addresses and close to a million business addresses. With our additional targeting filters, supplement your list by pinpointing specific audiences that best match what your best prospects look like.	With the help of Canada Post's Data Management Services, you can improve your address accuracy, identify movers, and suppress duplicate records. This will ensure clean, current, and accurate mail files - in doing so, you will have less undeliverable mail and an improved ROI.	Our analytics experts will work with you to ensure your consumer data delivers optimal results. For example, we canhelp identify highest-potential customers and prospects through penetration analysis, location intelligence, segmentation, modeling and profiling.

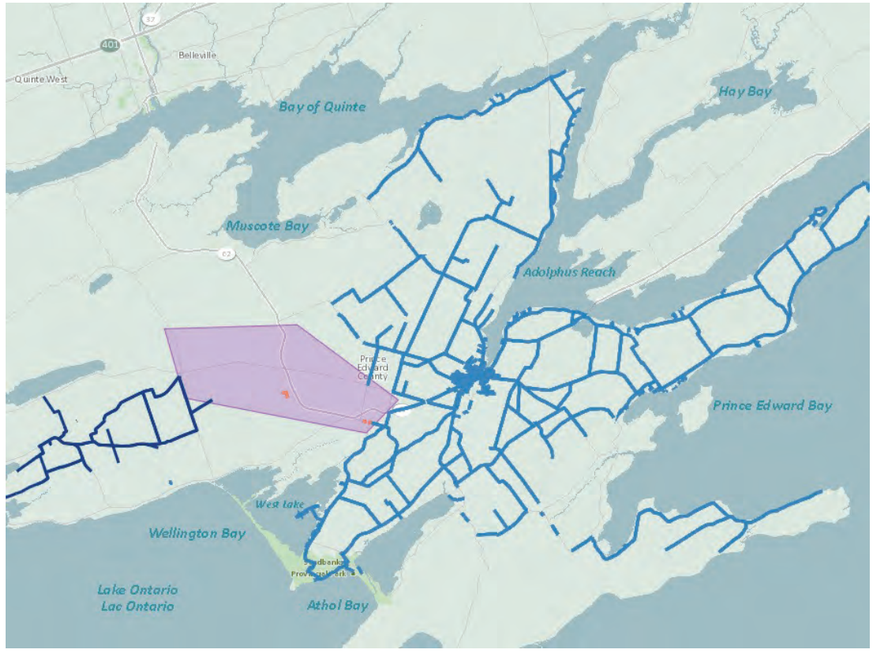
Questions? Contact your Canada Post Sales Representative or our Commercial Service Network at 1-866-757-5480.

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Your Targeting Report

Route Ranking Report

Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



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Your Targeting Report

Route Ranking Report

Below you will find your Route Ranking Report, which provides you with a tabular view of the routes within your trade area ranked according to the value of the selected demographic variable(s). By looking at the "Cumulative Penetration" and the "Cumulative Points of Call" columns, you can easily determine which routes you need to target in order to meet your desired quota.

STANTEC CONSULTING LTD.

FSA	Delivery Mode (Route)	Depot	All Points Of Call	Cumulative Points of Call
K0K	LB0001	PICTON PO	1956	1956
K0K	RR0108	PICTON PO	623	2579
K0K	RR0105	PICTON PO	615	3194
K0K	RR0102	PICTON PO	555	3749
K0K	RR0103	PICTON PO	530	4279
K0K	RR0104	PICTON PO	511	4790
K0K	RR0107	PICTON PO	501	5291
K0K	RR0101	PICTON PO	446	5737
K0K	RR0001	BLOOMFIELD PO	284	6021
K0K	LB0001	BLOOMFIELD PO	221	6242
K0K	RR0001	HILLIER PO	218	6460
K0K	RR0002	BLOOMFIELD PO	171	6631
K0K	RR0109	PICTON PO	99	6730
K0K	RR0106	PICTON PO	31	6761

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Your Targeting Report

Postal Station Summary

To avoid transportation charges, you may want to deposit your Neighbourhood Mail™ directly at each postal station responsible for your mailing. The table below provides you with a list of post offices where you need to induct your mailing, and how many pieces must be deposited at each location.

	HOUSES	APARTMENTS	FARMS	BUSINESSES	TOTAL POINTS OF CALL
BLOOMFIELD PO263 MAIN ST BLOOMFIELD ON K0K 1G0					
TOTAL	590	0	44	42	676
HILLIER PORR0001 HILLIER ON K0K 2J0					
TOTAL	187	0	9	22	218
PICTON PO242 PICTON MAIN ST PICTON ON K0K 2T0					
TOTAL	4540	799	193	335	5867
GRAND TOTAL	5317	799	246	399	6761

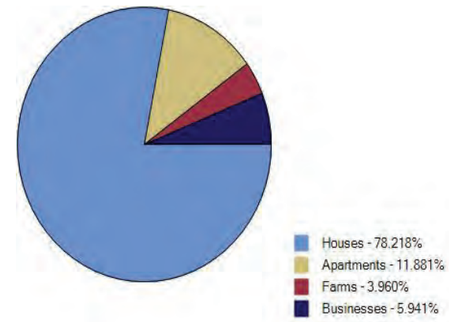
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Your Targeting Report

Trade Area Marketing Insights

Below, you will find some insights to your trade area. The provided charts give a simple visual representation of some key characteristics of your target area in order to help you better understand the dynamics of your market.

Address Attributes



This chart provides you with a breakdown of various delivery points within your trade area, based on your selected address attributes.

The majority of your area is characterized by:
Houses

Did you know...

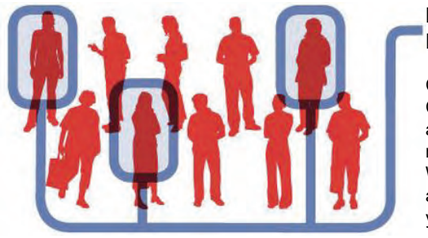
We can help you discover and harvest untapped market potential? We do so by generating a list of additional high value routes, typically located just outside your selected trade area, that meet or exceed your targeting criteria. To take advantage of this offering, simply accept our high value walk suggestions within the online application or request this feature when having an analysis run by our team of geospatial analysts.

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Your Targeting Report

Powerful Data & Targeting

Looking for more ways to harvest the campaign-boosting powers of data and analytics? We have options...



It's time to be more direct. Reach more prospects with Canada Complete lists from Canada Post

Canada's best list just got even better. Our lists provide one of the largest reach in Canada, drawing from our mail delivery database of over 13 million residential addresses and close to a million business addresses. By customizing your mail with a name and/or an address you can provide an instant boost to open rates and responses. With our additional targeting filters, supplement your list by pinpointing specific audiences based on geographic, demographic, and lifestyle criteria that best match what your best prospects look like.

Why choose Canada Complete?

- We have more addresses than anyone else and with the best market penetration in the country
- Gain access to the most complete list that can provide nationwide access to apartments and suite numbers
- Validated addresses that you know are deliverable - save money by reducing returned mail
- Exclude existing customers by suppressing addresses you already have - only pay for the records you need
- Canada's best list for accessing Canadian New Movers - a segment that spends $11B annually
- Enhance your list with a range of unique and exclusive targeting filters to reach your best audience

Ensure your mailing list is valid

Is bad address data hindering your campaign performance? Thanks to our ***Smart Data Cleaner***, it doesn't have to. This easy-to-use online tool lets you clean and update your customer and prospect mailing lists. Not sure if your list needs a scrub? Get a free diagnostic first.

Reach people by name and boost response

Neighbourhood Mail™ is a powerful and effective marketing solution. To take your targeting to a whole new level use Canada Post Personalized Mail™, and reach Canadians by name and address at their place of residence or work. Studies have shown that 87% of Canadians are likely to read mail that is addressed to them personally, and that Personalized Mail™ garners three times as much attention as Neighbourhood Mail™.

Turn your customer data into actionable insight with our Advanced Analytics Services

Data is the fuel that drives campaign performance, but it can sometimes be a challenge to analyze and take action on it. That's where our dedicated team of analytics experts comes in. Through **penetration analysis, location intelligence, segmentation, modeling** and **profiling** they can help enhance your response potential by identifying your highest potential prospects.

Want to learn more about our powerful Data & Targeting Solutions?

Visit our website: **www.canadapost.ca/datatargetingsolutions**

email us at: **data.targetingsolutions@canadapost.ca**

If you wish to speak with one of our Data and Targeting specialists, call us at **1-877-281-4137**

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Your Targeting Report

Glossary of Terms

1. **Address Attributes:** Describes the types of buildings present in your trade area, whether they are houses, apartments, farms, and/or businesses.
2. **All Points of Call:** The total number of physical locations (points of call) receiving your mailing on a given letter carrier's route, which can be houses, apartments, farms and/or businesses based on your selection criteria.
3. **Average Value:** The average value (%) of the chosen Statistics Canada demographic variables that can be associated with the letter carrier's route, which provides you with insight into your recipients.
4. **Cumulative Penetration:** The cumulative percentage of penetration associated with the letter carrier's routes based on the selected demographic variables.
5. **Cumulative Points of Call:** The cumulative point of call count associated with the letter carrier's routes, which has been calculated by adding the previous Delivery Mode rows in the report.
6. **Delivery Mode:** The area served by a letter carrier.
7. **Depot:** A postal facility established for the processing and delivery of mail. Example: Etobicoke, Ontario.
8. **Forward Sortation Area (FSA):** The first three characters (alpha-numeric-alpha) of a Postal Code ℠, which represent a geographic area. Example: M9W
9. **Postal Station Summary:** This report indicates which postal stations are responsible for your targeted routes. The count of each point of call type (houses, apartments, farms, and/or businesses) is displayed for each depot. The total point of call count, listed at the end of the report, denotes the number of houses, apartments, farms, and/or businesses associated with each postal station.
10. **Route ID:** This represents the identifier assigned to each letter carrier's route. Its primary use is for the coordination of the mail delivery.
11. **Target Variables:** A report can have a minimum of one to a maximum of three Statistics Canada demographic variables selected. These variables are displayed in the value columns as a percentage (%) that can be associated with that entire Delivery Mode.
12. **Total Points of Call:** The total number of houses, apartments, farms, and/or businesses (based on your selection) associated with the depot in your Postal Station Summary. This number indicates how many pieces are required for each depot.
13. **Total:** This row represents the sum of each dwelling type (houses, apartments, farms, and/or businesses) within a depot.
14. **Valid for Mailings From:** Due to monthly route restructures, the results found within this report are valid between these dates. Mailing outside of these dates could cause delivery problems or pose a risk of non-delivery.

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MUNICIPAL TECHNICAL ADVISORY COMMITTEE MEETING 2

From: Gazibara, Nevena
To: comments@hwy62pec1.ca
Bcc: Leblanc, Paul (OPP; Barry, Chris; dmacpherson@pecounty.on.ca; agoheen@pecounty.on.ca; Paul McCoy; Peter Moyer; jbryans@pecounty.on.ca; opp.prince.edward@opp.ca; fire@pecounty.on.ca; sochad@hastingscounty.com; Cliff.Boehmer@ontario.ca; Brake, Lori (MTO; bowkerc@hastingscounty.com; Mark Kerr; Belliveau, Tim; Sham.Hunt; Baczyk, Steve (MTO; Michael Michaud; Catalina Blumenberg; Marcia Wallace; Hatch, John (OPP); Tim Kraemer
Subject: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee (MTAC) Meeting #2
Date: Monday, November 20, 2023 12:16:00 PM

Good afternoon,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this email is to invite you to the second Municipal Technical Advisory Committee (MTAC) meeting for the above-mentioned project. The purpose of the second MTAC meeting will be to seek your input on the evaluation of alternatives, preliminary preferred plan, and to identify any issues, concerns or approval requirements that your organization may have.

Please provide a response noting your interest in attending the second Municipal Technical Advisory Committee meeting and if you would like the invitation extended to other staff at your organization. Please provide your availability for the following dates and times for the second MTAC meeting (meeting will be held in-person in Picton with an option for virtual attendance):

- December 12th, 2023, 1:00pm – 2:30pm
- December 12th, 2023, 2:00pm – 3:30pm
- December 13th, 2023, 1:00pm – 2:30pm
- December 13th, 2023, 2:00pm – 3:30pm

Please let us know your availability by November 24th, 2023.

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to obtain current project information and to submit comments to the project team. If you have any questions regarding the study, please contact the undersigned.

Once we have confirmed a date and time for the second MTAC meeting, we will send out a meeting invitation, an agenda, and presentation materials.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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Stantec

Agenda

Municipal Technical Advisory Committee Meeting #2
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
(GWP 4077-20-00)

Location: 280 Picton Main Street (County Office), Picton & Microsoft Teams

December 13, 2023 1:00 PM

Approx. Time:	Item:	Action:
1:00 PM	Introductions	All
1:10 PM	Project Overview • Study Purpose • Study Process • Existing Traffic Conditions • Challenges and Opportunities • Preliminary Screening of Alternatives • Evaluation Process • Evaluation Criteria • Evaluation of Alternatives • Preferred Plan • Environmental Protection and Mitigation • Next Steps	Stantec
1:45 PM	Municipal Input / Discussion • Stakeholders • Issues and Concerns • Property Impacts • Future Study Stages & Timing	All
2:30 PM	Adjourn	

Design with community in mind



Agenda

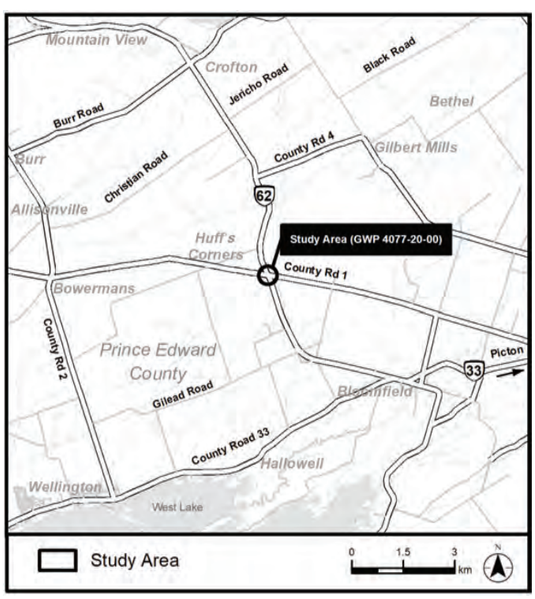
- Introductions
- Study Purpose
- Class Environmental Assessment Process
- Existing Traffic Conditions
- Challenges and Opportunities
- Preliminary Screening of Alternatives
- Evaluation Process
- Evaluation of Alternatives
- Preferred Plan
- Next Steps
- Discussion

Study Purpose

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

The study will identify short-term and long-term intersection improvements, which may include improvements such as horizontal and vertical alignments, alternative lane configurations, addition of turning lanes, signalization, additional illumination, and a roundabout.

The study will be documented in a Transportation Environmental Study Report (TESR) and a Preliminary Design Report (PDR).





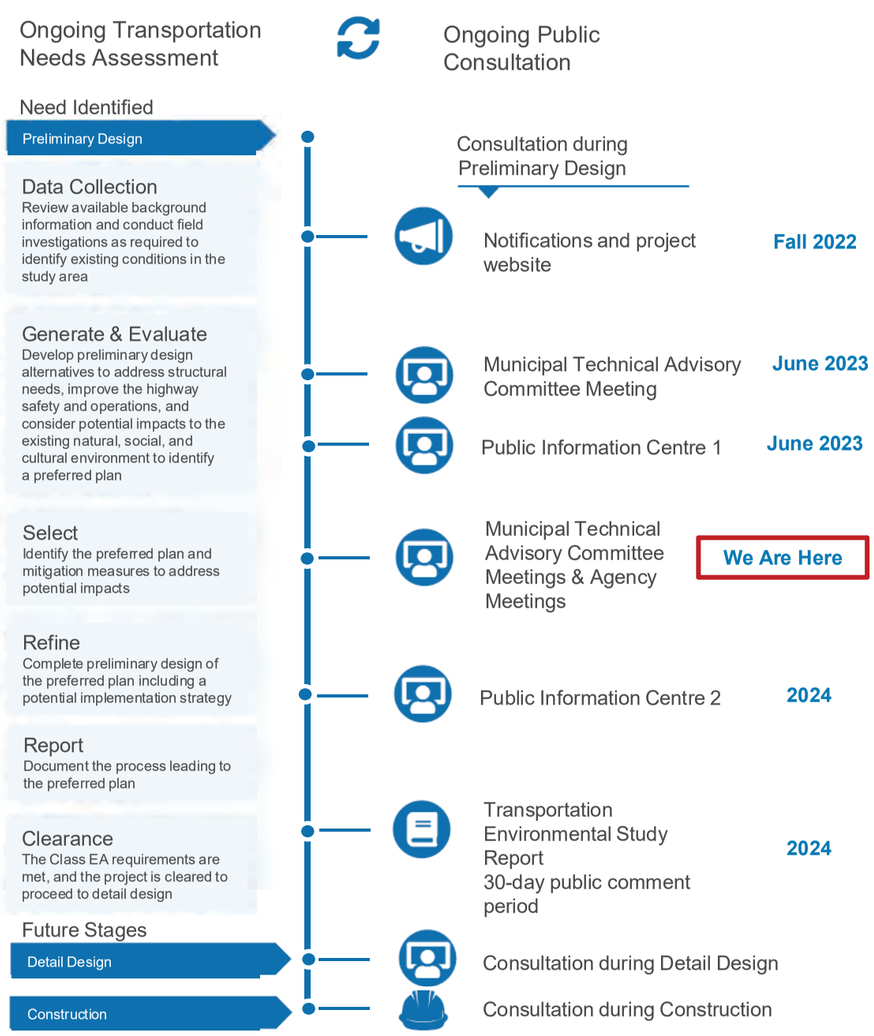
Class Environmental Assessment Process

Environmental Assessment Process

This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which is approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process, which includes major improvements to existing provincial transportation facilities.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day comment period.



Existing Traffic and Safety Conditions

Traffic

Based on current traffic volumes, intersection improvements (signalization or roundabout) are warranted to improve operational performance.

Safety

Safety and collision data from 2017-2021 shows the following:

- Majority of collisions involved a vehicle making a turn from the side road
- Majority of collisions occurred from May to October
- Majority of collisions resulted in a personal injury

The MTO conducted traffic observations in spring 2022. The following observations were noted:

- Several 'near miss' collisions at the intersection
- Compliance with existing traffic control at this intersection was low

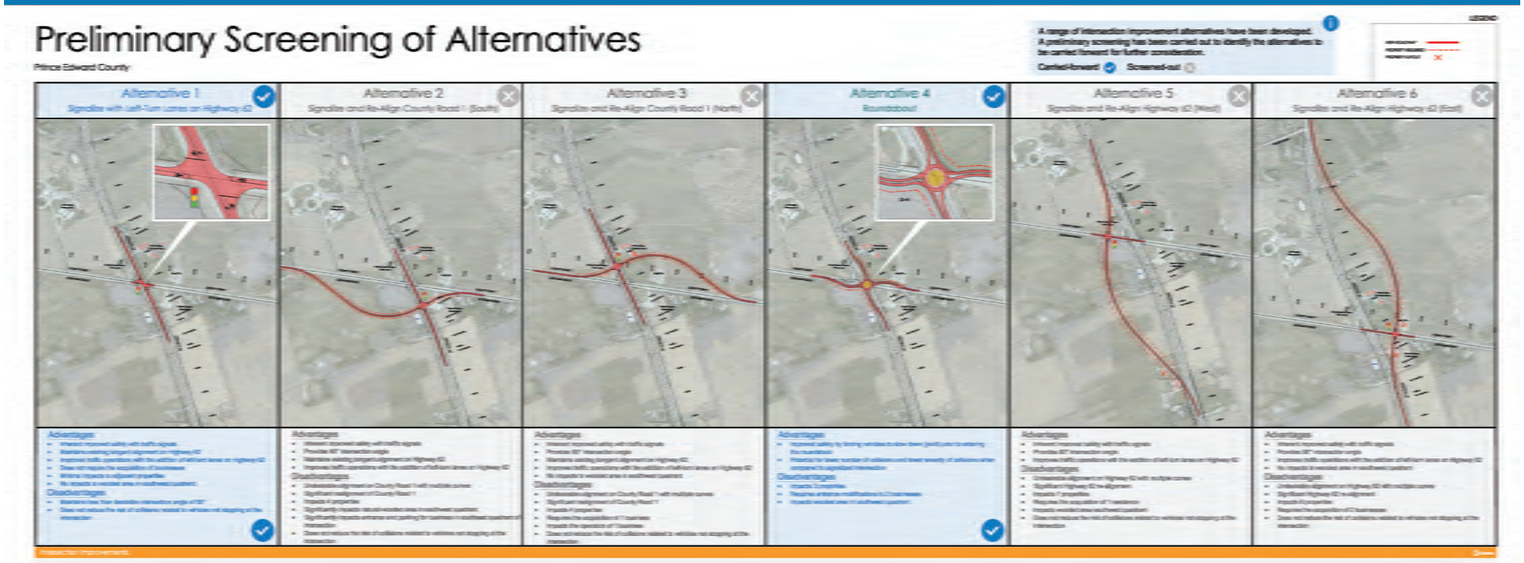
Intersection improvements that address collisions and provide right-of-way control will have the greatest safety benefit.

Challenges and Opportunities

- There is a history of collisions and ‘near misses’ at the current intersection
- Improvements (i.e., signage and overhead flashing beacon) have been installed at the intersection, however, there continue to be ongoing safety concerns
- This study will select a plan for intersection improvements to address the identified safety concerns

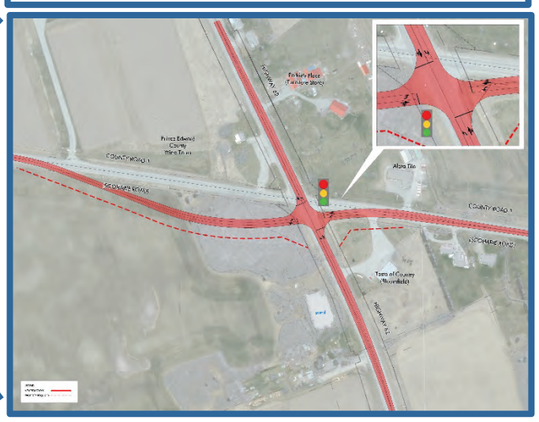


Preliminary Screening of Long List of Alternatives



- At PIC 1, Alternatives 1 and 4 were carried forward for a detailed evaluation of alternatives.
- However, following a technical review of Alternatives 1 and 4, it was determined that Alternative 1 would have to be revised to adhere to specific design standards regarding the skewed angle of 55 degrees at the intersection. As a result of this technical review, a revised Alternative 1R was developed that provides a 70 degree intersection angle and left-turn lanes on all approaches.
- Alternatives 1R and 4 have been carried forward for a detailed evaluation of alternatives.

Alternative 1R – Signalized Intersection with Left-Turn Lanes



Evaluation Process

The intersection alternatives carried forward following the preliminary screening have been evaluated based on engineering, community and environmental criteria. The Evaluation of Intersection Alternatives and a Preferred Plan are presented at this PIC.

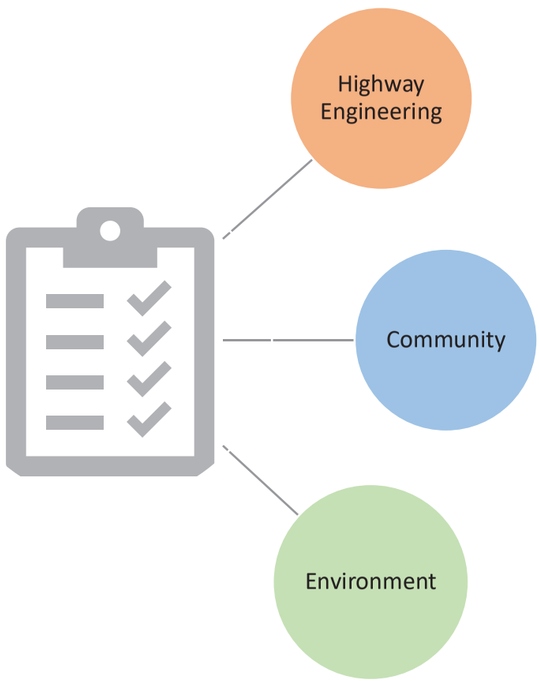
A detailed evaluation of alternatives has been carried out to identify an improvement plan that addresses identified safety concerns, and provides safe operations while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

Identify Criteria
Evaluation Criteria are established through:
- Public Input
- Similar Projects
- Provincial Guidelines
- Existing Conditions

Weigh Criteria
Each criterion is assigned a weight factor that best reflects its relative importance

Evaluate Alternatives
The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the preferred plan

The highest scoring alternative is selected as the Preferred Plan



The preferred plan

The concluding step in the analysis is the selection of a preferred plan.

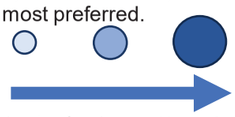
This process includes:
- Reviewing the results of the analysis and evaluation based on the specialist work and input received during the study
- Determining which criteria have the most influence on the outcome of the evaluation process
- Considering the sensitivity of the alternatives
- Considering public/stakeholder response to the evaluation process

Evaluation Criteria

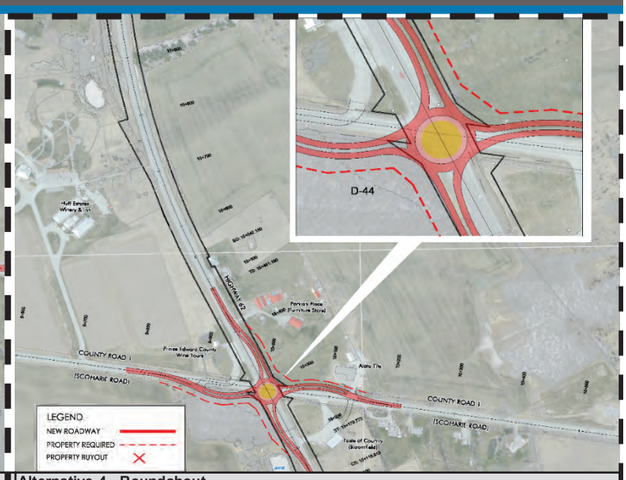
	Criteria	The Best Improvement Plan will…
Engineering 65%	Traffic Operations – 25%	• Provide acceptable traffic operations at the intersection
	Geometrics & Safety – 25%	• Minimize collision risk at the intersection • Maintain driver expectations • Accommodate transport trucks and agricultural vehicles
	Constructability – 5%	• Consider the staging complexity of the intersection construction and rehabilitation, and the potential detours required
	Utilities – 5%	• Minimize impacts to utilities
	Cost – 5%	• Has a reasonable cost that includes construction, utility relocation, maintenance and property
Community 20%	Property – 7%	• Minimize impacts to private property
	Business Impacts – 7%	• Minimize out of way travel for access to local businesses • Maintain existing travel patterns for businesses • Minimize impacts for agricultural equipment
	Archaeology – 3%	• Avoid impacts to areas of archaeological potential
	Contamination – 3%	• Avoid or minimize impacts to properties with potential contamination
Environment 15%	Terrestrial Ecosystems – 7.5%	• Minimize fragmentation of wildlife habitat • Minimize impacts to significant wildlife habitat • Minimize impacts to unevaluated wetlands • Minimize impacts on vegetation
	Species of Conservation Concern – 7.5%	• Avoid impacts to potential Species at Risk habitat or Species at Risk

Evaluation of Short-Listed Alternatives

The two alternatives were assessed against the engineering, community and natural environment criteria, receiving a rank from least preferred to most preferred. Based on the findings of the evaluation, Alternative 4, the roundabout, is the most preferred.







Evaluation Criteria	Alternative 1R – Signalize with Left-Turn Lanes on Highway 62	Alternative 4 - Roundabout
Highway Engineering Traffic Operations Geometrics & Safety Constructability Utilities Cost	• Overall better level of service when compared to existing conditions • Potential for higher number of collisions and higher severity of collisions compared to roundabout • Intersection angle improved to 70° • Potential for less conflicts with the addition of left-turn lanes on Highway 62 • Shorter duration of construction compared to Alternative 4 • Impacts 40 m underground gas line and 1 hydro pole	• Overall better level of service when compared to Alternative 1R • Potential for lower number of collisions and lower severity of collisions compared to signalized intersection • Improved safety by slowing vehicles down prior to entry to roundabout • Local drivers are familiar with roundabout operations • Longer duration of construction compared to Alternative 1R • Impacts 140 m underground gas, 6 hydro poles, and 150 m underground Bell
	Highway Score: 48.8	**Highway Score: 57.1**
Community Property Business Impacts Archaeology Contamination	• Impacts 0.8 hectares of residential property and 2 private properties • Impacts 0.1 hectares of existing business property and requires entrance changes to 1 business • Impacts 1.0 hectares of area with archaeological potential • Impacts 1.0 hectares of area with potential contamination	• Impacts 0.5 hectares of residential property and 3 private properties • Impacts 0.2 hectares of existing business property and requires entrance changes to 2 businesses • Impacts 1.5 hectares of area with archaeological potential • Impacts 1.3 hectares of area with potential contamination
	Community Score: 15.7	**Community Score: 14.6**
Natural Environment Terrestrial Ecosystem Species of Conservation Concern	• Impacts 0.8 hectares of wildlife habitat • Impacts 0.4 hectares of significant treed area • Impacts 0.4 hectares of potential Species at Risk habitat	• Impacts 0.5 hectares of wildlife habitat • Impacts 0.4 hectares of significant treed area • Impacts 0.4 hectares of potential Species at Risk habitat
	Natural Environment Score: 12.4	**Natural Environment Score: 12.0**
Total Score	**76.9**	**83.7**

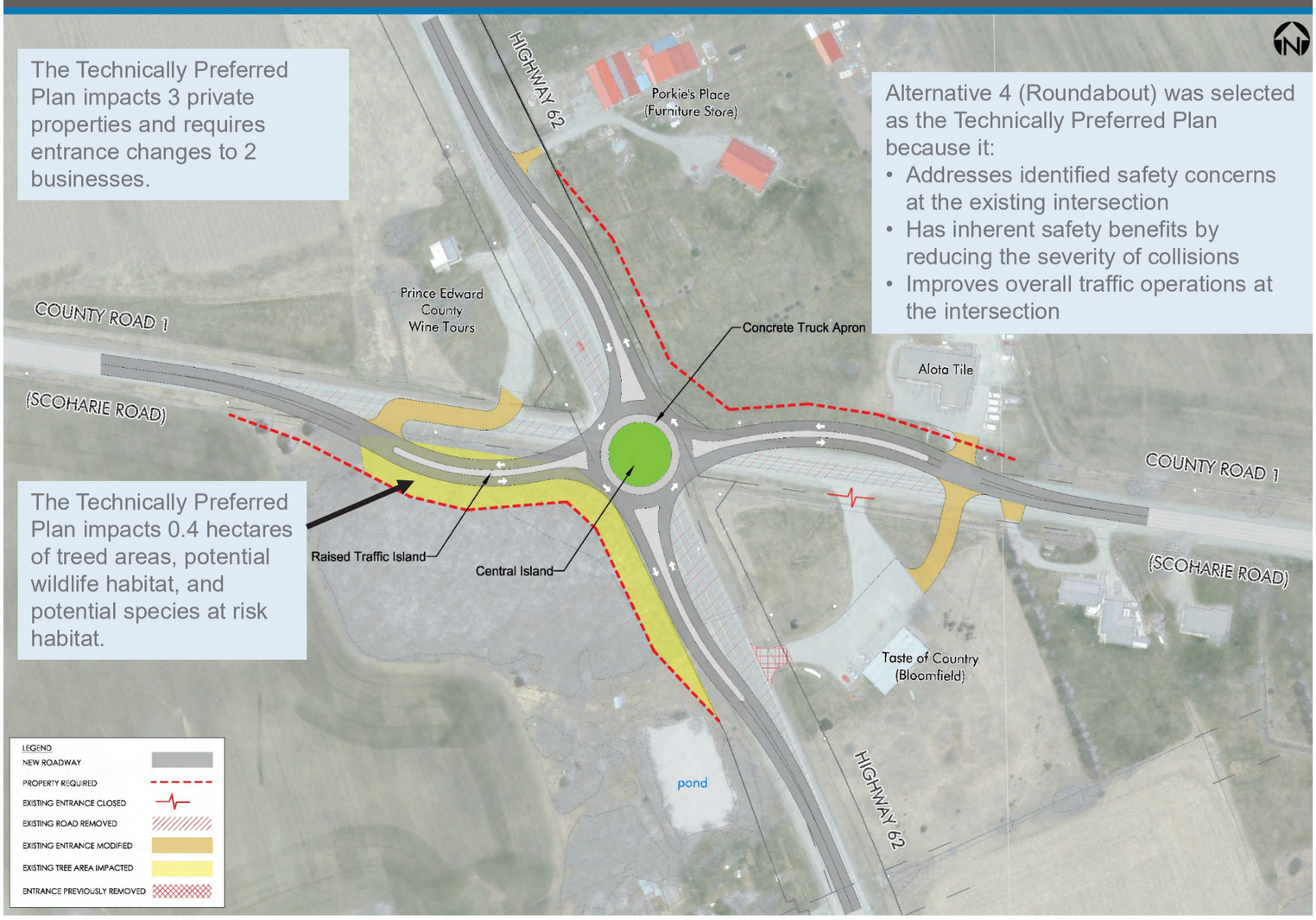
Preferred Plan

The Technically Preferred Plan impacts 3 private properties and requires entrance changes to 2 businesses.

Alternative 4 (Roundabout) was selected as the Technically Preferred Plan because it:

- Addresses identified safety concerns at the existing intersection
- Has inherent safety benefits by reducing the severity of collisions
- Improves overall traffic operations at the intersection

The Technically Preferred Plan impacts 0.4 hectares of treed areas, potential wildlife habitat, and potential species at risk habitat.



Environmental Protection and Mitigation Measures

Property Impacts

Proposed Mitigation Measures:
- Maintain access to private entrances and sideroads during construction
- Engage with impacted property owners to confirm impacts to property and associated mitigation measures

Impacts to Terrestrial Environment

Proposed Mitigation Measures:
- Timing restrictions for vegetation clearing
- Minimize vegetation removal and damage
- Additional surveys may be required to determine the presence or absence of species at risk during detail design

Construction Noise

Proposed Mitigation Measures:
- Noise mitigation measures for construction equipment
- Limit unnecessary noise and idling
- Equipment manufacturer recommended noise mitigation measures and proper maintenance of equipment

Traffic Delays

Proposed Mitigation Measures:
- Minimize traffic impacts through staged construction
- Consult with emergency service providers and public
- Staging Plans will be developed and finalized during Detail Design

Discovery of Archaeological Resources

Proposed Mitigation Measures:
- If archaeological resources are encountered during construction, all activities impacting archaeological resources will cease and the Ministry of Citizenship and Multiculturalism will be contacted immediately

Landscaping and Vegetation Impacts

Proposed Mitigation Measures:
- A preliminary landscape plan will be developed which documents impacts to vegetation and proposed restoration plans

Next Steps

Current Study
- Public Information Centre 1 — **Summer 2023**
- Field Investigations
- Evaluation of Alternatives
- Selection of a Preferred Plan
- Public Information Centre 2 — **Early 2024**
- Preliminary Design and Mitigation Measures
- Transportation Environmental Study Report (TESR) Public Review — **Spring 2024**
- Environmental Clearance

Future Stages
- Detail Design
- Construction

Project Team Contact Information

Ways to contact the Project Team:

Visit the study website: www.Hwy62PEC1.ca

Email comments@hwy62pec1.ca

Contact Project Team Members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Sham Hunt
Project Manager (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

Discussion

Meeting Notes

Municipal Technical Advisory Committee Meeting # 2

Highway 62 and County Road 1 Intersection Improvements
Preliminary Design & Class Environmental Assessment
GWP 4077-20-00, Agreement Number 4018-E-0003, Assignment # 18 / Stantec File 165001270

Date/Time:	December 13, 2023 / 1:00 PM	
Place:	280 Main Street West, Picton, Ontario & Microsoft Teams	
Next Meeting:	TBD	
Attendees:	Sham Hunt	MTO Project Manager (A)
	Steve Baczyk	MTO Environmental Planner
	Cliff Boehmer	MTO Traffic
	Peter Moyer	Prince Edward County Director of Development Services
	David McPherson	Prince Edward County Manager of Engineering
	John Hatch	Ontario Provincial Police – Prince Edward County Detachment
	Michael Michaud	Prince Edward County Manager of Planning
	Tim Kraemer	Prince Edward County Deputy Fire Chief
	Catalina Blumenberg	Prince Edward County Municipal Clerk
	Tim Belliveau	Stantec Project Manager
	Nevena Gazibara	Stantec Environmental Team Lead
Absent:	Paul McCoy	Quinte Conservation Planning and Regulations Manager
	Adam Goheen	Prince Edward County Director of Operational Services
Distribution:	Project Team	

Item:	Action:
INTRODUCTIONS	
1. All attendees were introduced.	
2. Tim Belliveau, Stantec Project Manager, welcomed the municipal representatives and provided a presentation that included an overview of the study purpose, study process, consultation program, existing traffic and safety conditions, the identified challenges and opportunities, the intersection alternatives, evaluation of alternatives, preferred plan, and next steps in the study. Nevena Gazibara, Stantec Environmental Planner, provided an overview of the environmental impacts and proposed protection and mitigation measures. A copy of the presentation is attached.	
3. Stantec noted that following a detailed review of Alternatives 1 and 4, Alternative 1 was revised to adhere to specific design standards to improve the skewed intersection angle from 55 degrees to 70 degrees. This revised alternative was renamed Alternative 1R and was carried forward for the detailed evaluation of alternatives.	
4. Stantec provided and overview of the evaluation criteria, evaluation weights and noted that cost was only given a weight of 5% in the overall evaluation and was not the driving factor in the selection of a preferred plan.	
5. Prince Edward County (PEC) Staff asked if the distribution of weights is typical for an MTO project and noted that the natural environment weights are low. Stantec noted that this	

Item:	Action:
breakdown of weights is relatively typical for MTO projects although it varies based on the characteristics of a project and the scale of impacts. On larger-scale projects like new corridors or extensive highway widening projects, the natural and social environment categories would typically have higher weights.	
6. Stantec presented the Preferred Plan, which is a roundabout. Stantec noted that the project team reviewed various roundabout placement options but noted that shifting the roundabout to the east would result in entrance issues and an impact to additional properties. Stantec also noted that the majority of comments (over 95%) received as part of the consultation program for this project were in favour of a roundabout.	
7. PEC Staff noted that they are happy with the roundabout as the Preferred Plan and noted that signalized intersections only result in increases in speed in advance and following the traffic signals.	
8. PEC staff asked whether this roundabout is approximately the same size as the existing roundabout in the county. Stantec noted that the size of this proposed roundabout will be about the same or slightly bigger, but the entry angles will be different in order to adhere to current roundabout design standards.	
9. Ontario Provincial Police (OPP) staff noted that there is a high amount of non-compliance at this intersection and that a roundabout would be much safer and would eliminate the non-compliance. OPP staff also noted that the impacted property owners are willing sellers, and one will even donate their land for the roundabout.	
10. MTO noted that the peak times that non-compliance has been observed is weekday mornings from 6am to 7am.	
11. PEC staff asked about what will happen to property where roadway is no longer required as part of the roundabout. Stantec noted that typically MTO keeps the land as surplus land.	
12. PEC staff asked if art installations will be considered for the middle of the roundabout. Stantec noted that this could be discussed with the MTO during Detail Design, but that MTO does not typically install artwork or sculptures due to visibility and that sightlines would have to be maintained for safety. Stantec noted that they will include a commitment in the Transportation Environmental Study Report (TESR) for future discussions regarding public art at the roundabout.	
13. PEC staff asked if MTO will require a 1-foot reserve to restrict driveways at or near the roundabout. MTO noted that corridor permitting dictates access control. There was a discussion regarding the horseshoe driveway to the east of the roundabout and it was agreed that it would be changed so that one entrance is closed.	Stantec
14. PEC staff asked if Stantec modelled for summer queuing and Stantec noted that they did and that there was no queuing. PEC staff noted that Base 31, a planned development near Picton's airport, will result in a doubling of the County's population in 20 years. PEC staff asked if the roundabout will be able to accommodate that future growth and increase in traffic volumes. Stantec noted that the capacity for the roundabout is quite big and that it will be able to accommodate the future traffic growth.	
15. PEC staff asked what the timing was for construction of this intersection improvement. MTO noted that this project has dedicated funding once Detail Design is completed and will work towards selecting a consultant for the Detail Design phase once the Preliminary Design phase has been completed.	

Item: **Action:**

16. Stantec noted that the second PIC is tentatively planned for January 2024, but the date will be confirmed once approvals for PIC materials are obtained.

17. PEC staff noted that the property owners abutting the intersection have previously noted they would be willing to sell a portion of their properties for a roundabout. PEC staff shared the signed letter from a property owner noting that they will donate their land for a roundabout to be built.

18. The PEC Fire Department noted that the roundabout is a safer option and will result in fewer collisions.

19. PEC Staff, OPP and PEC Fire Department staff all noted that they are in support of the roundabout and are looking forward to the next stages in this project.

The meeting adjourned at 1:55 PM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Stantec Consulting Ltd.

Nevena Gazibara, B.Sc., MREM, ENV SP.
Senior Environmental Planner
Stantec Consulting Ltd.
Phone: 905 381-3249
Nevena.Gazibara@stantec.com

PUBLIC INFORMATION CENTRE 2

Stantec

Memo

To:	S. Hunt, S. Baczyk, MTO	From:	Nevena Gazibara Stantec
File:	165001270	Date:	November 5, 2023

Reference: **Planning, Preliminary Design and Class Environmental Assessment**
Highway 62 and Prince Edward County Road 1 Intersection (GWP 4077-20-00)
Public Information Centre 2 Timing Strategy

Please find attached the final Public Information Centre 2 timing strategy for the above-mentioned project.

Public information Centre 2

Activity	Approximate Date
Draft PIC 2 Displays sent to MTO	September 14, 2023
MTO Approval of PIC 2	December 14, 2023
Notice to MPP (MTO Letterhead)	January 4, 2024
Mailing to Indigenous Communities (MTO Letterhead and Notice, MTO Delivery)	January 4, 2024
External Agency Mailing (Letter and Notice)	January 8, 2024
Stakeholder Mailing (Notice Only) Canada Post Unaddressed Admail	January 8, 2024
Potentially Impacted Property Owner (Letter and Notice)	January 8, 2024
Website updated with Notice and News Update	January 11, 2024
Picton Gazette	January 18, 2024
Picton County Weekly News	January 18, 2024
MTAC Meeting # 2	**December 12, 2023 (tentative)**
Prince Edward County Planning Committee Meeting	**January 24, 2024**
External Agency Session	**January 25, 2024** - 3pm-4pm
PIC 2 Public Session	**January 25, 2024- 4pm – 7:30pm**
Comments requested by:	February 23, 2024

Ontario

NOTICE OF PUBLIC INFORMATION CENTRE (PIC) 2
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

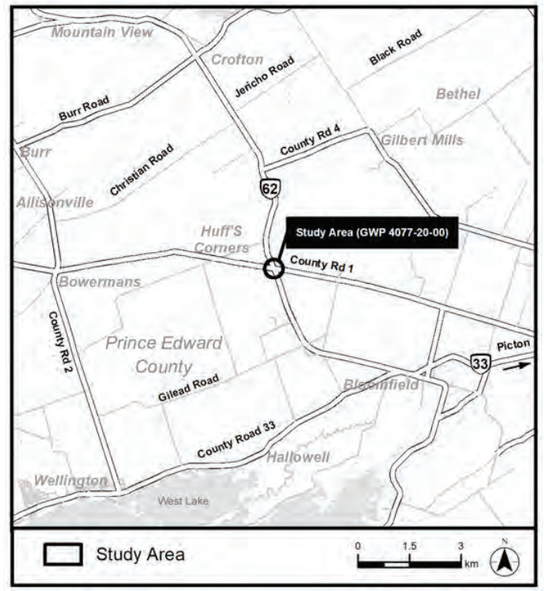
Study Overview

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This study includes reviewing existing conditions, developing and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

This notice is to announce the second Public Information Centre (PIC). The purpose of PIC 2 is to:

- Provide an update on the project since PIC 1
- Present the evaluation of alternatives
- Present the Technically Preferred Plan
- Answer any questions you may have



The PIC will be a drop-in format and is scheduled for:

Date: January 25, 2024
Location: Wellington and District Community Centre – Rotary Multi-Purpose Room
111 Belleville Street, Wellington, Ontario
Time: 4:00 PM to 7:00 PM

The Process

This study follows the approved planning process for "Group B" undertakings following MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Upon completion of the preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for public comment. Notices will be published in local newspapers to advise the public about the TESR public comment period.

Comments

You are encouraged to participate in the study and to provide comments in writing to the project team by February 23, 2024. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, please contact one of the following study team members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Sham Hunt
Project Manager (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

MINISTRY OF TRANSPORTATION

Project Delivery East
1355 John Counter Blvd
Postal Bag 4000
Kingston, ON K7L 5A3
Tel.: 1-800-267-0295

MINISTÈRE DES TRANSPORTS

Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 1-800-267-0295

Ontario

January 4, 2024

Attention: Mr. Todd Smith, MPP
5503 Highway 62 South
Unit D, Box 6-2
Belleville ON K8N 0L5
Email: Todd.Smithco@pc.ola.org

Dear Mr. Smith,

Reference: Notice of Public Information Centre 2
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to invite you to the second Public Information Centre (PIC) for the above-mentioned project.

As indicated within the attached notice, the in-person PIC will be located at the Wellington and District Community Centre in Wellington. The External Agency Session will be held at the same location as the PIC on **January 25, 2024 at 3:00 pm – 4:00 pm** before the Public Session which will be held on the same day from **4:00 pm – 7:00 pm**. The project team is requesting that comments be submitted by February 23, 2024.

The information presented at this PIC will provide you with an update on the project since PIC 1, present the evaluation of alternatives and the technically preferred plan. The materials will be available on the project website (www.HWY62PEC1.ca) after the in-person PIC 2.

Reference: Notice of Public Information Centre 2
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Notices to advise the public about the online PIC are being placed in the *Picton Gazette and the Picton County Weekly News* on January 18, 2024. If you would like further information regarding the study, please contact the undersigned.

Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Sincerely,

Sham Hunt
MTO Project Manager (A)
Project Delivery East
Tel: (613) 539-8713
Toll Free: 1-800-267-0295
sham.hunt@ontario.ca

c. S. Baczyk – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

From: Li, Galvin (MTO) <Galvin.Li@ontario.ca> on behalf of Tay, Louis (MTO) <Louis.Tay@ontario.ca>
Sent: Tuesday, January 2, 2024 3:17 PM
To: tsimpson@alderville.ca
Cc: consultation@alderville.ca; jkapyrka@alderville.ca
Subject: Ministry of Transportation's Notice of Assessment - GWP 4077-20-00
Attachments: Preliminary Design and Class Environmental Assessment Letter.pdf; Preliminary Design and Class Environmental Assessment - GWP 4077-20-00.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chief Simpson,

Please see the attached notice of assessment for intersection improvements at Highway 62 and County Road 1 in Prince Edward County.

Sincerely,

Louis Tay, P.Eng | Director
East Operations Branch | Operations Division
Ontario Ministry of Transportation (MTO)
347 Preston Street 4th Floor | Ottawa, ON K1S 3J4
☎613.748.5280 | 613.295.4553 | Louis.Tay@ontario.ca

Ontario

Ministry of Transportation

Director's Office
East Operations Branch

347 Preston Street
Ottawa, Ontario K1S 3J4
Tel.: 613-748-5280
Louis.Tay@ontario.ca

Minist re des Transports

Bureau du directeur
Direction des opérations de l'est

347 rue Preston
Ottawa (Ontario) K1S 3J4
Tél.: 613-748-5280

Ontario

January 2, 2024

Chief Taynar Simpson
Alderville First Nation
P.0 Box 46, 11696 Second Line Road
Alderville ON K0K 2X0

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

Dear Chief Simpson:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

This study will consist of reviewing existing conditions, developing, and evaluating intersection improvement alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The purpose of this letter is to notify you that an in-person Public Information Centre (PIC) will be held at **the Wellington and District Community Centre in Wellington** on **January 25, 2024 from 4:00pm – 7:00pm**. Additional information is provided in the attached PIC 2 Notice. This second PIC provides an opportunity to update you on the project since PIC 1, present the evaluation of intersection improvement alternatives and the technically preferred plan. The PIC displays will also be available on the project website at www.Hwy62PEC1.ca.

Information collected during this project will be used in accordance with the Freedom of Information and Protection of Privacy Act. All information and comments, with the exception of personal information and other protected information, will become part of the public

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Public Information Centre (PIC) 2**

record. Please contact me if you have accessibility requirements in order to participate in this project.

If you have any questions or concerns or would like additional information regarding this project, please feel free to contact me. The ministry will continue to engage with you as the project progresses.

Sincerely,

Louis Tay, P. Eng.
Director

c. D. Simpson, J. Japyrka – Alderville First Nation
S. Baczyk, S. Hunt – Ministry of Transportation (MTO)
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.
Peter Copping, Indigenous Liaison Specialist, MTO
Aide Zarkovich, Indigenous Liaison Specialist, MTO

From: Li, Galvin (MTO) <Galvin.Li@ontario.ca> on behalf of Tay, Louis (MTO) <Louis.Tay@ontario.ca>
Sent: Tuesday, January 2, 2024 3:14 PM
To: KeithK@curvelake.ca
Cc: KaitlinH@curvelake.ca; paigew@curvelake.ca; fchua@4directionsconservation.com; relationships@4directionsconservation.com
Subject: Ministry of Transportation's Notice of Assessment - GWP 4077-20-00
Attachments: Preliminary Design and Class Environmental Assessment Letter.pdf; Preliminary Design and Class Environmental Assessment - GWP 4077-20-00.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chief Knott,

Please see the attached notice of assessment for intersection improvements at Highway 62 and County Road 1 in Prince Edward County.

Sincerely,

Louis Tay, P.Eng | Director
East Operations Branch | Operations Division
Ontario Ministry of Transportation (MTO)
347 Preston Street 4th Floor | Ottawa, ON K1S 3J4
☎613.748.5280 | 613.295.4553 | Louis.Tay@ontario.ca

Ontario

Ministry of Transportation

Director's Office
East Operations Branch

347 Preston Street
Ottawa, Ontario K1S 3J4
Tel.: 613-748-5280
Louis.Tay@ontario.ca

Minist re des Transports

Bureau du directeur
Direction des opérations de l'est

347 rue Preston
Ottawa (Ontario) K1S 3J4
Tél.: 613-748-5280

Ontario

January 2, 2024

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

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

Dear Chief Knott:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

This study will consist of reviewing existing conditions, developing, and evaluating intersection improvement alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The purpose of this letter is to notify you that an in-person Public Information Centre (PIC) will be held at **the Wellington and District Community Centre in Wellington** on **January 25, 2024 from 4:00 pm – 7:00 pm.** Additional information is provided in the attached PIC 2 Notice. This second PIC provides an opportunity to update you on the project since PIC 1, present the evaluation of intersection improvement alternatives and the technically preferred plan. The PIC displays will also be available on the project website at www.Hwy62PEC1.ca.

Information collected during this project will be used in accordance with the Freedom of Information and Protection of Privacy Act. All information and comments, with the exception of personal information and other protected information, will become part of the public

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Public Information Centre (PIC) 2

record. Please contact me if you have accessibility requirements in order to participate in this project.

If you have any questions or concerns or would like additional information regarding this Project, please feel free to contact me. The ministry will continue to engage with you as the project progresses.

Sincerely,

Louis Tay, P. Eng.
Director

c. P. Williams, T. McLellan, F. Chua, K. Wright, K. Hill – Curve Lake First Nation
S. Baczyk, S. Hunt – Ministry of Transportation (MTO)
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.
Peter Copping, Indigenous Liaison Specialist, MTO
Aide Zarkovich, Indigenous Liaison Specialist, MTO

From: Li, Galvin (MTO) <Galvin.Li@ontario.ca> on behalf of Tay, Louis (MTO) <Louis.Tay@ontario.ca>
Sent: Tuesday, January 2, 2024 3:00 PM
To: chiefcarr@hiawathafn.ca
Cc: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; fchua@4directionsconservation.com; relationships@4directionsconservation.com
Subject: Ministry of Transportation's Notice of Assessment - GWP 4077-20-00
Attachments: Preliminary Design and Class Environmental Assessment Letter.pdf; Preliminary Design and Class Environmental Assessment - GWP 4077-20-00.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chief Carr,

Please see the attached notice of assessment for intersection improvements at Highway 62 and County Road 1 in Prince Edward County.

Sincerely,

Louis Tay, P.Eng | Director
East Operations Branch | Operations Division
Ontario Ministry of Transportation (MTO)
347 Preston Street 4th Floor | Ottawa, ON K1S 3J4
☎613.748.5280 | 613.295.4553 | Louis.Tay@ontario.ca

Ontario

Ministry of Transportation

Director's Office
East Operations Branch

347 Preston Street
Ottawa, Ontario K1S 3J4
Tel.: 613-748-5280
Louis.Tay@ontario.ca

Minist re des Transports

Bureau du directeur
Direction des opérations de l'est

347 rue Preston
Ottawa (Ontario) K1S 3J4
Tél.: 613-748-5280

Ontario

January 2, 2024

Chief Laurie Carr
Hiawatha First Nation
431 Hiawatha Line
Hiawatha ON K9J 0E6

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

Dear Chief Carr:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

This study will consist of reviewing existing conditions, developing, and evaluating intersection improvement alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The purpose of this letter is to notify you that an in-person Public Information Centre (PIC) will be held at **the Wellington and District Community Centre in Wellington** on **January 25, 2024 from 4:00 pm – 7:00 pm.** Additional information is provided in the attached PIC 2 Notice. This second PIC provides an opportunity to update you on the project since PIC 1, present the evaluation of intersection improvement alternatives and the technically preferred plan. The PIC displays will also be available on the project website at www.Hwy62PEC1.ca.

Information collected during this project will be used in accordance with the Freedom of Information and Protection of Privacy Act. All information and comments, with the exception of personal information and other protected information, will become part of the public

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Public Information Centre (PIC) 2**

record. Please contact me if you have accessibility requirements in order to participate in this project.

If you have any questions or concerns or would like additional information regarding this project, please feel free to contact me. The ministry will continue to engage with you as the project progresses.

Sincerely,

Louis Tay, P. Eng.
Director

c. S. Davidson, T. Cowie, M. McGonigle, F. Chua, K. Wright – Hiawatha First Nation
S. Baczyk, S. Hunt – Ministry of Transportation (MTO)
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.
P. Copping, Indigenous Liaison Specialist, MTO
A. Zarkovich, Indigenous Liaison Specialist, MTO

From: Li, Galvin (MTO) <Galvin.Li@ontario.ca> on behalf of Tay, Louis (MTO) <Louis.Tay@ontario.ca>
Sent: Tuesday, January 2, 2024 3:07 PM
To: klarocca@scugogfirstnation.com
Cc: tturoczi; consultation@scugogfirstnation.com; Don Richardson; Samantha Shrubsole; ngarrod
Subject: Ministry of Transportation's Notice of Assessment - GWP 4077-20-00
Attachments: Preliminary Design and Class Environmental Assessment - GWP 4077-20-00.pdf; Preliminary Design and Class Environmental Assessment Letter.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chief LaRocca,

Please see the attached notice of assessment for intersection improvements at Highway 62 and County Road 1 in Prince Edward County.

Sincerely,

Louis Tay, P.Eng | Director
East Operations Branch | Operations Division
Ontario Ministry of Transportation (MTO)
347 Preston Street 4th Floor | Ottawa, ON K1S 3J4
☎613.748.5280 | 613.295.4553 | Louis.Tay@ontario.ca

Ontario

Ministry of Transportation

Director's Office
East Operations Branch

347 Preston Street
Ottawa, Ontario K1S 3J4
Tel.: 613-748-5280
Louis.Tay@ontario.ca

Minist re des Transports

Bureau du directeur
Direction des opérations de l'est

347 rue Preston
Ottawa (Ontario) K1S 3J4
Tél.: 613-748-5280

Ontario

January 2, 2024

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry ON L9L 1B6

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

Dear Chief LaRocca:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

This study will consist of reviewing existing conditions, developing, and evaluating intersection improvement alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The purpose of this letter is to notify you that an in-person Public Information Centre (PIC) will be held at **the Wellington and District Community Centre in Wellington** on **January 25, 2024 from 4:00 pm – 7:00 pm.** Additional information is provided in the attached PIC 2 Notice. This second PIC provides an opportunity to update you on the project since PIC 1, present the evaluation of intersection improvement alternatives and the technically preferred plan. The PIC displays will also be available on the project website at www.Hwy62PEC1.ca.

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Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Public Information Centre (PIC) 2

record. Please contact me if you have accessibility requirements in order to participate in this project.

If you have any questions or concerns or would like additional information regarding this Project, please feel free to contact me. The ministry will continue to engage with you as the project progresses.

Sincerely,

Louis Tay, P. Eng.
Director

c. Consultation Unit, T. Turoczi, D. Richardson, S. Shrubsole, N. Garrod – Mississaugas of Scugog Island First Nation
S. Baczyk, S. Hunt – Ministry of Transportation (MTO)
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.
Peter Copping, Indigenous Liaison Specialist, MTO
Aide Zarkovich, Indigenous Liaison Specialist, MTO

From: Li, Galvin (MTO) <Galvin.Li@ontario.ca> on behalf of Tay, Louis (MTO) <Louis.Tay@ontario.ca>
Sent: Tuesday, January 2, 2024 3:08 PM
To: R. Donald Maracle
Cc: lisam@mbq-tmt.org; consultation@mbq-tmt.org
Subject: Ministry of Transportation's Notice of Assessment - GWP 4077-20-00
Attachments: Preliminary Design and Class Environmental Assessment Letter.pdf; Preliminary Design and Class Environmental Assessment - GWP 4077-20-00.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Chief Maracle,

Please see the attached notice of assessment for intersection improvements at Highway 62 and County Road 1 in Prince Edward County.

Sincerely,

Louis Tay, P.Eng | Director
East Operations Branch | Operations Division
Ontario Ministry of Transportation (MTO)
347 Preston Street 4th Floor | Ottawa, ON K1S 3J4
☎613.748.5280 | 613.295.4553 | Louis.Tay@ontario.ca

Ontario

Ministry of Transportation

Director's Office
East Operations Branch

347 Preston Street
Ottawa, Ontario K1S 3J4
Tel.: 613-748-5280
Louis.Tay@ontario.ca

Minist re des Transports

Bureau du directeur
Direction des opérations de l'est

347 rue Preston
Ottawa (Ontario) K1S 3J4
Tél.: 613-748-5280

Ontario

January 2, 2024

Chief R.Donald Maracle
Mohawks of the Bay of Quinte
24 Meadow Drive
Tyendinaga Mohawk Territory ON K0K 1X0

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

Dear Chief Maracle:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

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Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Public Information Centre (PIC) 2**

record. Please contact me if you have accessibility requirements in order to participate in this project.

If you have any questions or concerns or would like additional information regarding this Project, please feel free to contact me. The ministry will continue to engage with you as the project progresses.

Sincerely,

Louis Tay, P. Eng.
Director

c. L. Maracle, MBQ Consultation Coordinator – Mohawks of the Bay of Quinte
S. Baczyk, S. Hunt – Ministry of Transportation (MTO)
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.
Peter Copping, Indigenous Liaison Specialist, MTO
Aide Zarkovich, Indigenous Liaison Specialist, MTO

From: Li, Galvin (MTO) <Galvin.Li@ontario.ca> on behalf of Tay, Louis (MTO) <Louis.Tay@ontario.ca>
Sent: Tuesday, January 2, 2024 3:10 PM
To: Consultations
Subject: Ministry of Transportation's Notice of Assessment - GWP 4077-20-00
Attachments: Preliminary Design and Class Environmental Assessment Letter.pdf; Preliminary Design and Class Environmental Assessment - GWP 4077-20-00.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sir/Madam,

Please see the attached notice of assessment for intersection improvements at Highway 62 and County Road 1 in Prince Edward County.

Sincerely,

Louis Tay, P.Eng | Director
East Operations Branch | Operations Division
Ontario Ministry of Transportation (MTO)
347 Preston Street 4th Floor | Ottawa, ON K1S 3J4
☎613.748.5280 | 613.295.4553 | Louis.Tay@ontario.ca

Ontario

Ministry of Transportation

Director's Office
East Operations Branch

347 Preston Street
Ottawa, Ontario K1S 3J4
Tel.: 613-748-5280
Louis.Tay@ontario.ca

Minist re des Transports

Bureau du directeur
Direction des opérations de l'est

347 rue Preston
Ottawa (Ontario) K1S 3J4
Tél.: 613-748-5280

Ontario

January 2, 2024

Métis Nation of Ontario
Consultation Unit
Suite 1100 - 66 Slater Street
Ottawa ON K1P 5H1

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

Dear Sir / Madam:

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. A key map showing the location of the study area is attached.

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Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Public Information Centre (PIC) 2

record. Please contact me if you have accessibility requirements in order to participate in this project.

If you have any questions or concerns or would like additional information regarding this Project, please feel free to contact me. The ministry will continue to engage with you as the project progresses.

Sincerely,

Louis Tay, P. Eng.
Director

c. S. Baczyk, S. Hunt – Ministry of Transportation (MTO)
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.
Peter Copping, Indigenous Liaison Specialist, MTO
Aide Zarkovich, Indigenous Liaison Specialist, MTO

From: Li, Galvin (MTO) <Galvin.Li@ontario.ca> on behalf of Tay, Louis (MTO) <Louis.Tay@ontario.ca>
Sent: Tuesday, January 2, 2024 3:12 PM
To: inquiries@williamstreatiesfirstnations.ca; k.a.sandy-mckenzie@rogers.com
Subject: Ministry of Transportation's Notice of Assessment - GWP 4077-20-00
Attachments: Preliminary Design and Class Environmental Assessment Letter.pdf; Preliminary Design and Class Environmental Assessment - GWP 4077-20-00.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Karry Sandy-McKenzie,

Please see the attached notice of assessment for intersection improvements at Highway 62 and County Road 1 in Prince Edward County.

Sincerely,

Louis Tay, P.Eng | Director
East Operations Branch | Operations Division
Ontario Ministry of Transportation (MTO)
347 Preston Street 4th Floor | Ottawa, ON K1S 3J4
☎613.748.5280 | 613.295.4553 | Louis.Tay@ontario.ca

Ontario

Ministry of Transportation

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East Operations Branch

347 Preston Street
Ottawa, Ontario K1S 3J4
Tel.: 613-748-5280
Louis.Tay@ontario.ca

Minist re des Transports

Bureau du directeur
Direction des opérations de l'est

347 rue Preston
Ottawa (Ontario) K1S 3J4
Tél.: 613-748-5280

Ontario

January 2, 2024

Ms. Karry Sandy-McKenzie
Williams Treaties First Nations
8 Creswick Court
Barrie ON L4M 2S7

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

Dear Karry Sandy-McKenzie:

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**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Public Information Centre (PIC) 2**

record. Please contact me if you have accessibility requirements in order to participate in this project.

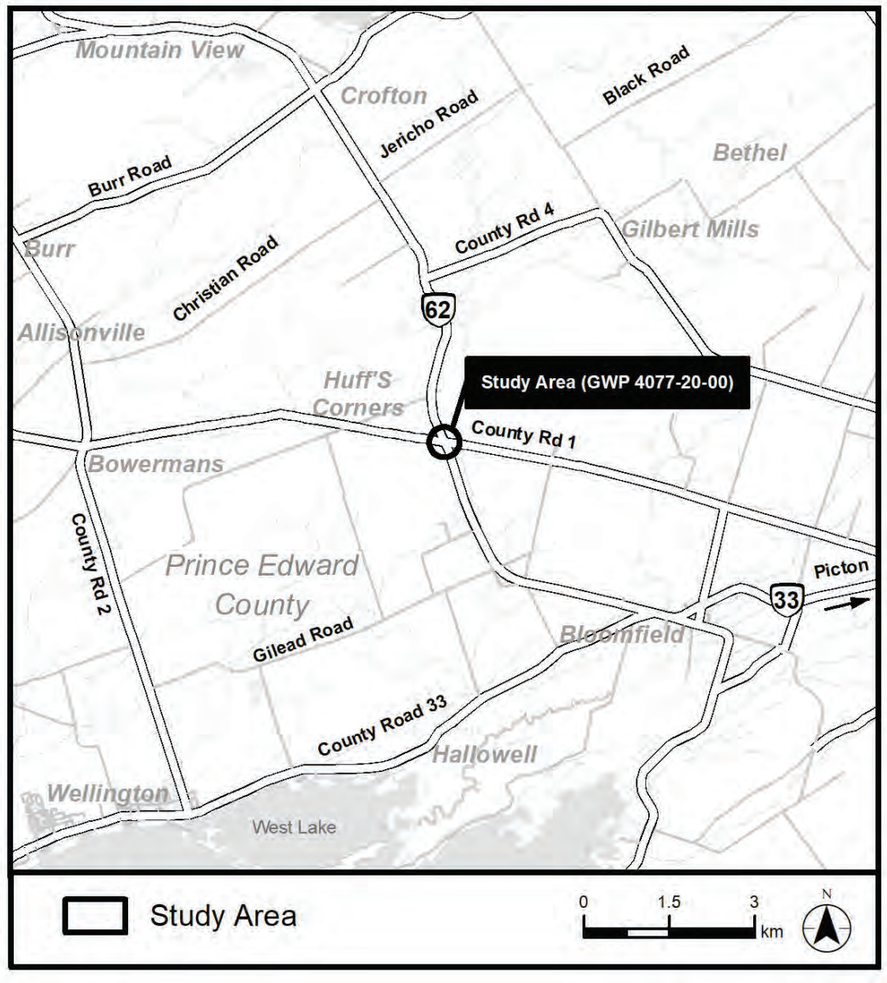
If you have any questions or concerns or would like additional information regarding this Project, please feel free to contact me. The ministry will continue to engage with you as the project progresses.

Sincerely,

Louis Tay, P. Eng.
Director

c. S. Baczyk, S. Hunt – Ministry of Transportation (MTO)
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.
Peter Copping, Indigenous Liaison Specialist, MTO
Aide Zarkovich, Indigenous Liaison Specialist, MTO

**Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection
Improvements (GWP 4077-20-00) – Public Information Centre (PIC) 2**



Stantec Consulting Ltd.
200-835 Paramount Drive, Stoney Creek ON L8J 0B4

January 8, 2024
File: 165001270

First Name Last Name, Position
Organization
Address
City Province Postal Code

LETTER TO EXTERNAL AGENCIES

Dear Title Last Name,

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to advise you of the second Public Information Centre (PIC) planned for the study.

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting on **January 25, 2024**, from **3:00 PM to 4:00 PM**, at the **Wellington and District Community Centre (111 Belleville Street, Wellington, Ontario)**. The External Agency Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The session will provide you with an opportunity to review the evaluation of intersection improvement alternatives and the technically preferred plan, and address questions or concerns directly with representatives of the project team. The PIC displays will also be available on the project website at www.Hwy62PEC1.ca.

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Public Information Centre (PIC) 2

You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project information and to submit comments to the project team.

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Regards,

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM, ENV SP
Senior Environmental Planner
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

c. S. Hunt, S. Baczyk – Ministry of Transportation
T. Belliveau – Stantec Consulting Ltd.

Design with community in mind

From: Gazibara, Nevena
To: Young, Rachel (Waterloo)
Subject: FW: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2
Date: Tuesday, January 9, 2024 8:43:13 AM
Attachments: ogn_1270_PIC2_fnl.pdf

Please save this in the PIC 2 notification folder

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Monday, January 8, 2024 5:04 PM
To: comments@hwy62pec1.ca
Subject: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2

Good afternoon,
The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this email is to advise you of the second Public Information Centre (PIC) planned for the study (see attached Notice of PIC 2 for additional details).

External agencies and municipal staff are invited to attend an External Agency Drop-In Meeting on **January 25, 2024**, from **3:00 PM to 4:00 PM**, at the **Wellington and District Community Centre (111 Belleville Street, Wellington, Ontario)**. The External Agency Meeting is being held in advance of a general public session planned between 4:00 PM and 7:00 PM at the same location. The session will provide you with an opportunity to review the evaluation of intersection improvement alternatives and the technically preferred plan, and address questions or concerns directly with representatives of the project team. The PIC displays will also be available on the project website at www.Hwy62PEC1.ca starting on January 25, 2024.

You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project information and to submit comments to the project team.

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner

From: Gazibara, Nevena
To: Young, Rachel (Waterloo)
Subject: FW: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2
Date: Tuesday, January 9, 2024 8:43:17 AM
Attachments: ogn_1270_PIC2_fnl.pdf

Please save this in the PIC 2 notification folder

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Monday, January 8, 2024 5:09 PM
To: comments@hwy62pec1.ca
Subject: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2

Good afternoon,
The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this email is to advise you of the second Public Information Centre (PIC) planned for the study.

As indicated within the attached notice, the second PIC will held in person on January 25, 2024, at the Wellington and District Community Centre from 4:00 pm – 7:00 pm. The information presented at PIC 2 will provide you with an opportunity to review and comment on the evaluation of alternatives and the technically preferred plan.

You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project
information and to submit comments to the project team.

If you are unable to attend the PIC and would like further information regarding the study, please
contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

MINISTRY OF TRANSPORTATION

Project Delivery East
1355 John Counter Blvd
Postal Bag 4000
Kingston, ON K7L 5A3
Tel.: 1-800-267-0295

MINISTÈRE DES TRANSPORTS

Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 1-800-267-0295

Ontario

January 8, 2024

Attention: Property Owner
Dear Property Owner

Sent Registered Mail

Reference: Notice of Public Information Centre 2
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to advise you of the second Public Information Centre (PIC) planned for the study. As indicated within the attached notice, the in-person PIC will be held on **January 25, 2024, from 4:00 pm - 7:00 pm at the Wellington and District Community Centre in Wellington**. The project team is requesting that comments be submitted by February 23, 2024.

The information presented at this PIC will provide you with an update on the project since PIC 1, present the evaluation of intersection improvement alternatives and the technically preferred plan.

This letter is also to advise you that the preferred plan impacts your property . Plans detailing the preliminary potential impacts to property will be on display at the upcoming PIC. The PIC displays will also be available on the project website at www.Hwy62PEC1.ca

Reference: Notice of Public Information Centre 2
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.

MTO is committed to working with property owners to help to ensure that they understand the future property acquisition process and their rights. The project team is available to meet on January 25, 2024 in advance of the PIC from 2:30 pm - 4:00 pm at the PIC venue (Wellington and District Community Centre). If you would like to request a separate meeting, please feel free to contact the project team.

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

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,



Sham Hunt
MTO Project Manager (A), Project Delivery East
Tel: (613) 539-8713
Toll Free: 1-800-267-0295
sham.hunt@ontario.ca

c. S. Baczyk, J. Molleson – Ministry of Transportation
T. Belliveau, N. Gazibara – Stantec Consulting Ltd.

CANADA POST / POSTES CANADA

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DI Postal Code	Secondary DI name	Reference #1 or #2	Title of Mail Piece	Delivery Start Date	Containers	Pieces	Version Spec.	Trans. Req.
K0K1G0	BLOOMFIELD		Notice of PIC 2	Upon receipt	1	682	No	Yes
K0K2T0	PICTON		Notice of PIC 2	Upon receipt	2	5,878	No	Yes
K0K3L0	HILLIER		Notice of PIC 2	Upon receipt	1	222	No	Yes

Notice of Public Information Centre (PIC) 2

Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

STUDY OVERVIEW

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This study includes reviewing existing conditions, developing, and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

This notice is to announce the second Public Information Centre (PIC). The purpose of PIC 2 is to:

- Provide an update on the project since PIC 1
- Present the evaluation of alternatives
- Present the Technically Preferred Plan
- Answer any question you may have

The PIC will be a drop-in format and is scheduled for:

Date: January 25, 2024

Location: Wellington and District Community Centre – Rotary Multi-Purpose Room
111 Belleville Street, Wellington, Ontario

Time: 4:00 PM to 7:00 PM

THE PROCESS

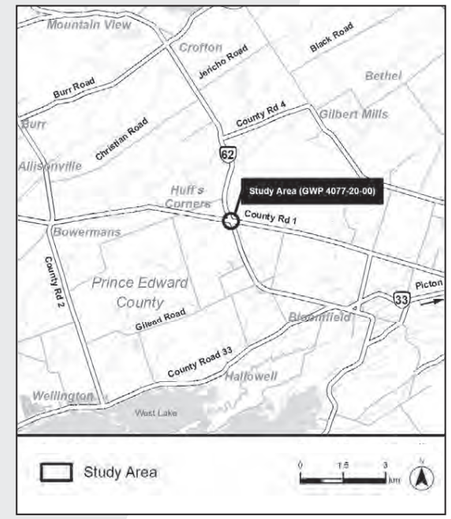
This study follows the approved planning process for "Group B" undertakings following MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Upon completion of the preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for public comment. Notices will be published in local newspapers to advise the public about the TESR public comment period.

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the project team by February 23, 2024. If you wish to have your name added to the study mailing list, have any comments, questions or concerns, please contact one of the following study team members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Sham Hunt
Project Manager (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca



You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to review study information including notices, background information and PIC displays. Other study materials will also be provided on the study website, as they become available. Comments and questions to the study team can be submitted on the study website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act.* All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Ontario

Geographic, *Vanity Fair* and many more. You can even "subscribe" to magazines you like to read to be notified when new issues arrive.

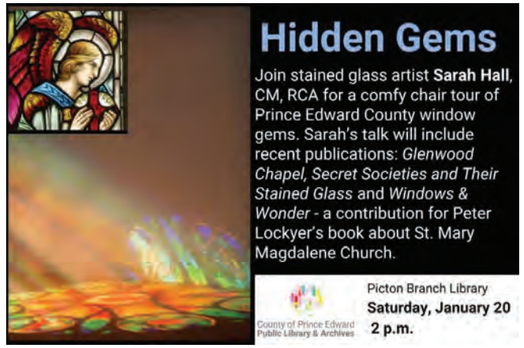
If you are interested in learning a new language, give Transparent Language a try. It's a very user-friendly language learning resource with more than 100 languages to choose from. You can even use a microphone to record yourself practising words and compare your pronunciation to that of a native speaker. Recently, Transparent Language has added more intermediate and advanced courses in their most learned languages.

If you are interested in book recommendations, NoveList is a terrific resource. Search for books you have enjoyed and NoveList will provide you with a list of related titles, or browse by genre, find award winners and explore different themes. You can visit NoveList at peclibrary.org, or check out their recommendations directly in our online catalogue.

UPCOMING SPEAKER SERIES:

The Friends of the Wellington Library **Passions Series** begins Saturday, January 20 at 2 p.m. with a talk by Alexandra Bake entitled "A Passion for Main Street Led Me to the Picton Library." Future speakers include Jana Dumas, Carson Arthur and Steve Campbell. All are welcome.

Stained glass artist Sarah Hall, CM, RCA, offers a comfy chair tour of County windows called **Hidden Gems** at the Picton Branch Library Saturday 20th January at 2pm.



Notice of Public Information Centre (PIC) 2

Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

STUDY OVERVIEW

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The PIC will be a drop-in format and is scheduled for:

Date: January 25, 2024

Location: Wellington and District Community Centre – Rotary Multi-Purpose Room
111 Belleville Street, Wellington, Ontario

Time: 4:00 PM to 7:00 PM



THE PROCESS

This study follows the approved planning process for "Group B" undertakings following MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Upon completion of the preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for public comment. Notices will be published in local newspapers to advise the public about the TESR public comment period.

COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the project team by February 23, 2024. If you wish to have your name added to the study mailing list; have any comments, questions or concerns, please contact one of the following study team members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Sham Hunt
Project Manager (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

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Ontario

Agency Mailing List

Highway 62 and Prince County Road 1 Intersection Improvements (GWP 4077-20-00) -
External Agencies Mailing List

External Agencies and Stakeholders												
Title	**First Name**	**Last Name**	**Position**	**Organization**	**Address**	**Address 2**	**City**	**Province**	**Postal Code**	**Telephone**	**Fax**	**Email**
Provincial Agencies												
	Laura	Hatcher	Heritage Planner	Ministry of Citizenship and Multiculturalism	400 University Avenue	5th Flr	Toronto	ON	M7A 2R9	437-239-3404		laura.e.hatcher@ontario.ca
Mr.	Sam	Short	Regional Planner	Ministry of Natural Resources and Forestry, Peterborough District	300 Water Street	4th Flr S	Peterborough	ON	K9J 3C7	705-772-9329		sam.short@ontario.ca
Mr.	David	Bradley	Manager	Ministry of the Environment, Conservation and Parks - Peterborough District	300 Water Street Robinson Place, South Tower	2nd Floor	Peterborough	ON	K9J 8M5	705-755-4307	705-755-4321	david.bradley@ontario.ca
Mr.	Jon	Orpana	Environmental Resource Planner & EA Coordinator	Ministry of the Environment, Conservation and Parks	1259 Gardiners Road	Unit 3	Kingston	ON	K7P 3J6	613-548-6918	613-548-6908	jon.orpana@ontario.ca
	Amanda	Flude	Stakeholder Relations Advisor	, Regional Services and Relationships	Ministry of Transportation I East Region Operations Branch							Amanda.L.Flude@ontario.ca
Sir/Madam				Ministry of Indigenous Relations and Reconciliation	160 Bloor Street East	9th Floor	Toronto	ON	M7A 2E6			
Municipal												
Ms.	Marcia	Wallace	Chief Administrative Officer	Prince Edward County	332 Picton Main Street		Picton	ON	K0K 2T0			mwallace@pecounty.on.ca
Ms.	Catalina	Blumenberg	Municipal Clerk	Prince Edward County	332 Picton Main Street		Picton	ON	K0K 2T0			cblumenberg@pecounty.on.ca
Mr.	Jeff	Shortt	Project Manager	Prince Edward County	332 Picton Main Street		Picton	ON	K0K 2T0			jshortt@pecounty.on.ca
Ms.	Mary	Niedzwicki	Executive Assistant	Prince Edward County	332 Picton Main Street		Picton	ON	K0K 2T0			mniedzwiecki@pecounty.on.ca
Mr.	Peter	Moyer	Director of Development Services	Prince Edward County	332 Picton Main Street		Picton	ON	K0K 2T0	613-476-2148 ext. 2021	613-471-2050	pmoyer@pecounty.on.ca
Mr.	Michael	Michaud	Manager of Planning	Prince Edward County	332 Picton Main Street		Picton	ON	K0K 2T0			mmichaud@pecounty.on.ca
Mr.	Jeff	Bryans	Manager of Infrastructure	Prince Edward County	332 Picton Main Street		Picton	ON	K0K 2T0			jbryans@pecounty.on.ca
Ms.	Kelly	MCGilivray	Chair - Traffic Advisory Committee	Prince Edward County	80 Bridge Street		Picton	ON	K0K 2T1	416-806-0805		kellymcgillivray99@gmail.com
Mr.	Mark	Kerr	Communications and Consultation Supervisor	Prince Edward County	332 Picton Main Street		Picton	ON	K0K 2T1	613-476-2148 ext. 1009	613-476-5727	mkerr@pecounty.on.ca
Conservation Authorities												
Mr.	Paul	McCoy	Planning and Regulations Manager	Quinte Conservation Authority	2061 Old Highway 2		Belleville	ON	K8N 4Z2	613-968-3434		PMcCoy@quinteconservation.ca
Local Elected Representatives												
Mr.	Todd	Smith	MPP	Quinte West	5503 Highway 62 South	Unit D Box 6-2	Belleville	ON	K8N 0L5	613-962-1144		todd.smithco@pc.ola.org
Emergency Services												
Staff Sergeant	John	Hatch	Detachment Staff Sergeant	Ontario Provincial Police, Prince Edward County Detachment	569 Prince Edward County Road 1	P.O. Box 6008	Picton	ON	K0K 2T0	613-476-2151		John.Hatch@opp.ca
Chief	Chad	Brown	Fire Chief	Prince Edward County Fire Department	8 McDonald Drive		Picton	ON	K0K 2T0	613-476-2345		fire@pecounty.on.ca
Chief	Doug	Socha	Director of Emergency Services	Hastings Quinte Paramedic Services (HQPS)	111 Millennium Parkway		Belleville	ON	K8N 4Z5	613-771-9366		sochad@hastingscounty.com
School Boards / School Transportation												
			Director of Education	Hastings and Prince Edward District School Board	156 Ann Street		Belleville	ON	K8N 3L3			directors.office@hpedsb.on.ca
			Director of Education	Algonquin and Lakeshore Catholic District School Board	151 Dairy Avenue		Napanee	ON	K7R 4B2	613-354-6257 x445		
Mr.	Michel	Charron	Directeur de l'éducation	Central East Catholic School Council (CECCE)	4000 Labelle Street		Ottawa	ON	K1J 1A1			
Mr.	Stephen	Jackson		Tri-Board Student Transportation Services		P.O. Box 235	Napanee	ON	K7R 3M3			
Other Stakeholders												
Ms.	Lesley	Lavender	Executive Director	Prince Edward County Chamber of Commerce	206 Main Street	Unit 2B	Picton	ON	K0K 2T0			lesley@pecchamber.com
Mr.	Jonathan	Blackham	c/o Karen McDowell	Ontario Trucking Association	555 Dixon Road		Toronto	ON	M9W 1H8	416-249-7401 x. 249		karen.mcdowell@ontruck.org
Sir/Madam				Greyhound Canada Transportation Corp.	Toronto Coach Terminal	81 Bay Street	Toronto	ON	M5J 2X8	1-800-661-8747		
Sir/Madam				Coach Canada	2015 Fisher Drive	Unit 101	Peterborough	ON	K9J 7B1	705-748-6411	705-748-2452	
Ms.	Cathy	Lennon	General Manager	Ontario Federation of Agriculture	200 Hanlon Creek Boulevard		Guelph	ON	N1C 0A1	519-821-8883	519-821-8810	cathy.lennon@ofa.on.ca
Mr.	John	Thompson	President	Prince Edward Federation of Agriculture						613-921-1116		johnthompson1838@gmail.com
Mr.	Steve	Horner	President	Prince Edward County Winegrowers Association	PO Box 6259	Main Street	Picton	ON	K0K 2T0			info@princeedwardcountywine.ca
				Prince Edward Trail Riders Snowmobile Club	15 Hull Road	PO Box 3040	Picton	ON	K0K 2T0			deldridg@magma.ca

APPENDIX C:
Public and Agency Correspondence

STUDY COMMENCEMENT
Comments

AGENCY COMMENTS

From: Orpana, Jon (MECP) <Jon.Orpana@ontario.ca>
Sent: Wednesday, September 21, 2022 12:17 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; comments@hwy62pec1.ca
Subject: RE: Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Thank you!

Regards,

Jon

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: September 21, 2022 12:16 PM
To: Orpana, Jon (MECP) <Jon.Orpana@ontario.ca>; comments@hwy62pec1.ca
Subject: RE: Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Thank you Jon.

The Project Information Form has been sent to the eanotification.eregion@ontario.ca email address.

Please let me know if you have any questions or comments about the project.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From: Orpana, Jon (MECP) <Jon.Orpana@ontario.ca>
Sent: Wednesday, September 21, 2022 11:33 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; comments@hwy62pec1.ca
Subject: RE: Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Hello Nevena,

Thanks for the Notice of Commencement. MECP also requires the attached Project Information Form to be completed for our records. This has been standard practice since May of 2018.

Thanks in advance.

Jon

Jon K. Orpana
Regional Environmental Planner
Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
Kingston Regional Office
PO Box 22032, 1259 Gardiners Road
Kingston, Ontario
K7M 8S5

Phone: (613) 548-6918
Fax: (613) 548-6908
Email: jon.orpana@ontario.ca

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: September 21, 2022 9:46 AM
To: comments@hwy62pec1.ca
Subject: Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this email is to introduce the project, to seek your input on the existing conditions within the study area, and to identify any issues, concerns or approval requirements that your organization may have. Your input is requested by October 28, 2022. A comment sheet is attached to facilitate your feedback.

You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project information and to submit comments to the project team. If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From: Orr, Andrea <Andrea.Orr@stantec.com>
Sent: Friday, September 16, 2022 5:23 PM
To: phil.prell@ontario.ca; julie.formsma@ontario.ca
Cc: Giesbrecht, Debbie <debbie.giesbrecht@stantec.com>; Todd, Kathleen <kathleen.todd@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Natural heritage information request_MTO Hwy 62 and County Rd 1

Good afternoon Phil and Julie,

We would like to submit a natural heritage information request for the project of *Highway 62 and Prince Edward County Road 1 Intersection Improvements – Ministry of Transportation.* This project's location resides in the Peterborough MNRF District.

Attached you will find a letter outlining the details of the project, map of the study area, and preliminary background review for natural features such as, terrestrial and aquatic species at risk, watercourses, and designated sensitive areas that are present or have potential to occur.

Should you have any questions please let me know and I will gladly respond. Thank you for your time and have a great day.

Sincerely,

Andrea Orr B.Sc., Tech. Dipl.
Terrestrial Ecologist

Direct: 613-725-5539
Mobile: 343-996-3624
andrea.orr@stantec.com

Stantec
300-1331 Clyde Avenue
Ottawa ON K2C 3G4

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Please consider the environment before printing this email.

Stantec Consulting Ltd.
300-1331 Clyde Avenue, Ottawa, ON K2C 3G4

September 16, 2022
File: 165001270

Attention: Ministry of Natural Resources and Forestry, Peterborough District
Sent by email: phil.prell@ontario.ca; Julie.formsma@ontario.ca

Dear Mr. Philip Prell / Ms. Julie Formsma,

Reference: Natural Heritage Information Request - Ministry of Transportation Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

The purpose of this letter is to request your input with respect to existing conditions within the Study Area, and to identify issues, concerns, or approval requirements that the Ministry of Natural Resources and Forestry (MNRF) may have. Stantec has completed a search of the: Land Information Ontario (LIO) database, the Natural Heritage Information Centre (NHIC) Biodiversity Explorer database, Fisheries and Oceans Canada's (DFO) aquatic species at risk mapping tool, and other online sources. Results are summarized below under separate headers for fish and fish habitat, significant species, and natural features and areas. We are requesting updates and/or corrections to the information, as available, to complete our natural heritage review for the project.

FISH AND FISH HABITAT

One mapped watercourse is present east of the intersection (**Table 1**).

As per the Step 2 of the MTO/DFO/MNRF Fisheries Protocol, we are requesting confirmation or updates to the following information related to fish and fish habitat in the Study Area:

- Species/community information from locations within 1 km upstream or downstream of the Study Area (**Attachment A**)
- Watercourse thermal regime and flow regime
- Special habitat features
- Construction timing window
- Significant fish habitat (e.g., groundwater upwelling, spawning areas, refugia, migratory routes)
- MNRF fisheries management objectives, if applicable

A summary of the information we obtained from available sources is provided in **Table 1**.

Table 1 Highway 62 and Prince Edward County Road 1 Intersection Improvements Study Area; Fish and Fish Habitat Information

Waterbody Name	Latitude and Longitude*	Flow Regime / Thermal Regime (MNRF 2022a)	Habitat Information	Historical Fish Community Data	MNRF Fisheries Management Objectives	In-Water Timing Window for Construction
Unnamed Tributary to Bloomfield Creek/ West Lake	43.96574° N 77.27402° W 44.01152° N 77.28162° W	Permanent				

Notes/References:
Highlighted cells represent data gaps where MNRF input is requested
* At mid-point within the watercourse crossing, coordinates given for each potential site
MNRF 2022a. Land Information Ontario database.

Design with community in mind

Design with community in mind

SIGNIFICANT SPECIES

Recent records of Species at Risk and provincially rare species that overlap with the Study Area are summarized below (**Table 2**). Additionally, potential Critical Habitat for the Great Lakes/St. Lawrence population) was identified within the Study Area (Environment and Climate Change Canada 2018), and we are aware that bat Species at Risk may also be present.

Table 2 Records of Species at Risk

SARO: Species at Risk in Ontario
SARA: federal Species at Risk Act, 2002
END: Endangered
THR: Threatened
SC: Special Concern

S-Rank: Subnational (provincial) Rank
S-Rank: Subnational Rank
S1: Extremely rare in Ontario, often especially vulnerable to extirpation S2: Very rare in Ontario, vulnerable to extirpation
S3: Rare to uncommon in Ontario
S4: Common and apparently secure in Ontario
S5: Very common and secure in Ontario

Notes/References:

MNRF 2022b. Natural Heritage Information Centre Biodiversity Explorer Database.
DFO 2022. Aquatic Species at Risk Map.

NATURAL FEATURES AND AREAS

Records of natural features and areas that overlap with the Study Area are shown in **Attachment A**. Only one unevaluated wetland is present within the Study Area. No other provincially designated features were identified, such as Provincially Significant Wetlands (PSWs) and Areas of Natural and Scientific Interest (ANSI). However, two natural features were present within 1 kilometer (km) of the Study Area and include The Big Swamp - Life Science ANSI and Big Swamp Little Swamp Wetland Complex - evaluated (non-significant) wetland.

CLOSING

We respectfully request confirmation of the above findings and the identification of any additional natural heritage resources information you may have for the Study Area. Please contact the undersigned if you have any questions regarding this information request.

Regards,

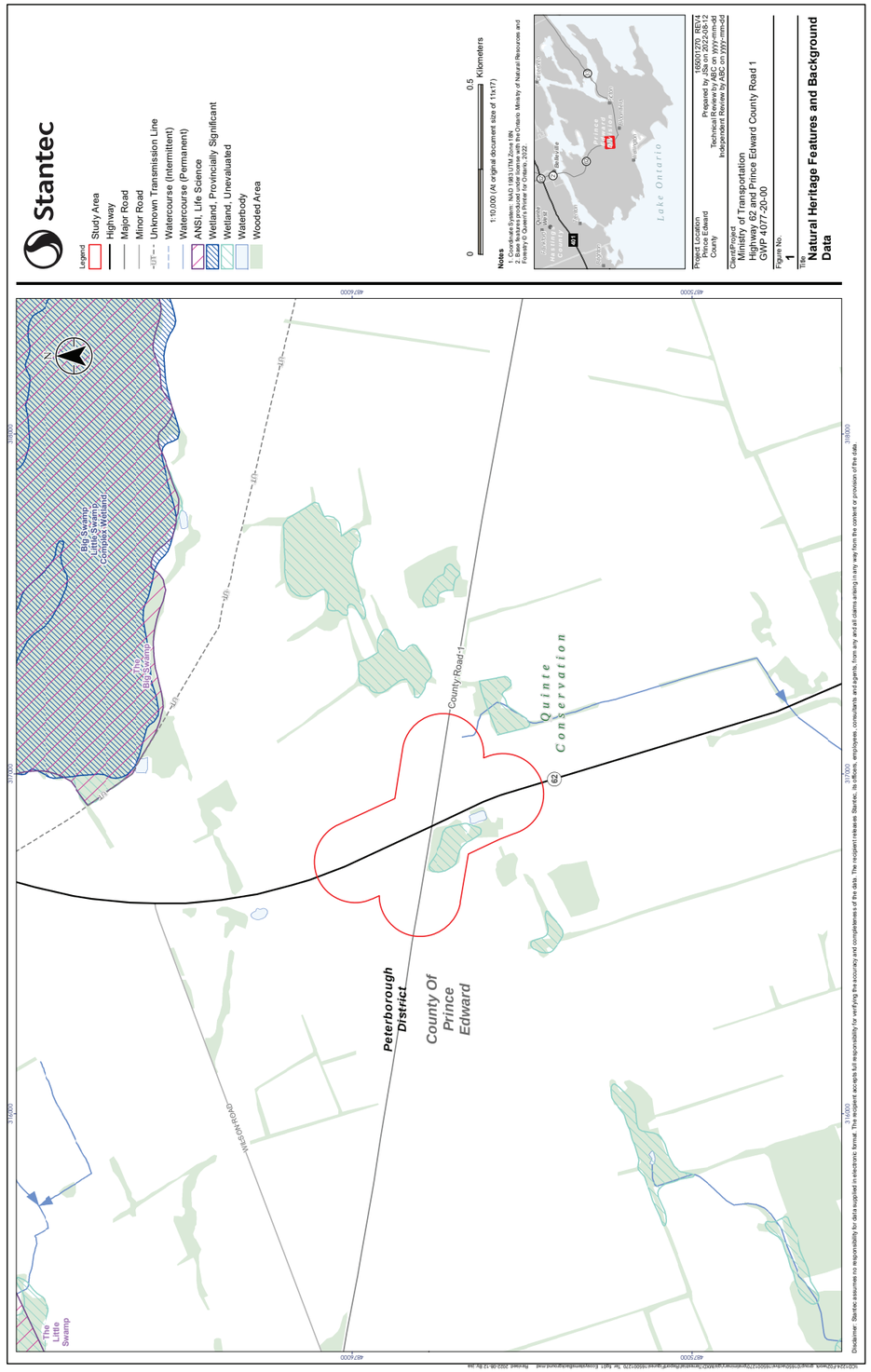
Stantec Consulting Ltd.

Andrea Orr B.Sc.
Terrestrial Ecologist
Phone: 613-725-5539
Andrea.Orr@stantec.com

Attachment A: Study Area

c. Debbie.Giesbrecht@stantec.com
Kathleen.Todd@stantec.com

ATTACHMENT A
Study Area



From: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Sent: Thursday, September 29, 2022 10:16 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>
Subject: FW: Letter to MTO re: Camera Data and Plans for Hwy 62 and CR 1 (Prince Edward County)

For the file.

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), PD | DEB | TIMD | MTO

...

From: Eide, Santanna M. (MTO) <Santanna.Eide@ontario.ca> **On Behalf Of** Villneff, Herb (MTO)
Sent: September 29, 2022 9:05 AM
To: tcollinsruban@pecounty.on.ca
Cc: McInnis, Steven (MTO) <Steven.McInnis@ontario.ca>; sferguson <sferguson@pecounty.on.ca>; mwallace <mwallace@pecounty.on.ca>; pmoyer@pecounty.on.ca
Subject: Re: Letter to MTO re: Camera Data and Plans for Hwy 62 and CR 1 (Prince Edward County)

Good morning Theresa,

Thank you for the letter from CAO Marcia Wallace regarding the camera investigation currently taking place at Highway 62 and County Road 1 in Prince Edward County. Please see attached letter in response.

Sincerely,

Herb Villneff
Director, East / Northeast Operations
Ministry of Transportation
705-497-5500
herb.villneff@ontario.ca

From: Theresa Collins-Ruban <tcollinsruban@pecounty.on.ca>
Sent: August 30, 2022 4:36 PM
To: Villneff, Herb (MTO) <Herb.Villneff@ontario.ca>
Cc: sferguson <sferguson@pecounty.on.ca>; mwallace <mwallace@pecounty.on.ca>; Peter Moyer <pmoyer@pecounty.on.ca>; Buelow, Melissa (MTO) <Melissa.Buelow@ontario.ca>
Subject: Letter to MTO re: Camera Data and Plans for Hwy 62 and CR 1 (Prince Edward County)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Director Villneff,

On behalf of Marcia Wallace, CAO for the County of Prince Edward, please find attached a letter regarding the camera investigation currently taking place at Hwy 62 and County Road 1 in Prince Edward County. The County is requesting the MTO share its findings and plans for the intersection as data and information become available and are open to a meeting to discuss the matter further. We have addressed this letter to you at Minister Mulroney's recommendation in MTOResponse-4712 received by Mayor Ferguson's office on January 21, 2022.

We look forward to hearing from you.

Thank you,
Theresa

Theresa Collins-Ruban
Executive Assistant to Marcia Wallace, Chief Administrative Officer
The Corporation of the County of Prince Edward
T: 613.476.2148 ext. 1006
tcollinsruban@pecounty.on.ca

Election Day is October 24, 2022 - check-out voterlookup.ca to ensure you receive your notification card!

Stay on top of the latest news from the County! Click here to subscribe to our monthly newsletter.

TheCounty™
Temporary Office Location: Edward Building, 103-280 Main Street, Picton ON, K0K 2T0
www.thecounty.ca | facebook | twitter

This communication is intended for the addressee indicated above. The information contained in the email will be used for municipal purposes and will be managed in accordance with *The Municipal Act* and *The Municipal Freedom of Information and Protection of Privacy Act*. If you have received this in error, please notify us immediately.

Ministry of Transportation

Director's Office
East Operations
1355 John Counter Boulevard
Kingston, ON K7L 5A3
705 497-5500

Ministère des Transports

Bureau du directeur
Opération Est
1355 Boulevard John Counter
Kingston, ON K7L 5A3
705 497-5500

Ontario

September 29, 2022

Marcia Wallace, PhD, RPP
Chief Administrative Officer
County of Prince Edward
332 Picton Main Street
Picton ON K0K 2T0

mwallace@pecounty.on.ca

Dear Marcia Wallace:

Thank you for your letter regarding the intersection of Highway 62 and Prince Edward County Road 1. I appreciate the opportunity to respond on behalf of the ministry.

The ministry installed temporary traffic video cameras at this intersection to record traffic operations from April 1 to 7, 2022, and May 17 to 25, 2022. Ministry staff are currently reviewing the footage. In addition, turning movement counts were collected in July 2022, and staff have also worked with the local OPP detachment to collect collision data.

The ministry is initiating a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and Prince Edward County Road 1. This study will include reviewing existing conditions, including the camera footage, traffic volumes and collisions, and developing, and evaluating intersection improvement alternatives, and any environmental protection and mitigation measures that would be needed. The Notice of Study Commencement will be circulated shortly to the public and other stakeholders. As part of this work, the ministry's Project Team is planning to request a meeting with the Prince Edward County technical staff to share these findings and discuss the upcoming study.

Staff from the ministry's Design and Engineering Branch look forward to input from Prince Edward County and other interested groups as the project progresses.

Sincerely,

Herb Villneff
Director, East Operations

c: Steven McInnis, Director, Design and Engineering Branch

From: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Sent: Thursday, October 20, 2022 2:52 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>
Cc: Belliveau, Tim <tim.belliveau@stantec.com>; Broad, Jordan <Jordan.Broad@stantec.com>
Subject: FW: MTO Class EA Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

FYI

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), PD | DEB | TIMD | MTO

From: Orpana, Jon (MECP) <Jon.Orpana@ontario.ca>
Sent: October 7, 2022 10:11 AM
To: comments@hwy62pec1.ca; Chisholm, Cathy (MECP) <Cathy.Chisholm@ontario.ca>
Subject: MTO Class EA Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Mrs. Deidre Taylor

Please find MECP's preliminary comments on the above mentioned project. Also attached is some resource material related to the consideration of Species at Risk and subsequent permitting.

Regards,

Jon

Jon K. Orpana
Regional Environmental Planner
Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
Kingston Regional Office
PO Box 22032, 1259 Gardiners Road
Kingston, Ontario
K7M 8S5
Phone: (613) 548-6918
Fax: (613) 548-6908
Email: jon.orpana@ontario.ca

Ontario

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

October 7, 2022

Mrs. Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3

Email: comments@Hwy62PEC1.ca

BY EMAIL ONLY

Re: **Notice of Study Commencement**
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
Response to Notice of Commencement (GWP 4077-20-00)

Dear Mrs. Deidre Taylor,

This letter is in response to the Notice of Study commencement for the above noted project emailed on September 21, 2022. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the Ministry of Transportation has indicated that the study is following the approved environmental planning process for a Group B project under the Class Environmental Assessment for Provincial Transportation Facilities (Class EA).

Study Overview
The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.
This study will include reviewing existing conditions, developing and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The Process
This study will follow the approved planning process for "Group B" undertakings following MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public comment period.

MECP Areas of interest
The **updated (February 2021)** attached "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please address all areas of interest in the EA documentation at an appropriate level for the EA study. Proponents who address all the applicable areas of interest can minimize potential delays to the project schedule. **Further information is provided at the end of the Areas of Interest document relating to recent changes to the Environmental Assessment Act through Bill 197, Covid-19 Economic Recovery Act 2020.**

Please send a copy of the final notice to the MECP's Eastern Region EA notification email account (eanotification.eregion@ontario.ca). Please send a copy of the final report to me for download.

Should you or any members of your project team have any questions regarding the material above, please contact me at jon.orpana@ontario.ca.

Sincerely,

Jon K. Orpana
Environmental Planner & Environmental Assessment Coordinator

Ministry of the Environment, Conservation and Parks
Kingston Regional Office
PO Box 22032, 1259 Gardiners Road
Kingston, Ontario
K7M 8S5

Phone: (613) 548-6918
Fax: (613) 548-6908
Email: jon.orpana@ontario.ca

Cc

Cathy Chisholm, Area Compliance Supervisor, Belleville Area Office, MECP
e-mail: cathy.chisholm@ontario.ca

Mr. Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
comments@Hwy62PEC1.ca

Encl. Areas of Interest

AREAS OF INTEREST (v. February 2021)

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

☐ **Planning and Policy**

- Projects located in MECP Eastern Region are subject to: Parts of the study area may be subject to the Oak Ridges Moraine Conservation Plan (2017), Greenbelt Plan (2017) or Lake Simcoe Protection Plan (2014). Applicable plans and the applicable policies should be identified in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.

- The **Provincial Policy Statement (2020)** contains policies that protect Ontario's natural heritage and water resources. Applicable policies should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies.

- In addition to the provincial planning and policy level, the report should also discuss the planning context at the municipal and federal levels, as appropriate.

☐ **Source Water Protection**

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.

- 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 report 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 report 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. Note that various layers (including WHPAs, WHPA-Q1 and WHPA-Q2, IPZs, HVAs, SGRAs, EBAs, ICAs) can be turned on through the “Map Legend” bar on the left. 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. 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 MECP.

☐ **Climate Change**

The document "Considering Climate Change in the Environmental Assessment Process" (Guide) is now a part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP'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 MECP expects proponents of Class EA projects to:**

    1. Consider 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 report 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.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "Community Emissions Reduction Planning: A Guide for Municipalities" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, a quantitative 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 quantitative Air Quality Impact Assessment is not required for the project, the MECP expects that the report contain a qualitative assessment which includes:

    - 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.

- The MECP 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 report 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 report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.

- Natural heritage and hydrologic 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:
    - Key Natural Heritage Features: Habitat of endangered species and threatened species, fish habitat, wetlands, areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.
    - Key Hydrologic Features: Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.
    - Other natural heritage features and areas such as: vegetation communities, rare species of flora or fauna, Environmentally Sensitive Areas, Environmentally Sensitive Policy Areas, federal and provincial parks and conservation reserves, Greenland systems etc.

We recommend consulting with the Ministry of Northern Development and Ministry of Natural Resources and Forestry (MNDMNRF), 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.

Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. Information, standards, guidelines, reference materials and technical resources to assist you are found at https://www.ontario.ca/page/species-risk.

- The Client's Guide to Preliminary Screening for Species at Risk (Draft May 2019) has been attached to the covering email for your reference and use. Please review this document for next steps.

- For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

☐ **Surface Water**

- The report must include enough 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 report 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 report 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 report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that 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. Please review the Water Taking User Guide for EASR for more information. Additionally, an Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

☐ **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 report.

- If the potential construction or decommissioning of water wells is identified as an issue, the report 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 report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that 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. Please review the Water Taking User Guide for EASR for more information.

- Consultation with the railroad authorities is necessary wherever there is a plan to use construction dewatering in the vicinity of railroad lines or where the zone of influence of the construction dewatering potentially intercepts railroad lines.

☐ **Excess Materials Management**

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled "On-Site and Excess Soil Management" (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don't go to waste and to provide clear rules on managing and reusing excess soil. New risk-based standards referenced by this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health

and the environment. The new regulation is being phased in over time, with the first phase in effect on January 1, 2021. For more information, please visit https://www.ontario.ca/page/handling-excess-soil.

- The report should reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the MECP'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

Contaminated Sites

- Any current or historical waste disposal sites should be identified in the report. 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. We recommend referring to the MECP's D-4 guideline for land use considerations near landfills and dumps.
  - Resources available may include regional/local municipal official plans and data; provincial data on large landfill sites and small landfill sites; Environmental Compliance Approval information for waste disposal sites on Access Environment.

- Other known contaminated sites (local, provincial, federal) in the study area should also be identified in the report (Note – information on federal contaminated sites is found on the Government of Canada's website).

- The location of any underground storage tanks should be investigated in the report. 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.

- 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 appropriate MECP District Office for further consultation if contaminated sites are present.

Servicing, Utilities and Facilities

- The report should identify any above or underground utilities in the study area such as transmission lines, telephone/internet, oil/gas etc. The owners should be consulted to discuss impacts to this infrastructure, including potential spills.

- The report should identify any servicing infrastructure in the study area such as wastewater, water, stormwater that may potentially be impacted by the project.

- 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 MECP's Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.

- We recommend referring to the ministry's environmental land use planning guides 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 report 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 report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

Consultation

- The report 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 report that identifies concerns that

were raised and **describes how they have been addressed by the proponent** throughout the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).

- Please include the full stakeholder distribution/consultation list in the documentation.

Class EA Process

- 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**, 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, although the plan itself would not be. **Please include a description of the approach being undertaken (use Appendix 4 as a reference).**

- If this project is a Master Plan: Any identified projects should also include information on the MCEA schedule associated with the project.

- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.

- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments, cultural heritage 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 report.

- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, MTO permits and approvals under the *Impact Assessment Act*, 2019.

- 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 report.

Amendments to the EAA through the Covid-19 Economic Recovery Act, 2020

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the proponent. The Notice of Completion must be sent to the appropriate MECP Regional Office email address (for projects in MECP Eastern Region, the email is eanotification.eregion@ontario.ca).

The public has the ability to request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director (of the Environmental Assessment Branch) will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

Therefore, the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the proponent may not proceed after this time if:

- a Section 16 Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Section 16 Order requests on those matters should be addressed in writing to:

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

and

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

Client's Guide to Preliminary Screening for Species at Risk

Ministry of the Environment, Conservation and Parks

Species at Risk Branch, Permissions and Compliance

DRAFT - May 2019

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1.0 Purpose, Scope, Background and Context

1.1 Purpose of this Guide

This guide has been created to:

- help clients better understand their obligation to gather information and complete a preliminary screening for species at risk before contacting the ministry,
- outline guidance and advice clients can expect to receive from the ministry at the preliminary screening stage,
- help clients understand how they can gather information about species at risk by accessing publicly available information housed by the Government of Ontario, and
- provide a list of other potential sources of species at risk information that exist outside the Government of Ontario.

It remains the client's responsibility to:

- carry out a preliminary screening for their projects,
- obtain best available information from all applicable information sources,
- conduct any necessary field studies or inventories to identify and confirm the presence or absence of species at risk or their habitat,
- consider any potential impacts to species at risk that a proposed activity might cause, and
- comply with the *Endangered Species Act* (ESA).

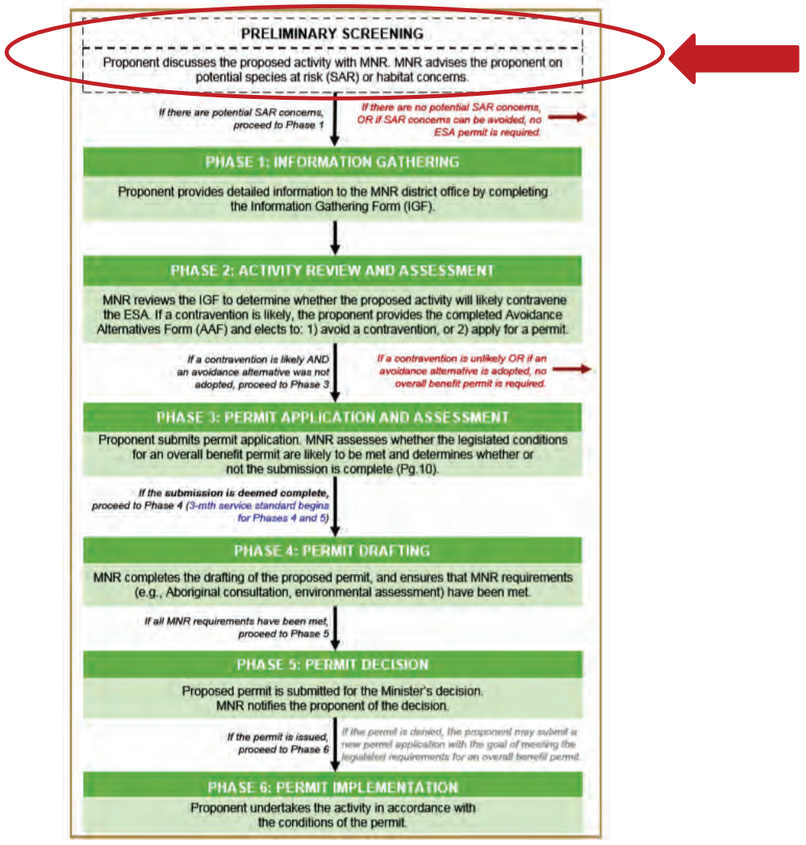
To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide, at a minimum, prior to contacting Government of Ontario ministry offices for further information or advice.

1.2 Scope

This guide is a resource for clients seeking to understand if their activity is likely to impact species at risk or if they are likely to trigger the need for an authorization under the ESA. It is not intended to circumvent any detailed site surveys that may be necessary to document species at risk or their habitat nor to circumvent the need to assess the impacts of a proposed activity on species at risk or their habitat. This guide is not an exhaustive list of available information sources for any given area as the availability of information on species at risk and their habitat varies across the province. This guide is intended to support projects and activities carried out on Crown and private land, by private landowners, businesses, other provincial ministries and agencies, or municipal government.

1.3 Background and Context

To receive advice on their proposed activity, clients must first determine whether any species at risk or their habitat exist or are likely to exist at or near their proposed activity, and whether their proposed activity is likely to contravene the ESA. Once this step is complete, clients may contact the ministry at SAROntario@ontario.ca to discuss the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. At this stage, the ministry can provide advice and guidance to the client about potential species at risk or habitat concerns, measures that the client is considering to avoid adverse effects on species at risk or their habitat and whether additional field surveys are advisable. This is referred to as the "Preliminary Screening" stage. For more information on additional phases in the diagram below, please refer to the *Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits* policy available online at https://www.ontario.ca/page/species-risk-overall-benefit-permits



2.0 Roles and Responsibilities

To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide prior to contacting Government of Ontario ministry offices for further information or advice.

Step 1: Client seeks information regarding species at risk or their habitat that exist, or are likely to exist, at or near their proposed activity by referring to all applicable information sources identified in this guide.

Step 2: Client reviews and consider guidance on whether their proposed activity is likely to contravene the ESA (see section 3.4 of this guide for guidance on what to consider).

Step 3: Client gathers information identified in the checklist in section 4 of this guide.

Step 4: Client contacts the ministry at SAROntario@ontario.ca to discuss their preliminary screening. Ministry staff will ask the client questions about the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. Ministry staff will also ask the client for their interpretation of the impacts of their activity on species at risk or their habitat as well as measures the client has considered to avoid any adverse impacts.

Step 5: Ministry staff will provide advice on next steps.

Option A: Ministry staff may advise the client they can proceed with their activity without an authorization under the ESA where the ministry is confident that:

- no protected species at risk or habitats are likely to be present at or near the proposed location of the activity; or
- protected species at risk or habitats are known to be present but the activity is not likely to contravene the ESA; or
- through the adoption of avoidance measures, the modified activity is not likely to contravene the ESA.

Option B: Ministry staff may advise the client to proceed to Phase 1 of the overall benefit permitting process (i.e. Information Gathering in the previous diagram), where:

- there is uncertainty as to whether any protected species at risk or habitats are present at or near the proposed location of the activity; or
- the potential impacts of the proposed activity are uncertain; or
- ministry staff anticipate the proposed activity is likely to contravene the ESA.

3.0 Information Sources

Land Information Ontario (LIO) and the Natural Heritage Information Centre (NHIC) maintain and provide information about species at risk, as well as related information about fisheries, wildlife, crown lands, protected lands and more. This information is made available to organizations, private individuals, consultants, and developers through online sources and is often considered under various pieces of legislation or as part of regulatory approvals and planning processes.

The information available from LIO or NHIC and the sources listed in this guide should not be considered as a substitute for site visits and appropriate field surveys. Generally, this information can be regarded as a starting point from which to conduct further field surveys, if needed. While this data represents best available current information, it is important to note that a lack of information for a site does not mean that species at risk or their habitat are not present. There are many areas where the Government of Ontario does not currently have information, especially in more remote parts of the province. The absence of species at risk location data at or near your site does not necessarily mean no species at risk are present at that location. On-site assessments can better verify site conditions, identify and confirm presence of species at risk and/or their habitats.

Information on the location (i.e. observations and occurrences) of species at risk is considered sensitive and therefore publicly available only on a 1km square grid as opposed to as a detailed point on a map. This generalized information can help you understand which species at risk are in the general vicinity of your proposed activity and can help inform field level studies you may want to undertake to confirm the presence, or absence of species at risk at or near your site.

Should you require specific and detailed information pertaining to species at risk observations and occurrences at or near your site on a finer geographic scale; you will be required to demonstrate your need to access this information, to complete data sensitivity training and to obtain a Sensitive Data Use License from the NHIC. Information on how to obtain a license can be found online at https://www.ontario.ca/page/get-natural-heritage-information.

Many organizations (e.g. other Ontario ministries, municipalities, conservation authorities) have ongoing licensing to access this data so be sure to check if your organization has this access and consult this data as part of your preliminary screening if your organization already has a license.

3.1 Make a Map: Natural Heritage Areas

The Make a Natural Heritage Area Map (available online at http://www.gisapplication.lrc.gov.on.ca/mamnh/Index.html?site=MNR_NHLUPS_NaturalHeritage&viewer=NaturalHeritage&locale=en-US provides public access to natural heritage information, including species at risk, without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify generalized species at risk information, mark areas of interest, and create and print a custom map directly from the web application. The tool also shows topographic information such as roads, rivers, contours and municipal boundaries.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk has been generalized to a 1-kilometre grid to mitigate the risks to the species (e.g. illegal harvest, habitat disturbance, poaching).

The web-based mapping tool displays natural heritage data, including:

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- Natural Heritage Information Centre data.

Data cannot be downloaded directly from this web map; however, information included in this application is available digitally through Land Information Ontario (LIO) at https://www.ontario.ca/page/land-information-ontario.

3.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large provincial corporate database called the LIO Warehouse and can be accessed online through the LIO Metadata Management Tool at https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home. This tool provides descriptive information about the characteristics, quality and context of the data. Publicly available geospatial data can be downloaded directly from this site.

While most data are publicly available, some data may be considered highly sensitive (i.e. nursery areas for fish, species at risk observations) and as such, access to some data maybe restricted.

3.3 Additional Species at Risk Information Sources

- The Breeding Bird Atlas can be accessed online at http://www.birdsontario.org/atlas/index.jsp?lang=en
- eBird can be accessed online at https://ebird.org/home
- iNaturalist can be accessed online at https://www.inaturalist.org/
- The Ontario Reptile and Amphibian Atlas can be accessed online at https://ontarionature.org/programs/citizen-science/reptile-amphibian-atlas
- Your local Conservation Authority. Information to help you find your local Conservation Authority can be accessed online at https://conservationontario.ca/conservation-authorities/find-a-conservation-authority/

  Local naturalist groups or other similar community-based organizations
- Local Indigenous communities
- Local land trusts or other similar Environmental Non-Government Organizations
- Field level studies to identify if species at risk, or their habitat, are likely present or absent at or near the site.
- When an activity is proposed within one of the continuous caribou ranges, please be sure to consider the caribou Range Management Policy. This policy includes figures and maps of the continuous caribou range, can be found online at https://www.ontario.ca/page/range-management-policy-support-woodland-caribou-conservation-and-recovery

3.4 Information Sources to Support Impact Assessments

- Guidance to help you understand if your activity is likely to adversely impact species at risk or their habitat can be found online at https://www.ontario.ca/page/policy-guidance-harm-and-harass-under-endangered-species-act and https://www.ontario.ca/page/categorizing-and-protecting-habitat-under-endangered-species-act
- A list of species at risk in Ontario is available online at https://www.ontario.ca/page/species-risk-ontario. On this webpage, you can find out more about each species, including where is lives, what threatens it and any specific habitat protections that apply to it by clicking on the photo of the species.

4.0 Check-List

Please feel free to use the check list below to help you confirm you have explored all applicable information sources and to support your discussion with Ministry staff at the preliminary screening stage.

- ✓ Land Information Ontario (LIO)
- ✓ Natural Heritage Information Centre (NHIC)
- ✓ The Breeding Bird Atlas
- ✓ eBird
- ✓ iNaturalist
- ✓ Ontario Reptile and Amphibian Atlas
- ✓ List Conservation Authorities you contacted:_____

  _____
- ✓ List local naturalist groups you contacted:_____

  _____
- ✓ List local Indigenous communities you contacted:_____

  _____
- ✓ List any other local land trusts or Environmental Non-Government Organizations you contacted:_____

  _____
- ✓ List and field studies that were conducted to identify species at risk, or their habitat, likely to be present or absent at or near the site: _____

  _____
- ✓ List what you think the likely impacts of your activity are on species at risk and their habitat (e.g. damage or destruction of habitat, killing, harming or harassing species at risk):_____

  _____

From: Short, Sam (MNRF) <Sam.Short@ontario.ca>
Sent: Wednesday, October 19, 2022 8:52 AM
To: comments@Hwy62PEC1.ca
Subject: MNRF Comments: GWP 4077-20-00, Hwy 62 & Cty Rd 1 Intersection Impvts

Hello,

Thank you for circulating the attached notice to our office for review.

MNRF's Land Use Planning and Strategic Issues Section (LUPSI) has received and reviewed the Notice of Study Commencement prepared for the Highway 62 & Prince Edward County Road 1 Intersection Improvements Project (GWP 4077-20-00). We provide the below comments for your consideration.

Natural Heritage

NDMNRF's natural heritage and natural resources GIS data layers can be obtained through the Ministry's Land Information Ontario (LIO) website. You may also view natural heritage information online (e.g., Provincially Significant Wetlands, ANSI's, woodlands, etc.) using the Make a Map: Natural Heritage Areas tool.

We recommend that you use the above-noted sources of information during the review of your project proposal.

Fish and Wildlife Conservation Act

Please note, that should the project require:

- The relocation of fish outside of the work area, a Licence to Collect Fish for Scientific Purposes under the *Fish and Wildlife Conservation Act* will be required.
- The relocation of wildlife outside of the work area (including amphibians, reptiles, and small mammals), a Wildlife Collector's Authorization under the *Fish and Wildlife Conservation Act* will be required.

Thank you,

Sam Short (he/him)
Regional Planner
Ph: 705-772-9329
Land Use Planning and Strategic Issues Section – Southern Region
Ministry of Natural Resources and Forestry

STAKEHOLDER COMMENT SHEET

Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements
GWP 4077-20-00

Please submit your comments before October 28, 2022. Use the other side if required.
If you have any accessibility requirements in order to participate in this project, please contact the Project Team member listed below. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Comments may be submitted by mail or email to:

Nevena Gazibara, B.Sc., MREM, ENV SP, Environmental Planner
Stantec Consulting Ltd., 200-835 Paramount Drive, Stoney Creek ON L8J 0B4
Tel. (905) 381-3249
Email: nevena.gazibara@stantec.com

Comments submitted by:

Name of Contact: Sam Short (Regional Planner)
Organization: Ministry of Natural Resources and Forestry
Address: (including Postal Code) 4th Flr S, 300 Water St, Peterborough, ON K9J 3C7
Telephone Number: 705-772-9329
Email: sam.short@ontario.ca

The contact name and mailing address for your organization/agency (please check one):
- ☑ Is correct; or
- ☐ Should be changed to:

Your interests or concerns regarding the study area or undertaking are (continue on back if required): See comments in email

Your organization/agency can provide the following environmental (i.e., natural, social, economic or cultural) information and requires the following permits/approvals:
See comments in email

I am providing a copy of background reports/existing information:
- ☐ With this comment sheet
- ☑ Via email / mail
- ☐ No background information available

The level of involvement you wish to have on this project is:
- ☐ Active participation
- ☑ Participation at key points
- ☐ None, please remove from mailing list

Additional comments:

See comments in email

www.Hwy62PEC1.ca

Stantec Consulting Ltd.
200-835 Paramount Drive, Stoney Creek ON L8J 0B4

RECEIVED
OCT 06 2022
Ministry of Natural Resources and Forestry
Peterborough District Office

September 20, 2022
File: 165001270

Attention: Catherine Warren, District Planner
Ministry of Natural Resources and Forestry, Peterborough District
300 Water Street
4th Flr S
Peterborough ON K9J 3C7

Dear Ms. Warren,

Reference: Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Study Commencement

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a *Transportation Environmental Study Report* (TESR).

Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list and posted on the project website. Upon completion of the preliminary design, a *TESR* will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public comment period. A copy of the Notice of Study Commencement is attached.

The purpose of this letter is to introduce the project, to seek your input on the existing conditions within the study area, and to identify any issues, concerns or approval requirements that your organization may have. Your input is requested by October 28, 2022. A comment sheet is attached to facilitate your feedback.

Reference: **Preliminary Design and Class Environmental Assessment**
Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Notice of Study Commencement

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, to obtain current project information and to submit comments to the project team. If you have any questions regarding the study, please contact the undersigned or one of the Project Managers named in the enclosed material.

Regards,

STANTEC CONSULTING LTD.

Nevena Gazibara, B. Sc., MREM, ENV SP
Senior Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

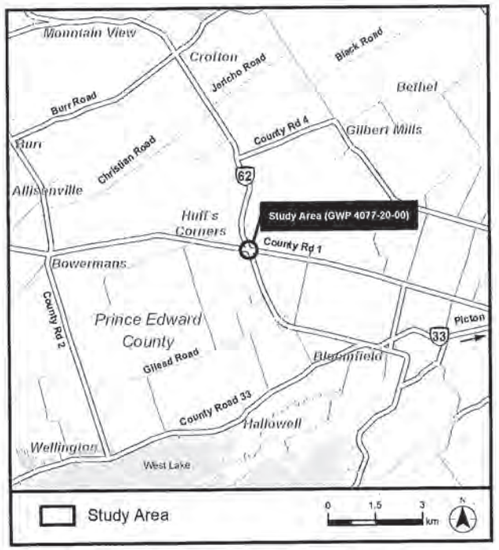
Attachment: Notice of Study Commencement
Comment Form

c. D. Taylor, S. Baczyk – Ministry of Transportation
T. Belliveau – Stantec Consulting Ltd.

Ontario **Notice of Study Commencement**
Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

Study Overview

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.



This study will include reviewing existing conditions, developing and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated (protected) at the completion of the study.

The Process

This study will follow the approved planning process for "Group B" undertakings following MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from stakeholders to generate and evaluate intersection improvement alternatives. Public and agency consultation is an important component of the study. Two Public Information Centres (PICs) are planned, and notices of the PICs will be advertised in local newspapers, sent to the project mailing list, and posted on the project website. Upon completion of the preliminary design, a *Transportation Environmental Study Report* (TESR) will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public comment period.

Comments

You are encouraged to participate in the study and to provide comments in writing to the project team by October 28, 2022. If you wish to have your name added to the project mailing list or have questions about the study, please contact:

Mr. Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3224
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Mrs. Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Tel: (613) 449-7457
Toll-free: 1-800-267-0295
Fax:(613) 540-5106
comments@Hwy62PEC1.ca

You are encouraged to visit the project website, **www.Hwy62PEC1.ca**, where project information including study notices, background information, PIC displays, and the TESR will be made available as the study progresses. You can also submit comments to the project team on the project website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above.
Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

From: Peter Moyer <pmoyer@pecounty.on.ca>
Sent: Friday, October 28, 2022 4:31 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: GWP 4077-20-00 Hwy 62 CR1

Hi, Nevena - please see attached.

Regards,

Peter Moyer, P.Eng.
Director, Development Services
Department of Development Services
The Corporation of the County of Prince Edward
T: 613.476.2148 ext. 2021 | F: 613.471.2050
pmoyer@pecounty.on.ca
-

TheCounty™
280 Picton Main Street, Picton, ON, K0K 2T0
Mailing Address: 332 Picton Main Street, Picton, ON K0K 2T0
www.thecounty.ca | facebook | twitter

This communication is intended for the addressee indicated above. The information contained in the email will be used for municipal purposes and will be managed in accordance with *The Municipal Act* and *The Municipal Freedom of Information and Protection of Privacy Act*. If you have received this in error, please notify us immediately.

Development Services
The Corporation of the County of Prince Edward
Office: 280 Picton Main Street, Picton, ON K0K 2T0
Mailing: 332 Picton Main Street, Picton, ON K0K 2T0
T: 613.476.2148 x 2021 | F: 613.471.2051
pmoyer@pecounty.on.ca | www.thecounty.ca

October 28, 2022

Nevena Gazibara, B.Sc., MREM, ENV SP
Senior Environmental Planner
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4

Hi, Nevena

Please accept this as our Stakeholder Comment Sheet for the Preliminary Design and Class EA for Highway 62 and Prince Edward County Road 1 Intersection Improvements.

The Municipality has been concerned about the functionality and safety of this intersection for several years. The Mayor and other Members of Council have expressed those concerns with both the Political members and Ministry staffers; and Municipal staff have met and discussed with MTO staff over the same course. While we acknowledge some enhancements, such as illumination, have been provided for in the recent years, we are of the opinion that further enhancements are required. With that we offer the following:

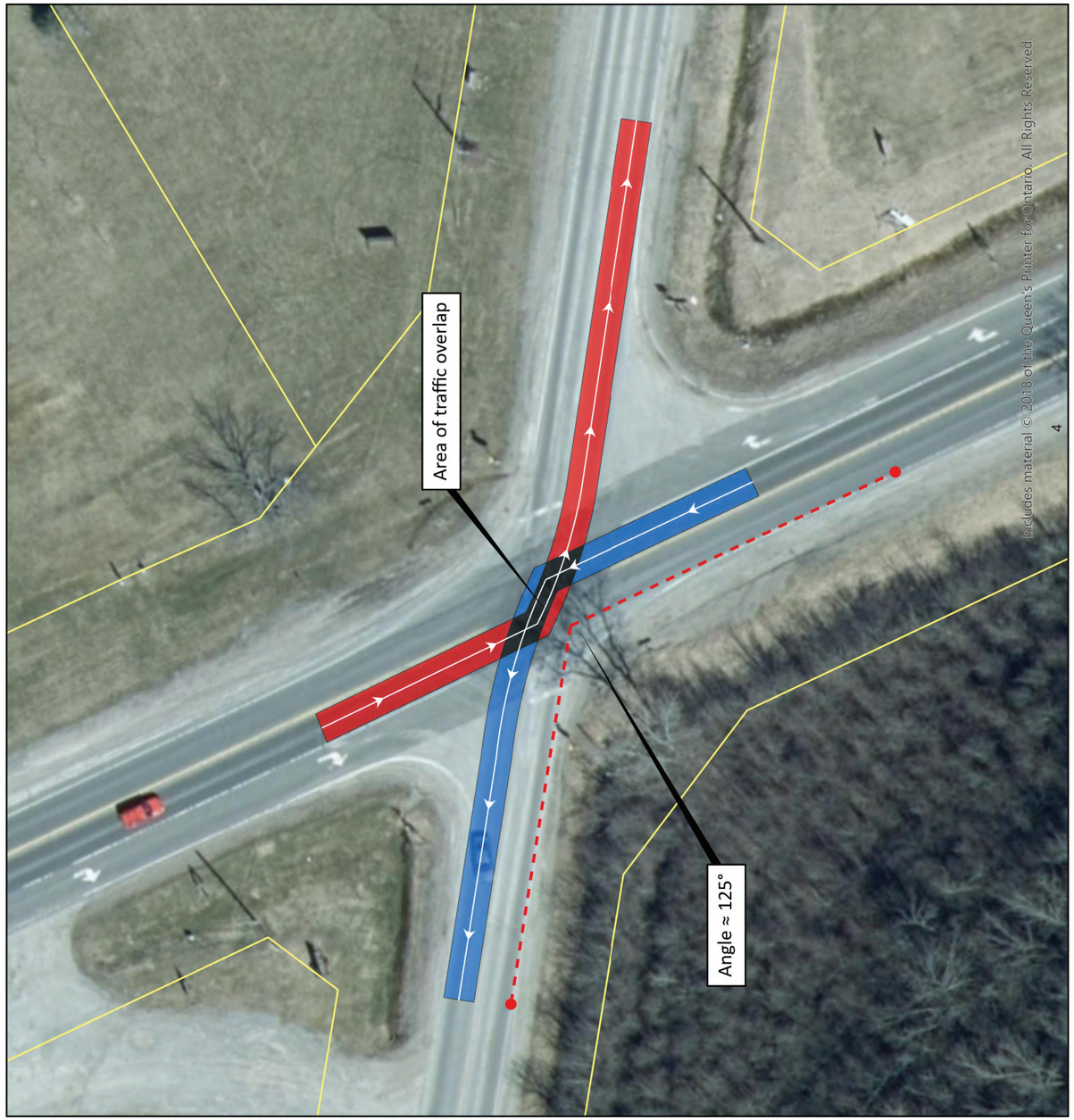
1. Prince Edward County is a popular tourist destination with the extremely popular Sandbanks Provincial Park along with many other smaller destinations, where thousands of visitors make their way here each day during peak summer season.
2. Both Hwy 62 and County Road 1 are main corridors in and out the County. Prince Edward County is an island community and there are very limited ways to access its main centres and the tourist areas, including Sandbanks Provincial Park. Hwy 62 from Belleville provides central access from the 401. County Road 33 from Quinte West, provides the predominant 401 access for those from the west and County Road 49 from Marysville, provides the predominant 401 access for those from the east. There is also access via a ferry at Glenora to Adolphus town in Greater Napanee.
3. County Road 1 provides the main access from County Road 33 as it traverses across creating a shorter destination time to a majority of the attractions, including Sandbanks Provincial Park. All GPS Navigation and Google direct those travelers along County Road 1 which inevitably leads them to its intersection with Highway 62.
4. We have seen a dramatic increase in tourist traffic over the past 10 years and this intersection has become dysfunctional and often unsafe during peak times.
5. This intersection of Highway 62 and County Road 1 is skewed, such that some drivers find it difficult or awkward to thoroughly check for cross traffic in the obtuse angle.
6. Because of the skewed angle, left-hand turn maneuvers from Highway 62 to County Road 1 are in direct conflict with one another as their required paths must pass through the other in order to make the maneuver. This presents confusion, distraction and unpredictability for drivers. See attachment.

7. There are often large queues along both sides of County Road 1 trying to cross Highway 62 or enter upon Highway 62. This creates frustration in drivers which leads to high risk maneuvers.
8. There have been several accidents at this intersection over the past few years. Given the high rate of speed on Highway 62, which is posted at 80 km/h but is often well exceeded, accidents are usually high impact which presents high risk of fatalities. Fortunately, there have not been any fatalities yet, but it is only a matter of time.
9. The Municipality is not usually informed of the exact cause of vehicular accidents on provincial highways, however; we have been informed that such an accident occurred due to a blind spot created by the vehicles stanchion and side mirror, which was a direct correlation of the skewed intersection. Because of the skew, the location where cross traffic would normally appear from the viewpoint of the driver was not in the typical location; the driver did not see the vehicle travelling northbound on Highway 62, so he pulled out onto Highway 62, and his eastbound vehicle collided with the northbound vehicle.
10. The skew contributes to a non-intuitive environment for drivers, which exacerbates the level of risk and driver uncertainty associated with the often large queues and high speed and volumes on Highway 62.
11. Due to the intersections' atypical geometry, combined with high traffic volumes and the speed of the vehicles on Highway 62, major enhancements are required.
12. Given the huge success of the County Road 1 / Loyalist Parkway Roundabout, the Municipality would like to see a roundabout option explored during this study, and we understand that through the EA process other options will also be explored and evaluated.
13. The Municipality is requesting to participate in this study as a partner and would like to be at the table during all meetings involving the MTO and its consultant. We feel participation at this level is required, especially since County Road 1 is our road and we have deep concerns for the future of this vitally important intersection.
14. We anticipate that this study will include two 7-day peak summer traffic volume periods, with splits for each leg and speeds.
15. The Municipality is willing to have further discussions on capital contributions and assist with any land acquisitions necessary in order to make this intersection much safer for our residents and visitors alike.

Should you have any questions or would like any additional information, please don't hesitate to contact me.

Regards,

Peter Moyer, P.Eng.
Director of Development Services



From: Formsma, Julie (MNRF) <julie.formsma@ontario.ca>
Sent: Thursday, November 3, 2022 3:59 PM
To: Orr, Andrea <Andrea.Orr@stantec.com>
Cc: Giesbrecht, Debbie <debbie.giesbrecht@stantec.com>; Todd, Kathleen <kathleen.todd@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Natural heritage information request_MTO Hwy 62 and County Rd 1

Hello Andrea,
A review of our records of the requested area was conducted for the Highway 62 and PEC Road 1 area in Peterborough District.

FISH COMMUNITY: unknown. MNRF has no fish community records for the study area, however our records indicate a permanent stream located on the south east portion of the study area and a pond/water feature in the south west portion. Since there is not information available, MNRF is not able to populate the attached Table 1 (i.e. all entries would be "unknown").

NATURAL HERITAGE FEATURES: unevaluated wetland present within study area

DFO: No records of aquatic SAR in the study area. Since there is in water work, please visit DFO's website for projects near water http://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html.

MECP: Please contact MECP at sarontario@ontario.ca regarding the species at risk identified and their habitat prior to commencing the proposed work.

FISH TIMING WINDOW: unknown

Julie Formsma
Integrated Resource Management Technical Specialist, MNRF, Peterborough District
julie.formsma@ontario.ca Cell: 705-772-9863 Fax: 705-755-3125

From: Orr, Andrea <Andrea.Orr@stantec.com>
Sent: September 16, 2022 5:23 PM
To: phil.prell@ontario.ca; Formsma, Julie (MNRF) <julie.formsma@ontario.ca>
Cc: Giesbrecht, Debbie <debbie.giesbrecht@stantec.com>; Todd, Kathleen <kathleen.todd@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Natural heritage information request_MTO Hwy 62 and County Rd 1

PUBLIC COMMENTS

From:
Sent: September 21, 2022 10:30 AM
To: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Subject: MOT review of intersection at Hwy 62 and CR-1 - Prince Edward County

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Morning Deidre,
My name is and I am the manager of the wine tour company located on the in Prince Edward County. My understanding is that your are the Senior Project Engineer in charge of the study being done at that intersection. I have worked at our current location since 2018 and have called in many of the accidents that have happened at that corner. If I can provide any information to you please do not hesitate to contact me by email, phone or text.

If there are any updates on the study that can be shared I would very much appreciate receiving them.

Thank you,

From:
Sent: Monday, September 26, 2022 1:39 PM
To: comments@hwy62pec1.ca
Subject: Comments

I live on Highway 62 about a km South of this intersection. The 2 biggest problems we encounter are:

1) tourists on County Road 1 come to the stop sign and think it is a 4 way stop. They then pull out in front of traffic on Highway 62 who are continuing through the junction. Whenever we use Highway 62 we have to be ready for vehicles to pull out in front of us. However, if we slow down, this confirms their assumption that it is a 4 way stop, making it more likely they will pull out. This makes it a dangerous intersection. The only solutions we can see are either a roundabout or traffic lights.

2) County Road 1 appears to be staggered at this intersection, making it confusing for motorists who are on Highway 62 (either direction) and who want to turn left onto #1, when there is another vehicle coming in the opposite direction. They aren't sure whether to turn in front of the opposite vehicle, or behind it.

A roundabout would solve both these problems.

I can be reached at

Thanks,

----Original Message-----
From:
Sent: Monday, September 26, 2022 8:44 PM
To: comments@hwy62pec1.ca
Subject: Contact list

Could we be added to the mailing list?

Thanks ,
Sent from my iPad

-----Original Message-----
From:
Sent: Wednesday, September 28, 2022 2:38 PM
To: comments@hwy62pec1.ca
Subject: Hwy 62 at Cty Rd. 1

As a Paramedic in Prince Edward County I have responded to major and minor accidents at this intersection since the 1960's. Since my retirement 9 years ago I have come upon or heard of more accidents at this intersection in the past 5 years than in the previous 45 years. Something OBVIOUSLY needs to be done there, to think otherwise is negligent.

Perhaps a roundabout would be good but at the very least a four way stop, turning lanes and better approach warnings would be a significant improvement.

Superintendent (Retired)
Hastings-Quinte EMS

Sent from my iPad

From:
Sent: Wednesday, September 28, 2022 3:09 PM
To: comments@hwy62pec1.ca
Subject: Cty Rd 1

Good Day: Maybe our mayor should think about cost cutting and reducing taxes, and refrain from suggesting " construction of a round-a-bout.". since when did he get is civil engineering degree. ?
The cost for this study and probably another one after that, and the construction of a round a bout will far exceed that of plain and simple traffic lights.

-----Original Message-----
From:
Sent: Wednesday, September 28, 2022 9:50 AM
To: comments@hwy62pec1.ca
Subject: HWY 62 & PEC County Rd. 1 Intersection

Good Morning

In my opinion I believe the only way to solve the many problems for this intersection is to create a roundabout.

Regards

-----Original Message-----
From:
Sent: Wednesday, September 28, 2022 9:40 AM
To: comments@hwy62pec1.ca
Subject: HWY 62 & 1 - Public Comment

To Whom It May Concern,

On the West Island of Montreal there is a similar intersection, HWY 2 and Woodland Ave.

This intersection was the deadliest intersection in Quebec for many years.

In the 50'-60's there was a stop sign, in the 70's-80's a traffic light. Nothing seemed to prevent fast moving vehicles, driven by hurried or inattentive drivers from rear ending stopped traffic. After much public debate and protest off-ramps were finally built.

Given that off-ramps are unfeasible here, it seems that a roundabout is very good solution to keep traffic moving.

Best regards,

From:
Sent: Wednesday, September 28, 2022 8:48 AM
To: comments@hwy62pec1.ca
Subject: comment

If part of this study involves a consideration of traffic volumes, then it is likely that the study is taking place too late in the season. Prince Edward County has 3 entry points with Highway 62 being the geographical central one. Traffic entering via County Road 33 on the west side heading toward Sandbanks Park and Picton, does so via County Road 1. During the summer and in particular on the weekend, the bulk of traffic heading into the County on 33 turns onto County Road 1. At the same time, Highway 62 sees an increase in traffic flow. Now that we have passed the peak tourist season, the volume of traffic reaching the study location will be significantly lower on both roads. It would be unfortunate and ultimately inaccurate to rely on traffic volumes in the off season to make decisions of the need for or design of any traffic control measures.

From:
Sent: Tuesday, September 27, 2022 3:24 PM
To: comments@hwy62pec1.ca
Subject: 62 and 1

I have owned a business on this corner since 2008. It is extremely hazardous with numerous accidents and fatalities. It is dangerous for staff and customers and indeed, anyone travelling this route. I highly support a change - either traffic lights or a roundabout. Anything to reduce the numerous injuries and deaths that will certainly occur in the future if nothing is done. The traffic is extremely heavy in the spring summer and fall, and visibility is often restricted in winter with fog and snow and rain. Thank goodness something will finally be done about this.

--

From:
Sent: Thursday, September 29, 2022 1:35 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Ref. File # 165001270 Notice of Study Commencement

Hello Nevena. I received your notice of reference
Preliminary Design and Class Environmental Assessment Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) Notice of Study Commencement.

Thank you

-----Original Message-----
From:
Sent: Wednesday, September 28, 2022 5:39 PM
To: comments@hwy62pec1.ca
Subject: County Rd 1 and hwy 62 intersection

Hello
This intersection should be transformed into a roundabout. Look at how well it worked at 1 and 33!
Signal lights will just frustrate people and cause traffic congestion.
Roundabouts work well, look at the rest of the world!

From:
Sent: Thursday, September 29, 2022 4:56 PM
To: Belliveau, Tim <tim.belliveau@stantec.com>
Subject: Voice Mail (1 minute and 21 seconds)

Kim, this is calling you from Bloomfield ON on boat 2 1/2, three hours away from where you are. I know Stoney Creek very well. I used to live in Milton regarding your Hwy 62. I got a lot for you. If you want to listen. I can solve your problem real easy. I already know what the problem is. So my phone number is . That's my home number. But the problem is you can see the time this calls coming into. ore 5 because I'm just finishing up work now. There's a good chance you can get at me at about 11:20 tomorrow, 11:30 on a different number, which is what is it, ? That'll be my cell. I'm actually putting up a building right now, so I'll be hard to get, but I would like to hear from you because I could solve a lot of your problems if you're willing to listen. I know the problem with that intersection completely and coming from a family from engineering, building highways all around Milton and Mississauga. For Hazel Mccallion, I'm sure I could help you out. You have a great day. Take care. Bye bye.

You received a voice mail from

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

From:
Sent: Friday, September 30, 2022 10:05 PM
To: comments@hwy62pec1.ca
Subject: Hwy. 62 Intersection

Interesting that in 2021, Todd Smith and Caroline Mulroney entered into the County via Hwy. 49. After that experience, they still think that more $ should be spent on Hwy. 62? And not Hwy. 49!!! Again we're left scratching our heads!

Sent from my Bell Samsung device over Canada's largest network.

From:
Sent: Friday, September 30, 2022 8:00 AM
To: comments@hwy62pec1.ca
Subject: Hwy 62 and CR 1 comments

Hello,

We live at Hwy 62, just north of county road 1. We have two small children.

We love where we live, except for the proximity to Hwy 62 and 1. Cars speed through the intersection, going well above the speed limit, which is already too high. Many times I have been kept up by flashing lights, police cars, ambulances, sometimes finding out in the morning of horrible accidents at the intersection. Hoping that nobody was hurt and equally thankful that it wasn't my family.

We'd like to walk to our local store, Taste of Country, but it doesn't feel safe, especially with young children in tow. With the cars going as fast as they do, and with the cars passing the cars that are turning, I'm always afraid that we will be hit if walking down the street or even driving. It's not uncommon for cars to race and also go off onto the shoulder.

I'm not an anxious person, but I believe that the intersection of 1 and 62 is the worst in all of the county.

I would love to see roundabout at the intersection and a speed reduction sign some 200m from the intersection on either side, similar to what you see at Hwy 33 and CR 1. Having a way to cross by foot would also be appreciated.

Please let me know if there's any other information that I can provide. I'm glad, hopeful that something will finally be done.

Thank you,

From:
Sent: Monday, October 3, 2022 2:24 PM
To: comments@hwy62pec1.ca
Subject: Comments, Project Reference: GWP 4077-20-00

Attention Project Team

Tim Belliveau, P.Eng., Deidre Taylor, P.Eng., and Nevena Gazibara, B.Sc.,MREM,ENV SP

I am attaching for your information and official files, our comments in response to this Preliminary Design Study and Class Environmental Assessment project concerning Highway 62 and PEC Road 1 Intersection Improvements, Project Reference: GWP 4077-20-00.

Please also ensure that we are added to the project mailing list for this study during its duration.

Thank you,

Highway 62 & PEC Rd 1 Intersection Improvements
Project Ref: GWP 4077-20-00

These comments are provided as input to the Preliminary Design Study and Class Environment Assessment re Highway 62 and PEC Road 1 Intersection Improvements on behalf of my husband, and myself, , who are both retired urban/community planners.

We were involved in a serious accident at this intersection on May 19, 2018, causing the total replacement of our 2015 KIA Soul, as well as shock and injuries to ourselves. We were driving south on Highway #62 that afternoon, returning to our home in Bloomfield after a trip to Belleville. Just before we reached the intersection of Co. Road #1 and Highway #62, a car travelling east on County Road #1 (near Huff's winery) moved into the intersection without stopping. Though my husband tried hard to avoid the other car, there was a collision, and our car ended up on the side of the highway with all airbags deployed, even the curtain bags running the length of the car on each side. Five police cars, two paramedic ambulances and the fire department responded along with some other drivers who had stopped to help.

Inside, the car looked like it was on fire, with thick smoke resulting from the powder released by the deployment of the air bags. The car that had failed to stop at the intersection crushed the passenger's side and front of our car, very nearly missing (within a couple of inches) where I was sitting, causing the passenger's door to be jammed in place by the collision. We finally got out of the car but only by both of us somehow managing to use the door on the driver's side. The right hand wheel of our car was buried up to the rim, on the soft shoulder of Highway #62, just south of the intersection with County Rd. #1.

We were taken to Picton Hospital emergency room by ambulance. My husband sustained a soft tissue injury on his right hand and arm, requiring two stitches for a wound on his hand. I sustained a near neck whiplash, requiring several physiotherapy sessions. The three persons in the other car were not injured; we learned from the police that they were from Toronto on a visit to the County.

We believe the recent installation of a flashing light is less than, if not totally inadequate to resolve the continuing potential for accidents at this intersection. The problem is caused at least in part by the less than 90 degree meeting of Highway #62 and County Road #1, along with the continued existence of a small woodlot where County Road #1 meets the west side of Highway #62, causing vision problems for drivers approaching the intersection from the west. It also seems drivers visiting the County do not take seriously the importance of stopping at this intersection of a County rural road with a major highway. We believe the best solution would be the installation of a roundabout.

Dated: October 3, 2022

From: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Sent: Monday, October 3, 2022 10:48 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>
Subject: FW: GWP 4077-20-00 - Hwy 62 and PEC1 - Contact List

Please add the following contact to our project mailing list.

They left a message with our admin and also on my voicemail this morning providing there contact information and requesting to be added to the mailing list.

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), PD | DEB | TIMD | MTO

From: Taylor, Deidre (MTO)
Sent: October 3, 2022 10:47 AM
To:
Cc: comments@hwy62pec1.ca
Subject: GWP 4077-20-00 - Hwy 62 and PEC1 - Contact List

Hi – Thank you for reaching out today. Please note that we have received your voicemail and I am writing to confirm that you have been added to the Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design project mailing list per the following:

Name:
Telephone Number:
Email:

Kind Regards,

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), Design and Engineering Branch

Ministry of Transportation Ontario

Transportation Infrastructure Management Division
1355 John Counter Boulevard
Kingston, ON K7L 5A3
613-449-7457
Deidre.Taylor@ontario.ca

From:
Sent: Monday, October 3, 2022 6:44 PM
To: comments@hwy62pec1.ca
Subject: A change must take place

I drive hwy 62 on a daily basis and I have to take correction actions at that intersection every year.

Stating nothing new to your Project Team……..a change must take place at that intersection.

My input without having any statistics to back it up is:

- Build a roundup that has an obstruction in the centre of it, to remove the option of driving through it, fast and easily.

Do not change the intersection to something that drivers can just ignore and drive through it:

- Four way stop signs; or
- Traffic lights.

From: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Sent: Tuesday, October 4, 2022 1:12 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: Belliveau, Tim <tim.belliveau@stantec.com>
Subject: GWP 4077-20-00 - Hwy 62 / PEC1 - Voicemail Record and Mailing List Request

Hi Nevena – Please see a record below of my correspondence with an interested member of the public for the Hwy 62 / PEC1 Study.
Please let me know if you have away to track down their full mailing address based on the information provided in the voicemail… otherwise I will try to call back again later this week.

Thanks,
Deidre

Returned Call – September 27, 2022 @ 3:45pm – no answer, left voicemail @ 3:50pm
Left Another Voicemail – October 4, 2022 @ 1:10pm

Questions I intend to ask:

How did you hear about the study:

Proper Spelling of name:

Mailing Address:

XXX
RR1 Bloomfield, ON
K0K 1G0

Voicemail – September 26, 2022 2:52pm

"Hello. calling RR1 Bloomfield. I got notice that there is a study being done at the corner of Highway 62 and County Road 1. It appears, they don't mention it, but likely they are putting in a traffic circle. I think it's a fantastic idea, a lot of accident happens there. I don't have a computer but I want to get put on the mailing list. My number is . Thank you."

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), Design and Engineering Branch

Ministry of Transportation Ontario
Transportation Infrastructure Management Division
1355 John Counter Boulevard
Kingston, ON K7L 5A3
613-449-7457
Deidre.Taylor@ontario.ca

From:
Sent: Tuesday, October 4, 2022 2:12 PM
To: comments@hwy62pec1.ca
Subject: Roundabout for this location would be the best solution.

The roundabout in Picton at the Schoharie Road and Hwy 33 has been a great boon to the traffic in this area. Vehicles are forced to slow down and any mishaps are minor. Roundabouts are a great lifesaver and ... a timesaver to motorists as well.

-----Original Message-----
From:
Sent: Wednesday, October 5, 2022 3:35 PM
To: comments@hwy62pec1.ca
Subject: Highway 62 and Prince Edward County Road 1 Intersection Improvements

Hello,

I would like to propose the idea of putting a roundabout either single or double lane.
This would solve all proposed issues and would match the secondary roundabout at Hwy 33 and County Road 1.

-----Original Message-----
From:
Sent: Wednesday, October 5, 2022 8:44 PM
To: comments@Hwy62PEC1.ca
Subject: Transportation Environmental Study Report

To Mr. Belliveau and Mrs Taylor

We are very pleased to see that a study is being conducted regarding Hwy 62 and County Road 1. We are long time residents of Prince Edward County. I have grown up on Hwy 62 just below Mount Pleasant between County Rd 1 and County Rd 4. I currently live on Oram Road with my husband and family. So I have a life time of experience with this intersection. When I was a child, my parents submitted a letter requesting improvements to this intersection.

We travel through the intersection of Hwy 62 and County Rd 1 several times a day travelling to work, grocery shopping, visiting family, getting to church and going to our trailer. Each time we reach the intersection we hold our breath, praying everyone follows the rules. We have lost count on how many close calls and extreme near misses we have witnessed and been directly involved in each year.

In our experience two issues are of major concern:

1. People do not understand that this is not a 4-way stop. Often the drivers travelling East and/or West, stop, look and then go, even thou cars are travelling north and/or south - resulting near misses and often crashes.
2. Another significant hazard centres around when two vehicles meet in the intersection, one travelling North and one South and they both want to make a left turn. With the angle of the intersection - these actions become extremely dangerous.

We feel that a Round-About is the only alternative and solution. We have experienced first-hand how much the round-about at County Road 1 and Hwy 33 has made in reducing the hazards at that intersection. The same benefits are needed at this intersection.

We are invested in this study and helping make improvements to our roadways. Please add our name to your mailing list and we would be happy to help your team with this study in any way we can.

Thank You

-----Original Message-----
From:
Sent: Wednesday, October 5, 2022 12:00 PM
To: comments@hwy62pec1.ca
Subject: Roundabout

We lived in Ancaster before moving to the County in 2006. Hwy 2 coming into the west end of Ancaster was always a problem. Many travellers did not slow down to the posted residential speed limit. A roundabout was put in adjacent to our west end fire station. Problem solved. Our survey using the roundabout for access improved drastically. It was designed to handle fire station vehicles and farm equipment. Accidents mishaps dropped appreciably. Roundabouts solve many problems and an environmental first choice. The landscape also a very pleasing bonus.

-----Original Message-----
From:
Sent: Thursday, October 6, 2022 8:01 PM
To: comments@hwy62pec1.ca
Subject: CR1 and hwy62

Hello,
It is reassuring that this intersection problem is being addressed and soon rectified.

I believe the only solution to this ongoing, high collision intersection is to install a roundabout.

The existing two way stop signs are confusing, and as many of the people that use this intersection are tourists, it becomes a problem.
People going from East to West, or West to East, will stop, but then go, thinking that the people coming from the North and South will have a stop sign as well.
This confusion seems to compound the collisions, or near collision, as in my case.

Certainly, putting in a set of traffic lights would help, and be less expensive, but the traffic flow would really be affected!
The round about at County Road 1 and Hwy 33, just before Picton, works really well, and keeps the flow of traffic going.

It would be wonderful if the Roundabout came into fruition at the intersection of County Road 1 and Hwy 62.
It would meet the safety needs of the county's residents and tourists, as well as being a boost to Prince Edward County.

Thanks so much for listening to my comment, Sincerely

From:
Sent: Thursday, October 6, 2022 9:05 AM
To: comments@hwy62pec1.ca
Cc: Todd Smith-co <todd.smithco@pc.ola.org>
Subject: Hwy 62/Cty. Rd. 1 Intersection- PEC

Good morning:

First, i concede that I am not a transportation engineer (although I have considerable industry experience in retaining and working with these professionals).

That said, having driven extensively in the UK and the NL, and having traversed both the subject intersection and the 4-way roundabout west of Picton innumerable times and also frequently the Hunt Club Road West (Kanata) roundabout, I recommend unequivocally:

That a **roundabout** be designed and constructed at this intersection.

The benefits are manifest, and include public safety, minimizing vehicular delay, environmental benefits from freeflowing traffic, cost minimization through no required signalization and maintenance, etc. Additionally, it appears that the existing ROW would accommodate a roundabout.

Yvt,

From:
Sent: Thursday, October 6, 2022 11:25 AM
To: comments@hwy62pec1.ca
Subject: Comment re: Hwy 62 & PEC Rd 1 Intersection

Good morning,

I received your information flyer about the proposed changes to the above-noted intersection.

As you are aware, this is one of the busiest intersections in the County, with everyone who is either coming to Picton, Bloomfield and Sandbanks, or leaving those locations, travelling through there.

The most efficient and safest option for reconfiguration of this intersection would be a roundabout similar to the one at Waring's Corners. This keeps traffic moving, and keeps vehicles pulling travel trailers, large trucks, etc. from turning across two directions of traffic, which is one of the major causes of accidents there.

A roundabout just makes sense....

From:
Sent: Friday, October 7, 2022 9:45 AM
To: comments@hwy62pec1.ca
Subject: hwy 62 county rd 1

My wife and I were in an accident at this corner several years ago. The officer at the time said nothing would be done with this intersection until someone was killed there.
Nice to see that's not the case.
One problem is that the signage on the Northwest corner momentarily cuts of the visibility when an east bound driver looks north while approaching the corner. Those large green sign should not be put in front of the intersection as they are in this case.
I think if you check, most of the accident here are with an eastbound pulling in front of a south bound.
In our case it was dark and I think our vehicle was behind this sign when the other driver looked north.

Sent from Mail for Windows

From:
Sent: Friday, October 7, 2022 7:07 PM
To: comments@hwy62pec1.ca
Subject: Hwy 62 PEC and Cty Rd 1

Hi there,
A round-about is the only option to make that intersection safe. I have used several round-abouts in my travels at which traffic flows smoothly, safely, and with minimal waiting.
Good luck with the whole process,

Attachments: MTO letter of Oct 7 2022.pages
Importance: High

-----Original Message-----
From:
Sent: Friday, October 7, 2022 8:58 PM
To: Deidre.Taylor@ontario.ca
Cc: comments@hwy62pec1.ca
Subject: Hwy 62 & Cty Rd 1 Bloomfield Intersection
Importance: High

Hello Mrs. Deidre Taylor,
and I have concerns with the current intersection at Hwy 62 and Cty RD 1 Bloomfield. He has already contacted you to put us on the mailing list.
Please find attached our letter, outlining our concerns.
If you have any further questions, please feel free to contact us at anytime.

Thanks so much,

October 7, 2022

Mrs. Deidre Taylor, P. Eng
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Blvd., Postal Bag 4000
Kingston, ON
K7L 5A3

Dear Mrs. Deidre Taylor,

Re: MTO - overview of Hwy 62 and Cty Rd 1 intersection in PEC

We would strongly recommend that this intersection be changed for the good before someone is killed. We really think a "round about" or "traffic circle" would be best. A set of Traffic lights at this location will not do, as drivers could still fly right through the lights and not stop.

A few years ago, we were travelling North from Bloomfield towards Belleville, when a vehicle which as travelling West, did not stop at the Cty Rd 1 stop sign. They totally blew the sign. This forced our vehicle to the opposite side of the road and thankfully we did not collide with anything. No damage was made, but it sure shook us up! If we had been hit our daughter would have been hurt bad or killed as she was sitting on the passenger side of the vehicle. It was such a close call!

We also have been travelling with our truck and 5th wheel trailer, going North from Bloomfield and then wanting to turn left onto Cty Rd 1, to go West. We had a truck travelling South on Hwy 62, drive around a vehicle that was waiting to turn onto Cty RD 1 and he almost ran right into our trailer, as he was passing on the inside and he should not have been! Again, no damage was made but it could have been really bad.

We are very cautious when travelling through there at any time, as you just never know what other drivers are going to do. I would say, most of the time they blow through the stop signs and do not even stop to look or they are making improper turns.

We would like to know if the number of accidents has decreased as a result of the traffic circle that was installed at the Hwy 33 and Cty Rd 1 intersection near Picton. There used to be a lot of accidents at this intersection. We think that is works really well, to keep traffic flowing at a lower speed limit. The same thing would work really well at the above mentioned intersection.

We would appreciate being kept informed and updated on all meetings regarding this intersection.

Thank you,

From:
Sent: Saturday, October 8, 2022 7:05 PM
To: comments@hwy62pec1.ca
Subject: My comments

I am in favour of installing a "round about" at this location. I've been a couty resident for over 70 years and I have seen first hand many accidents at this location. (I am a firefighter who responds to this location in emergency situations)

Tourists to this area get confused at this intersection. (why they do I can't explain). Round abouts slow down traffic and have been very successful.

Thank You

From:
Sent: Tuesday, October 11, 2022 10:47 AM
To: comments@hwy62pec1.ca
Subject: personal experience

Hi,

I live in Consecon and often drive from my home to Picton and back.

There is an issue with speed and sightlines and I strongly believe that a round-a-bout would be the best solution at this intersection.

Recently I stopped at this intersection as I was driving from west to east on Cty Rd. 1, crossing 62. The traffic was clear and I entered the intersection and halfway through spotted to my right a car speeding toward me from the south. As I drive a small SUV I was across with no issues BUT if I had been driving a truck pulling a RV trailer, or a tractor pulling a wagon, travelling slower, with a long load I think that the car from the south could not have stopped in time to avoid collision. There is a slight rise in Highway 62 just south of this intersection that obscures sight for cars coming from the south until they are fairly close to the intersection.

Often, particularly during the nine months of the year when tourist season is slow, traffic at this intersection is very light, no cars in any direction, thus a round-a-bout makes much more sense than a traffic light.

Thank you.

From:
Sent: Tuesday, October 11, 2022 3:57 PM
To: comments@hwy62pec1.ca
Subject: Hwy 62

This intersection's only logical and safe solution in a roundabout...

People time and time again cannot figure out how to navigate this intersection.... Probably stems from our drivers licensing system... A roundabout would 100% cancel any confusion about how to drive properly.

Thanks

-----Original Message-----
From:
Sent: Wednesday, October 12, 2022 9:01 PM
To: comments@hwy62pec1.ca
Subject: Project Consultation

Hello,

Can we please be added to the consultation and update emails? We are homeowners in PEC and pass through this intersection regularly. Thank you.

From:
Sent: Friday, October 14, 2022 1:00 PM
To: comments@hwy62pec1.ca
Subject: Improve the Intersection with a Roundabout

To the Project Team,

Thank you. It is well past time that this intersection improvement occur (I telephoned the County and Emcon/MTO last year requesting such). It has been a danger to drivers for several years now as traffic in the County has increased (including tourists without local knowledge of the roads).

It is unacceptably dangerous to have the current 2-way stop at the intersection. Travellers driving north or south on Hwy 62 are in significant danger crossing this intersection and having to trust that east-west drivers on CR-1 who are travelling 80+ km/hr will see their stop signs and obey them. A devastating high-speed collision seems inevitable and will likely result in fatalities.

It seems obvious that a roundabout should be implemented at this intersection. The first highway roundabout in Ontario was implemented in 2009 nearby at the similar intersection of Hwy 33 and County Road 1; it has proven safe and effective. Additionally, in that time, County residents and visitors have become familiar with the roundabout and how to use it. Roundabouts are physical features that protect drivers in a way that signs, signals, and lights never can.

I hope to see a roundabout at this intersection of Hwy 62 and County Road 1 in the near future (as well as more mainstream use in Canada in the future). Thank you.

From:
Sent: Friday, October 14, 2022 7:13 AM
To: comments@hwy62pec1.ca
Subject: Hwy62/County Rd1

Hi there,

My only comment is that I'm very glad the province is looking to improve this intersection. As The County's popularity grows, this intersection becomes more dangerous.

1. Sightlines are difficult, the speeds are high and often drivers on County Rd 1 make some risky decisions because they've waited forever to cross.
2. Additionally, turning left there is fantastically difficult, as the road doesn't seem to meet on the square, which makes it difficult to negotiate where to be in the intersection when waiting to turn.

Thank you.

Cheers,

From:
Sent: Tuesday, October 18, 2022 5:20 PM
To: comments@hwy62pec1.ca
Cc:
Subject: Fwd: Dangerous Intersection Needs Roundabout

I'd like to formally address some comments to the study group looking at improving the intersection of Hwy 62 and County Road 1 in Prince Edward County. I've enclosed comments I addressed previously to a number of leaders involved in looking at this problem. This intersection is not designed for the volume and nature of traffic it processes daily and seasonally. I believe intersections with the volume of cross traffic like this, involving passenger vehicles familiar with the intersection, transport trucks, tourist traffic and the visibility range north and south on Hwy 62 must be designed better than this or there will be serious accidents. I don't know the accident statistics for this intersection but I can tell you I personally have had more than one close call and if the accident rate is low I believe it is luck not design delivering this record. For example while travelling County Road 1 and crossing Hwy 62, especially in summer traffic where long lines prompt people to take a chance to cross Hwy 62, impatiently darting out when really there wasn't time or space to cross or join Hwy 62 traffic. Hwy 62 traffic with average speeds of 90 kph appear to close the distance to County Rd 1 from the curves and brow of hills north and south meaning many dart out not appreciating the closing speed, appearing to roll the dice in the crossing. Travelling Hwy 62 north or south is always a worry at this intersection where I now cover my brake pedal in anticipation of someone darting out. I'd also say travelling southbound on Hwy 62 through this intersection is concerning with the number of vehicles turning onto County Rd 1 to go to Picton - there isn't much room between the queue of cars creeping forward to leap across from County Rd 1 on the west side when they get a chance and the Hwy 62 southbound left turn line that forms often. Southerly traffic flow on Hwy 62 through this intersection appears absent in the current design.

I think a roundabout like the one near Picton is the near perfect solution to this intersection. It keeps people moving and negotiating the intersection in a slow structured way with near zero possibility of contact. I had the good fortune years ago to travel in southern France and was amazed at the number of roundabouts. They were everywhere, some even double lane types and easily and smoothly managing significant intersecting traffic including heavy trucks. And Hwy 62 and County Road 1 sees some serious truck traffic so your design needs to address this traffic too. I think the roundabout in Picton is a marvel of processing intersecting traffic volumes, even trucks, although I think a 2022 accident caught a truck driver by surprise but generally even trucks making the maximum turn, that is County Road 1 to the road to Picton seem to negotiate it just fine. They'd likely argue for a bit more of a radius for the turn but it works well.

I think your solution is a roundabout and hope this helps your case. Please don't put traffic lights

there, the fuel burn waiting at red lights won't help our environmental priorities and we'll still be faced with cross traffic that has access to collision risk.

Good luck in your study, call any time

Thinking Roundabouts Make Ontario's Roads Safer

---------- Forwarded message ---------
From: **Joy McLeod** <jmcleod@pecounty.on.ca>
Date: Mon, Nov 15, 2021 at 2:33 PM
Subject: RE: Dangerous Intersection Needs Roundabout
To:

Good afternoon ,

On behalf of Mayor Ferguson, thank you for your email concerning the intersection of Hwy 62 & County Rd 1. The County, and OPP have been in discussions with the Ministry of Transportation about the safety concerns and the possibility of a round-about. Minister Mulroney visited the area to in September to observe this intersection first-hand. There will be further meetings taking place in the new year.

Thank you for your email, and for your concern.

Take care,

Joy McLeod
Executive Assistant to Mayor Ferguson
The Corporation of the County of Prince Edward
T: 613.476.2148 ext. 1002
jmcleod@pecounty.on.ca

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From: Rick Rhem <rick.rhem@gmail.com>

Sent: October 21, 2021 10:44 AM
To: minister.mto@ontario.ca; OPP.Prince.Edward@opp.ca; Mayor Steven Ferguson <sferguson@pecounty.on.ca>; Smith-co, Todd <todd.smithco@pc.ola.org>
Cc:
Subject: Dangerous Intersection Needs Roundabout

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.

The reason for this email is to urge you in your various roles to see and act on what I consider to be a dangerous intersection which will sadly be the scene of a terrible accident one day. I'm speaking of the intersection of PEC County Rd #1 and Hwy 62. I know you are familiar with this intersection and hope this message keeps the importance of addressing this problem front and center.

Living close by I use Hwy 62 and cross on County Rd #1 often and have witnessed too many times the near misses that probably occur every day. In August this year I had my own near miss while travelling northbound on Hwy 62. As I approached the intersection, I covered my brake pedal as a precaution and sure enough an anxious driver in a pickup towing a utility trailer pulled out from Cty Rd #1 right in front of me. Hammering the brake I just missed clipping the trailer as it crossed the lane I was in. When I review the incident in my mind I can see the two lines of stopped traffic on Cty Rd #1, each inching forward and anxious to get on their way and yet stymied by north and southbound traffic on Hwy 62. When you watch stopped traffic you can sense the tension in drivers trying to cross the highway and their frustration leads to reduced safety margins and risky decisions. These risky behaviours become even more predominant in summer as volume skyrockets from all directions making this particular intersection dangerous for all.

Before the local OPP have to respond to some catastrophic accident at this scene we need to find the priority, funding and design to address this dangerous intersection.

When it comes to design, I vote for a roundabout. Interestingly my first experience with roundabouts was in France while driving about the countryside. I was amazed at the efficiency and volume of traffic these engineered intersections manage, including massive transport truck volumes. Then on moving to the County I became a regular user of the Picton roundabout and once again saw the efficiency and safe movement of cross traffic, again including transport trucks who skillfully round the bend until they reach the road they need. The traditional stoplight solution we have used since the lightbulb was invented should not be considered here as you ought to have sufficient room to purchase the land required for a roundabout. Then think of the fuel savings of traffic simply slowing, rounding the bend until they reach their intended exit and accelerating away. Last but most importantly, roundabouts represent a significant safety improvement approach to intersection traffic. The two stop signs are no longer effective in deterring risky behaviour and some form of increased enforcement would be a waste of the talented local OPP staff.

Please elevate this intersection in the priorities for provincial road improvements.

-----Original Message-----
From:
Sent: Wednesday, October 19, 2022 9:47 AM
To: comments@hwy62pec1.ca
Subject: Roundabout

If you lived in this County you would know that this intersection is very problematic and dangerous. Locals are overly careful, but visitors are oblivious to the danger, and numerous near misses are legendary here! Accidents are occurring too frequently. A roundabout located here is a no brainer necessity. Please, please. A plea from a local senior.

Sent from my iPad

From: **Sent:**
Friday, October 21, 2022 2:43 PM
To: Belliveau, Tim <tim.belliveau@stantec.com>
Subject: Re: Hwy 62/Cty. Rd. 1 Intersection- PEC

Thanks for the follow-up, Tim.
Be well,

On Oct 21, 2022, at 13:53, Belliveau, Tim <tim.belliveau@stantec.com> wrote:

Hello ,

Thank you for your email and interest in the Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design and Class Environmental Assessment. I am pleased to respond on behalf of the ministry.

The study will include reviewing existing conditions, developing, and evaluating alternatives, identifying appropriate improvements, and developing environmental protection/mitigation measures. Alternatives will be available for review at the first Public Information Centre (PIC), tentatively planned for late winter/early spring 2023.

Your comments with respect to traffic and safety concerns at this intersection have been noted and forwarded to the project team for consideration. As part of this Preliminary Design and Class EA Study, the project team will be conducting detailed safety and traffic studies to help identify the operational and safety concerns. The study will also include development of intersection improvement alternatives to address concern that are identified. A roundabout will be one of the alternatives considered and evaluated as part of this intersection improvement study.

Again, thank you for your comments. Your contact information has been added to the project mailing list, and you will be notified in advance of the first PIC and at key project milestones.

Kind Regards,

Tim Belliveau P.Eng., VMA
Managing Principal, Transportation, Ontario West

Direct: 905 381-3224
Mobile: 905 973-3482
Fax: 905 385-3534
tim.belliveau@stantec.com

From:
Sent: Thursday, October 6, 2022 9:05 AM
To: comments@hwy62pec1.ca
Cc: Todd Smith-co <todd.smithco@pc.ola.org>
Subject: Hwy 62/Cty. Rd. 1 Intersection- PEC

Good morning:

First, i concede that I am not a transportation engineer (although I have considerable industry experience in retaining and working with these professionals).

That said, having driven extensively in the UK and the NL, and having traversed both the subject intersection and the 4-way roundabout west of Picton innumerable times and also frequently the Hunt Club Road West (Kanata) roundabout, I recommend unequivocally:

That a **roundabout** be designed and constructed at this intersection.

The benefits are manifest, and include public safety, minimizing vehicular delay, environmental benefits from freeflowing traffic, cost minimization through no required signalization and maintenance, etc. Additionally, it appears that the existing ROW would accommodate a roundabout.

Yvt,

From:
Sent: Friday, October 21, 2022 11:11 PM
To: comments@Hwy62PEC1.ca
Subject: Major Traffic Hazard

Staff:
This area has been growing steadily worse every year since GPS makes County Rd 1 the main route from Toronto to the Sandbanks Provincial Park.

I go through that intersection traveling on 62 either North or South a couple times a week and always see trouble.
Drivers often either do not stop or stop and proceed assuming that the traffic on 62 will stop for them.

I see most problems are caused from traffic heading East Bound on County Rd 1.
It may be that after coming through County Rd 1 and 2 a 4 way stop; they assume that County Rd 1 and 62 will be the same.

Thankyou

From:
Sent: Wednesday, October 26, 2022 1:14 PM
To: comments@Hwy62PEC1.ca
Subject: New proposals for 62 and CTY rd1

I would like to comment on the Environmental Assessment for Hyw 62 and CTY Rd. #1

I was around when you handled similar meetings for the intersection of HYW 33 and CTY Rd.#1

There were numerous accidents at that intersection and the alignment was changed and a Roundabout was installed.

Since the Roundabout installation there has not been a significant accident at that location.

In the meantime there have been a number of very serious accidents and near misses at Hwy #62

A Roundabout of the same size as the one at #33 and CTY Rd #1 would give us the same results and reduce bad accidents.

The Police recently had to block off the #33 going to Picton. It was very easy to block off the Picton Route and the drivers could choose an alternate route very easily with very little disruption.

A Roundabout would solve the problem much better than further illumination or other remedies presented.

I look forward to seeing your solution and would like to be kept informed about this study going forward.

Yours Sincerely

From:
Sent: Thursday, October 27, 2022 11:28 AM
To: comments@hwy62pec1.ca
Subject: Attention: Mr. Tim Belliveau and Mrs. Deidre Taylor

Good morning.

Please add me to the contact list in regards to this project as I have great concern for the correct improvement to this intersection.
I am in the Fire Service and have been involved for the past 38 years, and respond to the intersection in question as part of our area.
I feel the only correct solution would be the "Roundabout". The intersection of County Road 1 and Highway 33 (Loyalist Parkway) has proven the effectiveness of it. Since the inception of a roundabout, the Fire Service has not been called to this intersection for any motor vehicle accident. It also improves the efficiency of an intersection in regards to moving traffic. I operate a business close to the roundabout and use it constantly, again realizing that a Roundabout solution for County Road 1 and Hwy 62 would greatly improve the uncertainty of turning, the movement, and safety for motorists.

Many thanks

From: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Sent: Monday, October 31, 2022 9:58 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>
Subject: FW: Hwy 62/ CR#1 intersection

Hello – Please add the following to our 4077-20-00 Contact List.
I have already sent a response and copied our project email.
Thank you.

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), PD | DEB | TIMD | MTO

From:
Sent: October 28, 2022 10:29 AM
To: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Subject: Hwy 62/ CR#1 intersection

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

I understand there may be some discussion regarding the intersection of Hwy 62 and CR#1 in Prince Edward County. I have some views and/or opinions regarding changes and safety issues. Could you please keep me in the loop regarding any discussions or proposed changes.
Thank you

From: Belliveau, Tim <tim.belliveau@stantec.com>
Sent: Monday, October 31, 2022 6:53 PM
To: comments@hwy62pec1.ca
Subject: FW: New proposals for 62 and CTY rd1

From:

To: Belliveau, Tim <tim.belliveau@stantec.com>
Subject: RE: New proposals for 62 and CTY rd1

Hi Tim: I just want to relay an incident that happened on the weekend which supports roundabouts in a different perspective that the 62 and CTY Rd 1.

After an accident on 401 on the weekend, the traffic was rerouted to hyw #2 at Wilton Rd.. Where Wilton Rd. meets #2 is a Roundabout and the traffic

Moved very smoothly around the Roundabout. This was much better than the situation where stop signs or stop lights are involved.

It would be good to see otherb detouirs have similar roundabouts.

Something you might consider in some futuresimilar cases.

From: Belliveau, Tim [mailto:tim.belliveau@stantec.com]
Sent: October 26, 2022 5:16 PM
To:
Cc: comments@hwy62pec1.ca
Subject: RE: New proposals for 62 and CTY rd1

Hello ,

Thank you for your email and interest in the Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design and Class Environmental

Assessment. I am pleased to respond on behalf of the ministry.

The study will include reviewing existing conditions, developing, and evaluating alternatives, identifying appropriate improvements, and developing environmental protection/mitigation measures. Alternatives will be available for review at the first Public Information Centre (PIC), tentatively planned for late winter/early spring 2023.

Your comments with respect to traffic and safety concerns at this intersection have been noted and forwarded to the project team for consideration. As part of this Preliminary Design and Class EA Study, the project team will be conducting detailed safety and traffic studies to help identify the operational and safety concerns. The study will also include development of intersection improvement alternatives to address concern that are identified. A roundabout will be one of the alternatives considered and evaluated as part of this intersection improvement study.

Again, thank you for your comments. Your contact information has been added to the project mailing list, and you will be notified in advance of the first PIC and at key project milestones.

Kind Regards,

Tim Belliveau P.Eng., VMA
Managing Principal, Transportation, Ontario West

Direct: 905 381-3224
Mobile: 905 973-3482
Fax: 905 385-3534
tim.belliveau@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From:
Sent: October 26, 2022 1:14 PM
To: comments@Hwy62PEC1.ca
Subject: New proposals for 62 and CTY rd1

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I would like to comment on the Environmental Assessment for Hyw 62 and CTY Rd. #1

I was around when you handled similar meetings for the intersection of HYW 33 and CTY Rd.#1

There were numerous accidents at that intersection and the alignment was changed and a Roundabout was installed.

Since the Roundabout installation there has not been a significant accident at that location.

In the meantime there have been a number of very serious accidents and near misses at Hwy #62

A Roundabout of the same size as the one at #33 and CTY Rd #1 would give us the same results and reduce bad accidents.

The Police recently had to block off the #33 going to Picton. It was very easy to block off the Picton Route and the drivers could choose an alternate route very easily with very little disruption.

A Roundabout would solve the problem much better than further illumination or other remedies presented.

I look forward to seeing your solution and would like to be kept informed about this study going forward.

Yours Sincerely

-----Original Message-----
From:
Sent: Wednesday, November 2, 2022 9:14 AM
To: comments@hwy62pec1.ca
Subject: Hwy62/PEC1

We travel at least 2x/week to visit or care for our grandchildren in the county. I am very concerned for our and their safety at this intersection. The traffic has increased due to tourism with Drivers often impatient for a break in traffic entering 62 from county road 1. There have been near misses witnessed by myself. I slow down when on 62 and approaching this area. It is frightening.
If there is a survey please send to me but I am in full support of a traffic circle at this intersection to maintain flow and calm traffic. There is enough traffic in all directions to make this feasible. Lights will not not be safe as motorists run them at high speed.
Thank-you!

Sent from my iPad

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-----Original Message-----
From:
Sent: Wednesday, November 2, 2022 2:40 PM
To: comments@hwy62pec1.ca
Subject: Comment

I'm a resident of PEC, residing about 5 minutes north of this intersection on 62.

Over the years I've seen enough accidents and close calls that I never clear the intersection without dropping my speed to 10k below the speed limit. I would consider myself a confident driver but this intersection makes me uncomfortable.

I'm no planner but do find the round about outside of Picton to be highly effective at maintaining the flow of traffic while also creating a safe situation to cross. A traffic light feels to disruptive but at minimum, a widening is required

From:
Sent: Wednesday, November 2, 2022 10:11 AM
To: comments@hwy62pec1.ca
Subject: intersection of Hwy 61 and County Road 1

Mr. Tim Belliveau, P.Eng.
Mrs. Deidre Taylor, P.Eng.
Ms. Nevena Gazibara, B.Sc., MREM, ENV SP

We live at Hwy 62 just north of County Road 1. My husband is a lifelong resident of Bloomfield and I have lived here since 1986.

Over the last number of years there has been a noted increase in traffic in the County due to tourism. Unfortunately, with that, comes more careless and distracted drivers. The intersection of Hwy 62 and County Road 1 becomes more of problem every year as a result.

My husband is a farmer who frequently goes through the intersection on a tractor while hauling equipment or a loaded hay wagon. He has learned to be extremely careful as the number of people who have little or no regard for the safety of others has gone up exponentially.

I have worked in Bloomfield for the last ten years requiring me to go through the intersection four or five times a week. I have had numerous close calls and witnessed any number of accidents. I can think of at least half a dozen instances where I have had to slam on the brakes to avoid hitting someone who failed to stop when they are crossing Hwy 62. I now approach that corner with one hand on the horn, ready to stop quickly.

We have contacted Councilor Phil Prinzen numerous times with our fears and concerns as have many other people. As the County continues to grow in popularity, so will the traffic and this problem will only get worse unless a practical solution in implemented. In our opinion, a roundabout would be the easiest and safest way to slow people down, as has been proven by the roundabout in Picton.

Thank you for taking the time to read this and we hope you decide to do what is safest for all.

From:
Sent: Wednesday, November 2, 2022 1:15 PM
To: comments@hwy62pec1.ca
Subject: HWY 62 AT CTY RD1

To whom this may concern....

If you are like me and have passed through this intersection almost daily for the last 50 years, you would approach the corner coming along 62 w great caution.
Since the huge increase in traffic over the past number of years, I have had almost every scenario happen in front of me.
I believe that most locals are very cautious as to the danger of the intersection and approach carefully. When new comers are travelling down County Rd 1 south, they assume they are passing through a 4 way stop as they have just encountered at Cty Rd 2 and Cty Rd 1. Many times I have experienced vehicles pulling out crossing Hwy62, not realizing that Hwy 62 is a through Highway. It is very confusing for all, not knowing whether or not you may be t-boned. I have often stopped on Hwy62 to let cars and trailers turning towards Bloomfield as they pull out in on coming traffic, not realizing they don't have the right of way.
Locals seem to be setting their own rules as they pass through as to accommodate the uninformed travellers and then a problem occurs from giving a right of way.
This intersection needs great attention so as to avoid accidents and possibly lives. It has been accelerating for years and motorists just don't get it!!
Let's finally fix this issue w a roundabout and potentially save accidents and lives.
Thankyou,
Sincerely,

From:
Sent: Monday, November 7, 2022 7:25 AM
To: comments@hwy62pec1.ca
Subject: Suggest a roundabout

From: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Sent: Thursday, October 6, 2022 4:04 PM
To: Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: Freure, Peter (MTO) <Peter.Freure@ontario.ca>
Subject: GWP 4077-20-00 - Hwy 62 / PEC1 Press

FYI - Study to improve County Road 1/Hwy 62 intersection : Prince Edward County News countylive.ca

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), Design and Engineering Branch

Ministry of Transportation Ontario
Transportation Infrastructure Management Division
1355 John Counter Boulevard
Kingston, ON K7L 5A3
613-449-7457
Deidre.Taylor@ontario.ca

ONLINE PUBLIC INFORMATION CENTRE 1
Comments

AGENCY COMMENTS

From: Mark Kerr <mkerr@pecounty.on.ca>
Sent: Friday, June 9, 2023 11:17 AM
To: 'comments@hwy62pec1.ca' <comments@hwy62pec1.ca>
Subject: Add to mailing list

Hi there,

Can you please add me to the mailing list for this study?

Thanks,

Mark Kerr
Communications and Consultation Supervisor
The Corporation of the County of Prince Edward
T: 613.476.2148 ext. 1009 | F: 613.476.5727
mkerr@pecounty.on.ca

TheCounty™
Temporary Office Location: Edward Building, 280 Main Street, Suite 103 Picton, ON, K0K 2T0
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From: Kelly McGillivray <kellymcgillivray99@gmail.com>
Sent: Monday, June 12, 2023 7:05 PM
To: comments@hwy62pec1.ca
Subject: Request to be added to the Project mailing list

I am the Chair of the Prince Edward County Traffic Advisory Committee and I request to be added to the project mailing list to be kept informed of progress, consultation opportunities and milestones.

Thank you,

Kelly McGillivray, P.Eng.
80 Bridge Street, Picton, ON K0K 2T0
kellymcgillivray99@gmail.com
Cell: 416-806-0805

From:
To:
Subject:

Date:

From: Paul McCoy <PMcCoy@quinteconservation.ca>
Sent: Wednesday, June 28, 2023 9:18 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Meeting # 1

Nevena
I apologize for missing the meeting yesterday. Many staff were out of the office and I was the only Manager.

I reviewed the options for the intersection. Certainly all the options have advantages and disadvantages. Alternative 4 appears to be less disruptive than the other options. Obviously this office is interested in protecting the wetland at the SW corner as much as possible knowing that safety is a priority for this project. Alternative 4 would result in minimal disturbance to the wetland. Further, the study may want to include some water quality control If additional drainage is directed toward this wetland.

I hope that helps. If you have any questions please contact me at this office.

Paul McCoy
Planning and Regulations Manager
Quinte Conservation
PMcCoy@quinteconservation.ca

RR#2, 2061 Old Hwy #2, Belleville, ON K8N 4Z2
Phone: (613) 968-3434 or (613) 354-3312 ext 108

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www.QuinteConservation.ca
www.QuinteSourceWater.ca

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From:
To:
Subject:

Date:

From: Paul McCoy <PMcCoy@quinteconservation.ca>
Sent: Wednesday, June 28, 2023 9:18 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Meeting # 1

Nevena
I apologize for missing the meeting yesterday. Many staff were out of the office and I was the only Manager.

I reviewed the options for the intersection. Certainly all the options have advantages and disadvantages. Alternative 4 appears to be less disruptive than the other options. Obviously this office is interested in protecting the wetland at the SW corner as much as possible knowing that safety is a priority for this project. Alternative 4 would result in minimal disturbance to the wetland. Further, the study may want to include some water quality control If additional drainage is directed toward this wetland.

I hope that helps. If you have any questions please contact me at this office.

Paul McCoy
Planning and Regulations Manager
Quinte Conservation
PMcCoy@quinteconservation.ca

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From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Monday, June 26, 2023 1:24 PM
To: Belliveau, Tim <tim.belliveau@stantec.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Cliff.Boehmer@ontario.ca; Brake, Lori (MTO) <lori.brake@ontario.ca>; Leblanc, Paul (OPP) <Paul.Leblanc@opp.ca>; Barry, Chris <barryc@hastingscounty.com>; dmacpherson@pecounty.on.ca; agoheen@pecounty.on.ca; Paul McCoy <PMcCoy@quinteconservation.ca>; Peter Moyer <pmoyer@pecounty.on.ca>
Cc: mmichaud@pecounty.on.ca; cblumenberg@pecounty.on.ca; Cooke, Gregg <gregg.cooke@stantec.com>; tkraemer@pecounty.on.ca
Subject: RE: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Meeting # 1

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Hello all,

Please find the presentation for the first Municipal Technical Advisory Committee meeting for the above-referenced project attached in advance of tomorrow's meeting.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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-----Original Appointment-----
From: Gazibara, Nevena
Sent: Thursday, June 22, 2023 4:37 PM
To: Gazibara, Nevena; Belliveau, Tim; Taylor, Deidre (MTO); Baczyk, Steve (MTO); Cliff.Boehmer@ontario.ca; Brake, Lori (MTO); Leblanc, Paul (OPP); Barry, Chris; dmacpherson@pecounty.on.ca; agoheen@pecounty.on.ca; Paul McCoy; Peter Moyer

Cc: mmichaud@pecounty.on.ca; mwallace@pecounty.on.ca; cblumenberg@pecounty.on.ca; Cooke, Gregg; tkraemer@pecounty.on.ca
Subject: Highway 62 & Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Municipal Technical Advisory Committee Meeting # 1
When: Tuesday, June 27, 2023 2:00 PM-3:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

A PowerPoint presentation will be circulated to all invitees in advance of the meeting next week.

Microsoft Teams meeting

Join on your computer, mobile app or room device
Click here to join the meeting

Meeting ID: 295 394 216 475
Passcode: wP5raJ
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image002.png
image003.png
image004.png
image005.png
PEFA letter to Stantec Consulting July 18 2023.pdf

From: Resi Walt <Resi.Walt@ofa.on.ca>
Sent: Tuesday, July 18, 2023 3:16 PM
To: comments@hwy62pec1.ca
Cc: John Thompson <johnthompson1838@gmail.com>; nurseland@gmail.com
Subject: comments re: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Hi there, please accept this letter from the Prince Edward Federation of Agriculture regarding Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00).

Resi Walt
Member Service Representative
Hastings, Lennox and Addington, Northumberland, Prince Edward

Tel: 613.847.3037
Toll free: 1.800.668.3276 ext. 309
resi.walt@ofa.on.ca

Ontario Federation of Agriculture
200 Hanlon Creek Boulevard
Guelph, ON N1C 0A1

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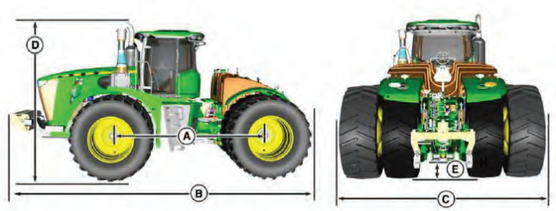
July 18, 2023

Re: Highway 62 and Prince Edward County Road 1 Intersection Improvements

The Prince Edward Federation of Agriculture (PEFA) appreciates the opportunity to provide feedback regarding this project. PEFA represents over 300 farm families and works in partnership with the Ontario Federation of Agriculture (OFA) to be the voice of agriculture in Prince Edward County. We are part of a vibrant and innovative industry which uses the latest technology to grow food more efficiently.

Our main concern is the ease in movement of agricultural equipment through intersections, with the most important consideration needing to be given to the size of our equipment. We ask that the size and scale of tractors and implements be considered in the design of any new infrastructure. We have put together a small list of equipment sizes for you to consider, plus a diagram of one of the largest tractors on the market.

- No-till drills – widths of 20 ft. and height exceeding 15 ft.
- Tractor with dual wheels – width of 15 ft.
- Haybine – width of 9-13 ft.
- John Deere's largest tractor available for purchase is 8416 mm long and 4900 mm wide



C--overall width (with outside duals)	4900 mm (192.9 in.)	4900 mm (192.9 in.)	4900 mm (192.9 in.)	4900 mm (192.9 in.)	4900 mm (192.9 in.)	4900 mm (192.9 in.)
Overall width (with wide tires)	--	--	4496-mm (177.7-in.) Scraper Special	4496-mm (177.7-in.) Scraper Special	4496-mm (177.7-in.) Scraper Special	4496-mm (177.7-in.) Scraper Special
Overall width (with narrow tires)	--	--	4420-mm (174-in.) Scraper Special	4420-mm (174-in.) Scraper Special	4420-mm (174-in.) Scraper Special	4420-mm (174-in.) Scraper Special

Furthermore, the legal width limit is 20 feet so we believe any highway improvement should accommodate that from the centre line to the right side of the shoulder, on the side the driver is on. As well, if there is to be a bicycle lane, then the road needs to be wider still.

Thank you for this opportunity to provide input.

Sincerely,
John Thompson
President, Prince Edward Federation of Agriculture

From:
To:
Subject:

Date:

From: Anne Kantharajah <akantharajah@pecounty.on.ca>
Sent: Thursday, October 5, 2023 8:53 AM
To: AAA - Council <AAA-Council@pecounty.on.ca>
Cc: AAA - Clerks Office <AAA-Clerks@pecounty.on.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Peter Moyer <pmoyer@pecounty.on.ca>; David MacPherson <dmacpherson@pecounty.on.ca>; Michael Michaud <mmichaud@pecounty.on.ca>; Mary Niedzwiecki <mniedzwiecki@pecounty.on.ca>
Subject: FW: Highway 62 / Prince Edward County Road 1 Intersection Improvements GWP 4077-20-00 - Follow-Up from Planning and Development Committee Meeting on July 19, 2023

Good morning Council,

Please see correspondence below as a follow-up from the Presentation heard at the July 19th Planning & Development Committee meeting regarding the Highway 62 / Prince Edward County Road 1 Intersection Improvements.

Anne

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, September 29, 2023 9:13 AM
To: Catalina Blumenberg <cblumenberg@pecounty.on.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Molleson, Jennifer (MTO) <jennifer.molleson@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Brake, Lori (MTO) <lori.brake@ontario.ca>; Freure, Peter (MTO) <Peter.Freure@ontario.ca>; Millett, Charlene (MTO) <Charlene.Millett@ontario.ca>
Subject: RE: Highway 62 / Prince Edward County Road 1 Intersection Improvements GWP 4077-20-00 - Follow-Up from Planning and Development Committee Meeting on July 19, 2023

Good morning, Catalina,

I hope you are doing well.

Following the July 19, 2023, Planning and Development Committee Meeting, the project team for

the above-referenced project is following up with additional project information as requested by the Committee Members and Councilors. Please find a response below that we are hoping you can pass along to the Planning and Development Committee members and Councilors. Please let me know if you require anything else to send this response along.

Dear Planning and Development Committee Members and Councilors.

Following the July 19, 2023, Planning and Development Committee Meeting, the project team for the Highway 62 and Prince Edward County Road 1 Intersection Improvements Project (GWP 4077-20-00) wanted to follow up with additional information regarding speed zoning, timelines for construction, property acquisition, and costs of alternatives as requested by the Committee Members and Councilors.

Speed Zones and Speed Limits
Speed zoning is the establishment of safe and reasonable speed limits for specific zones or sections of highways. If the speed limits are not set properly, they will appear to be unreasonable to motorists and will likely be disobeyed. Consequently, there could be a large variation in the operating speeds within such a zone as some motorists obey the limit while others won't.

When the ministry considers a change to an existing speed zone, consideration is given to the highway geometrics, traffic volumes, speeds, adjacent development, pedestrian activity, and collision history in the area. Many people assume that reducing a speed limit will cause motorists to slow down, but studies have shown that this is not the case. Ministry experience has found that most people travel at a rate of speed that feels comfortable to them, taking into consideration the characteristics of the roadway and surrounding conditions and will ignore a speed limit that is unrealistically low. The problems associated with non-compliance to speed limits are not remedied by further reducing the speed limit.

Based upon our review and the Transportation of Canada (TAC) speed study results, the existing 80 km/h speed limit is appropriate along this portion of Highway 62.

Costs of Alternatives
The preliminary costs for each alternative are currently being developed as part of the evaluation of alternatives. As discussed at the committee meeting, it is anticipated that the cost of the roundabout will be higher than the cost of signalizing the intersection and making geometric improvements. At this time, it is estimated that the cost for the roundabout is between 50% and 100% higher than the intersection improvements and signalization. The costs include roadway construction, utility impact, and property.

Project Timelines
Following the completion of preliminary design; property acquisition can commence, utilities can be relocated as required, and detail design will be initiated. Once that phase is completed, all approvals and permits are obtained, and funding is secured, then construction can begin. The project is programmed for construction starting within 5 years, pending funding approval.

Property Acquisition
As part of this preliminary design study, the project team will attempt to meet with impacted property owners to discuss the property acquisition process with MTO Property representatives. The project team has been informed by Prince Edward County Councilors and staff that there are property owners at or near the intersection that are willing sellers, which will be discussed further during meetings with the property owners. Once a recommended plan is identified and confirmed, a property request plan will be completed to identify any property acquisition needs for future project stages. At that time, pending funding approval, MTO will be in a position to commence the acquisition of property requirements. Typically, the property acquisition process can take up to 18 months; however, with willing sellers and amicable settlements, it is possible to advance the process.

Please don't hesitate to contact the project team should you have any further questions or require any additional information.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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PUBLIC COMMENTS

From:
Sent: June 11, 2023 5:21 PM
To: comments@hwy62pec1.ca
Subject: Too many crashes

Hello I am a longtime resident of Prince Edward County and have travelled this intersection for close to forty years.
I would like to request that you consider a roundabout at this intersection. Having been raised in England roundabouts do work well. There were objections to the one at Warnings Corners, however it now works very well and even the tourists seem comfortable with it!
Please take my request seriously.

From: Gazibara, Nevena
To: Young, Rachel (Waterloo)
Subject: FW:
Date: Monday, June 19, 2023 8:35:28 AM

From:
Sent: Saturday, June 17, 2023 9:54 PM
To: comments@hwy62pec1.ca
Subject:

Hi,

Can you please add my name to the distribution list for this project's updates.

Many thx

Get Outlook for Android

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From:
To:
Subject:
Date:
Attachments:

From:
Sent: June 21, 2023 1:08 PM
To: comments@hwy62pec1.ca
Subject: Comments about proposed improvements to intersection.

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello,
I just wanted to make a comment about the proposed improvement evaluations for 62 and County road 1.
It has been a very dangerous intersection as you know, especially with the influx of visitors we receive in the summer.
They aren't familiar with the roads and a two way stop, hasn't worked.
There have been upgrades to try to fix this problem, over the years.
For example, larger stop signs flashing light etc, but people still don't slow down, and expect that there is a 4 way stop, thus proceeding into oncoming traffic.

In my opinion, a roundabout is the only safe alternative.
Signage to alert people of the roundabout, will slow them down and a round about will not impede traffic, such as traffic lights will.
In Italy this year, we discovered how smoothly traffic proceeded.
They use roundabouts almost exclusively, and it is so much easier to keep people safe and the traffic moving.
So rather than trying other alternatives, please consider a roundabout as the best and safest alternative to this high collision intersection.
It works perfectly in Picton at county Road 1 and Loyalist Parkway.
Thanks for considering this project.

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From:
To:
Subject:
Date:

From:
Sent: Friday, June 23, 2023 1:21 PM
To: comments@hwy62pec1.ca
Subject: HWY 62 and County Road 1

Good Afternoon,
I received a notice in the mail regarding possible improvements to the intersection at HWY 62 and County Road 1. I wanted to voice my support for a roundabout being installed here. Roundabouts are far better at regulating traffic, as is evidenced by the roundabout on HWY 33 and HWY 62 near Picton. That intersection has become much busier recently with the influx of tourists visiting the County. There appears to be more than enough space in that intersection to install a roundabout, and it would not need electricity for traffic lights. I'm excited that something may potentially be done to improve this intersection, as I imagine it can be quite frustrating and potentially dangerous because of the volume of traffic.
Thanks,

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From:
To:
Subject:
Date:

From:
Sent: Tuesday, June 27, 2023 10:41 AM
To: comments@Hwy62PEC1.ca
Subject: Project Map

Hi, On looking at the map of the study area for this project, I noticed that at the bottom you show County Road 33.....this is actually Hy 33 or Loyalist Parkway. I notice too that when you are on the contact portion of the website and click on the comment tab, it does not take you to an email form or anything similar to assist in communications. Cheers,

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From:
To:
Subject: FW: Intersection of Highway 62 and County Road #1
Date: Thursday, June 29, 2023 10:27:41 AM

From:
Sent: June 28, 2023 11:02 PM
To: comments@hwy62pec1.ca
Subject: Intersection of Highway 62 and County Road #1

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

I live approximately 1 km south of this intersection, on Highway 62. Although I am retired, I drive through this intersection often and at random times. The main problem is that people who are visiting the area and are using County Road #1 come to the junction and despite seeing the STOP sign, assume it is a 4-way stop, so they expect drivers using Highway 62 to stop. However, those Highway 62 drivers are not expecting someone to pull out right in front of them. For those travelling south and intending to turn onto #1, they start to slow down to turn. The driver sitting at the STOP sign sees them slowing and assumes they are going to stop, so they pull right out in front of them, resulting in a collision. Also, if drivers on Highway 62 are not intending to turn onto #1, they are often travelling at more than 80 km/h, so when the driver at the STOP sign suddenly pulls out in front of them, a serious TBone collision ensues.

I always cover the brake pedal and hold my hand ready to hit the horn whenever I drive through this intersection. It is very dangerous, because so many visitors use these roads.

Despite the fact that many people don't understand roundabout protocol, we have had a roundabout in Picton for quite a few years now and I feel that a roundabout is the best solution for the problem here. Traffic lights will cause too much delay as the volume of traffic is erratic.

Yours sincerely,

From:
To:
Subject:
Date:

-----Original Message-----
From: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Sent: Friday, June 30, 2023 8:52 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>
Subject: FW: Intersection

Deidre Taylor, P.Eng. | hear it | she/her/hers Senior Project Engineer (A), PD | DEB | TIMD | MTO

-----Original Message-----
From:
Sent: June 30, 2023 8:50 AM
To: comments@hwy62pec1.ca
Subject: Intersection

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I recommend a Cloverleaf Overpass !

regards,

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From:
To:
Subject:
Date:

From:
Sent: Wednesday, June 28, 2023 7:21 AM
To: comments@hwy62pec1.ca
Subject: Huffs Corners project

Hello

I travel Schoharie Road quite often and feel that I'm taking my life in my hands each time I have to cross Hwy 62 at Huffs Corners. The solution would be a roundabout to slow down the traffic going all ways. This works well at Warings Corners and will surely be the solution at Huffs Corners.

Hoping that a project to install a roundabout at this location can move ahead asap before there are more collisions that could have been prevented.

Thank you for listening.

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From:
To:
Subject: FW: Highway 62 and Prince Edward County Road 1 Intersection Improvements
Date: Tuesday, June 27, 2023 4:58:10 PM

From:
Sent: Tuesday, June 27, 2023 4:43 PM
To: comments@hwy62pec1.ca
Subject: Highway 62 and Prince Edward County Road 1 Intersection Improvements

Project Team

I guess I'll have to keep an eye on this process to find out exactly what the problem is with this intersection but from what I understand & the signage (high collision intersection) I reckon there is an issue with it but I have been using this intersection most of my life & I have rarely seen an accident, certainly haven't been involved in one & I don't understand why anyone would have a problem negotiating it. My Dads parents lived in Belleville (we in Picton) & we drove there every Sunday for many many years. I personally negotiated that intersection twice a day for 20 years driving back & forth to Belleville for work. My opinion is if you have successfully passed a driving exam I don't see how it could be any easier. You can see a mile down the road in every direction. I just don't get it.

That being said obviously we wouldn't be here if there wasn't an issue. As I said it would help if I knew the particulars to supply my 2 cents but, . . . If the problem is people driving through the stop signs, I have suggested rumble strips. Maybe better lighting if it's happening at night. Or is the issue rear end collisions on 62? I don't recall if there are already street lights there. Maybe they could be brighter? Maybe they could flash? Maybe driving exams should be more stringent. I certainly notice those that throw the Rules of the Road out the window (if they ever knew them) once they pass the exam but I guess that's another topic. Other than that perhaps a roundabout but unless the Province is paying for it or even then it's a waste of money in my opinion. How about police lights? That should get drivers attention. Like I said, . . I don't get it.

Good luck.

From:
To:
Subject: FW: Intersection - Highway 62 and PEC Road 1
Date: Thursday, June 29, 2023 10:27:22 AM

From:
Sent: June 28, 2023 1:34 PM
To: comments@hwy62pec1.ca
Subject: Intersection - Highway 62 and PEC Road 1

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This intersection scares the bijazus out of me. I've had so many close-calls while trying to cross Highway 62 on PEC Road 1. The traffic is often heavy on both roads, especially in tourist season, making it difficult to find a safe opportunity to cross 62. Add that to the fact that cars on 62 tend to speed. Several times, I've also seen drivers on County Road 1 ASSUME that the intersection is a 4-way stop and zoom through on County Road 1 after a rolling stop. (Prince Edward County's preferred approach to stop signs.) A recipe for disaster. I avoid the intersection whenever possible.

My solution: install a decent round-about! One that is flat in the centre, without decorative plantings humped up in the middle that obscures sightlines across the round-about. (This is one of the ill-considered design features of the Highway 33/County Road 1 round-about at Warings Corners. Pretty plantings shouldn't be safety hazards.)

I have driven in many countries where round-abouts are standard features of road design. They handle traffic flows safely and efficiently. especially where drivers know how to use them.

More advice: don't let the naysayers talk you out of building a round-about! They're still driving in the 1950s. And don't listen to the people who want an expansive round-about. It's amazing how compact many European and Australian round-abouts are.

Timeline? This year, please.

Thank you for your time. And good luck!

From:
To:
Subject:
Date:

-----Original Message-----
From:
Sent: Wednesday, June 28, 2023 12:40 PM
To: comments@hwy62pec1.ca
Subject: Roundabout

I am a resident of Picton and was wondering if you are considering a traffic roundabout for that intersection? I think it would be a great solution!

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From:
To:
Subject: FW: Comment on the 62/1 project
Date: Friday, June 30, 2023 7:57:59 AM

From:
Sent: June 26, 2023 5:59 PM
To: comments@hwy62pec1.ca
Subject: Comment on the 62/1 project

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Hi Deidre,
I understand there have been several collisions at this intersection. I live locally and have passed through many hundreds of times.
I don't think there is anything drastic that needs doing here.

I think a big issue is that some drivers do not understand it is a two way intersection, they want to stop and go, like a 4-way. I almost hit someone when I was on 62 because of exactly that.

Another factor, because of the angle, and because of the way the stop sign is angled to toward the eastbound 1 traffic, the sign is very visible do the southbound 62 traffic so some drivers slow down approaching the intersection creating the impression they are coming to a stop and giving the rd1 drivers the idea it is safe to go.

Also, when a vehicle is slowing or stopped to make a safe left turn off 62, drivers behind them like to go around on the right. I think this creates an unsafe condition. Perhaps a little widening and a left turn lane could clear that up.

In short, fix the stop sign to make it clear it is 2-way, maybe add a supplemental 2-way stop intersection graphic sign 50 meters back. Build left turn lanes in. Problem solved.

Warm Regards,

Warm Regards,

From:
To:
Subject:
Date:

From:
Sent: June 30, 2023 9:02 AM
To: comments@hwy62pec1.ca
Subject:

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning

I would prefer traffic lights at this intersection. Drivers don't know how to use round abouts. Have seen several crashes involving them. The one at CFB Trenton, highway 2 and 133 and Deseronto . Drivers run into them and over them . Some you are unable to see across due to landscaping and design elements that restrict drivers vision which impacts decision making. The roundabout at CFB Trenton has a stone wall that sustained significant damage in one crash. We all understand traffic lights, they are the same every where. The roundabouts have entirely different looks at each location. Visitors would have less confusion with lights.

Regards

From:
To:
Subject: FW: Hwy 62 PEC 1 intersection improvements
Date: Friday, June 30, 2023 7:57:00 AM

From:
Sent: Friday, June 30, 2023 7:44 AM
To: comments@hwy62pec1.ca
Subject: Hwy 62 PEC 1 intersection improvements

I received the notice regarding this study, and would like to submit the following suggestion.
Currently, there is a 4 way stop at Hwy 2 and Hwy 49, which has worked well for many years, and is likely as busy as the intersection at 62 and 1.
My suggestion is to install this relatively simple solution at 62 and 1.
Regards,

---------- Forwarded message ----------
From:
To: comments@pec1.ca
Cc:
Bcc:
Date: Fri, 30 Jun 2023 16:25:22 -0400
Subject: Comments
Hello

I travel that intersection quite a lot between Picton and Trenton.

I know there have been serious accidents at that intersection. I personally believe a roundabout would be beneficial to slow down traffic from either direction on 62. Also, perhaps drivers would actually see there is a stop sign from county rd 1 from the west.

Thanks

From:
To:
Subject:
Date:

From:
Sent: June 30, 2023 4:40 PM
To: comments@hwy62pec1.ca
Subject: rre: intersection improvements

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Mrs. Deidre Taylor P. Eng.
I hope the study doesn't end up recommending installing traffic lights at the intersection because although it may be a solution, I feel a traffic circle would be much more sensible. We have one at Waring's Corners in Picton at the eastern start of County Rd. 1 and it works quite well taking all the risks from a dangerous intersection. There is also one on Hyway 2 at Odessa which also is a solution to a troubled intersection.

From:
To:
Subject:
Date:

From:
Sent: June 26, 2023 5:23 PM
To: comments@hwy62pec1.ca
Subject: 62

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Put in a round about asap

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From:
To:
Subject:
Date:

From:
Sent: Saturday, July 1, 2023 11:46 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Re: RE: Project Map

Thanks Nevena,

Good to know that provincial highways can now be called County Roads.....but it makes little sense to me. Probably confuses Google Maps too !!

Cheers and tks again,

------ Original Message ------
From: Nevena.Gazibara@stantec.com
To: dojo2001@sympatico.ca Cc: comments@Hwy62PEC1.ca
Sent: Thursday, June 29, 2023 7:48 AM
Subject: RE: Project Map

Thank you for your email and interest in this study .

The project team has noted your comments regarding the project website and the study area map.

If you click on the 'Contact' tab on the project website, you will see key project team contact information including an email address that you can utilize to submit comments, comments@hwy62pec1.ca. You can click directly on the email address link, and it should automatically open up a window where you can submit a comment via email to the project team. Other forms of contact, such as phone numbers and mailing addresses, have been noted here as well; http://www.hwy62pec1.ca/contact.html.

Please note that the County Road 33 road label on our study area map was sourced from the Ontario Government Land Information Ontario (LIO) official mapping database and County Road 33 and Loyalist Parkway are both listed as approved road labels for that particular road west of Bloomfield.

We hope that you will take the opportunity to review the Online Public Information Centre 1 (PIC) which is now available on the project website at www.Hwy62PEC1.ca. A recorded presentation is provided as part of the online PIC. Please submit your comments by **August 12, 2023.**

The Online PIC presentation will provide you with an opportunity to review and comment on the proposed intersection alignment alternatives as well as a preliminary screening of intersection alternatives being carried forward for a detailed evaluation.

Again, thank you for your comments. If you have any further comments or questions once you review the Online PIC presentation or if you are unable to view the online PIC, please don't hesitate to contact me.

Your contact information has been added to our project mailing list and you will be notified of project updates and consultation opportunities as the study progresses.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From:
Sent: Tuesday, June 27, 2023 10:41 AM
To: comments@Hwy62PEC1.ca
Subject: Project Map

Hi, On looking at the map of the study area for this project, I noticed that at the bottom you show County Road 33.....this is actually Hy 33 or Loyalist Parkway. I notice too that when you are on the contact portion of the website and click on the comment tab, it does not take you to an email form or anything similar to assist in communications. Cheers, John A.Clarke

From:
To:
Subject:
Date:

-----Original Message-----
From:
Sent: Sunday, July 2, 2023 4:39 PM
To: comments@hwy62pec1.ca
Subject: Community comment

Having lived in Prince Edward County for many years, I have watched traffic grow in volume with each successive year - moreso recently. The intersection is a dangerous one and has claimed many lives. It definitely needs to be fixed.

However, as I see it, the goal should be to slow down traffic and make drivers more aware of other users than to stop traffic. Traffic circles work exceptionally well as is shown at the County Road 1 and Highway 33 interchange - another dangerous intersection before the installation of the circle. As well, many other jurisdictions both locally and internationally, can attest to their effectiveness. I hope that this will be your decision after the consultation process is done.

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From:
To:
Subject:
Date:

From:
Sent: Sunday, July 2, 2023 4:05 PM
To: comments@hwy62pec1.ca
Subject: Prince edward 62 &1

Hey

Just want to put a vote in for a round about. There have been so many accidents from carelessness at this intersection that I really don't think lights will stop the problem.

I have seen people drive right through full speed at night. It's so scary and it's unsafe unless there is a barrier.

Thank you

From:
To:
Subject:
Date:

From:
Sent: July 2, 2023 6:40 AM
To: comments@hwy62pec1.ca
Subject:

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I would like to see a large roundabout at the intersection of hwy 62 and county road 1. They move traffic in a safe and orderly way. More effective than lights. I live in Picton and I am happy this intersection is being reviewed. Thanks.

From:
To:
Subject:
Date:

From:
Sent: Monday, July 3, 2023 8:43 AM
To: comments@hwy62pec1.ca
Subject: Comments on this EA

Hi there, as a local resident who travels through this intersection on a regular basis I would much prefer to see the installation of a roundabout. I believe that keeping the traffic moving through here would be far preferable - and safer - than the installation of traffic lights. Thanks

From:
To:
Subject: FW: Intersection of 62 and County Road 1
Date: Tuesday, July 4, 2023 8:59:25 AM

From:
Sent: Monday, July 3, 2023 3:41 PM
To: comments@hwy62pec1.ca
Subject: Intersection of 62 and County Road 1

Hi my name is and I live on county road 1 for over 30 plus years. This will be brief but to the point. I'm not sure how many deaths have happened on this particular corner or major accidents that included no fatalities but I'm sure the numbers are staggering. I also currently work on the corner of 33 and county road 1 for over 23 years and have watched the roundabout since it was added. The accidents at that intersection was comparable to 62 and 1. I can say I have not heard of 1 involving another vehicle since it was added. The round about works and is designed to allow traffic to move freely through that intersection. With the increase of traffic down county road 1 and 62 it seems to make sense to add another roundabout at that corner. I have had my own near misses and pray that nothing happens to anyone I love there. Everyone knows ....locals wise that the corner is a disaster. The turns don't line up properly and you get way to many tourists not realizing it has stop signs and that 62 has the right of passage. I hope this doesn't take long to implement a solution as every day that corner is and could take another persons life.
Could you please add me to the mailing list. Thank you
Sincerely

Sent from Mail for Windows

From:
To:
Subject: FW: comments on PEC intersection Hwy 62
Date: Tuesday, July 4, 2023 9:50:19 AM

From:
Sent: Tuesday, July 4, 2023 9:32 AM
To: comments@hwy62pec1.ca
Subject: comments on PEC intersection Hwy 62

Good Morning

There is only 1 option for this intersection - THE ROUNDABOUT.

To quote the ministry own words "roundabouts reduce motor accidents by an average of 39 per cent and injury crashes by 76 per cent"

You didn't mention costs comparable between the 2 options. Why was that?

Many thanks for your time

From:
To:
Subject:
Date:

From:
Sent: Tuesday, July 4, 2023 6:10 AM
To: comments@hwy62pec1.ca
Subject: drivers

Perhaps there's not as much wrong with the intersection, but rather the drivers. It seems to me the drivers themselves are more at fault. Instead the solutions seem to focus on investing in a new intersection, which will not remove the risk of accident or injury. That starts with the driver.

Sent from Mail for Windows

From:
To:
Subject:
Date:

From:
Sent: Tuesday, July 4, 2023 9:48 AM
To: comments@hwy62pec1.ca
Subject: roundabout

If everyone knew how to use a roundabout I would be fully behind putting one at the Hwy 62/CR 1 intersection, rather than traffic lights. Unfortunately, they don't. I always drive presuming other drivers are ignorant of the rules when using the one at Waring's Corners, and at times have had to take avoiding action, like braking on the roundabout when somebody just drives onto it in front of me. I don't know how many accidents there have been at the current site – this would be good to know. And, there is one very big difference there to the proposal for Hwy 62, which is that ALL roads leading into this roundabout have a speed limit of 50km/hr. This is not the case, with Hwy. 62, so any incorrect move at the roundabout could result in a much more devastating accident. Is it planned to lower the speed at approach, and would people ignore it anyway when they've been happily doing 80-100 km. for a long way? Would signs explaining RoW help? I don't know, but I do think these points need to be fully discussed when considering this option. The roundabout at Hwy 33/CR1 is often the first roundabout visitors have ever encountered. A roundabout on Hwy 62 would take over that role, and that really concerns me.

From:
To:
Subject:
Date:

-----Original Message-----
From:
Sent: July 4, 2023 11:10 AM
To: comments@hwy62pec1.ca
Subject: 62-cr1 intersection

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Just put a light there with a sensor. The roundabout will slow down traffic too much when not required.

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From:
To:
Subject:
Date:

From:
Sent: Wednesday, July 5, 2023 12:32 PM
To: comments@hwy62pec1.ca
Subject: comments@hwy62pec1.ca

Alternative # 4 Roundabout is best. No Pedestrian crossing requirement. The Picton Roundabout is all season practical / useful.

Thanks & Regards,

From:
To:
Subject: FW: Hwy 62, County Rd 1 Roundabout Mailing List Request and Comment
Date: Wednesday, July 5, 2023 9:28:19 AM

From:
Sent: June 29, 2023 4:17 PM
To: comments@hwy62pec1.ca
Subject: Hwy 62, County Rd 1 Roundabout Mailing List Request and Comment

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Hello,

We wish to be added to the mailing list to stay up-to-date on the project.
Please and thank you.

Please ensure when considering the structural components of building the roundabout – that it is wide enough to accommodate the large RVs, boats, tractor trailers, large farm equipment, etc. We are aware that many tourists who visit our beautiful county are sometimes many inexperienced newer drivers hauling loads and/or other types of vehicles and they require a road allowance large enough to support them in the ability to properly and efficiently navigate the roundabout. Also, please ensure adequate signage and lighting to allow traffic to continue to flow as smoothly ass possible as they transition to the appropriate road selected.

Thank you and we look forward to the positive changes this brings to a busy and dangerous intersection.

Kind regards,

From:
To:
Subject: FW: Comment on the new intersection
Date: Wednesday, July 5, 2023 2:39:51 PM

From:
Sent: July 5, 2023 8:15 AM
To: comments@hwy62pec1.ca
Subject: Comment on the new intersection

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I am strongly for the roundabout for this intersection. Individuals frequently run the stop sign and traffic lights will not guarantee that especially during an extreme weather event where the power goes out. Even without power the roundabout will continue to ensure safety. In the event of a power disruption there will be no lights to signify that there is an intersection increasing the chances of a high-speed collision.

From:
To:
Subject:
Date:

From:
Sent: July 5, 2023 10:18 PM
To: comments@hwy62pec1.ca
Subject: City Rd 1 & Hwy 62

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1- The Round about solution is far more sensible as it will save lives. Isn't a human life worth more than the "disadvantages" listed in the article ?

2- In Ireland, most major road and freeway intersections are round abouts.
People learned very well how to manoeuvre and signal, even in two lane circles . It also keeps traffic moving freely at rush hours.

From:
To:
Subject:
Date:

From:
Sent: July 5, 2023 10:17 AM
To: comments@hwy62pec1.ca
Subject: 62 and 1 highway change

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Round about. Proven world wide to be the most effective and safe way to move traffic through an intersection. Keep it simple...no need for elaborate construction. In England a white circle is often just painted in the middle of the cross section. Would not work here of course as drivers are not as familiar with the round about as are the British.

From:
To:
Subject:
Date:

From:
Sent: Wednesday, July 5, 2023 10:35 AM
To: comments@hwy62pec1.ca
Subject: HWY 62/CTY RD 1

Roundabout is the better choice.

Drivers will be unable to drive through without stopping or at least sowing down a lot.

All other options, there is still a possibility for drivers to drive through from all directions, red light or otherwise.

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From:
To:
Subject:
Date:

-
-----Original Message-----
From:
Sent: July 5, 2023 10:45 AM
To: comments@hwy62pec1.ca
Subject: Roundabout

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Hi there,

My family lives in picton and our vote would be for a roundabout.

The one on loyalist parkway/Sandy hook/pec 1 has worked well to keep traffic flow going. This way there would be no red lights to stall traffic, particularly at night when there would be a higher temptation to run the red.

Thank you

Sent from my iPhone

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From:
To:
Subject: FW: Intersection on Cty. Rd. 1 and Hwy 62
Date: Wednesday, July 5, 2023 3:34:09 PM

From:
Sent: July 1, 2023 9:26 AM
To: comments@hwy62pec1.ca
Subject: Intersection on Cty. Rd. 1 and Hwy 62

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Dear Project Team,

I am thankful to have read the possible changes coming to the intersection on Cty. Rd. 1 and Hwy 62. It has needed to be addressed for quite sometime, as I'm sure it has been before coming public. We live just off of Cty 1. Rd. and have to pass that interaction near daily. We have witnessed so many accidents and have been weary at times because we too have almost been hit numerous times by people who do not know how to make proper left turns.

Not that I am a professional in the flow of traffic, but with it being such a busy intersection, I believe that a roundabout would be the better option because it would maintain the flow of traffic while slowing it down to maintain the safety of the people. The roundabout on Hwy. 33 and Cty. Rd. 1 has proved to be a good option and has prevented unnecessary accidents. I believe a roundabout would serve the same purpose and would be more convenient for the locals from October to May when the flow of traffic slows substantially.

Respectfully,

Sent from Yahoo Mail on Android

From:
To:
Subject:
Date:

From:
Sent: Thursday, July 6, 2023 1:26 PM
To: comments@hwy62pec1.ca
Subject: Hwy 62 and City Rd 1

A roundabout, and possibly a double-laned one, would be the best bet for that intersection. They are being installed in the suburbs of large cities, and manage the traffic safely and efficiently.

Sincerely,

Residents of P.E.C.

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From:
To:
Subject: FW: Hwy 62/County rd 1 intersection
Date: Thursday, July 6, 2023 9:23:44 AM

From:
Sent: Thursday, July 6, 2023 8:53 AM
To: comments@hwy62pec1.ca
Subject: Hwy 62/County rd 1 intersection

A roundabout is by far the best solution.

Picton

From:
To:
Subject: FW: Study on what to do about 62 and county road 1 intersection.
Date: Thursday, July 6, 2023 2:00:42 PM

-----Original Message-----
From:
Sent: July 6, 2023 1:20 PM
To: comments@hwy62pec1.ca
Subject: Study on what to do about 62 and county road 1 intersection.

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My feelings is that no matter what is done no one will be happy. I take that intersection a few times a day and have to say that I don't feel there is nothing wrong with it. What we need is better driver education and patience. This past winter I was approaching the intersection a minute behind my daughter. There was a transport truck waiting on county road 1 heading towards Consecon. He was there when my daughter went through and decided he waited long enough as I approached. He pulled out in front of me to the point where I had to steer towards the ditch to avoid hitting him. He knew I and others on 62 had no stop sign but figured he had waited long enough and took his chances. And that is what causes most if not all accidents at that intersection. Round about don't really work unless everyone is properly shown how to use them. Traffic lights won't work because of the right turn on red (when it's safe to do so). Drivers today seem to have no judgement as to when it's safe or just don't give a s$#t. They see red and turn regardless.
Plant a police cruiser there for a couple weeks and watch the driving improve.
I never go through that intersection without my foot covering the break. I seen too many close calls because of impatience.
Why waste money on what won't work.
Sorry that's how I feel

Sent from my kPad
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From:
To:
Subject:
Date:

From:
Sent: July 6, 2023 7:31 PM
To: comments@hwy62pec1.ca
Subject: Intersection nightmare!!

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I just live down the road from this intersection and every summer we hear and see OPP going to that corner. My vote is for a round about as this is by far safer IMHO. Traffic is 10-fold compared to even 5 years ago . It sometimes takes us 10 minutes to get out of driveway. And traffic goes well above speed limit especially Friday's and Sunday's.

Thank you,

From:
To:
Subject: FW: Comments regarding the proposed solution for the Intersection of Highway 62 and County Rd 1
Date: Thursday, July 6, 2023 10:38:34 AM

From:
Sent: July 6, 2023 10:01 AM
To: comments@hwy62pec1.ca
Subject: Comments regarding the proposed solution for the Intersection of Highway 62 and County Rd 1

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Hello;

Per the article that appeared below:

https://www.countylive.ca/public-opinion-welcome-on-two-of-six-options-to-fix-cty-rd-1-and-hwy-62/

... here are my comments on the alternatives proposed to try to improve the intersection of Highway 62 and County Rd 1 in Prince Edward County.

First of all, in my opinion, doing nothing (i.e. status quo) is NOT an option. There have been, and will continue to be, too many accidents and near misses, not to mention much frustration at this intersection.

Overwhelmingly, I favour a roundabout as a solution. There are many articles written online about the pros and cons of roundabouts vs traffic lights. But here are my reasons:

1) When roundabouts were first introduced to Ontarians, some found the "rules" confusing, until they understood them.

- There are not many rules, to be fair.
- And they can be easily stated on signage approaching the intersection -- just as easily as traffic lights.
- But these days, especially in the County, the roundabout at the intersection of County Rd 1 and Highway 33 (Loyalist Parkway) works extremely well.
- And there are never long traffic backups even in the busy summer season.

2) Traffic lights almost ALWAYS create long backups in at least one and sometimes more than one direction.

- The timing is difficult to get exactly right.
- Granted, there can be "smart" technology used to allow light timing to vary depending on the arrival rates of traffic.
- But that technology is far from trouble-free, and adds to the expense of simply hanging lights from wires and poles.

3) A roundabout would offer the opportunity to add an even more welcoming aesthetic to the County.

- When people are coming into the County, the largest number come south on Highway 62, or east on County Rd 1.
- And almost all commercial traffic, such as trucks and buses, does the same.
- A roundabout offers a very intuitive transition from higher-speed roads to the more gentle pace of the County.
- And the centre island could easily be used for natural features that would add charm and beauty to the overall area.

4) In the article, the disadvantages of the roundabout alternative are: a) 3 properties are impacted, b) entrance mods are needed for 2 of them, and c) a wooded area is impacted in the southwest quadrant.

- The impact to the wooded area is relatively minimal -- based on the graphic, looks like 10% or perhaps less.
- This could be mitigated by re-planting other trees, which is always a good thing in terms of regenerating natural vegetation.
- In terms of the property "impact", I would question whether the impacts would be overall, net negative or positive.
- I believe that once the project is complete, the overall net impact would be positive.
- With a roundabout, because there will be fewer (if any) long line backups on County Rd 1 east of the intersection, this will mean that people will be more inclined to enter / exit these commercial operations.
- And when they do so, they will feel (and be) more safe in that they will have much better visibility when entering / exiting the properties.
- With traffic lights, there is almost certain to be long lineups backing up to the east and also the west of the intersection, along County Rd 1.
- These backups will much more negatively impact both of the 2 properties cited in the article, and also Huff Estates.

5) Regarding roundabout design.

- Because this is such a significant intersection for the County, and because of its traffic volume, I believe it would be optimal to have a 2-lane design rather than a single lane design.
- The roundabout at the intersection of County Rd 1 and Highway 33 is a single-lane design, which is a bit less than optimal, but which still avoids long lineups.
- The reason that long lineups are avoided at the intersection of County Rd 1 and Highway 33, is that much of the traffic coming south from Belleville to Picton, either gets off Highway 62 at Ben Gill Rd (County Rd 4), or continues south through the intersection of Highway 62 and County Rd 1 to Bloomfield and also toward Wellington via the intersection of Highways 62 and 33.
- But because of the larger volume at the intersection of Highway 62 and County Rd 1, a two-lane roundabout is a much better approach.
- The two-lane design also offers people a "free right turn", in that if one is simply turning right as they approach the intersection from any direction, they do not have to co-mingle with traffic making left turns, which would require using the inside lane of the roundabout for a portion of their time in the roundabout.
- Also, the two-lane design offers large trucks more space to be able to navigate the roundabout more safely.
- I also think that the outside lane of the roundabout should include a 1/2 lane extra, which would be marked and designated as a bike lane.
- The County is well known for its cycling population (both full-time and visitors), and since Highway 62 was reconstructed recently, it has become much more suitable for cyclists. Disclosure: I am a cyclist and full-time resident of the County.

Please feel free to contact me for more discussion about this at any time, or if my comments need more clarification.

From:
To:
Subject: FW: Best solution to hwy 62 and CR 1 intersection
Date: Friday, July 7, 2023 2:35:57 PM

-----Original Message-----
From:
Sent: Friday, July 7, 2023 1:48 PM
To: comments@hwy62pec1.ca
Subject: Best solution to hwy 62 and CR 1 intersection

Using common sense, in order to reduce traffic accidents at the above-mentioned intersection, a roundabout needs to be installed.
It has been proven worldwide that roundabouts are safer because traffic must slow down and therefore will reduce accidents. It also creates a continuous traffic flow.
Traffic lights do not guarantee that drivers will stop and obey signals.

Regards,

Sent from my iPad

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From:
To:
Subject:
Date:

-----Original Message-----
From:
Sent: July 6, 2023 1:42 PM
To: comments@hwy62pec1.ca
Cc: Bev Powell-Vinden <bpowellvinden@gmail.com>; Nicholas Vinden <nick@vindens.ca>; Jacqui Vinden <jacquivinden@gmail.com>
Subject: Intersection options

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Hi,
My family travels through the 62/1 intersection at least 5 or 6 times a week, although a bit less during the winter.
We also use the roundabout near the Home Hardware in Picton many more times than that each week.
Please, please, please install a roundabout at 62/1. Traffic lights cost a lot in time inefficiency, additional fuel consumption, unnecessary idling, and increased maintenance costs.
I also am sure in that location, a roundabout would be a lot safer as vehicles in both directions have to slow down, and neither can ignore a roundabout and go directly through the intersection.
If there is any more that can be done to promote a roundabout there, please let me know.
Best regards,

Sent from my iPhone

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From:
To:
Subject: FW: HWY 62 and Road 1 intersection
Date: Monday, July 10, 2023 2:17:23 PM

From:
Sent: July 6, 2023 8:54 PM
To: comments@hwy62pec1.ca
Subject: HWY 62 and Road 1 intersection

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Dear All

This has been a dangerous intersection for years, and living just over a km to the west for 30+ years, I can attest to the steady occurrence of accidents at this intersection. I am a strong advocate for a Roundabout at this location. The Hwy 33 / County Road #1 roundabout has been a godsend. That intersection by comparison had taken lives over the years, several that were close friends. I hope that a roundabout is implemented soon at the Hwy#62 / County Road #1 locations before lives are lost. I sincerely hope that death is not a prerequisite for action.

Why the intersection at 62/Cty Rd 1 is dangerous is in my opinion a combination of it being NOT at a right angle but quite skewed. This is more than just numbers, one has to experience it from all angles.

The worst case scenario is when two vehicles meet on Hwy 62 (one traveling south, and the other travelling north) and are both turning LEFT onto County Road #1. By traffic law the vehicles should both pass by each other and make their left turns behind the vehicle they meet. Unfortunately due to the skewed angle, this is quite difficult. (near impossible for vehicles with trailers or semi-tractors with trailer). What happens is usually a sort of "free-masons", last second, agreement between drivers to cut in front of each other as this is much more intuitive. Usually with not much traffic this works out. However, it has become way too busy, and with the new turning lanes, allows cars to pass the turning vehicles on the right which would result in T-boning the car crossing their path.

Summer traffic also has become so busy that people are backed up past Huff's Winery's south entrance waiting to pass through the stop sign.

A 4-Way stop would just back cars up worse in all directions.

Thus a ROUNDABOUT is by far the best choice.

The one at Hwy 33 just to the east on Cty Road #1 works wonderfully.

Please expedite the construction of one here before lives are lost.

Cordially

From:
To:
Subject: FW: Another vote for the Roundabout
Date: Monday, July 10, 2023 2:17:36 PM

From:
Sent: July 7, 2023 9:20 AM
To: comments@hwy62pec1.ca
Subject: Another vote for the Roundabout

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Thank you very much for welcoming comments on this very important topic.

Because I am a full-time resident (and have been for a looooooong time), I have "lived experience" with the life-change that happened when the roundabout was installed at the intersection of Hwy.33 and County Rd. 1. Honestly, every time I pass through that intersection, I whisper a little "Thank you!" to the powers that made that happen.

PLEASE make the same decision for the intersection of Hwy. 62 and County Rd. 1. I would love to approach that intersection without fearing for my life. It is standard practice for folks that take a lazy left as they come away from Bloomfield and turn onto County Rd. 1. Currently, innocent drivers waiting at the stop sign take their lives in their own hands as they wait responsibly to pass through the intersection. These drivers are in danger and they aren't even moving!

Also, given the current, and anticipated, increased traffic along Hwy. 62, - as evidenced by the plans for adding another bridge across the Bay of Quinte at Belleville - keeping vehicles in smooth motion must be a priority. Traffic lights at that intersection will inevitably create signifcant traffic back-up at busier times.
(*Note - traffic back-ups lead to frustrated drivers making irresponsible, road-ragey decisions that cause harm.*)

Now, picture those backed-up lines of cars, - or ANY number of cars, for that matter, - waiting for the traffic light to change. They are all idling!! For Pete's sake, we have an opportunity to completely avoid setting the stage for streams of idling cars. Our environmental conscience HAS to kick in and inspire us to choose the solution that eliminates that unnecessary possibility.

The implications of a power-outage at the intersection, should it be controlled by traffic lights, are worthy of note, too. We must recognize that power outages are frequent in PEC year-round. When traffic lights at major intersections are knocked out, additional OPP support is required to supervise (until power is restored). This adds a layer of disruption to community services and safety that is 100% eliminated by NOT having traffic lights!

I could go on and on. For so many reasons, the roundabout is a win-win. Yes, it will require more investment, time, and engineering at the outset. But the sustainable pay-off(s) are very clear.

It is so important for decision makers to have LONG-TERM vision(s). PEC road conditions are a testimony to how inexpensive, short-term, band-aid solutions end up costing an untold fortune in the long run. Let's learn from our mistakes and experiences, and be pro-active in approaching municipal problem-solving.

Anticipate the future, take a deep breath, and do the hard work now.

Your community will thank you ☑.
Your visitors will thank you ☑.
Your planet will thank you ☑.

That checks a lot of boxes, don't you think!?

Kind regards,

From:
To:
Subject: FW: Hwy 62/PEC 1 Intersection Improvement
Date: Monday, July 10, 2023 2:18:05 PM

From:
Sent: July 8, 2023 4:47 PM
To: comments@hwy62pec1.ca
Subject: Hwy 62/PEC 1 Intersection Improvement

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Further to my earlier submission in this matter, I **recommend and suppor**t a ***roundabout*** solution be implemented, substantially in the form as tabled in the MTO/Stantec drawing.

The reasons are obvious, even to one lacking an iron ring:

1. Improved safety for road travellers and their passengers;

2. Minimized delays to traffic flow; and

3. No issue with the suboptimal 55o intersetion alignment with a signalized four way intersetion.

Thank you for your attention to this submission.

Yvt,

Bongard/Bayside, PEC

From:
To:
Subject:
Date:

-----Original Message-----
From:
Sent: July 8, 2023 3:06 PM
To: comments@hwy62pec1.ca
Subject:

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Roundabout is the best option!

Sent from my iPhone
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From:
To:
Subject:
Date:

From:
Sent: July 8, 2023 6:29 AM
To: comments@hwy62pec1.ca
Subject: Hwy 62 and Cty Rd 1

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I feel a round about would be the best way to go.
I see a lot of drivers going through red lights and stop signs on a regular basis. Which will still cause a lot of accidents.
With a round about they have to yield the right away. The hope is they yield.
Thanks

Sent from Mail for Windows

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From:
To:
Subject:
Date:
Attachments:
Importance:

From:
Sent: July 9, 2023 11:21 PM
To: comments@hwy62pec1.ca
Subject: Traffic circle 62
Importance: Low

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Thank you for finally addressing this traffic issue before someone was killed.

About 10 years ago I did some personal recognisance and created this scale CAD drawing:

<<...>>

My unprofessional investigation suggested a traffic circle with the same parameters as that next to Home Hardware would fit this intersection with little disruption to adjoining properties.

Last year when I saw the work being done on 62, I thought you'd finally got around to it. I was shocked to learn that was not the case.

Please proceed in haste.

Caution: This email originated from outside of Stantec. Please take extra precaution.

From:
To:
Subject: FW: Intersection of Hwy62 and CR-1
Date: Monday, July 10, 2023 2:18:30 PM

-----Original Message-----
From:
Sent: July 9, 2023 10:46 AM
To: comments@hwy62pec1.ca
Subject: Intersection of Hwy62 and CR-1

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Hi. I appreciate your soliciting input from the public. I prefer the roundabout option.

I don't like any solution that retains an intersection that is not at right angles. Particularly for older people who have less than full flexibility, it can be difficult to turn sufficiently to see traffic approaching from the acute angle direction. And it's possible for the B pillar to block a view of a vehicle approaching from the obtuse angle direction.

The roundabout at Hwy 33 and County Road 1 has been very successful. More often than not, no stop is required when entering the roundabout. And even if a stop is required, it is shorter on average than the average wait when there are traffic lights.

Traffic is required to slow down on approaching and entering the roundabout, thereby reducing the chance and consequences of a collision. Finally, I think that a roundabout (after getting used to it) is less stress-inducing on drivers than traffic lights.

Regards,

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From:
To:
Subject:
Date:

From:
Sent: Sunday, July 16, 2023 1:20 AM
To: comments@hwy62pec1.ca
Subject: PEC 62 and 1 comments

I am a resident of Prince Edward County and travel County Road 1 at least three times a week for work. I would like to add my comments about the proposed options for intersection County Road 1 and 62.

1. This is an extremely busy and important intersection in the County with both locals and tourists alike. Currently we have many accidents and near misses at this intersection and if we do not address this soon, we will have many more accidents.
2. The current configuration and signage of this road is not sufficient to manage the current volume of traffic, so doing nothing will not be an option.
3. A round-about would be the best option for this intersection. It would allow traffic to flow at all times, without the need for a full stop light option.

Thank you for list.

Regards,

From:
To:
Subject:
Date:

From:
Sent: July 18, 2023 1:38 PM
To: comments@hwy62pec1.ca
Subject: Feedback on Options

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Good evening,

I live in the County at . We are proponents of a roundabout. We observed where we previously lived in another region, also in a rural area, how positive the addition of a roundabout was in managing traffic flow that varied from busy during rush hour to quiet during a regular weekday. It enhanced safety and allowed for varying flows of traffic without the cumbersome nature of a stop light.

I would be happy to provide further thoughts if at all helpful. Thank you.

Sent from my iPhone

From:
To:
Subject: FW: Re Roundabout or lights at Hwy 62 and Cty Rd 1
Date: Tuesday, July 18, 2023 5:01:04 PM

-----Original Message-----
From:
Sent: July 18, 2023 12:23 PM
To: comments@hwy62pec1.ca
Subject: Re Roundabout or lights at Hwy 62 and Cty Rd 1

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Hello

Earlier I sent my comments re the above.

I forgot to mention that when I was struck by the other car, the driver said, besides not seeing me travelling northbound she thought that it was a four way stop!

Which supports the idea of a roundabout! It is the only way to go!

Thank you.

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From:
To:
Subject:
Date:

From:
Sent: July 20, 2023 2:16 AM
To: comments@hwy62pec1.ca
Subject: This isn't that hard!

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This intersection needs to be a 4 way stop. It's that simple and inexpensive. Please stop wasting money and time seeking other alternatives and go get 2 more stop signs in the ground before people die there.

From:
To:
Subject: FW: Hwy 62 / County Rd 1 intersection
Date: Monday, July 24, 2023 9:27:07 AM

-----Original Message-----
From:
Sent: Thursday, July 20, 2023 8:43 PM
To: comments@hwy62pec1.ca
Subject: Hwy 62 / County Rd 1 intersection

I have passed east/west through this intersection for nearly 30 years and have seen and had many a near miss with late or no turn indication, apparently confused or distracted visiting drivers and impatient and aggressive drivers. My vote is for the roundabout plus stepping down the posted speed limit to 60 km/hr for 1 km in each direction with half the normal distance between speed limit signs and use of high visibility signs so drivers (especially visitors who are unfamiliar with the area) have plenty of notification and time to reduce speed on approach to the circle. This is more important for the downhill approaches eastbound and southbound and for westbound when facing directly into the afternoon and evening sun.
I would even be in favour of 60 km/hr at 1 km and 50 km/hr for the final 500 meters because for most drivers, 60 = 70+ and 50 = 60+, especially coming down from driving 90+ in a previous 80 km/hr zone.

Sent from my iPhone

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From:
To:
Subject: FW: 5 years before a roundabout???
Date: Friday, July 28, 2023 1:20:32 PM

From:
Sent: Friday, July 28, 2023 1:18 PM
To: comments@hwy62pec1.ca
Subject: 5 years before a roundabout???

Having read the recent article in the Picton Gazette, and hearing that it may take 5 years to complete a roundabout (which is ridiculous), I would highly recommend an interim plan (ie. set of lights) be implemented immediately to avoid future injury or loss of life.

There should be no delay to prevent someone else from getting seriously injured or killed in that intersection.

Picton, ON K0K2T0

From: Gardiner, Serena
To:
Subject: FW: FW: Re Roundabout or lights at Hwy 62 and Cty Rd 1
Date: Wednesday, August 2, 2023 8:58:51 AM

-----Original Message-----
From: Sandra de Sousa <sdesousa@kos.net>
Sent: Wednesday, August 2, 2023 10:43 AM
To: Gardiner, Serena <Serena.Gardiner@stantec.com>
Subject: Re: FW: Re Roundabout or lights at Hwy 62 and Cty Rd 1

> Hello Serena

Thank you for your personal reply. That's a refreshing change from form replies from corporations.

Unfortunately I deleted my previous email. The gist of it was to say that I had a collision at the corner of which you are currently studying.

I was travelling northbound on highway 62 and the other car was stopped then pulled out from Creamy Rd 1 travelling east towards Picton. She hit me just as I was at the intersection. She told the police officer, I believe, that she did not see me and also said that she thought it was a 4-way stop.

Given this confusion, I would vote for a roundabout. That would make it crystal clear as to who has the right of way!

Thank you.

Sergio de Sousa

Thank you for your email and your interest in the study Sergio.
>
>
> In the email below you referenced sharing comments earlier,
> unfortunately we don't have record of any previous emails from you.
> Our apologies for any miscommunication on our end. Can you please
> resend that correspondence and the project team would be more than
> happy to address your previous comments?
>
>
> We are very sorry to hear about your accident. Your comments with
> respect to safety concerns have been noted and forwarded to the
> project team. As part of the project teamâ€™s safety and traffic
> engineering investigations, they will review the sight distance,
> collisions and line compliance with the existing traffic control. Your
> support for a roundabout at this intersection has also been noted by the project team.
>
>
> As part of this Preliminary Design and Class Environmental Assessment,
> the project team has conducted detailed safety and traffic studies and
> developed a set of intersection improvement alternatives that address
> the safety and traffic issues identified at this intersection. Please
> note that a roundabout is one of the intersection alternatives that
> will be evaluated.
>
>
> You can visit the project website at
> https://can01.safelinks.protection.outlook.com/?
url=http%3A%2F%2Fwww.hwy62pec1.ca%2F&data=05%7C01%7CRachel.Young2%40stantec.com%7C1d10fb2a9385644a606c4208dd0586e8b%7C41fc6f2c210a4f0295d3f2d6d88285e1%7C0%7C0%7C638205814345871615%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=mCpI2ou459dSiYZBmCwyAls1Ezvo5hO3kTKjKTFHgg%2Bw%3D&reserved=0
> wyS2pnC1oN%2B&data=05%7C01%7CSerena.Gardiner%40stantec.com%7C3b7c3ba2
> 217b4e8c4f4bbb1b0d5157C4C1c1d2c21f4e6f0297d2f2dd4d2f81e7%7C0%7C0%7C638205842152979885%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=Q8MWSiBLRiXMzuqmiyuhmgJMdRLoP%2BUG2LZAIcRzU%3D&reserved=0>https://can01.safelinks.protection.outlook.com/?
url=http%3A%2F%2Fwww.hwy62pec1.ca%2F&data=05%7C01%7CRachel.Young2%40stantec.com%7C1d10fb2a9385644a606c4208dd0586e8b%7C41fc6f2c210a4f0295d3f2d6d88285e1%7C0%7C0%7C638205814345871615%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=Q8MWSiBLRiXMzuqmiyuhmgJMdRLoP%2BUG2LZAIcRzU%3D&reserved=0
for further project information including the Online Public Information Centre 1 (OPC) which is now available on the website.
>
>
> Again, thank you for your comments. If you have any further comments
> or questions or if you are unable to view the online PIC, please
> donâ€™t hesitate to contact me.
>
>
> Your contact information is on our project mailing list and you will
> be notified of project updates and consultation opportunities as the
> study progresses.
>
> Kind regards,
> Serena Gardiner B.Sc., MREM, ENV SP
> Senior Environmental Planner
> serena.gardiner@stantec.com< mailto:serena.gardiner@stantec.com>
>
> Pronouns: she, her, hers
>
>
> Stantec
> 200-835 Paramount Drive
> Stoney Creek ON L8J 0B4
>
> [Stantec]<https://can01.safelinks.protection.outlook.com/?url=http%3A%
> 2F%2Fwww.stantec.com%2Fdisclaim=05%7C01%7CSerena.Gardiner%40stantec.com%7C
> C3d7a3fa4221764e8a4f90bd0f30565315%7C41fc6f2c210a4f0295d3f2d6d88285e1%7C
> 0%7C0%7C638205842152979885%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMD
> AiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&data
> =MbxhOQ7tyZHSNMqR3xIdFAnjpmcbfPZWVSeOjK2MsTI4rUI%3D&reserved=0>
>
> The content of this email is the confidential property of Stantec and
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> except with Stantec's written authorization. If you are not the
> intended recipient, please delete all copies and notify us immediately.
>
>
>
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>
> -----Original Message-----
> From:
>
> Sent: July 18, 2023 12:23 PM
>
> To: comments@hwy62pec1.ca< mailto:comments@hwy62pec1.ca>
>
> Subject: Re: Roundabout or lights at Hwy 62 and Cty Rd 1
>
>
>
> CAUTION -- EXTERNAL E-MAIL -- Do not click links or open attachments
> unless you recognize the sender.
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>
>
> Hello
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>
> Earlier I sent my comments re the above.
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>
> I forget to mention that when I was struck by the other car, the
> driver said, besides not seeing me travelling northbound she thought
> that it was a four way stop!
>
>
>
> Which supports the idea of a roundabout! It is the only way to go!
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> Thank you.
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> email
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> AtenciÃ³n: Este correo electrÃ³nico proviene de fuera de Stantec. Por
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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:
To: Young, Rachel (Waterloo)
Subject: FW: Roundabout
Date: Tuesday, August 8, 2023 9:38:30 AM

Please save this comment and update table

From:
Sent: August 6, 2023 9:02 AM
To: comments@hwy62pec1.ca
Subject: Roundabout

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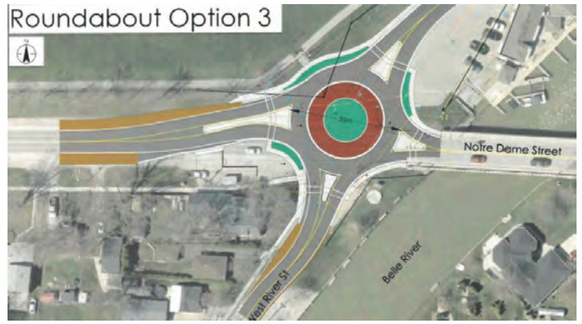
Alternative 1 is not an option as in most cases north and south bound vehicles making a left turn end up having to go around the back of each other or block traffic trying to navigate the corner.

Alternative 4 is the best solution however the drawings depict the roads routed to right angles, this is unnecessary as the advantage to a roundabout is that they accommodate different angles of approach as well as more than 4 directions

3 examples found in 5 minutes of searches.







Sent from my iPad

From:
To:
Subject:
Date:
Importance:

From:
Sent: August 11, 2023 4:07 PM
To: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Cc: comments@hwy62pec1.ca;
Subject: Re: Hwy 62 & Cty Rd 1 Bloomfield Intersection
Importance: High

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hello Ms Deidre Taylor,
In regards to the ongoing study of the above mentioned intersection, we have had another close call at this intersection. As we mentioned before, we travel through here quite regularly.
Earlier this summer 2023 we were travelling South towards Bloomfield with our truck and RV. We had a car ahead of us slowing down as they wanted to turn left and go East on Cty Rd 1. We were approaching the intersection when a car crossed over hwy 62 heading West on Cty Rd 1 and did NOT stop. There was also a truck travelling on Hwy 62 heading North towards
Belleville. The truck managed to stop and the car crossed in front of the truck and just kept going and did not look back. I was sure there was going to be an accident. Too close for my comfort zone. This was in the Daytime so no excuses!
Now every time any of us pass through there, we slow down and take caution.
We strongly want you to consider a Traffic circle or Round-a-bout in this intersection. Traffic would still be able to move through safely and all the accidents/close calls could be avoided.
If you require more information or clarification from us please feel free to reach out to us.

Thank you for your consideration.

On Oct 20, 2022, at 1:55 PM, Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca> wrote:

Hello ,

Thank you for your email and continued interest in the Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design and Class Environmental Assessment. We appreciate you sharing your own personal experience and your comments with respect to traffic and safety concerns at this intersection have been noted and forwarded to the project team for consideration.

The study will include reviewing existing conditions, developing, and evaluating alternatives, identifying appropriate improvements, and developing environmental protection/mitigation measures. Alternatives will be available for review at the first Public Information Centre (PIC), tentatively planned for late winter/early spring 2023.

As part of this Preliminary Design and Class EA Study, the project team will be conducting detailed safety and traffic studies and reviews to help identify the problems and develop a set of intersection improvement alternatives that will address those issues. Thank you for sharing your support for a roundabout which will be one of the alternatives evaluated as part of this intersection improvement study.

Again, thank you for your comments. As you know, your contact information has been added to the project mailing list, and you will be notified in advance of the first PIC and at key project milestones moving forward.

Kind Regards,

Deidre Taylor, P.Eng. | hear it | she/her/hers
Senior Project Engineer (A), Design and Engineering Branch

Ministry of Transportation Ontario
Transportation Infrastructure Management Division
1355 John Counter Boulevard
Kingston, ON K7L 5A3
613-449-7457
Deidre.Taylor@ontario.ca

-----Original Message-----
From:
Sent: October 7, 2022 8:58 PM
To: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>
Cc: ; comments@hwy62pec1.ca
Subject: Hwy 62 & Cty Rd 1 Bloomfield Intersection
Importance: High

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Hello Mrs. Deidre Taylor,
and I have concerns with the current intersection at Hwy 62 and Cty RD 1 Bloomfield. He has already contacted you to put us on the mailing list.
Please find attached our letter, outlining our concerns.
If you have any further questions, please feel free to contact us at anytime.

Thanks so much,

ONLINE SURVEY / COMMENT FORMS

Q2 Do you have any comments on the preliminary intersection improvement alternatives?

Answered: 21 Skipped: 2

#	RESPONSES	DATE
1	Roundabout is the best solution. I thought the center of the roundabout could be moved a bit west and north to reduce the impact on the two commercial businesses on the east side of Hwy 62. But roundabout is the best solution and will save lives and gasoline.	8/19/2023 8:05 PM
2	Pleased to see some movement on this matter. I would have liked to seen more stats, in regards to numbers of collisions,perhaps the reason for the near misses, or uncertainty.	8/11/2023 4:19 PM
3	After seeing the improvements to the intersection at Highway 33/Schoharie Rd. in Picton, with a roundabout, I would support the same in this location. I have driven through this intersection nearly daily for 20 years, and observed many near miss accidents. As PEC has become busier in the last 10, it has become increasingly dangerous. If I am travelling west, I avoid this intersection in the summer months, as well as during inclement weather in the winter by travelling Highway 33 from Bloomfield to Wellington, and then travelling up County Road 2 (Belleville Rd).	8/8/2023 6:55 AM
4	The Hwy 62& #1 intersection has long been a dangerous and frustrating situation. The proposal for a traffic circle is, to me, an excellent solution. Traffic circles have proven to be the safest alternative, and safety must be the first priority. The community is getting better and better (slowly) at navigating the one traffic circle which we have now, and I highly support having another one at 62.	7/31/2023 9:17 AM
5	Thorough evaluation of six options, looks great	7/21/2023 10:23 AM
6	I believe the traffic circle option is the best. Traffic varies in direction and intensity both daily and seasonally making it difficult to find appropriate signal timing. I also believe most of the near misses I have seen arise from vehicles southbound on 62 missing the intersection entirely or, more commonly, from turning vehicles from any direction. A traffic circle is more likely to force vehicles to slow on approach and accommodates turning vehicles well. It also appears to accommodate the existing businesses with minor adjustments.	7/20/2023 3:13 PM
7	As a person who was involved in a serious accident at this intersection (that had the potential to be deadly if it wasn't for both members driving large trucks), I am very happy to know that changes are being seriously discussed. After having this accident at this intersection, I noticed that, when "County RD 1 and Hwy 62" is mentioned, it is notorious with the non-seasonal community (hospital staff, family members, neighbours and friends etc) as having an accident at least once a week.	7/20/2023 6:51 AM
8	I think that a roundabout at this location would be the best solution. There have been no accidents at #1 band Cty Rd #1 since roundabout installed. Accidents are still on @62	7/19/2023 8:48 AM
9	The alternatives as presented appear to be thorough. I focused on the impact on the businesses and the number of catastrophic accidents and/or near misses that have occurred in the past with the aim of eliminating or significantly reducing both.	7/17/2023 8:37 AM
10	Alternative 1 with traffic lights and turn lanes would be a safe alternative, drivers are aggressive and inconsiderate in roundabouts, many drivers don't know how to use them properly	7/12/2023 4:33 AM
11	love the roundabout	7/9/2023 10:15 AM
12	I support changing the intersection to a roundabout. It would slow traffic but not stop it, it seems less intrusive on the environment & is more effective than lights that can be run	7/7/2023 7:22 AM
13	Alternative # 4 Roundabout is best. No Pedestrian crossing requirement. The Picton Roundabout is all season practical / useful.	7/5/2023 10:28 AM
14	By far the round a bout option appears to be the best option.	7/5/2023 5:45 AM

15	A roundabout is the desired solution. The angle of the intersection and traffic volume in summer makes turning lanes a less than effective alternative.	7/4/2023 9:49 AM
16	I personally favor the round-about (alternative 4) as it slows down traffic. My daughter was in a serious accident at the intersection in 2021 due to another driver's fault.	7/4/2023 6:34 AM
17	I agree with the roundabout. This is an ecological safety solution because there will never be an electrical power outage which will affect traffic lights. Will never have ongoing electricity costs adding more stress to the power grid. This solution is a no brainer with respect to a green solution.	7/4/2023 5:32 AM
18	A safe solution is definitely required. A round-about makes the most sense.	7/2/2023 9:15 AM
19	Based on increased safety, specifically reduced high speed accidents as well as environmental impacts (cars would not be sitting while waiting for lights to change), I would support the round-about option for this intersection.	6/30/2023 2:39 PM
20	Roundabout appears to be the obvious choice.	6/30/2023 2:15 PM
21	No	6/29/2023 5:17 PM

Q3 Do you have any comments on the preliminary screening of alternatives and the proposed evaluation criteria?

Answered: 11 Skipped: 12

#	RESPONSES	DATE
1	process and criteria look solid to me. Nice process and thanks for listening other than noted below.	8/19/2023 8:05 PM
2	I understand you having to search options, however I believe there is only one correct fix for this location. The criteria used seemed to cover all elements, however for me the most important is public safety, and the flow of traffic effiencies.	8/11/2023 4:19 PM
3	Options 1 & 4 (lights or roundabout) seem logical choices given the physical constraints and cost implications of the others, great to see that they're the ones moving forward	7/21/2023 10:23 AM
4	Appears that a round about is the best option considering all the factors (advantages and disadvantages)	7/20/2023 6:51 AM
5	Inclusion of the advantages and disadvantages for each of the alternatives was helpful. The evaluation criteria were additionally helpful.	7/17/2023 8:37 AM
6	no	7/9/2023 10:15 AM
7	Preliminary screening is helpful. The issue with the current setup (flashing light) is that no one understands what that means and who has the right away. Many people think the drivers on 62 will stop.	7/4/2023 6:34 AM
8	A roundabout makes the most sense.	7/2/2023 9:15 AM
9	I'm not sure if reduced auto emissions with the round-about option is included	6/30/2023 2:39 PM
10	No	6/30/2023 2:15 PM
11	No	6/29/2023 5:17 PM

Q4 Do you have any additional comments or questions?

Answered: 20 Skipped: 3

#	RESPONSES	DATE
1	I was talking to . He not only seemed unaware of the information you have posted but said no one had contacted him. It seems to me, a viable assessment process ensures those directly affected through property impacts or risk of reduced business would be directly contacted by your team. Would you contact him please. He feels traffic lights is the best solution for his business because of how quickly they are to build. I think it is poor rationale for such a project but it is what he is thinking.	8/19/2023 8:05 PM
2	I have been and still am, involved with our fire services approaching 40 years, and we have been called to this intersection on countless occasions. We had a similar situation at the intersection of Ct Rd 1 and Loyalist Parkway or also known as HWY 33, were many accidents happened, until approximately 12 years ago a roundabout was installed, since that time, the fire service has not been called to a motor vehicle accident. The flow of traffic is much better controlled,its much safer, more environmantly friendly. In my opinion, all intersections should be controlled via a roundabout. Thanking you, and please stay in touch as this moves forward. Greg Moore	8/11/2023 4:19 PM
3	Based on the collision data, I would also suggest that a "Caution/High Collision Intersection" sign be posted in the interim, for motorists travelling on Schoharie Road.	8/8/2023 6:55 AM
4	The roundabout at CR 1 and Loyalist works great - would love to see that solution implemented here!	7/21/2023 10:23 AM
5	The costs (emergency - fire, ambulance and police) must really add up, for the accidents that occur here, to the point where it doesn't even seem to make financial sense to continue with the current status quo. On top of all the other factors, this is one that should also be taken into account.	7/20/2023 6:51 AM
6	A roundabout would be much safer as noticed in the reduced traffic incidents at #1 an Hwy #33 since roundabout installed. There are fewer line ups in heavy traffic as the traffic moves through at a good pace and there are fewer impatient drivers than if there was a stop sign. There have been quite a number of serious accidents in the last few years as verified by the OPP reports on calls for service at that intersection. Coming off the 401 is much safer when there is a roundabout on the detour when it reaches HWY #2 such as Wilton RD. When there are stop signs or lights such as the Gananoque turnoff then long lines are experienced There is sufficient room for a roundabout and it would make a safer and more cost effective solution to the problem.	7/19/2023 8:48 AM
7	I read in the slide entitled 'evaluation process' that under the sub category 'identify criteria' there will be consideration of similar projects but that similarity comparison was not mentioned in the following slide entitled 'preliminary evaluation criteria' I would have liked to have read in this preliminary assessment some hard data on the results of each alternative as they may have been applied at a similar location elsewhere in the province. For example, what was the short and long term impacts on businesses and/or number of accidents at the Picton roundabout? What was the impact of signalization that was used on another similarly busy provincial highway? etc. Protecting human life and/or quality of life needs to be a primary concern. Please do not let that concern be lost to financial costs to the province and/or region. Thank you	7/17/2023 8:37 AM
8	Roundabouts seem to take up more area than intersections, a traffic light intersection would be efficient if turning lanes had advance green lights and weighted lanes to trigger lights at different times of day.	7/12/2023 4:33 AM
9	no	7/9/2023 10:15 AM
10	Happy this intersection is finally being addressed. Would love to see the improvement happening ASAP.	7/7/2023 7:22 AM
11	I am one of the unfortunate ones that had a collision at the intersection under discussion. The	7/6/2023 11:14 AM

	person who hit me was travelling on County Rd 1, crossing Highway 62 going from west to east. I was going north on Highway 62. She claimed not to have seen me as I was approaching the intersection. My car was written off. I do not think that a left turning lane on Hwy 62 would have helped in this situation. A roundabout certainly would. That's my vote! Thank you.	
12	The roundabout at County Rd 1 and 33 has operated well for many years. I forces traffic to slow down but rarely requires it to stop. Traffic signals can still have traffic turning into traffic flow. As well, there will be drivers who may fail to stop when required or who attempt to run the light.	7/5/2023 5:45 AM
13	Please expedite this process and construct the roundabout asap before more people get hurt.	7/4/2023 9:49 AM
14	Although I favor Alt 4, some people (mostly visitors) don't understand how to use a round-about. Intuitive signage would help to guide those.	7/4/2023 6:34 AM
15	I hope you take my comments seriously. This is a terribly, dangerous intersection, and a roundabout is the logical solution!!!	7/4/2023 5:32 AM
16	A roundabout makes the most sense. We just drove 6 weeks in Europe, where roundabouts are common, safe and keep traffic flowing. Locals are familiar with roundabout use thanks to the one at Schoarie Rd and 33. Roundabouts are easy for visitors, too. Thank you.	7/2/2023 9:15 AM
17	Thank you for providing this informative preliminary report.	6/30/2023 2:39 PM
18	Roundabout will operate with or without electricity on this busy intersection. Roundabout ensures continuous flow of traffic vice start and stop such as with traffic lights. Roundabout right of way is obvious. Roundabout requires less maintenance/monitoring vice traffic lights. In this time of climate change, the use of electronic devices such as traffic lights which require the use of electricity to be manufactured and to operate, should be minimized.	6/30/2023 2:15 PM
19	Placing traffic signals at Hwy 62 and Cty Road 1 will result in 'red light running' which will create the possibility of more serious collisions at this intersection. The only way to go for maximum safety is a roundabout.	6/30/2023 5:49 AM
20	This message is a plea to construct a roundabout at the intersection of Highway 62 and County Road 1. I have seen so many accidents at this intersection. I myself have been very close to being hit multiple times by drivers who fail to stop at the intersection. It is terrifying. My vote is for a roundabout, that will force drivers to slow down to enter it. No more blasting through the stop sign. Traffic lights will be as ineffective as the stop signs, because there is no impediment to them blasting straight through stop signs or lights. A roundabout will save countless lives. I request that you listen to the residents who live in Prince Edward County. We know how bad the situation is, especially during tourist months, when people who are not familiar with the area pay no attention to lights or signs. I work in an Archives. Just recently I came across a crime scene photo where 2 cars had collided at the 62/County Road 1 intersection. The photo was dated from the 1950's or 1960's! So even back then, people were crashing and being killed there. A roundabout is the perfect solution. It will save countless lives. Best regards,	6/29/2023 5:17 PM

PUBLIC INFORMATION CENTRE 2
Comments

COMMENT FORM

Highway 62 and Prince Edward County Road 1 Intersection Improvements
Preliminary Design and Class Environmental Assessment
GWP 4077-20-00

Public Information Centre 2 (PIC 2) - www.Hwy62PEC1.ca

Please provide your comments on the following questions. Visit the project website at www.Hwy62PEC1.ca to view the PIC 2 presentation and to submit additional comments.

1. Do you have any comments on the evaluation of alternatives?

2. Do you have any comments on the preferred plan?

Alternative # 2 - sunshades but with education on how to use.

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GWP 4077-20-00

Public Information Centre 2 (PIC 2) - www.Hwy62PEC1.ca

3. Do you have any other comments or questions?

Please leave your completed comment sheet in the drop box provided or submit (**by February 23, 2024**) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.
Environmental Planner
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel. (905) 381-3249
Email: comments@hwy62PEC1.ca

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel: Email:

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

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Do not plant tall vegetation in the centre of the roundabout. This has been done on PIC#2 and reduces visibility.

COMMENT FORM

Highway 62 and Prince Edward County Road 1 Intersection Improvements
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GWP 4077-20-00

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2. Do you have any comments on the preferred plan?

COMMENT FORM

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3. Do you have any other comments or questions?

I have witnessed a number of accidents and near collisions at this intersection. in my eleven years here in the County.

I am totally (110%) in favour of the ROUNDABOUT.

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1. Do you have any comments on the evaluation of alternatives?

Plan two getting rid of the 130° approach where looking to your left is impossible driving on #4 Squaring the intersection, rumble strips on 7 ~~Extra~~ Extra large & well lit stop signs

2. Do you have any comments on the preferred plan?

Roundabouts don't work in Ontario. People don't know how to signal in + out. Presumption is the key word.

COMMENT FORM

Highway 62 and Prince Edward County Road 1 Intersection Improvements
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2. Do you have any comments on the preferred plan?

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3. Do you have any other comments or questions?

What can be done now to help prevent rear collisions.
- more, bigger signage.
- "Warning - High Collision Intersection"
- temporary traffic lights

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1. Do you have any comments on the evaluation of alternatives?

2. Do you have any comments on the preferred plan?

AGREE ON THIS PLAN

MUST MAKE SURE DO NOT INTERFERE WITH PIPE LINE THAT FEEDS HUFF ESTATES WINERY / INN AND ART GALLERY

PLEASE CALL ME

COMMENT FORM

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1. Do you have any comments on the evaluation of alternatives?

I live at [redacted] and my one entrance is going to be remove on the pfefered plan I run a small engine repair shop with many trailers that use that entrance its a safety concern and it affects my livelyhood

Please contact me

2. Do you have any comments on the preferred plan?

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1. Do you have any comments on the evaluation of alternatives?

We own Taste of Country and obviously we know that something needs to be done at the intersection for safety.

We are concerned about the interruption construction will cause to our business June - September are our busiest months and this project will have a major impact on business.

2. Do you have any comments on the preferred plan?

COMMENT FORM

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1. Do you have any comments on the evaluation of alternatives?

Great But the only solution is a Round About!! Safety first!!

2. Do you have any comments on the preferred plan?

I love the preferred plan! This is long overdue! Definately change is needed at this intersection to save lives. It is a very dangerous intersection that most travellers do not understand. It has been proven over & over again w accidents, people don't follow the rules.

COMMENT FORM

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Preliminary Design and Class Environmental Assessment
GWP 4077-20-00

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3. Do you have any other comments or questions?

The previous 4-way stop at Cty Rd 1 & 2 confuses the incoming visitors. A traffic circle is the only "traffic-flow" solution. Nothing else will be as effective in creating free flow! Safety first!!

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1. Do you have any comments on the evaluation of alternatives?

- I think your process is ~~a~~ good, inclusive, open and sufficiently detailed to gather the data needed.

Signals would not address the failure to comply drivers and we would be left with an intersection where people in a hurry would accelerate on the yellow and push through on red lights.

2. Do you have any comments on the preferred plan?

- Round about is absolutely the best choice. It will save lives, fuel and time.
- if I could tweak the design I would
  1 - make it a couple metres larger in diameter.
  2 - move the center about 5-10 metres west to reduce impacts on 2 businesses on the east side of Hwy 62

- start as soon as you can please.
- thanks for your help.

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1. Do you have any comments on the evaluation of alternatives?

YES! BRING ON THE ROUNDABOUT!

2. Do you have any comments on the preferred plan?

LOOKS GOOD.

COMMENT FORM

Highway 62 and Prince Edward County Road 1 Intersection Improvements
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GWP 4077-20-00

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3. Do you have any other comments or questions?

PLEASE KEEP THE VEGETATION IN THE MIDDLE OF THE ROUNDABOUT LOW SO DRIVERS CAN SEE WHAT OTHER TRAFFIC IS ON THE ROUNDABOUT. THE VEGETATION ON THE ROUNDABOUT AT THE CORNER OF HWY 33e COUNTY ROAD 1 OBSCURES SIGHTLINES TOO MUCH.

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Environmental Planner
Stantec Consulting Ltd.
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1. Do you have any comments on the evaluation of alternatives?

Good Presentation
Staff On Site very informative

2. Do you have any comments on the preferred plan?

Fully support the Roundabout Option!

COMMENT FORM

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3. Do you have any other comments or questions?

Potentially planting with Native Plants that grow tall to block view of the horizon.

Similar planting to the roundabout in Hagersville. The drivers are focused to concentrate to the traffic on the right side that's one and left.

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From:
Sent: Wednesday, January 10, 2024 10:35 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: comments@hwy62pec1.ca
Subject: Re: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2

You don't often get email from . Learn why this is important

Hi Nevena,

How does this project tie into the long term plans for highway 62 widening to 4 lanes? Since the Belleville bridge will be twinned.

Thanks,

> Good afternoon,
>
> The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.
>
> This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).
>
> The purpose of this email is to advise you of the second Public Information Centre (PIC) planned for the study.
>
> As indicated within the attached notice, the second PIC will held in person on January 25, 2024, at the Wellington and District Community Centre from 4:00 pm – 7:00 pm. The information presented at PIC 2 will provide you with an opportunity to review and comment on the evaluation of alternatives and the technically preferred plan.
>
> You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project information and to submit comments to the project team.
>
> If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.
>
> Kind regards,
>
> Nevena Gazibara B.Sc., MREM, ENV SP

Senior Environmental Planner

nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From:
To:
Subject:
Date:

From:
Sent: Tuesday, January 23, 2024 10:45 AM
To: comments@hwy62pec1.ca
Subject: Study mailing list

You don't often get email from . Learn why this is important

Hello
Could you please add my name to the mailing list?
I am living in PEC and take that road often. I am interested in the project.
Best regards,

Caution: This email originated from outside of Stantec. Please take extra precaution.

Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:
To:
Subject:
Date:

From:
Sent: Tuesday, January 23, 2024 3:43 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Re: Study mailing list

You don't often get email from . Learn why this is important

Thank you!

Le mar. 23 janv. 2024, à 14 h 22, Gazibara, Nevena <Nevena.Gazibara@stantec.com> a écrit :

> Thank you for your email .
>
> Your contact information has been added to the project mailing list and you will be notified in advance of key project milestones.
>
> As indicated within the attached notice, the second Public Information Centre (PIC) for the Highway 62 and Prince Edward County Road 1 Intersection Improvements Project will be held in person on January 25, 2024, at the Wellington and District Community Centre from 4:00 pm – 7:00 pm. The information presented at PIC 2 will provide you with an opportunity to review and comment on the evaluation of alternatives and the technically preferred plan.
>
> You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project information and to submit comments to the project team. The PIC 2 displays will also be posted on the project website on January 25, 2024.
>
> If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the project team members named in the enclosed information.
>
> Kind regards,
> Nevena Gazibara B.Sc., MREM, ENV SP
> Senior Environmental Planner
> nevena.gazibara@stantec.com
>
> Pronouns: she, her, hers
>
> Stantec
> 200-835 Paramount Drive
> Stoney Creek ON L8J 0B4

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From:
Sent: Tuesday, January 23, 2024 10:45 AM
To: comments@hwy62pec1.ca
Subject: Study mailing list

> You don't often get email from daucouturier@gmail.com. Learn why this is important

Hello
Could you please add my name to the mailing list?
I am living in PEC and take that road often. I am interested in the project.
Best regards,

From:
To:
Subject: FW: Alternatives for the Hwy62/CR#1 intersection
Date: Thursday, January 11, 2024 12:57:45 PM

From:
Sent: Thursday, January 11, 2024 12:55 PM
To: comments@hwy62pec1.ca
Subject: Alternatives for the Hwy62/CR#1 intersection

> You don't often get email from . Learn why this is important

FAO Mr Tim Belliveau, P Eng, Mr Sham Hunt and Ms Nevena Gazibara, P Eng:

I suspect I may have spent too long driving roads in the UK, but really, given an intersection like this with two big roads, no UK traffic engineer would consider anything other than a roundabout. Land would have to be purchased to round off the corners, but otherwise, the choice I think is obvious.

Please, a roundabout.

From:
To:
Subject:
Date:

From:
Sent: Monday, January 8, 2024 7:45 PM
To: comments@hwy62pec1.ca
Subject: Thought

> You don't often get email from [redacted] Learn why this is important

I see on the news that the road where all the seniors were killed is being changed. We were told by the police when we totaled our car here , several years ago, that nothing would be done until someone was killed there.
Maybe that's why we are in no hurry.

From:
To:
Subject:
Date:

From:
Sent: Friday, January 19, 2024 11:46 AM
To: comments@hwy62pec1.ca
Subject: Study comments

> You don't often get email from [redacted]. Learn why this is important

Hello.
As a long time County resident having heard about the multitude of collisions at the Cty 1 and Hwy 62 intersection, I wholeheartedly support a traffic circle there. Thr Cty 1 and Hwy 33 circle has benefited us greatly, another in the County is sorely needed.

A collision in a traffic circle would occur at 20kmph or less...not highway speeds with the resultant damage and injuries. Body shop business, not funeral home business.

From:
To:
Subject:
Date:

riginal essage
rom
Sent onday, anuary , P
To comments@hwy pec .ca
Su ect Y pec pro ect

You don't often get email from . Learn why this is important at https aka.ms Learn outSender dentification

To whom it may concern. live and work on ilead oad. South of the proposed pro ect. ere are my comments regarding the pro ect.

y preference is to have a conventional signalled intersection with lights. There is a fair amount of large farm related traffic which passes this intersection. rounda out would e somewhat less safe, in my opinion. or example, it would not e unusual to have a vehicle towing something that in the aggregate would e feet long. myself tow a trailer and other farm e uipment through this intersection. hile would prefer to not have to stop my rig at any point, would rather have to stop at a light than have someone speed in front of me cutting me off . am a farmer.

have seen speeding at this corner and had a near miss several months ack when an automo ile that was stopped on County oad , immediately sped and turned in front of me, headed the way was coming from, on ighway . signalled intersection would allow law enforcement to catch those that reak the law not stopping more easily than those who merely speed through a rounda out or infringe on other drivers.

People who tow trailers would need to slow way down through a rounda out. Think of a tractor that is pulling two hay wagons. This can create a hazard.

ot everyone is comforta le driving through rounda outs as these are not common in Canada. any most people who drive through this intersection can e weekenders who might not even drive regularly.

Speed umps would e pro lematic for farm e uipment and must e avoided.

Cameras should e considered. Proper visi le signage efore the intersection, in all directions, would e an asset to alert people to keep speed down and avoid driving through red lights. Penalties collected from those who diso ey can help defray the cost of maintaining the singled intersection.

way stop signs could ust dou le the pro lem we have now or may lessen the pro lem. suspect most of the trou le originates from the County oad stop signs who may e surprised y the speed of those travelling on the . also suspect ighway might encourage speeding as people may e anxious to reach their weekend destinations. The and elleville oad way intersection might shed some light here it is signed as a high hazard intersection .

recommend a lighted intersection.

Thank you.

From:
To:
Subject: FW: Intersection of Hwy 62 and County Rd 1
Date: Monday, February 5, 2024 1:10:04 PM

riginal essage
rom
Sent onday, e ruary , P
To comments@hwy pec .ca
Su ect ntersection of wy and County d

You don't often get email from . Learn why this is important at https aka.ms Learn outSender dentification

suggest you examine a traffic circle for that intersection. They are cost effective and environmentally friendly. have used them extensively in Europe and find them very user friendly.
Caution This email originated from outside of Stantec. Please take extra precaution.

ttention Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

tención Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

Jan 31,2024

Attention : Sham Hunt

Ministry of Transportation Project Delivery East

1355 John counter Blvd, Postal Bag 4000

Kingston, Ontario K7L 5A3

1-800-267-0295

comments@Hwy62PEC1.ca

GWP 4077-20-00

Dear Mr. Hunt:

I believe a round about has been decided for this location. Huff Estates owns both the south and north west corners at Hwy 62 and County Rd 1.

On the south west corner is the well that feed our winery and Inn as well as Oeno Gallery. The pipe is buried approximately 6 feet.

It is very important before the excavation starts that I am contacted to show where this pipe is located and runs.

This will save a lot of accidents that are happening at this corner.

Respectfully submitted,

From:
To:
Subject:

Date:

From:
Sent: Monday, January 8, 2024 8:24 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Re: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2

> You don't often get email from . Learn why this is important

I personally believe it should be a roundabout. I know the stop lights are there but for some odd reason there are still accidents there.

Thanks

On Mon, 8 Jan 2024 at 17:09, Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

> Good afternoon,
> The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.
>
> This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).
>
> The purpose of this email is to advise you of the second Public Information Centre (PIC) planned for the study.
>
> As indicated within the attached notice, the second PIC will held in person on January 25, 2024, at the Wellington and District Community Centre from 4:00 pm – 7:00 pm. The information presented at PIC 2 will provide you with an opportunity to review and comment on the evaluation of alternatives and the technically preferred plan.

You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project
information and to submit comments to the project team.

If you are unable to attend the PIC and would like further information regarding the study, please
contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From:
To:
Subject: FW: Co ent re Intersection Hwy 62 Cty Rd 1, P C
Date: Monday, anuary 22, 2024 :52:40 PM

riginal essage
rom
Sent onday, anuary , P
To comments@hwy pec .ca
Su ect Comment re ntersection wy Cty d , PEC

You don't often get email from Learn why this is important at
https aka.ms Learn outSender dentification

will not e a le to attend the pu lic meeting on an , ut would like to express my support for a well signed rounda out at the wy and Cty d intersection as the most efficient and cost effective intervention. The rounda out at wy and Cty d has, in my experience, worked extremely well.

Thank you.

Sent from my iPad
Caution This email originated from outside of Stantec. Please take extra precaution.

ttention Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

tención Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:
To:
Subject:

Date:

From:
Sent: Tuesday, January 9, 2024 10:09 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Re: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2

> You don't often get email from [redacted] Learn why this is important

Hi, Nevena. I'm wondering if you have created a list of problems with the intersection that contribute to less than satisfactory safety. If so, could you send me a copy?

On Jan 8, 2024, at 17:09, Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

Good afternoon,
The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this email is to advise you of the second Public Information Centre (PIC) planned for the study.

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You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project
information and to submit comments to the project team.

If you are unable to attend the PIC and would like further information regarding the study, please
contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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<ogn_1270_PIC2_fnl.pdf>

From:
To:
Subject:

Date:

From: Hunt, Sham (MTO) <Sham.Hunt@ontario.ca>
Sent: Friday, January 5, 2024 9:33 AM
To: Smith-co, Todd <todd.smithco@pc.ola.org>
Cc: Waseem, Muhammad (MTO) <muhammad.waseem@ontario.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>
Subject: RE: Notice of Public Information Centre 2 - Highway 62 and Prince Edward County Road 1 Intersection Improvements

Hi Jenn Kyte,

Thanks for your email. Your attendance is much appreciated.

Thanks,
Sham

From: Smith-co, Todd <todd.smithco@pc.ola.org>
Sent: January 5, 2024 9:27 AM
To: Hunt, Sham (MTO) <Sham.Hunt@ontario.ca>
Subject: RE: Notice of Public Information Centre 2 - Highway 62 and Prince Edward County Road 1 Intersection Improvements

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Sham,

Thank you for the information. Minister Smith will not be in the in riding on the 25th, however myself and my colleague Adam Bramburger will be attending.

Jenn Kyte
Director Constituency Operations
MPP Todd Smith
Phone: 613-962-1144
Email: jennifer.kyte@pc.ola.org
5503 Hwy #62 South Box 6-2
Belleville, Ontario K8N 0L5

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From: Hunt, Sham (MTO) <Sham.Hunt@ontario.ca>
Sent: Thursday, January 4, 2024 10:00 AM
To: Smith-co, Todd <todd.smithco@pc.ola.org>
Cc: Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>; Waseem, Muhammad (MTO) <Muhammad.Waseem@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>
Subject: Notice of Public Information Centre 2 - Highway 62 and Prince Edward County Road 1 Intersection Improvements

Dear Mr. Todd Smith,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for the intersection improvements at Highway 62 and Prince Edward County Road 1. The purpose of this email is to invite you to the second Public Information Centre (PIC) for the aforementioned project. Please find attached the PIC letter of invitation and the Ontario Government Notice. Thanks for your attention and consideration.

Regards,
Sham Hunt
Internationally Trained Engineering Associate (ITEA)
Project Delivery East
Ministry of Transportation
1355 John Counter Blvd, 2nd Floor
Kingston, ON |K7L 5A3
Work:613-539-8713
Email:Sham.Hunt@ontario.ca

From:
To:
Subject:

Date:

From:
Sent: Monday, January 15, 2024 9:48 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: comments@hwy62pec1.ca
Subject: Re: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2

> You don't often get email from [redacted] Learn why this is important

Hello to all involved,
Thanks for your email notifying us of the upcoming meeting.
When you mentioned “drop in” meeting format what does that mean? I have a conflict appointment that night and will not be able to be there for the beginning of the meeting. Maybe if it is drop in I won’t miss anything?

In reviewing the proposed map for the Roundabout, which is what we want to see happen at this intersection, why are the entrances all curved roads?
If you compare this to the current roundabout at Cty Rd 1 and Hwy 33, that current one has 2 straight roads. It would be much better if the roads entering the roundabout were straight.
Again there is a roundabout on Hwy 2, near Odessa, on the way to Kingston which is small and it also has pretty straight roads entering it. If the roads were straight it wouldn’t take so much property away from the current owners, especially the business there.
Thank you for your consideration on this important issue.

Sincerely,

Sent from my iPad

On Jan 8, 2024, at 5:09 PM, Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

Good afternoon,
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information and to submit comments to the project team.

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contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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<ogn_1270_PIC2_fnl.pdf>

From:
To:
Subject:

Date:

From:
Sent: Friday, January 19, 2024 3:10 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: comments@hwy62pec1.ca
Subject: Re: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2

> You don't often get email from kellyreynolds_@gmail.com. Learn why this is important

Okay thank you for your reply email.
We have already submitted comments a couple of times. We are really hoping for a Roundabout as we travel through there quite regularly and that is the safest option.

Thanks

Sent from my iPhone

On Jan 19, 2024, at 10:18 AM, Gazibara, Nevena <Nevena.Gazibara@stantec.com> wrote:

Thank you for your email .

The format of the second Public Information Centre will be a drop-in informal meeting where project displays will be made available for people to view at their leisure and members of the project team will be in attendance and available to answer any questions that people may have. There will not be a formal presentation by the project team.

Please note that the PIC displays will also be posted on our project website (HWY62PEC1.CA) on January 25, 2024 if you are not able to attend the PIC in person. You can also submit comments to the project team via the project website or the project email at comments@Hwy62pec1.ca.

Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From:
Sent: Monday, January 15, 2024 9:48 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: comments@hwy62pec1.ca
Subject: Re: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Public Information Centre 2

> You don't often get email from kellyreynolds_@gmail.com. Learn why this is important

Hello to all involved,
Thanks for your email notifying us of the upcoming meeting.
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Again there is a roundabout on Hwy 2, near Odessa, on the way to Kingston which is small and it also has pretty straight roads entering it. If the roads were straight it wouldn’t take so much property away from the current owners, especially the business there.
Thank you for your consideration on this important issue.

Sincerely,

Sent from my iPad

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Kind regards,
Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

From:
To:
Subject:
Date:

From:
Sent: Friday, January 26, 2024 8:53 AM
To: comments@hwy62pec1.ca
Subject: GWP 4077-20-00

You don't often get email from . Learn why this is important

I attended PIC 2 yesterday afternoon and am 100% in favour of the preferred plan - creation of a roundabout at the junction of Hwy 62 and County Road 1.
This intersection has been the location of numerous accidents and fatalities over the past few years with the massive increase in tourism. I have myself had 2 near misses here with vehicles not stopping at the red light.

My major concern is the suggested length of time before the roundabout is completed. Given the number of deaths and injuries it should surely be done on an expedited basis particularly as I understand that the affected property owners have all shown willingness to transfer the needed land.

E-mail:

From: Gazibara, Nevena
To: Young, Rachel (Waterloo)
Subject: FW: istribution list
Date: Monday, anuary 22, 2024 :45: M

Can you please save this comment and add to the ta le

riginal essage
rom endy Shaw wendy @gmail.com
Sent Saturday, anuary , P
To comments@hwy pec .ca
Su ect istri ution list

You don't often get email from . Learn why this is important at https aka.ms Learn outSender dentification

ello,
Please add my contact info to the PEC wy mailing list.
Thank you

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tención Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:
To:
Subject: FW: dd to ailing list : Hwy 62 P C 1
Date: uesday, anuary 16, 2024 :1 :24 M

From:
Sent: Saturday, January 13, 2024 4:40 PM
To: comments@Hwy62PEC1.ca
Cc:

Subject: Add to mailing list : Hwy 62 PEC 1

You don't often get email from vsimone@im .ca. Learn why this is important

Hello.

I am happy to have just learned about the improvements to the intersection of Hwy 62 & County Rd 1, as our family owns 89 Acres at Hwy 62 and County Rd 1.
https://www.hwy62pec1.ca/index.html

Please add the following to your communication lists.

Mailing Address

Email addresses

Thank-you,

From:
To:
Subject:
Date:
ttac me t :

From:
Sent: Tuesday, January 23, 2024 12:08 PM
To: Belliveau, Tim <tim.belliveau@stantec.com>
Subject: Voice Mail (1 minute and 26 seconds)

Hello, Mr. Belleville, My name is . I am a property owner at Hwy. 62 and County Road 1 in Prince Edward County. I wanted to drop in on Thursday, January 25th before the meeting from 4:00 to 7:00, but just wanted to see if I could get a preview of what the options are for that intersection. I'm on the side of having a traffic light. Traffic lights on that so it doesn't disrupt my neighboring properties. So we'll have 89 acres on the northeast corner. So that's primarily the area there. I was never notified until just recently. So our family has that property and I missed the other parts of this whole process. So I'd really like to get some clarity on which way it's leaning for this Thursday. Thank you.

You received a voice mail from .

Thank you for using Transcription! If you don't see a transcript above, it's because the audio quality was not clear enough to transcribe.

Set Up Voice Mail

From:
To:
Subject:
Date:
ttac me t :

From:
Sent: Sunday, January 28, 2024 8:21 AM
To: comments@Hwy62PEC1.ca
Cc:
Subject: Request for Entrances to Family Property on Hwy 62 and County Rd 1

> You don't often get email from vsimone@im .ca. Learn why this is important

Hello,

Attached is a copy of your proposed round about with our request for 2 entrances to our property. We do not want to get **"Land-Locked"**

Specifically we are asking for 2 approved entrances;

1. Hwy 62 at the north-east study area
2. County Road 1 at the south east of the study area.

What dates and times are you available for a zoom meeting ?

We have only just learned of this plan of the improvements to the subject intersection, just 10 days ago by searching Google, because we never received any notice for consultation from the Ministry or The County.

Thank-you,

From:
To:
Subject: FW: N IC F PP : Hwy 62 and County Road 1 Roundabout
Date: uesday, anuary 0, 2024 11:21:5 M

From:

To: comments@Hwy62PEC1.ca
Cc: bnieman@pecounty.on.ca; jasonyoung@pecounty.on.ca
Subject: NOTICE OF APPEAL : Hwy 62 and County Road 1 Roundabout

You don't often get email from Learn why this is important

Hello,

This is a formal notice of our intention to file a formal appeal with the Ontario Land Tribunal, concerning the proposed decision to add a round about at the intersection of Hwy 62 and County Rd 1.

The aforementioned decision affects our property as follows;

1. We are currently without an entrance to our property on Hwy 62 and are officially land locked. This round about will add more by-laws that will make it difficult for future entrance requests because the set-backs for the round about will be more restrictive.
2. Homes and businesses located near the proposed round about will now have to deal with cars that will NOT be required to stop, so the cars will be approaching that intersection going alot faster. The County has a Roundabout at Warring Corner Hwy 33 and Cty Rd 1, but there aren't alot of residential homes near in that intersection like there are at Hwy 62 and County Road 1.
3. As our 89 Institutional Acres are developed that we will need entrances to access our two properties, from Hwy 62. Currently there are no entrances from Hwy 62 and are officially land locked.
4. Bus Stop is lacking. The County has a current bus route on Hwy 62 that will most likely require a bus stop at Hwy 62 and County Rd 1. This detail was not mentioned in the proposed Round About plan, nor how the Round About would work with a bus terminal or stop at that major intersection.

I would like to have a call with the Ministry of Transportation by Friday, or we will proceed with our appeal filing. We can compromise and can all agree it's better to avoid a costly Tribunal process. ***We will drop our appeal if we can secure 2 entrance approvals.***

Thank-you,

From:
To:
Subject:
Date:
ttac me t :

From:
Sent: Monday, January 29, 2024 2:19 PM
To: mmichaud@pecounty.on.ca
Cc: bnieman@pecounty.on.ca; pprinzen@pecounty.on.ca; comments@Hwy62PEC1.ca
Subject: Meeting Request Zoning & Planning 89 Acres Hwy 62 & CTY Rd 1

You don't often get email from vsimone@im .ca. Learn why this is important

Hello M. Michaud,

Our family owns 89 Acres zoned Institutional at the North East corner of Hwy 62 and County Road 1.

We are requesting 2 entrances onto our properties, or we will surely be "Land Locked" after the "round about" is completed. **See attached. Also, further below is a record of our PIN numbers.**

For the record we have never received any mailed notices on this matter of improvements to the intersection. We only became aware by Google searching for news from The County 11 days ago.

Merci,

From: Brad Nieman <bnieman@pecounty.on.ca>
Sent: Monday, January 15, 2024 9:20 PM
To: Phil Prinzen <pprinzen@pecounty.on.ca>
Subject: RE: Meeting Request Zoning & Planning 89 Acres Hwy 62 & CTY Rd 1

Hello

Thank you for the email. I would suggest you call the planning division Micheal

Michaud Manager of planning.

613 -476 - 2148 .

If you need other assistance please reach out.

Thanks

Brad

Brad Nieman Dipl.M.M.

Councillor Ward 2

Bloomfield/Hallowell

Thank-you,

Owners :

Farmers :

Thank-you,

From:

To: rad ieman nieman@pecounty.on.ca Phil Prinzen pprinzen@pecounty.on.ca
Cc:

cres wy CTY d

Hello Misters Nieman and Prinzen,

My family owns 89 acres at Hwy 62 and County Rd 1 that correspond to these Roll numbers

Institutional

1 Institutional

Who may I contact to have a phone call about the existing zoning, and what long-term plans The County has for these parcels ?

From:
To:
Subject:
Date:
ttac me t :

From:
Sent: Monday, January 29, 2024 3:27 PM
To: jasonyoung@pecounty.on.ca
Cc: comments@Hwy62PEC1.ca; bnieman@pecounty.on.ca; Michael Michaud <mmichaud@pecounty.on.ca>;
Subject: Meeting Request Zoning & Planning 89 Acres Hwy 62 & CTY Rd 1

> You don't often get email from vsimone@im .ca. Learn why this is important

Hello Mr. Young,

I left you a phone message regarding our request for 2 entrances to our property. The MTO and County are working together to improve the intersection on Hwy 62 and County Road 1. See below to reference our string of communications. We want to ensure we are not land locked or frozen out of options for entrances to our property.

Our family's 89 acres are now the largest assembly of Institutional zoned lands in the entire County, so I encourage all to do some forward looking planning together and ensure that any future plans would not hinder our entrance options into the 89 acres.

We look forward to a conference call or zoom meeting with MTO and the County to deal with our request.

From: Michael Michaud <mmichaud@pecounty.on.ca>
Sent: Monday, January 29, 2024 2:43 PM
To:
Cc: Brad Nieman <bnieman@pecounty.on.ca>; Phil Prinzen <pprinzen@pecounty.on.ca>; comments@Hwy62PEC1.ca <comments@Hwy62PEC1.ca>
Subject: RE: Meeting Request Zoning & Planning 89 Acres Hwy 62 & CTY Rd 1

i r.

This pro ect is a inistry of Transportation T pro ect and not a PEC pro ect. or notification re uirements and procedures please contact the T . n terms of eing landlocked, do not see this happening. The T might not wish to provide an access location along Y given their urisdictional re uirements, ut do not see PEC denying an entrance permit, if one was applied for. n making an application you will need to a ide y certain criteria regarding sightlines, distances to other driveways and roads, ut do not see a Planning reason to deny an entrance. or more information regarding entrance permitting please contact ason Young ext

Sincerely,

Michael Michaud, B.E.S, MCIP, RPP

Manager of Planning
The Corporation of the County of Prince Edward

M: 613-476-2148 ext 2025
mmichaud@pecounty.on.ca

TheCounty™

280 Main Street, Suite 103 Picton, ON, K0K 2T0

thecounty.ca | Prince Edward County

This communication is intended for the addressee indicated above. The information contained in the email will be used for municipal purposes and will be managed in accordance with *The Municipal Act* and *The Municipal Freedom of Information and Protection of Privacy Act*. If you have received this in error, please notify us immediately.

From:
Sent: anuary , P
To: ichael ichaud mmichaud@pecounty.on.ca
Cc: rad ieman
nieman@pecounty.on.ca Phil Prinzen pprinzen@pecounty.on.ca
comments@ wy PEC .ca
Subject: eeting e uest oning Planning cres wy CTY d

Hello M. Michaud,

Our family owns 89 Acres zoned Institutional at the North East corner of Hwy 62 and County Road 1.

We are requesting 2 entrances onto our properties, or we will surely be "Land Locked" after the "round about" is completed. **See attached. Also, further below is a record of our PIN numbers.**

For the record we have never received any mailed notices on this matter of improvements to the intersection. We only became aware by Google searching for news from The County 11 days ago.

Merci,

From: rad ieman nieman@pecounty.on.ca
Sent: onday, anuary , P
To: Phil Prinzen pprinzen@pecounty.on.ca
Subject: E eeting e uest oning Planning cres wy CTY d

Hello

Thank you for the email. I would suggest you call the planning division Micheal Michaud Manager of planning.

613 -476 - 2148 .

If you need other assistance please reach out.

Thanks

Brad

Brad Nieman Dipl.M.M.

Councillor Ward 2

Bloomfield/Hallowell

From:
Sent: Saturday, anuary , P
To: rad ieman nieman@pecounty.on.ca Phil Prinzen pprinzen@pecounty.on.ca
Cc:
Subject: eeting e uest oning Planning cres wy CTY d

Hello Misters Nieman and Prinzen,

My family owns 89 acres at Hwy 62 and County Rd 1 that correspond to these Roll numbers

Institutional

Institutional

Who may I contact to have a phone call about the existing zoning, and what long-term plans The County has for these parcels ?

Thank-you,

Owners :

Farmers :

Thank-you,

From:
To:
Subject:
Date:

riginal essage
rom
Sent Tuesday, anuary , P
To comments@hwy pec .ca
Su ect ounda out at wy

You don't often get email from Learn why this is important at https aka.ms Learn outSender dentification

Sent from my iPhone
Learned on the radio and from the an. letter a out this proposal for a rounda out at . y hus and and live on County d. and we fully support this development. lived in ustralia for over a decade and rounda outs were everywhere, keeping the pu lic safe and traffic flowing. e are thrilled to hear that PEC will e getting this new rounda out hopefully . The one across from aring ouse west of Picton works very well hope the assessment process is thorough ut uick so we can get started on this much needed safety addition to our PEC roadways.
Sincerely,

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ttention Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.
tención Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:
To:
Subject:
Date:

From:
Sent: Wednesday, January 10, 2024 12:29 PM
To: comments@hwy62pec1.ca
Subject: Please add me to the mailing list

> You don't often get email from . Learn why this is important

Hello there,

I would like to be added to the project mailing list for future communications.

Thank you for your assistance.

Best regards,

_____

From:
To:
Subject:
Date:

From:
Sent: Wednesday, January 10, 2024 1:24 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Cc: comments@hwy62pec1.ca
Subject: Re: Please add me to the mailing list

> You don't often get email from cindylouwilson@hotmail.com. Learn why this is important

Thank you, Nevena. I appreciate you getting back to me so quickly. I'll do my best to attend the info session on January 25.

Best regards,

_____

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: January 10, 2024 1:08 PM
To: >
Cc: comments@hwy62pec1.ca <comments@hwy62pec1.ca>
Subject: RE: Please add me to the mailing list

Thank you for your email .

Your contact information has been added to the project mailing list and you will be notified in advance of key project milestones.

As indicated within the attached notice, the second Public Information Centre (PIC) for the Highway 62 and Prince Edward County Road 1 Intersection Improvements Project will be held in person on January 25, 2024, at the Wellington and District Community Centre from 4:00 pm – 7:00 pm. The information presented at PIC 2 will provide you with an opportunity to review and comment on the evaluation of alternatives and the technically preferred plan.

You are encouraged to visit the project website, www.Hwy62PEC1.ca, to obtain current project information and to submit comments to the project team.

If you are unable to attend the PIC and would like further information regarding the

study, please contact either the undersigned or one of the project team members named in the enclosed information.

Kind regards,

Nevena Gazibara B.Sc., MREM, ENV SP
Senior Environmental Planner
nevena.gazibara@stantec.com

Pronouns: she, her, hers

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4

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From:
Sent: Wednesday, January 10, 2024 12:29 PM
To: comments@hwy62pec1.ca
Subject: Please add me to the mailing list

You don't often get email from cindylouwilson@hotmail.com. Learn why this is important

Hello there,

I would like to be added to the project mailing list for future communications.

Thank you for your assistance.

Best regards,

_____

APPENDIX D:
Indigenous Community Correspondence

Gazibara, Nevena

From: Julie Kapyrka <jkapyrka@alderville.ca>
Sent: Thursday, September 21, 2023 4:15 PM
To: Hoskins, Patrick
Cc: Taynar Simpson; Gazibara, Nevena
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Aaniin Patrick,

Thank you very much for this. And thank you for the invitation to have one of our liaisons on site for this work. Please be advised that we most likely will not have an available liaison as they will be dispatched to Stage 4 sites during that time.

However, if we do have availability, I will get in touch with you asap. Thank you for the contract – this will be helpful moving forward with other Stantec works.

All the best,

Dr. Julie Kapyrka
Consultation Coordinator
Alderville First Nation
Administration Office
11696 Second Line Rd.
Roseneath, ON K0K 2X0
Office: 905-352-2662
jkapyrka@alderville.ca

From: Hoskins, Patrick <Patrick.Hoskins@stantec.com>
Sent: Thursday, September 21, 2023 1:36 PM
To: Julie Kapyrka <jkapyrka@alderville.ca>
Cc: Taynar Simpson <tsimpson@alderville.ca>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good afternoon Julie,

We are following up from the Ministry of Transportation's correspondence with you (August 2023 email from Peter Copping) regarding participating in the upcoming Stage 2 Archaeological Assessment fieldwork for the Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design Study.

The team is anticipated that the fieldwork will be completed during the weeks of October 23rd or October 30th. The fieldwork is anticipated to take one day. Once the project team has confirmed the fieldwork dates, we will follow up with you and your staff to discuss logistics for undertaking the archaeology fieldwork program.

Please find attached a copy of the standard Indigenous Business Contractor Agreement that Stantec regularly utilizes for archaeological fieldwork with participation from Indigenous Community members on various types of projects. Please sign the agreement and send back to us or let us know if you have any questions about the agreement.

Kind regards,

Patrick

Patrick Hoskins MA
Project Archaeologist

Direct: 613 722-4420
Mobile: 613 716-4687
Fax: 613 722-2799
Patrick.Hoskins@stantec.com

Stantec
300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4

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Gazibara, Nevena

From: Julie Kapyrka <jkapyrka@alderville.ca>
Sent: Monday, August 28, 2023 10:32 AM
To: Copping, Peter A. (MTO); Taynar Simpson
Cc: Taylor, Deidre (MTO); Baczyk, Steve (MTO); Belliveau, Tim; Gazibara, Nevena
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Aaniin Peter,

Thank you for your e-mail. Alderville First Nation hopes to have archaeological liaisons available at the time you have indicated. We will be in touch as soon as we do.

Miigwech.
All the best,

Dr. Julie Kapyrka
Consultation Coordinator
Alderville First Nation
11696 Second Line Box 46
Roseneath, ON K0K 2X0
Direct Line: 905-352-2662
Office: 905-352-2011 ext. 244
jkapyrka@alderville.ca

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Monday, August 28, 2023 10:06 AM
To: Taynar Simpson <tsimpson@alderville.ca>; Julie Kapyrka <jkapyrka@alderville.ca>; Julie Kapyrka <jkapyrka@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Simpson,

I am reaching out to notify you that a Stage 2 archaeological assessment related to Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) is planned to begin in October 2023, specific date to be confirmed and weather dependant. The work is anticipated to take three days to complete.

We would like to invite a community field liaison to join the archaeologist during the field investigations. Ahead of work taking place, the archaeologist will provide confirmation of the schedule as well as contact information for the field director, and a meeting time and muster point location if you wish to participate. Available details and a study area map are provided below.

From:
To:
Subject:

Date:

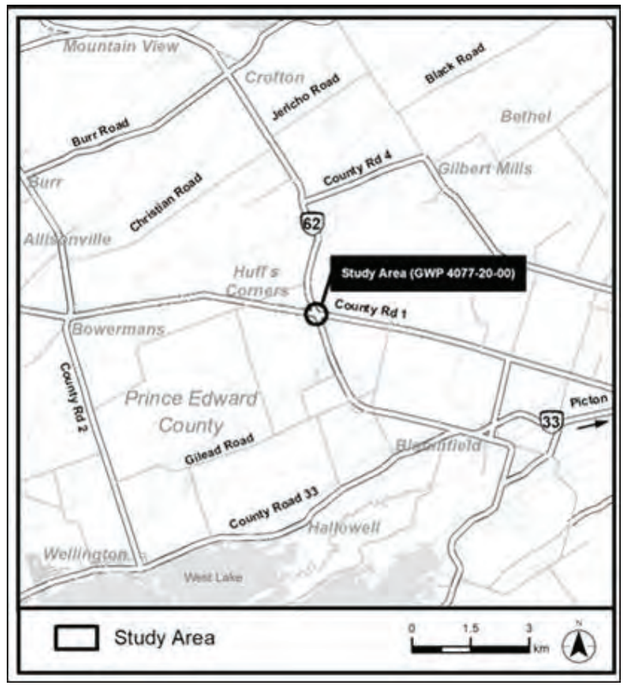
From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Monday, August 28, 2023 10:06 AM
To: tsimpson@alderville.ca; Julie Kapyrka <jkapyrka@alderville.ca>; Dave Simpson <consultation@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Simpson,

I am reaching out to notify you that a Stage 2 archaeological assessment related to Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) is planned to begin in October 2023, specific date to be confirmed and weather dependant. The work is anticipated to take three days to complete.

We would like to invite a community field liaison to join the archaeologist during the field investigations. Ahead of work taking place, the archaeologist will provide confirmation of the schedule as well as contact information for the field director, and a meeting time and muster point location if you wish to participate. Available details and a study area map are provided below.

Date(s): Specific dates in October to be confirmed.
days: Approximately 3 days on-site
Description of work: Stage 2 field investigations including test pit survey in select locations.
Location – Parcels directly adjacent to Highway 62 and County Road 1 intersection



If you are interested in having a representative on site, we would appreciate your response on or before the end of day, Monday, September 18, 2023 to assist with any additional discussion on logistics. I would also like to highlight the participating CFL is eligible for reimbursement in line with MTO's Archaeological Community Field Liaison policy, if you have any questions about this policy or about the proposed archaeological activities, please let me know.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: June 20, 2023 10:46 AM
To: Julie Kapyrka <jkapyrka@alderville.ca>; Dave Mowat <dmowat@alderville.ca>
Cc: Dave Simpson <consultation@alderville.ca>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1

Good Morning Chief Mowat and Julie,

Thank you for your messages. Chief Mowat, the ministry will continue to communicate with Alderville First Nation on this project as it continues, with emails being sent to yourself and to Julie. If any additional contacts need to be included please let me know. Please also let me know if you have any questions or comments on this project going forward.

Julie, I have attached the previously circulated stage 1 archaeological assessment report and email for your records. The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned (subject to intersection designs), the ministry will reach out to Alderville First Nation regarding interest in having a Community Field Liaison participate in any archaeological field work.

Thank you,

Peter

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

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From: Dave Mowat dmowat@alderville.ca
Sent: June 15, 2023 9:46 AM
To: Julie Kapyrka jkapyrka@alderville.ca; Copping, Peter A. (MTO) Peter.A.Copping@ontario.ca
Cc: Taylor, Deidre (MTO) Deidre.Taylor@ontario.ca; Baczyk, Steve (MTO) Steve.Baczyk@ontario.ca
Subject: Re: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1

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Thank you for the message. Our Consultation Coordinator Julie Kapyrka will follow up should there be further questions or inquiry.

Chief Dave Mowat

Get Outlook for iOS

From: Julie Kapyrka <jkapyrka@alderville.ca>
Sent: June 15, 2023 9:39 AM
To: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>; Dave Mowat <dmowat@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Aaniin Peter,

Thank you for your e-mail. Please keep us updated as the project progresses.

Could you please send me the Stage 1 report – and keep us in the loop when the Stage 2 is planned.

Miigwech.

All the best,

Dr. Julie Kapyrka
Consultation Coordinator
Alderville First Nation
11696 Second Line Box 46
Roseneath, ON K0K 2X0
Direct Line: 905-352-2662
Office: 905-352-2011 Ext. 244
jkapyrka@alderville.ca

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Wednesday, June 14, 2023 4:12 PM
To: Dave Mowat <dmowat@alderville.ca>; Julie Kapyrka <jkapyrka@alderville.ca>; Julie Kapyrka <jkapyrka@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1

Dear Chief Dave Mowat,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

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From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: dmowat@alderville.ca; Dave Simpson <consultation@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena

<Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Mowat,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned, the ministry will reach out to you regarding Alderville First Nation's interest in participating in any archaeological field work.

Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:49 AM
To: dmowat@alderville.ca; Dave Simpson <consultation@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Mowat,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group "B" project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

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To:
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Date:

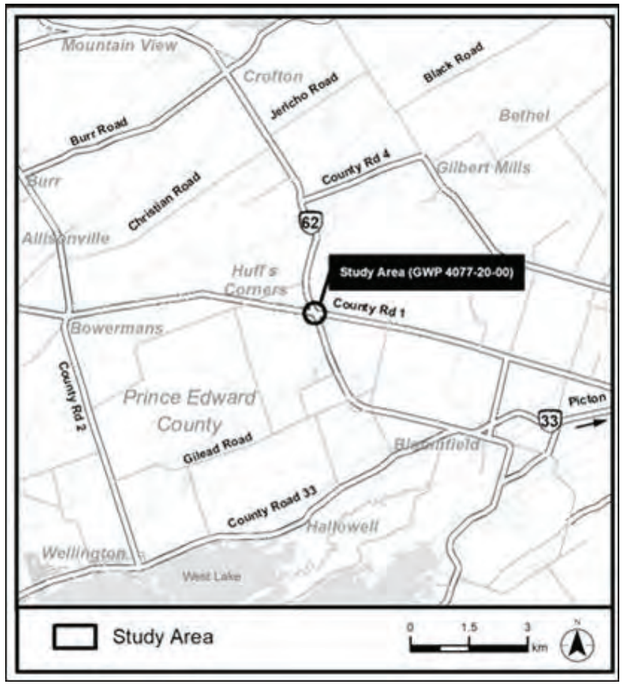
From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Monday, August 28, 2023 10:06 AM
To: Paige Williams <paigew@curvelake.ca>; Tiffany McLellan <TiffanyM@curvelake.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>; Kaitlin Hill <KaitlinH@curvelake.ca>
Cc: Keith Knott <KeithK@curvelake.ca>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Knott,

I am reaching out to notify you that a Stage 2 archaeological assessment related to Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) is planned to begin in October 2023, specific date to be confirmed and weather dependant. The work is anticipated to take three days to complete.

We would like to invite a community field liaison to join the archaeologist during the field investigations. Ahead of work taking place, the archaeologist will provide confirmation of the schedule as well as contact information for the field director, and a meeting time and muster point location if you wish to participate. Available details and a study area map are provided below.

Date(s): Specific dates in October to be confirmed.
days: Approximately 3 days on-site
Description of work: Stage 2 field investigations including test pit survey in select locations.
Location – Parcels directly adjacent to Highway 62 and County Road 1 intersection



If you are interested in having a representative on site, we would appreciate your response on or before the end of day, Monday, September 18, 2023 to assist with any additional discussion on logistics. I would also like to highlight the participating CFL is eligible for reimbursement in line with MTO's Archaeological Community Field Liaison policy, if you have any questions about this policy or about the proposed archaeological activities, please let me know.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: June 14, 2023 4:13 PM
To: Paige Williams <paigew@curvelake.ca>; Tiffany McLellan <TiffanyM@curvelake.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>; Kaitlin Hill <KaitlinH@curvelake.ca>
Cc: Keith Knott <KeithK@curvelake.ca>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Hutcheson, Zachary (MTO) <Zachary.Hutcheson@ontario.ca>
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1

Dear Chief Keith Knott,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: Kaitlin Hill <KaitlinH@curvelake.ca>; Paige Williams <paigew@curvelake.ca>; Tiffany McLellan <TiffanyM@curvelake.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>
Cc: Keith Knott <KeithK@curvelake.ca>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Knott,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned, the ministry will reach out to you regarding Curve Lake First Nation's interest in participating in any archaeological field work.

Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:49 AM
To: Keith Knott <KeithK@curvelake.ca>; Julie Kapyrka <JulieK@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>
Cc: Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Knott,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group "B" project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3

From:
To:
Subject:

Date:

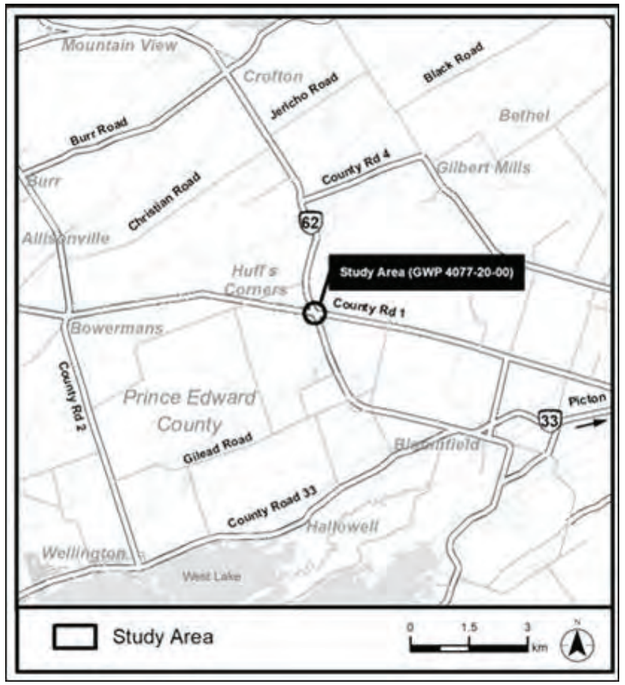
From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Monday, August 28, 2023 10:06 AM
To: Consultation <consultation@scugogfirstnation.com>; Thomas Turoczi <tturoczi@scugogfirstnation.com>; Don Richardson <drichardson@scugogfirstnation.com>; Samantha Shrubsole <sshrubsole@scugogfirstnation.com>; Natalya Garrod <ngarrod@scugogfirstnation.com>
Cc: Kelly LaRocca <klarocca@scugogfirstnation.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief LaRocca,

I am reaching out to notify you that a Stage 2 archaeological assessment related to Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) is planned to begin in October 2023, specific date to be confirmed and weather dependant. The work is anticipated to take three days to complete.

We would like to invite a community field liaison to join the archaeologist during the field investigations. Ahead of work taking place, the archaeologist will provide confirmation of the schedule as well as contact information for the field director, and a meeting time and muster point location if you wish to participate. Available details and a study area map are provided below.

> Date(s): Specific dates in October to be confirmed.
> # days: Approximately 3 days on-site
> Description of work: Stage 2 field investigations including test pit survey in select locations.
> Location – Parcels directly adjacent to Highway 62 and County Road 1 intersection



If you are interested in having a representative on site, we would appreciate your response on or before the end of day, Monday, September 18, 2023 to assist with any additional discussion on logistics. I would also like to highlight the participating CFL is eligible for reimbursement in line with MTO's Archaeological Community Field Liaison policy, if you have any questions about this policy or about the proposed archaeological activities, please let me know.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: June 14, 2023 4:12 PM
To: Consultation <consultation@scugogfirstnation.com>; Thomas Turoczi <tturoczi@scugogfirstnation.com>; Don Richardson <drichardson@scugogfirstnation.com>; Samantha Shrubsole <sshrubsole@scugogfirstnation.com>; Natalya Garrod <ngarrod@scugogfirstnation.com>
Cc: Kelly LaRocca <klarocca@scugogfirstnation.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Hutcheson, Zachary (MTO) <Zachary.Hutcheson@ontario.ca>
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1

Dear Chief Kelly LaRocca,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: Monica Sanford <msanford@scugogfirstnation.com>; Consultation <consultation@scugogfirstnation.com>; Thomas Turoczi <tturoczi@scugogfirstnation.com>; Don Richardson <drichardson@scugogfirstnation.com>; Samantha Shrubsole <sshrubsole@scugogfirstnation.com>; Natalya Garrod <ngarrod@scugogfirstnation.com>
Cc: Kelly LaRocca <klarocca@scugogfirstnation.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

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Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Thursday, March 16, 2023 10:14 AM
To: Monica Sanford <msanford@scugogfirstnation.com>; Consultation <consultation@scugogfirstnation.com>; Thomas Turoczi <tturoczi@scugogfirstnation.com>; Don Richardson <drichardson@scugogfirstnation.com>; Samantha Shrubsole <sshrubsole@scugogfirstnation.com>; Natalya Garrod <ngarrod@scugogfirstnation.com>
Cc: Kelly LaRocca <klarocca@scugogfirstnation.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

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Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:49 AM
To: Kelly LaRocca <klarocca@scugogfirstnation.com>; Monica Sanford <msanford@scugogfirstnation.com>; Consultation <consultation@scugogfirstnation.com>; Don Richardson <don@ibabraiding.com>; Waverley Birch <wbirch@ibabraiding.com>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

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MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Thursday, March 16, 2023 10:14 AM
To: dmowat@alderville.ca; Dave Simpson <consultation@alderville.ca>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <steve.baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Mowat,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

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Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Gazibara, Nevena

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, August 29, 2023 10:39 AM
To: Mandy McGonigle; Sean Davison; Tom Cowie; Francis M. Chua; Kayla Wright
Cc: Chief Laurie Carr; Taylor, Deidre (MTO); Baczyk, Steve (MTO); Belliveau, Tim; Gazibara, Nevena
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Hi Mandy,

Thank you for your email. We will share updated timeline information as it becomes available in the event field staff become available. As well, we will share the draft report for this field work with Hiawatha First Nation for your consideration once it has been completed.

Please let me know if you have any questions or comments going forward.

Thanks,

Peter

From: Mandy McGonigle <mmcgonigle@hiawathafn.ca>
Sent: August 29, 2023 10:21 AM
To: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>; Sean Davison <sdavison@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>
Cc: Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Aaniin,

Thank you for reaching out to us. Unfortunately, all of my field staff are currently busy with other assignments and are unable to assist with your assessment at this time. Please keep us informed about the progress of your project so that we can better support you in the future.

Miigwech,

Mandy McGonigle
Archaeology Coordinator
Hiawatha First Nation
431 Hiawatha Line
Hiawatha, ON
K9J 0E6
705-295-4421 Ext 225

"We, the Michi Saagiig of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our culture and traditional way of life."

Please note that Hiawatha First Nation is receiving an overwhelming number of consultation requests for proposed development in the territory and our response times are delayed as a result. We will respond to consultation requests in the order they are received. However, a delayed response DOES NOT MEAN that your proposal does not require consultation with Hiawatha First Nation.

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Monday, August 28, 2023 10:06 AM
To: Sean Davison <sdavison@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; Mandy McGonigle <mmcgonigle@hiawathafn.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>
Cc: Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

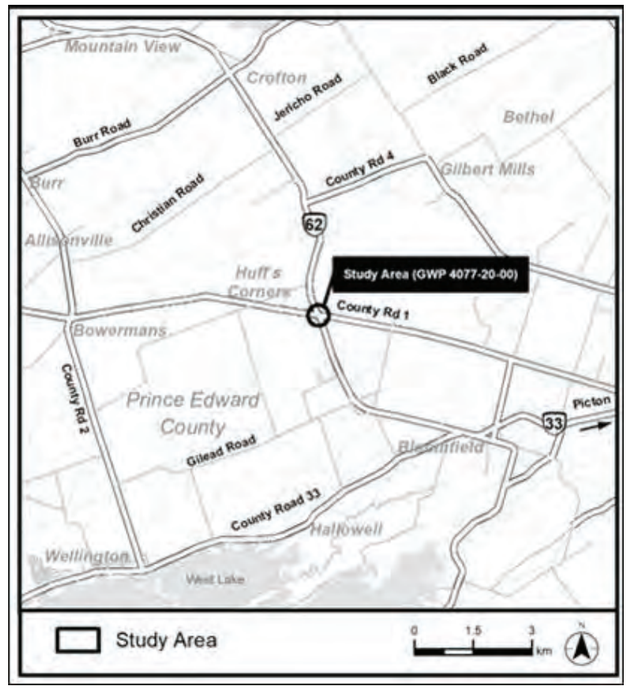
ALERT: This message originated outside of HFN's network. **BE CAUTIOUS** before clicking any link or attachment.

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Date(s): Specific dates in October to be confirmed.
days: Approximately 3 days on-site
Description of work: Stage 2 field investigations including test pit survey in select locations.
Location – Parcels directly adjacent to Highway 62 and County Road 1 intersection



If you are interested in having a representative on site, we would appreciate your response on or before the end of day, Monday, September 18, 2023 to assist with any additional discussion on logistics. I would also like to highlight the participating CFL is eligible for reimbursement in line with MTO's Archaeological Community Field Liaison policy, if you have any questions about this policy or about the proposed archaeological activities, please let me know.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: June 14, 2023 4:13 PM
To: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; Mandy McGonigle <mmcgonigle@hiawathafn.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>
Cc: chiefcarr@hiawathafn.ca; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Hutcheson, Zachary (MTO) <Zachary.Hutcheson@ontario.ca>
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1

Dear Chief Carr,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62

and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

Please Note: The government is committed to providing accessible customer service, if you have any accommodation needs, or require communication supports or alternate formats, please let me know.

This e-mail message and any attachments are intended only for the above-named recipient(s) and may contain information that is confidential and solicitor-client privileged. If you have received this message in error, please notify me immediately and delete this e-mail and any attachments without copying, distributing or disclosing their contents.

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; Mandy McGonigle <mmcgonigle@hiawathafn.ca>; Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>
Cc: chiefcarr@hiawathafn.ca; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

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Thank you,

Peter Copping

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To: chiefcarr@hiawathafn.ca; sdavison@hiawathafn.ca; tcowie@hiawathafn.ca
Cc: Francis M. Chua <francis@francischua.com>; Kayla Wright <kayla@francischua.com>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

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Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca

Phone: 613-539-3148

Caution: This email originated from outside of Stantec. Please take extra precaution.

Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

From:
To:
Subject:

Date:
Attachments:

From: Hoskins, Patrick
Sent: Friday, October 6, 2023 9:19 AM
To: 'Cassie Thompson' <consultation@mbq-tmt.org>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Hi Cassie,

Thanks for letting me know. We'll share the report once it's complete. We'll also notify you if we find anything during the fieldwork.

Thanks,
Patrick

From: Cassie Thompson <consultation@mbq-tmt.org>
Sent: Friday, October 6, 2023 9:17 AM
To: Hoskins, Patrick <Patrick.Hoskins@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good morning Patrick,
Thank you for your email, unfortunately we do not have a community field monitor for this project. Could you please send reports when complete.

Kind Regards,
Cassie

Cassie Thompson
Consultation Coordinator
Mohawks of the Bay of Quinte - Kenhteke Kanyen'kehá:ka
24 Meadow Dr., Tyendinaga Mohawk Territory, ON K0K 1X0
T: 613-396-3424 Ext. 155 **| E:** consultation@mbq-tmt.org
F: 613-396-3627 **| W:** http://www.mbq-tmt.org/

Tyendinaga, as part of the Mohawk Nation, is a healthy, sustainable Kanyen'kehá:ka community, built on and united by our language, culture, traditions, knowledge and history. We exercise our rights and responsibilities for the protection of and respect for our people, our land, our resources and the environment.

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From: Hoskins, Patrick <Patrick.Hoskins@stantec.com>
Sent: Thursday, October 5, 2023 1:45 PM
To: Cassie Thompson <consultation@mbq-tmt.org>
Cc: Lisa Maracle <lisam@mbq-tmt.org>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

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.

Good afternoon,

I'm following up on the correspondence below to see if you would have anyone available to participate in the Stage 2 fieldwork.

The work is now planned to take place the week of October 16.

Thanks,
Patrick

From: Hoskins, Patrick
Sent: Thursday, September 21, 2023 1:48 PM
To: consultation@mbq-tmt.org
Cc: lisam@mbq-tmt.org; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good afternoon Cassie,

We are following up from the Ministry of Transportation's correspondence with you (August 2023 email from Peter Copping) regarding participating in the upcoming Stage 2 Archaeological Assessment fieldwork for the Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design Study.

The team is anticipated that the fieldwork will be completed during the weeks of October 23rd or October 30th. The fieldwork is anticipated to take one day. Once the project team has confirmed the fieldwork dates, we will follow up with you and your staff to discuss logistics for undertaking the archaeology fieldwork program.

Please find attached a copy of the standard Indigenous Business Contractor Agreement that Stantec regularly utilizes for archaeological fieldwork with participation from Indigenous Community members on various types of projects. Please sign the agreement and send back to us or let us know if you have any questions about the agreement.

Kind regards,

Patrick

Patrick Hoskins MA
Project Archaeologist

Direct: 613 722-4420
Mobile: 613 716-4687
Fax: 613 722-2799
Patrick.Hoskins@stantec.com

Stantec
300 - 1331 Clyde Avenue

From:
To:
Subject:

Date:
Attachments:

From: Hoskins, Patrick <Patrick.Hoskins@stantec.com>
Sent: Thursday, September 21, 2023 1:48 PM
To: consultation@mbq-tmt.org
Cc: lisam@mbq-tmt.org; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good afternoon Cassie,

We are following up from the Ministry of Transportation's correspondence with you (August 2023 email from Peter Copping) regarding participating in the upcoming Stage 2 Archaeological Assessment fieldwork for the Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design Study.

The team is anticipated that the fieldwork will be completed during the weeks of October 23rd or October 30th. The fieldwork is anticipated to take one day. Once the project team has confirmed the fieldwork dates, we will follow up with you and your staff to discuss logistics for undertaking the archaeology fieldwork program.

Please find attached a copy of the standard Indigenous Business Contractor Agreement that Stantec regularly utilizes for archaeological fieldwork with participation from Indigenous Community members on various types of projects. Please sign the agreement and send back to us or let us know if you have any questions about the agreement.

Kind regards,

Patrick

Patrick Hoskins MA
Project Archaeologist

Direct: 613 722-4420
Mobile: 613 716-4687
Fax: 613 722-2799
Patrick.Hoskins@stantec.com

Stantec
300 - 1331 Clyde Avenue
Ottawa ON K2C 3G4

Gazibara, Nevena

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Tuesday, August 29, 2023 9:19 AM
To: Cassie Thompson
Cc: Taylor, Deidre (MTO); Baczyk, Steve (MTO); Belliveau, Tim; Gazibara, Nevena
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Cassie,

Thank you for your email, we look forward to Mohawks of the Bay of Quinte's participation in this field work, hopefully a CFL is available to join.

As additional information regarding the timing of the study becomes available it will be shared with MBQ. Please let me know if you have any questions going forward.

Thanks,

Peter

From: Cassie Thompson <consultation@mbq-tmt.org>
Sent: August 29, 2023 8:59 AM
To: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good morning Peter,
I have reached out to our field monitor to see if he is available. Please let me know dates as soon as you know, Sam is working on another project and requires time to schedule.

Also, we still need to schedule a regular touch point meeting. I am available next Tuesday or Thursday, let me know your availability and we can schedule.

Kind Regards,
Cassie

Cassie Thompson
Consultation Coordinator
Mohawks of the Bay of Quinte - Kenhteke Kanyen'kehá:ka
24 Meadow Dr., Tyendinaga Mohawk Territory, ON K0K 1X0
T: 613-396-3424 Ext. 155 **| E:** consultation@mbq-tmt.org
F: 613-396-3627 **| W:** http://www.mbq-tmt.org/

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From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Monday, August 28, 2023 10:06 AM
To: Lisa Maracle <lisam@mbq-tmt.org>; Cassie Thompson <consultation@mbq-tmt.org>
Cc: R. Donald Maracle <rdonm@mbq-tmt.org>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Invitation to Participate – Stage 2 Archaeological Assessment, Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

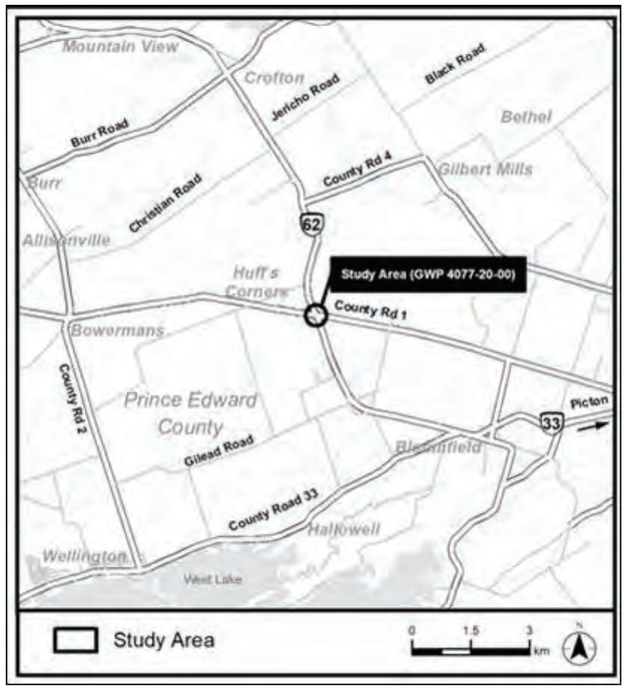
CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning Chief Maracle,

I am reaching out to notify you that a Stage 2 archaeological assessment related to Hwy 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) is planned to begin in October 2023, specific date to be confirmed and weather dependant. The work is anticipated to take three days to complete.

We would like to invite a community field liaison to join the archaeologist during the field investigations. Ahead of work taking place, the archaeologist will provide confirmation of the schedule as well as contact information for the field director, and a meeting time and muster point location if you wish to participate. Available details and a study area map are provided below.

Date(s): Specific dates in October to be confirmed.
days: Approximately 3 days on-site
Description of work: Stage 2 field investigations including test pit survey in select locations.
Location – Parcels directly adjacent to Highway 62 and County Road 1 intersection



If you are interested in having a representative on site, we would appreciate your response on or before the end of day, Monday, September 18, 2023 to assist with any additional discussion on logistics. I would also like to highlight the participating CFL is eligible for reimbursement in line with MTO's Archaeological Community Field Liaison policy, if you have any questions about this policy or about the proposed archaeological activities, please let me know.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: June 14, 2023 4:13 PM
To: Lisa Maracle <lisam@mbq-tmt.org>; MBQ Consultation Coordinator <consultation@mbq-tmt.org>
Cc: R. Donald Maracle <rdonm@mbq-tmt.org>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Hutcheson, Zachary (MTO) <Zachary.Hutcheson@ontario.ca>
Subject: RE: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) – PIC 1

Dear Chief Maracle,

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and OGN have additional details for your consideration.

The purpose of this letter is to notify you that an online Public Information Centre (PIC) will be available for your review on the study website, www.Hwy62PEC1.ca, starting on **June 29th, 2023**. A recorded presentation will be available as part of the online PIC.

Please let me know if you have any questions or comments on this study or would like additional details on the project. The study team will continue to engage with you as the project progresses.

Sincerely,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: March 16, 2023 10:14 AM
To: Lisa Maracle <lisam@mbq-tmt.org>; Charlotte Gurnsey <consultation@mbq-tmt.org>
Cc: R. Donald Maracle <rdonm@mbq-tmt.org>; Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: Stage 1 Archaeological Assessment Report - Preliminary Design and Class EA - Hwy 62 and PEC Rd 1 Intersection Improvements (GWP 4077-20-00)

Good Morning Chief Maracle,

Please find the attached Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, in Prince Edward County (GWP 4077-20-00).

The report notes that a stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential. If a stage 2 archaeological assessment is planned, the ministry will reach out to you regarding Mohawks of the Bay of Quinte's interest in participating in any archaeological field work.

Please let me know if you have any questions or comments on this report. We would appreciate any responses by April 17, 2023.

Thank you,

Peter Copping

From: Copping, Peter A. (MTO)
Sent: September 20, 2022 8:50 AM
To: R. Donald Maracle <rdonm@mbq-tmt.org>; 'Lisa Maracle' <lisam@mbq-tmt.org>; 'Charlotte Gurnsey' <consultation@mbq-tmt.org>
Cc: Taylor, Deidre (MTO) <Deidre.Taylor@ontario.ca>; Baczyk, Steve (MTO) <Steve.Baczyk@ontario.ca>; Belliveau, Tim <tim.belliveau@stantec.com>; 'Gazibara, Nevena' <Nevena.Gazibara@stantec.com>
Subject: Preliminary Design and Class Environmental Assessment - Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00) - Notice of Study Commencement

Dear Chief Maracle,

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario. The attached letter and key map are attached and provide additional details for your consideration.

This preliminary design study is following an approved planning process under the Class Environmental Assessment for Provincial Transportation Facilities (2000) for a Group “B” project and will document the existing conditions and sensitivities of the study area, examine potential impacts/changes, give recommendations for proposed mitigation, and outline any commitments for future environmental work.

As part of the study commencement, MTO is inviting you to participate in this study and assist us in identifying the environmental, social, and cultural values your community may have within the study area.

The study team will continue to engage with you as the project progresses. A project website, **www.Hwy62PEC1.ca**, has also been established which will be regularly updated with current project information and can be used as an additional resource to submit comments to the project team.

MTO would welcome the opportunity to discuss these projects in further detail with your community and answer any questions and address any concerns you may have. Please feel free to contact me at (613)-539-3148 or via email at Peter.A.Copping@Ontario.ca to arrange a meeting.

Sincerely,

Peter Copping

Peter Copping
Indigenous Liaison Specialist
Regional Services and Relationships, East Region Operations Branch
Ministry of Transportation
1355 John Counter Boulevard, Kingston ON, K7L 5A3
Email: Peter.A.Copping@Ontario.ca
Phone: 613-539-3148

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Attention: Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

APPENDIX E:
Public Consultation Materials

ONLINE PUBLIC INFORMATION CENTRE 1

Highway 62 Intersection Improvements in Prince Edward County

Ontario Stantec

Hwy62PEC1.ca

Planning, Preliminary Design, and Class Environmental Assessment Study

GWP 4077-20-00

Welcome to Online Public Information Centre 1

The purpose of this online PIC is to present and gather your feedback on:

- Study overview and the process being followed
- Transportation challenges and opportunities in the study area
- The preliminary existing study area conditions
- The preliminary intersection improvement alternatives
- The preliminary screening of alternatives
- The evaluation process and evaluation criteria

Other information related to this PIC that is available on the project website includes:

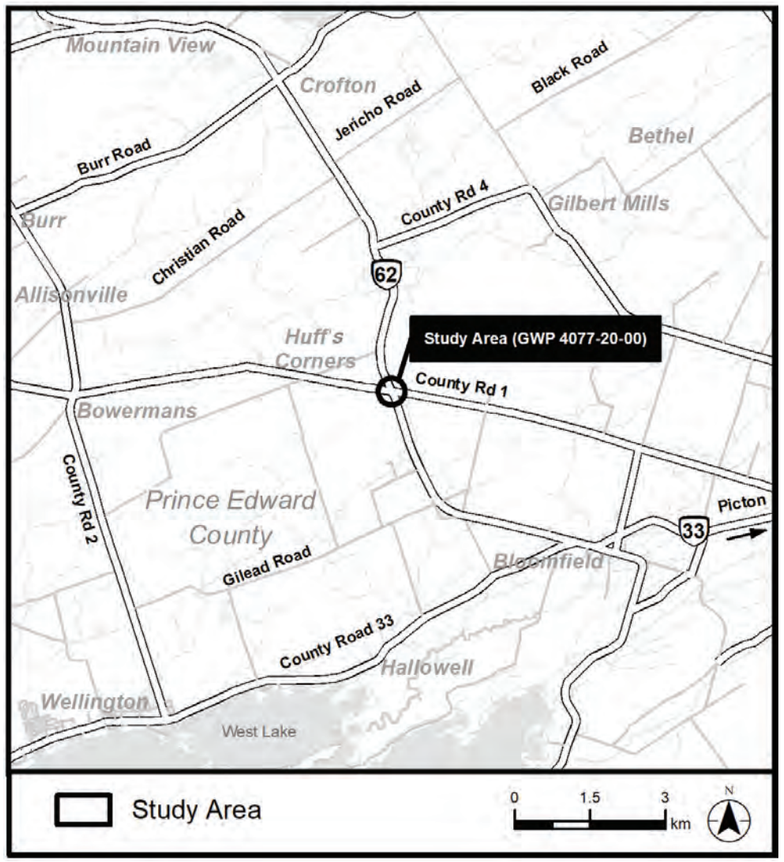
- Online PIC 1 presentation
- Preliminary Intersection Improvement Alternatives
- Preliminary Screening of Intersection Improvement Alternatives
- Online Comment Form

Ontario Stantec

About The Project

The study will identify short-term and long-term intersection improvements, which may include improvements such as horizontal and vertical alignments, alternative lane configurations, addition of turning lanes, signalization, additional illumination, and a roundabout.

As part of this study, the project team will be reviewing existing conditions, developing and evaluating alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. At the completion of the study, a recommended plan for the provincially maintained Highway 62 and Prince Edward County Road 1 intersection will be confirmed.





Class Environmental Assessment Process

Environmental Assessment Process

This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which is approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process, which includes major improvements to existing provincial transportation facilities.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day comment period.

Please click here to access a copy of the MTO Class EA document

Ongoing Transportation Needs Assessment

Ongoing Public Consultation

Need Identified

Preliminary Design

Data Collection
Review available background information and conduct field investigations as required to identify existing conditions in the study area

Generate & Evaluate
Develop preliminary design alternatives to address structural needs, improve the highway safety and operations, and consider potential impacts to the existing natural, social, and cultural environment to identify a preferred plan

Select
Identify the preferred plan and mitigation measures to address potential impacts

Refine
Complete preliminary design of the preferred plan including a potential implementation strategy

Report
Document the process leading to the preferred plan

Clearance
The Class EA requirements are met, and the project is cleared to proceed to detail design

Consultation during Preliminary Design

- Notifications and project website
- Municipal Technical Advisory Committee Meeting
- Public Information Centre 1 **- We Are Here**
- Municipal Technical Advisory Committee Meetings & Agency Meetings
- Public Information Centre 2
- Municipal Technical Advisory Committee Meeting
- Transportation Environmental Study Report 30-day public comment period

Future Stages

Detail Design

- Consultation during Detail Design

Construction

- Consultation during Construction

Existing Conditions

- Prince Edward County is a popular tourist destination
- Sandbanks Provincial Park, wineries, agri-tourism, beaches, and cycling are very popular during summer months
- Both Highway 62 and County Road 1 are main corridors in and out of The County
- The immediate study area consists of agricultural land, some wooded and wetland areas, and local businesses
- The natural environment includes a hardwood lowland deciduous forested area, a mixed meadow, an unevaluated wetland, potential habitat for turtles in the wetland, an open aquatic feature, and potential snake habitat in forests, meadows, and agricultural areas







Existing Traffic and Safety Conditions

Traffic

Based on current traffic volumes, intersection improvements (signalization or roundabout) are warranted to improve operational performance.

Safety

Safety and collision data from 2017-2021 shows the following:

- Majority of collisions involved a vehicle making a turn from the side road
- Majority of collisions occurred from May to October
- Majority of collisions resulted in a personal injury

The MTO conducted traffic observations in spring 2022. The following observations were noted:

- Several ‘near miss’ collisions at the intersection
- Compliance with existing traffic control at this intersection was low

Intersection improvements that address collisions and provide right-of-way control will have the greatest safety benefit.

Challenges and Opportunities

- There is a history of collisions and ‘near misses’ at the current intersection

- Improvements (i.e., signage and overhead flashing beacon) have been installed at the intersection, however, there continue to be ongoing safety concerns

- This study will select a plan for intersection improvements to address the identified safety concerns



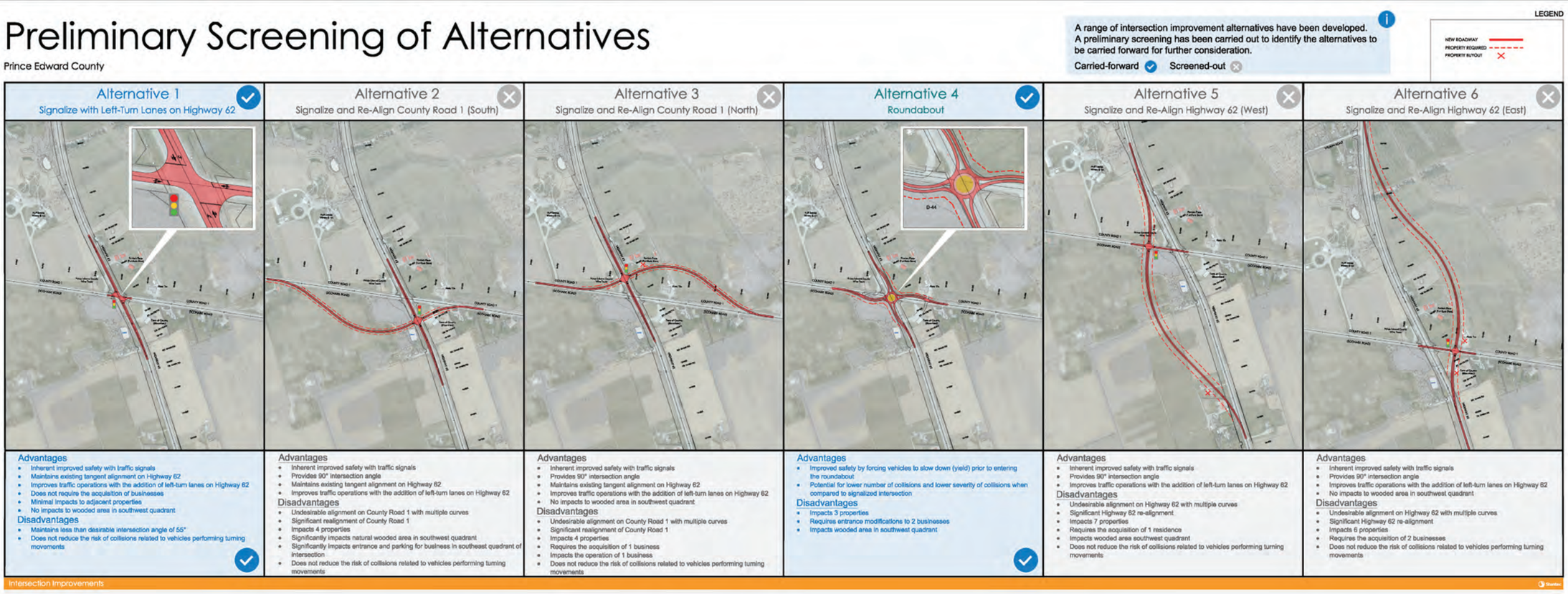
Alternatives to the Undertaking

The Class EA requires that 'reasonable alternatives' be considered to address identified problems. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the Alternative Methods of Carrying out the Undertaking can be studied.

The Alternatives to the Undertaking identified for this study are listed below.

Alternatives to the Undertaking	Does it address the challenges/opportunities?
Do Nothing Keep existing facility as-is.	☒ **Does not** address safety and traffic challenges at this intersection. Do not carry forward.
Transportation Demand Management (TDM) TDM shifts demand on the highway network by shifting demands to the time periods outside of the critical congestion periods and shifts demand to alternative modes of transportation.	☒ **Does not** address safety and traffic challenges at this intersection. Do not carry forward.
Improve Adjacent Road Systems Expansion of existing municipal and regional road networks.	☒ **Does not** address safety and traffic challenges at this intersection. Do not carry forward.
Improve Existing Facility Improve intersection (i.e., traffic signals, roundabout).	☑ **Addresses** safety and traffic challenges at this intersection. . **Carry forward.**

Preliminary Screening of Alternatives



Please click here for higher-resolution image of each Alternative

Please click here for higher-resolution image of the Preliminary Screening of Alternatives

Evaluation Process

Identify Criteria

Evaluation criteria are established through:

- public input
- similar projects
- provincial guidelines
- existing conditions

Weigh Criteria

Each criterion is assigned a weight factor that best reflects its relative importance.

Evaluate Alternatives

All feasible alternatives are measured and given a score based on how well each is judged to satisfy the evaluation criteria

Rank Alternatives

The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the Preferred Plan

How is the Recommended Plan Selected?

The intersection alternatives carried forward following the preliminary screening will be evaluated based on engineering, community and environmental criteria.

A second PIC will be scheduled following PIC 1 to present the Evaluation of Intersection Alternatives and a Technically Preferred Plan.

The final step in the analysis and evaluation process is the confirmation of a Recommended Plan. This process includes:

- Reviewing the results of the analysis and evaluation based on specialist work and input received during the study
- Determining which criteria have the most influence on the outcome of the evaluation process
- Considering the sensitivity of the weightings
- Confirming the ranking of the alternatives
- Considering public/stakeholder response to the evaluation process and Preferred Plan

Preliminary Evaluation Criteria

	Criteria	The Best Improvement Plan will…
Engineering	Traffic Operations	• Provides acceptable traffic operations at the intersection
	Geometrics & Safety	• Minimizes collision risk at the intersection • Maintains driver expectations • Accommodates transport trucks and agricultural vehicles
	Constructability	• Considers the staging complexity of the intersection construction and the potential detours required
	Utilities	• Minimize impacts to utilities
	Cost	• Have the lowest life cycle cost including construction, utility relocation, maintenance and property
Environment	Terrestrial Ecosystems	• Minimize fragmentation of wildlife habitat • Minimize impacts to significant wildlife habitat • Minimize impacts to unevaluated wetlands • Minimize impacts on vegetation
	Species of Conservation Concern	• Avoid impacts to potential Species at Risk habitat or Species at Risk
Community	Property	• Minimize impacts to private property
	Business Impacts	• Minimize out of way travel for access to local businesses • Maintain existing travel patterns for businesses • Minimize impacts for agricultural equipment
	Archaeology	• Avoid impacts to areas of archaeological potential
	Contamination	• Avoid or minimize impacts to properties with potential contamination

Investigations

In accordance with the MTO Class Environmental Assessment process, this study includes engineering and environmental specialists who are carrying out background studies and site-specific investigations to support the development and the evaluation of alternatives, and identify potential impacts and mitigation measures. The investigations for this study include, but are not limited to, the following:



Engineering Investigations

- Traffic and Safety
- Drainage and Hydrology
- Highway



Natural Environment Investigations

- Terrestrial
- Aquatic
- Species at Risk



Socio-Economic Investigations

- Businesses
- Archeology
- Contamination

Next Steps

The following tasks will be completed after this PIC:

- Review, consider and respond to the comments received at and following PIC 1
- Refine alternatives based on public input
- Complete the detailed evaluation of the alternatives, in consideration of potential impacts and possible mitigation measures
- Prepare for and hold Public Information Centre 2 to present and gather feedback on the evaluation of alternatives and Preliminary Preferred Plan (tentatively scheduled for Fall 2023)

Thank You!

Ways to provide your comments:

Visit the study website:
www.Hwy62PEC1.ca

- Complete the comment form
- Email comments@hwy62pec1.ca
- Contact Project Team Members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Deidre Taylor, P.Eng.
Senior Project Engineer (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

We would appreciate receiving your comments by DATE

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

Highway 62 and Prince Edward County Road 1 Intersection Improvements Class EA – Online PIC 1 Presentation Transcript

Slide 1 (Introduction)

Hello, and thank you for joining us for this online Public Information Centre for the planning, preliminary design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 in Prince Edward County.

This video presentation will guide you through an overview of this important study.

Slide 2 (Welcome)

This is the first Public Information Centre for this study and a copy of the information presented will be available for your review on the project website, www.Hwy62PEC1.ca.

The purpose of this online Public Information Centre (PIC) is to present and gather your feedback on:

- The study overview and the planning process being followed;
- Transportation challenges and opportunities in the study area;
- The preliminary existing study area conditions;
- The preliminary intersection improvement alternatives;
- The preliminary screening of alternatives; and
- The evaluation process, and evaluation criteria.

A copy of the information offered within this presentation is available for your review on the project website, www.Hwy62PEC1.ca and a digital copy of the following documents is available by selecting the Resources tab located on the top right of this screen:

- This online PIC presentation;
- The Preliminary Intersection Improvement Alternatives;
- The Preliminary Screening of Intersection Improvement Alternatives; and
- An online Comment Form.

Slide 3 (About the Project)

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

The study will identify both short-term and long-term intersection improvements, which may include improvements to the horizontal and vertical alignments, alternative lane configurations, the addition of new turning lanes, signalization, additional illumination, or a roundabout.

As part of this study, the project team will be reviewing existing conditions, developing and evaluating alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. At the completion of the study, a recommended plan for the provincially maintained Highway 62 and Prince Edward County Road 1 intersection will be confirmed.

Slide 4 (Class EA Process)

This study is being carried out under the requirements of the *Class Environmental Assessment (or Class EA) for Provincial Transportation Facilities* (2000), which has been approved under the Ontario *Environmental Assessment Act* for provincial transportation projects of a defined scope and magnitude.

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following the requirements set out for Group 'B' projects which include major improvements to existing provincial transportation facilities.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day comment period.

The goal of projects covered under this Class EA is to provide a safe and effective transportation system while avoiding or minimizing negative environmental effects. The Class EA process consists of four main stages: Planning; Preliminary Design, Detail Design; and Construction.

Within the Planning and Preliminary Design stages, there are a number of steps to be completed including consultation with the public, agencies, municipalities, and Indigenous communities. These include:

- Data Collection – where available background information is reviewed and field investigations are conducted, as required, to identify existing conditions in the study area
- Generating and evaluating alternatives – at this stage, preliminary design alternatives are developed to improve the highway safety and operations, and consider potential impacts to the existing natural, social, and cultural environment to identify a preferred plan
- Selection of a preferred design – this step includes the identification of a preferred plan and proposes mitigation measures to address potential impacts to the environment
- Refine the preferred plan – as part of this step the preliminary design of the preferred plan, including an implementation strategy, is proposed
- Reporting – once the information has been gathered, considered and finalized, the entire process is documented within a Transportation Environmental Study Report, or TESR, which will be posted on the project website for public review and comment for a 30-day period. Notification of TESR Completion will be posted on the project website, within the *Picton Gazette* and the *Picton County Weekly News* newspapers, and delivered via mail/email to those who have expressed a continued interest in this project
- Environmental Clearance – this is an internal process that the MTO uses to ensure that the EA requirements have been met before construction begins

Each step in the process allows for structured decision-making and consultation as the transportation study progresses.

Slide 5 (Existing Study Area Conditions)

This slide presents a summary of the preliminary information we have gathered to help identify key areas of constraint or opportunities within the study area.

Highway 62 and County Road 1 are shown in red on this slide, as well as other study area features. Prince Edward County is a popular tourist destination with Sandbanks Provincial Park,

wineries, agri-tourism, beaches, and cycling. Both Highway 62 and County Road 1 are main corridors in and out of The County.

A range of land uses bound Highway 62 and County Road 1, and the area has been designated 'agricultural and rural' in the Prince Edward County Official Plan (2021). The immediate study area consists of agricultural land, some wooded and wetland areas, a few residences, and local businesses.

While the study area is primarily agricultural and rural, some sensitive natural features are present. These include: a hardwood lowland deciduous forested area, a mixed meadow, an unevaluated wetland, potential habitat for turtles in the wetland, an open aquatic feature, and potential snake habitat in forests, meadows, and agricultural areas.

Slide 6 Existing Traffic and Safety Conditions

Based on current traffic volumes, intersection improvements (either signalization or a roundabout) are warranted to improve operational performance.

Safety and collision data from 2017-2021 shows that the majority of collisions:

- Involved a vehicle making a turn from the side road;
- Occurred from May to October; and
- Resulted in a personal injury.

MTO conducted traffic observations in spring 2022 and noted:

- Several 'near miss' collisions at the intersection; and
- Compliance with existing traffic control was low.

Intersection improvements that address collisions, and also provide right-of-way control, will have the greatest safety benefit.

Slide 7 (Challenges and Opportunities)

The study has been initiated to address the following challenges and opportunities:

- There is a history of collisions and 'near misses' at the current intersection
- Improvements (i.e., signage and overhead flashing beacon) have been installed at the intersection, however, there continue to be ongoing safety concerns
- This study will select a plan for intersection improvements to address the identified safety concerns

Slide 8 (Alternatives to the Undertaking)

The Class EA requires that 'reasonable alternatives' be considered to address identified problems. This involves two levels of analysis. The 'Alternatives to the Undertaking' considers a broad range of functionally different alternatives that could address the project needs. Once the best alternative is selected the 'Alternative Methods of Carrying out the Undertaking' are considered.

The 'Alternatives To the Undertaking' for this study include:

- Do Nothing, which includes keeping the existing intersection as-is
- Transportation Demand Management, or TDM, to shift travel demands on the highway network by changing the travel demand periods to outside the critical congestion periods, and towards alternative modes of transportation
- Improve Adjacent Road Systems, which includes the expansion of the existing municipal and regional road networks, or
- Improve the existing intersection with horizontal and vertical alignments, alternative lane configurations, addition of turning lanes, signalization, additional illumination, and a roundabout

Based on the findings of the assessment of the 'Alternatives to the Undertaking', options to improve the existing intersection are being carried forward.

Slide 9 (Intersection Improvement Alternatives and Preliminary Screening)

There are six alternatives for improving this intersection, including:

1. Signalize with Left-Turn Lanes on Highway 62
2. Signalize and Re-Align County Road 1 (South)
3. Signalize and Re-Align County Road 1 (North)
4. Signalize and Re-Align Highway 62 (West)
5. Signalize and Re-Align Highway 62 (East)
6. A Roundabout

A preliminary screening of the intersection alternatives screened out any alternatives that have significant impacts or do not adequately address the challenges and opportunities identified for this project.

Alternatives 1 and 4 were carried forward because they will improve the overall safety of the intersection, generally maintain the existing alignments of both Highway 62 and Prince Edward Country Road 1, minimize impacts to private property including businesses, and minimize impacts to the surrounding natural environment.

You can click on the link provided on this slide to review a high-resolution version of the intersection alternatives and the preliminary screening of alternatives.

Slide 10 (Evaluation Process)

Once the short list of intersection alternatives has been confirmed, they will be carried forward for a more detailed evaluation that will consider engineering, community and environmental criteria and a second PIC will be scheduled to present a Preferred Plan.

The final step in the analysis and evaluation process is the selection of a Recommended Plan that includes:

- Reviewing the results of the analysis and evaluation based on specialist work, and input received during the study
- Determining which criteria have the most influence (or relevance) on the outcome of the evaluation process
- Considering the sensitivity of the weightings
- Confirming the ranking of the alternatives, and
- Considering public/stakeholder input in the evaluation process and the Preferred Plan

Slide 11 (Preliminary Evaluation Criteria)

The evaluation process includes identifying evaluation criteria through the input received during this study, the project team's professional experience in projects of this nature, provincial guidelines, and existing study area conditions.

Preliminary criteria have been developed and are presented on this slide for your review. These include:

- Engineering criteria, including Traffic Operations, Geometrics and Safety, Constructability, Utilities, and Cost considerations
- Environmental criteria, including Terrestrial Ecosystem and Species of Conservation Concern considerations, applicable legislation and policies
- Socio-economic criteria, including Private Property, Business Impacts, Archaeology; and Contamination considerations

Following this PIC, and considering all input received, the evaluation criteria will be confirmed and assigned a weight factor and a comparative analysis of transportation benefits and environmental effects will be completed for each alternative.

The Preferred Plan is based on which alternative achieves the best overall balance of engineering, individual environmental factor impacts, and overall environmental impacts, taking into consideration the net environmental effects by applying conceptual mitigation measures.

Comments received from the public, Indigenous Communities, agencies, and other stakeholders will also be considered as part of the evaluation of the short list of intersection alternatives and your input is appreciated.

Slide 12 (Investigations)

Engineering and environmental specialists are carrying out background studies and site-specific investigations to support the development and the evaluation of alternatives, and to identify potential impacts and mitigation measures. The investigations for this study include, but are not limited to:

- Traffic and Safety
- Drainage and Hydrology
- Highway
- Terrestrial ecosystems
- Fish and Fish Habitat
- Species at Risk
- Businesses
- Archeology
- Contamination

Slide 13 (Next Steps)

Following this online PIC the project team will review, consider and respond to the comments received, confirm and refine the short list of intersection improvement alternatives and criteria, and carry out the detailed evaluation of alternatives. A second PIC will be scheduled to present and gather feedback on the evaluation of intersection improvement alternatives, and the Preliminary Preferred Plan. The second PIC is tentatively planned for Fall 2023. You are encouraged to add your name to our contact list if you wish to receive a direct notification.

Slide 14 (Thank you)

On behalf of the Ontario Ministry of Transportation, we would like to thank you for your interest in this study, and for taking the time to participate in this online Public Information Centre. Your input is important to us, and there are several ways to provide your comments.

We encourage you to review all PIC materials available on the project website, as well as to submit your comments by pressing the comment button on this page.

If you have any comments or questions, please do not hesitate to contact the project team via email at: comments@Hwy62PEC1.ca, or by contacting one of the project team members listed on this slide by telephone.

We would appreciate receiving any comments or questions you may have by August 12, 2023. Thank you again for taking the time to participate in this online PIC.

PUBLIC INFORMATION CENTRE 2

Highway 62 Intersection Improvements in Prince Edward County

Ontario Stantec

Public Information Centre 2
January 25, 2024

Hwy62PEC1.ca

Preliminary Design and Class Environmental Assessment Study

GWP 4077-20-00

Sign In

Chat with Project Team

Fill out a comment sheet

Let us know if you have any accessibility needs

Welcome to Public Information Centre 2

The purpose of this PIC is to present and gather your feedback on the:

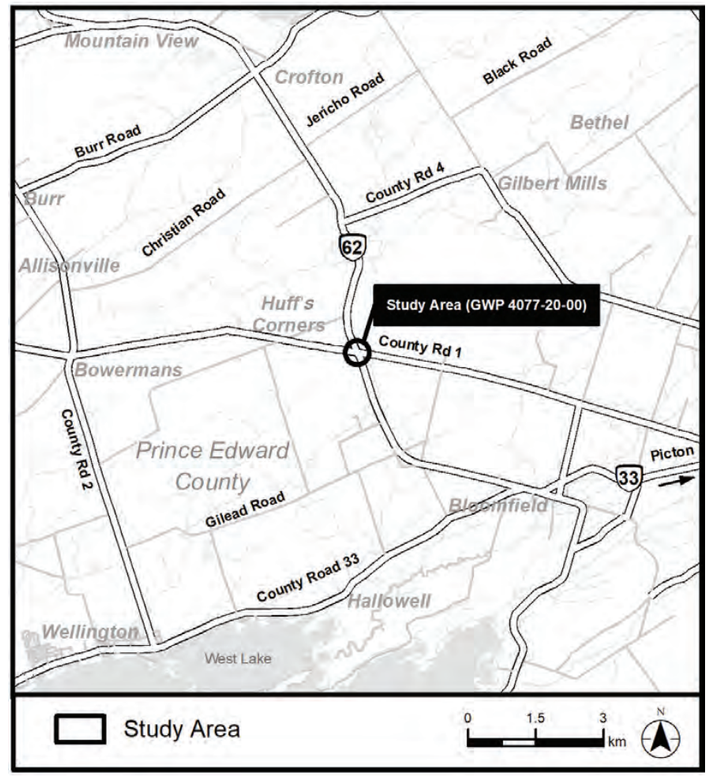
- The study overview and the process being followed
- The evaluation of intersection improvement alternatives
- The technically preferred plan
- The preliminary environmental protection and mitigation measures

Ontario Stantec

About The Project

The study will identify short-term and long-term intersection improvements, which may include improvements such as horizontal and vertical alignments, alternative lane configurations, addition of turning lanes, signalization, additional illumination, and a roundabout.

As part of this study, the project team will be reviewing existing conditions, developing and evaluating alternatives, identifying appropriate improvements, and developing environmental protection and mitigation measures. At the completion of the study, a recommended plan for the provincially maintained Highway 62 and Prince Edward County Road 1 intersection will be confirmed.





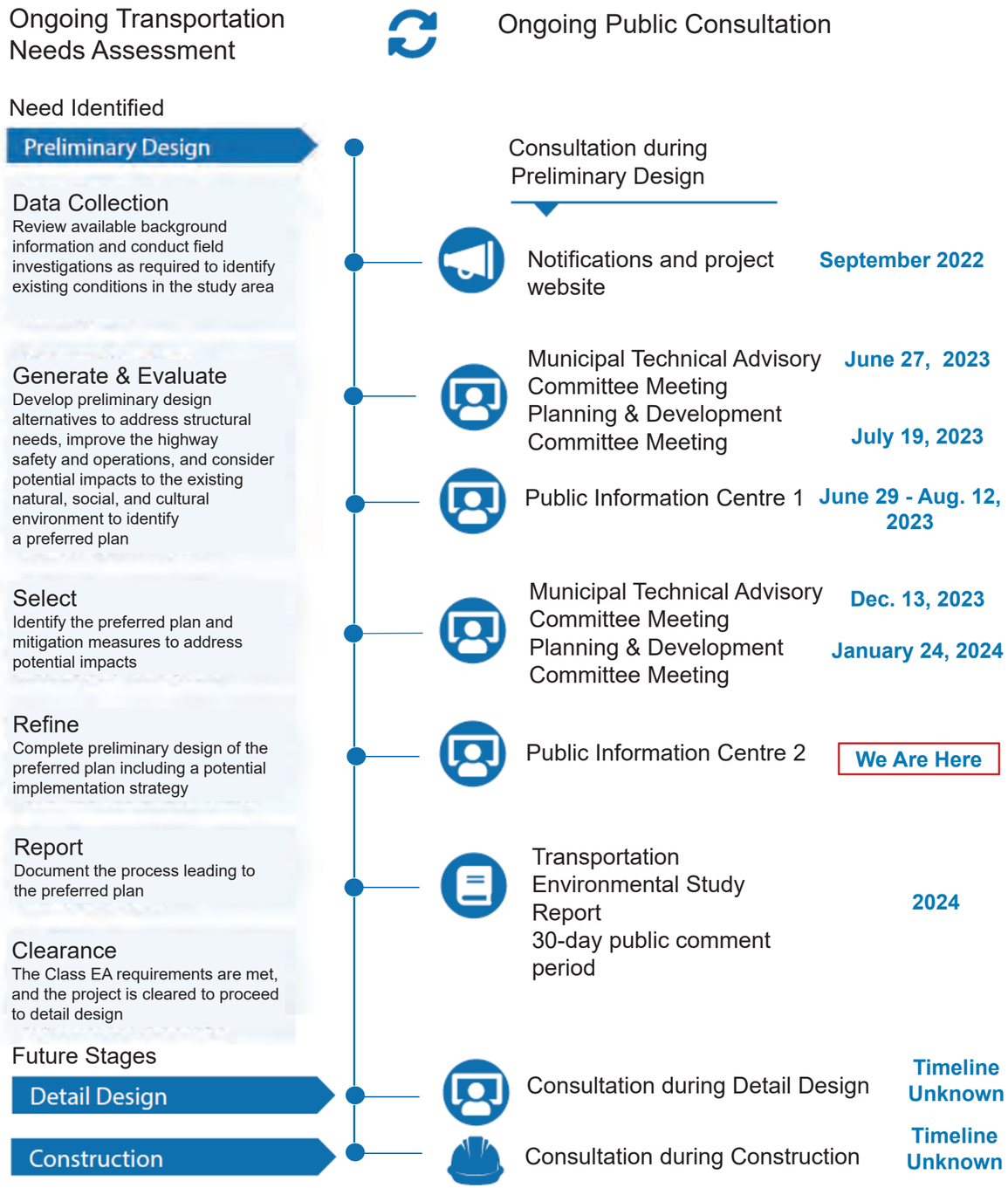
Class Environmental Assessment Process

Environmental Assessment Process

This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which is approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

The MTO Class Environmental Assessment process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process, which includes major improvements to existing provincial transportation facilities.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day comment period.

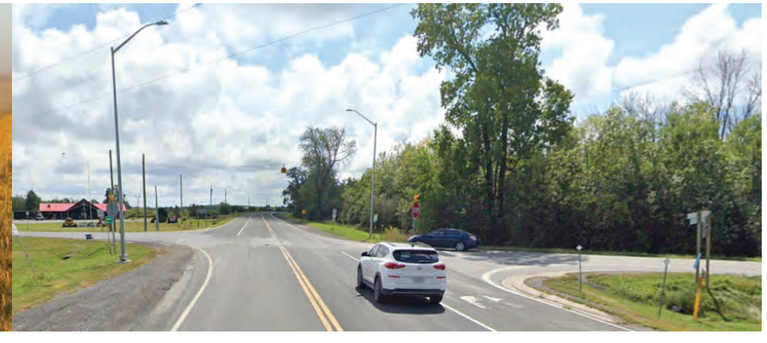


Existing Conditions

- Prince Edward County is a popular tourist destination
- Sandbanks Provincial Park, wineries, agri-tourism, beaches, and cycling are very popular during summer months
- Both Highway 62 and County Road 1 are main corridors in and out of The County
- The immediate study area consists of agricultural land, some wooded and wetland areas, and local businesses
- The natural environment includes a hardwood lowland deciduous forested area, a mixed meadow, an unevaluated wetland, potential habitat for turtles in the wetland, an open aquatic feature, and potential snake habitat in forests, meadows, and agricultural areas







Existing Traffic and Safety Conditions

Traffic

Based on current traffic volumes, intersection improvements (signalization or roundabout) are warranted to improve operational performance.

Safety

Safety and collision data from 2017-2021 shows the following:

- Majority of collisions involved a vehicle making a turn from County Road 1
- Majority of collisions occurred from May to October
- Majority of collisions resulted in a personal injury

The MTO conducted traffic observations in spring 2022. The following observations were noted:

- Several ‘near miss’ collisions at the intersection
- Compliance with existing traffic control at this intersection was low

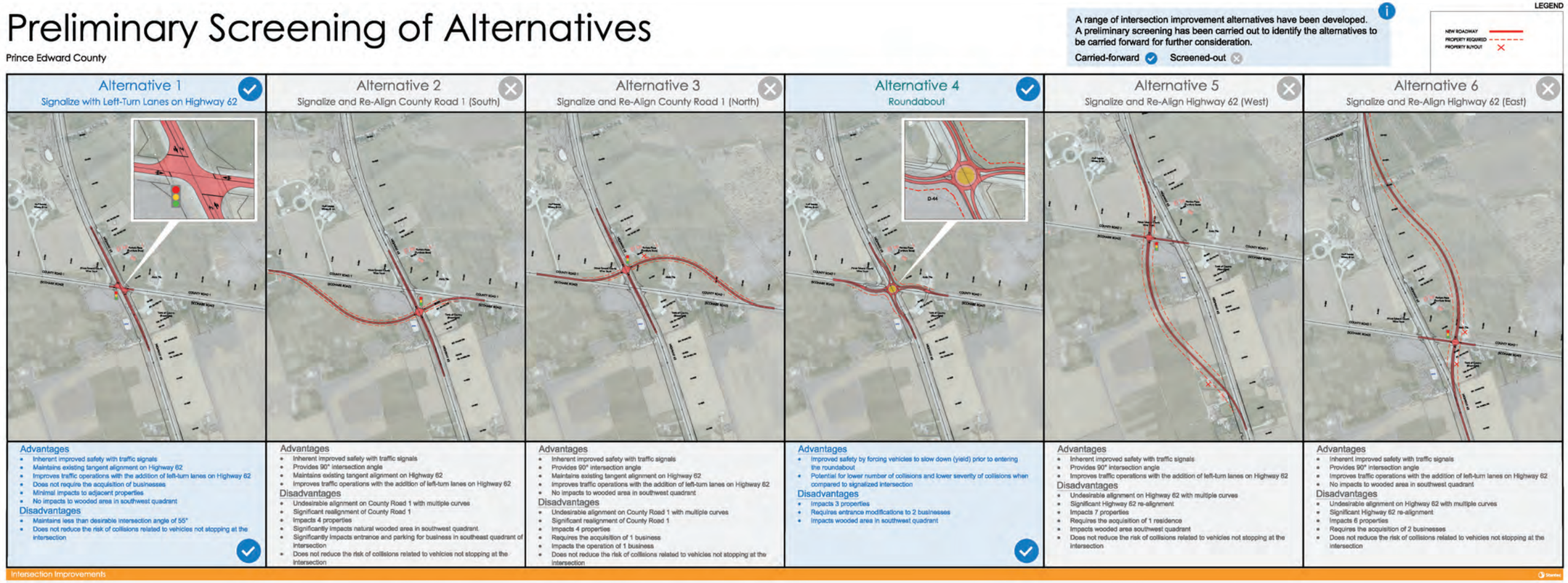
Intersection improvements that address collisions and provide right-of-way control will have the greatest safety benefit.

Challenges and Opportunities

- There is a history of collisions and ‘near misses’ at the current intersection
- Improvements (i.e., signage and overhead flashing beacon) have been installed at the intersection, however, there continue to be ongoing safety concerns
- This study will select a plan for intersection improvements to address the identified safety concerns

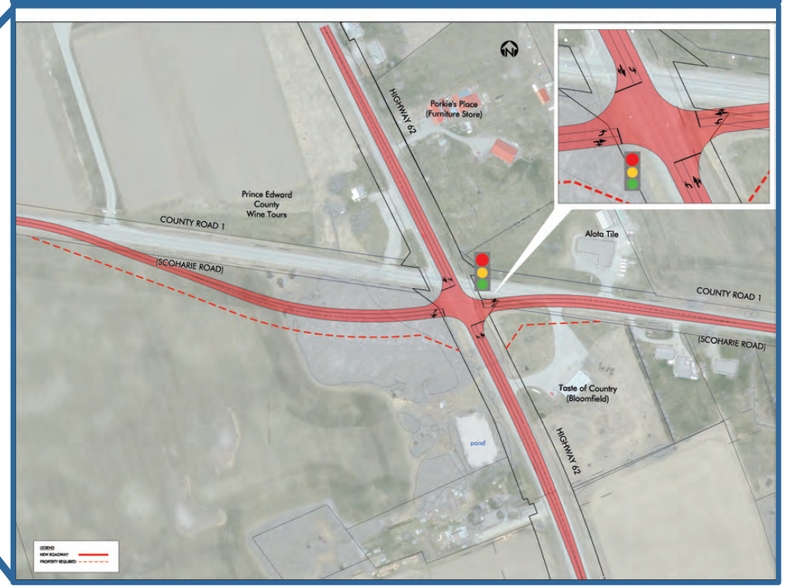


Preliminary Screening of Long List of Alternatives



- At PIC 1, Alternatives 1 and 4 were carried forward for a detailed evaluation of alternatives.
- However, following a technical review of Alternatives 1 and 4, it was determined that Alternative 1 would have to be revised to adhere to specific design standards regarding the skewed angle of 55 degrees at the intersection. As a result of this technical review, a revised Alternative 1R was developed that provides a 70-degree intersection angle and left-turn lanes on all approaches.
- Alternatives 1R and 4 have been carried forward for a detailed evaluation of alternatives.

Alternative 1R – Signalized Intersection with Left-Turn Lanes



Evaluation Process

The intersection alternatives carried forward following the preliminary screening have been evaluated based on engineering, community and natural environmental criteria. The Evaluation of Intersection Alternatives and a Preferred Plan are presented at this PIC.

A detailed evaluation of alternatives has been carried out to identify an improvement plan that addresses identified safety concerns, and provides safe operations while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

Identify Criteria
Evaluation Criteria are established through:

- Public Input
- Similar Projects
- Provincial Guidelines
- Existing Conditions

Weigh Criteria
Each criterion is assigned a weight factor that best reflects its relative importance

Evaluate Alternatives
The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the preferred plan

The highest scoring alternative is selected as the Preferred Plan



The preferred plan

The concluding step in the analysis is the selection of a preferred plan.

This process includes:

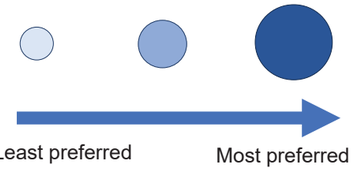
- Reviewing the results of the analysis and evaluation based on the specialist work and input received during the study
- Determining which criteria have the most influence on the outcome of the evaluation process
- Considering the sensitivity of the alternatives
- Considering public/stakeholder response to the evaluation process

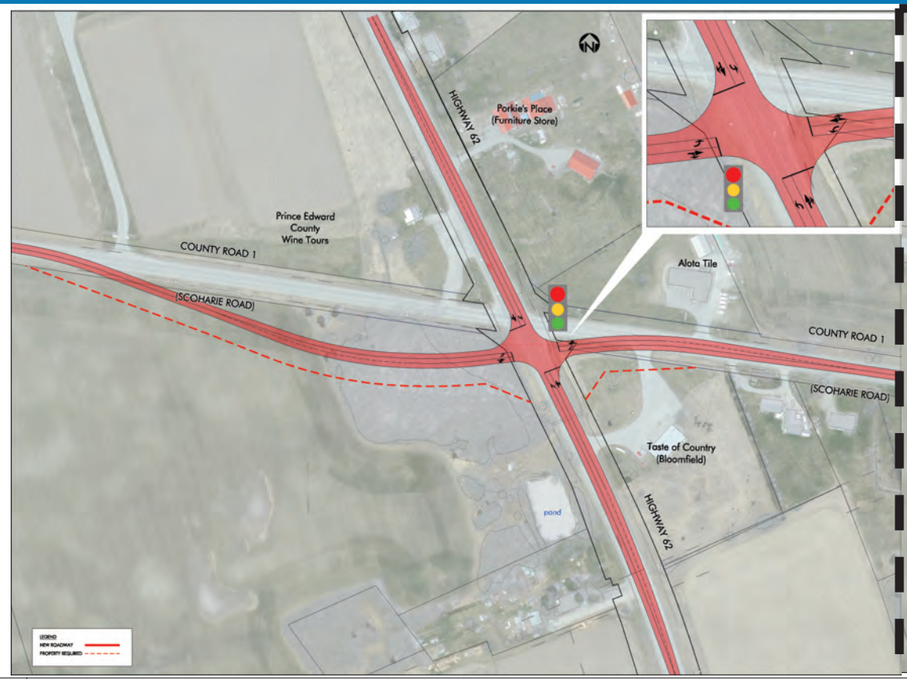
Evaluation Criteria

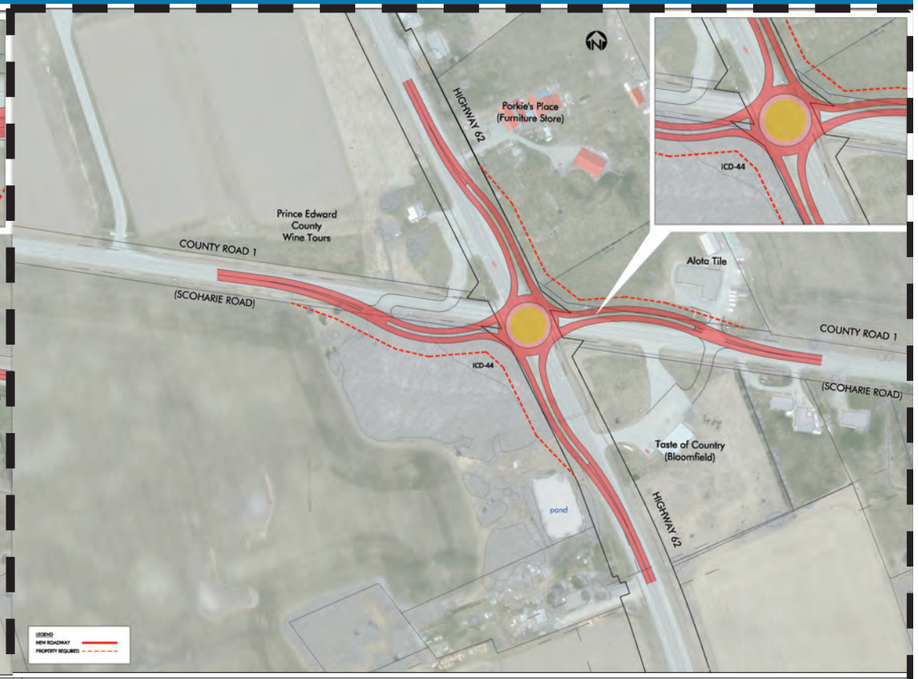
	Criteria	The Best Improvement Plan will…
Highway Engineering 65%	Traffic Operations – 25%	•Provide acceptable traffic operations at the intersection
	Geometrics & Safety – 25%	•Minimize collision risk at the intersection •Maintain driver expectations •Accommodate transport trucks and agricultural vehicles
	Constructability – 5%	•Consider the staging complexity of the intersection construction and rehabilitation, and the potential detours required
	Utilities – 5%	•Minimize impacts to utilities
	Cost – 5%	•Have a reasonable cost that includes construction, utility relocation, maintenance and property
Community 20%	Property – 7%	•Minimize impacts to private property
	Business Impacts – 7%	•Minimize out of way travel for access to local businesses •Maintain existing travel patterns for businesses •Minimize impacts for agricultural equipment
	Archaeology – 3%	•Avoid impacts to areas of archaeological potential
	Contamination – 3%	•Avoid or minimize impacts to properties with potential contamination
Natural Environment 15%	Terrestrial Ecosystems – 7.5%	•Minimize fragmentation of wildlife habitat •Minimize impacts to significant wildlife habitat •Minimize impacts to unevaluated wetlands •Minimize impacts on vegetation
	Species of Conservation Concern – 7.5%	•Avoid impacts to potential Species at Risk habitat or Species at Risk

Evaluation of Short-Listed Alternatives

The two alternatives were assessed against the engineering, community and natural environment criteria, receiving a rank from least preferred to most preferred. Based on the findings of the evaluation, Alternative 4, the roundabout, is the most preferred.







Evaluation Criteria	Alternative 1R – Signalize with Left-Turn Lanes on Highway 62	Alternative 4 - Roundabout
Highway Engineering Traffic Operations Geometrics & Safety Constructability Utilities Cost	• Overall better level of service when compared to existing conditions • Potential for higher number of collisions and higher severity of collisions compared to roundabout • Intersection angle improved to 70° • Potential for less conflicts with the addition of left-turn lanes on Highway 62 • Shorter duration of construction compared to Alternative 4 • Impacts 40 m underground gas line and 1 hydro pole	• Overall better level of service when compared to Alternative 1R • Potential for lower number of collisions and lower severity of collisions compared to signalized intersection • Improved safety by slowing vehicles down prior to entry to roundabout • Local drivers are familiar with roundabout operations • Longer duration of construction compared to Alternative 1R • Impacts 140 m underground gas, 6 hydro poles, and 150 m underground Bell
	Highway Score: 48.8	**Highway Score: 57.1**
Community Property Business Impacts Archaeology Contamination	• Impacts 0.8 hectares of residential property and 2 private properties • Impacts 0.1 hectares of existing business property and requires entrance changes to 1 business • Impacts 1.0 hectares of area with archaeological potential • Impacts 1.0 hectares of area with potential contamination	• Impacts 0.5 hectares of residential property and 3 private properties • Impacts 0.2 hectares of existing business property and requires entrance changes to 2 businesses • Impacts 1.5 hectares of area with archaeological potential • Impacts 1.3 hectares of area with potential contamination
	Community Score: 15.7	**Community Score: 14.6**
Natural Environment Terrestrial Ecosystem Species of Conservation Concern	• Impacts 0.8 hectares of wildlife habitat • Impacts 0.4 hectares of significant treed area • Impacts 0.4 hectares of potential Species at Risk habitat	• Impacts 0.5 hectares of wildlife habitat • Impacts 0.4 hectares of significant treed area • Impacts 0.4 hectares of potential Species at Risk habitat • Impacts potential bat maternity roost habitat
	Natural Environment Score: 12.4	**Natural Environment Score: 12.0**
Total Score	**76.9**	**83.7**

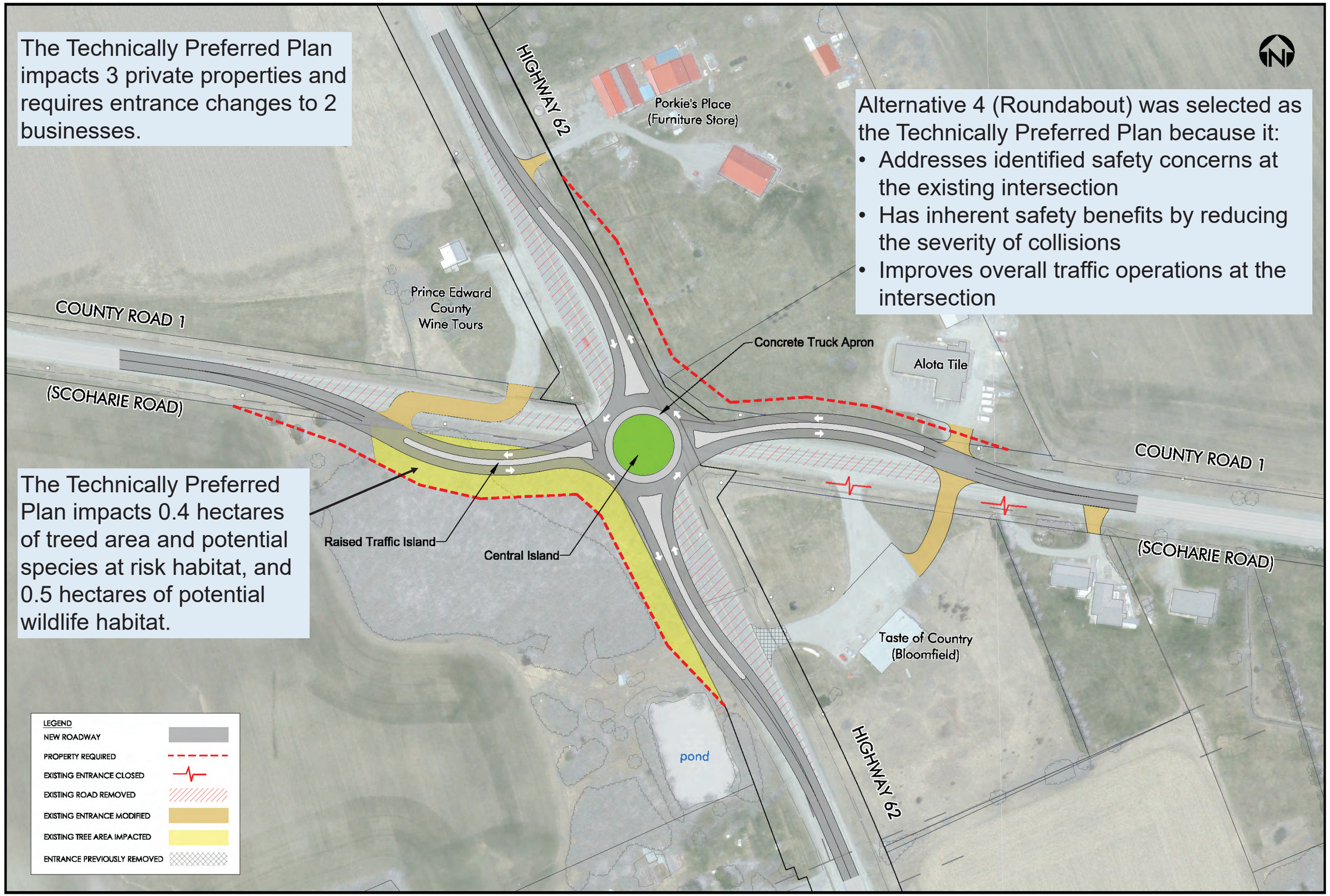
Technically Preferred Plan

The Technically Preferred Plan impacts 3 private properties and requires entrance changes to 2 businesses.

Alternative 4 (Roundabout) was selected as the Technically Preferred Plan because it:

- Addresses identified safety concerns at the existing intersection
- Has inherent safety benefits by reducing the severity of collisions
- Improves overall traffic operations at the intersection

The Technically Preferred Plan impacts 0.4 hectares of treed area and potential species at risk habitat, and 0.5 hectares of potential wildlife habitat.



Potential Impacts and Proposed Mitigation Measures

The Technically Preferred Plan may result in potential impacts to existing vegetation and wildlife habitat, tree removal, direct property impacts, property entrance changes, temporary traffic delays and other impacts. Proposed mitigation measures are presented below for each type of impact:

Property Impacts

Proposed Mitigation Measures:

- Maintain access to private entrances and sideroads during construction
- Engage with impacted property owners to confirm impacts to property and associated mitigation measures

Impacts to Terrestrial Environment

Proposed Mitigation Measures:

- Timing restrictions for vegetation clearing
- Minimize vegetation removal and damage
- Additional surveys may be required to determine the presence or absence of species at risk during Detail Design

Construction Noise

Proposed Mitigation Measures:

- Noise mitigation measures for construction equipment
- Limit unnecessary noise and idling
- Equipment manufacturer recommended noise mitigation measures and proper maintenance of equipment

Traffic Delays

Proposed Mitigation Measures:

- Minimize traffic impacts through staged construction
- Consult with emergency service providers and public
- Staging Plans will be developed and finalized during Detail Design

Discovery of Archaeological Resources

Proposed Mitigation Measures:

- If archaeological resources are encountered during construction, all activities impacting archaeological resources will cease and the Ministry of Citizenship and Multiculturalism will be contacted immediately

Landscaping and Vegetation Impacts

Proposed Mitigation Measures:

- A preliminary landscape plan will be developed which documents impacts to vegetation and proposed restoration plans

Next Steps

Next Steps

The following tasks will be completed after this PIC:

- Review, consider and respond to PIC 2 comments
- Refine the Preferred Plan based on public input and impact assessments
- Prepare the Transportation Environmental Study Report (TESR) and initiate TESR comment period

Ongoing Transportation Needs Assessment

Ongoing Public Consultation

Need Identified

Preliminary Design

Data Collection
Review available background information and conduct field investigations as required to identify existing conditions in the study area

Generate & Evaluate
Develop preliminary design alternatives to address structural needs, improve the highway safety and operations, and consider potential impacts to the existing natural, social, and cultural environment to identify a preferred plan

Select
Identify the preferred plan and mitigation measures to address potential impacts

Refine
Complete preliminary design of the preferred plan including a potential implementation strategy

Report
Document the process leading to the preferred plan

Clearance
The Class EA requirements are met, and the project is cleared to proceed to detail design

Consultation during Preliminary Design

- Notifications and project website
- Municipal Technical Advisory Committee Meeting, Planning & Development Committee Meeting
- Public Information Centre 1
- Municipal Technical Advisory Committee Meeting, Planning & Development Committee Meeting
- Public Information Centre 2 — **We Are Here**
- Transportation Environmental Study Report 30-day comment period — **2024**

Future Stages

Detail Design

- Consultation during Detail Design

Construction

- Consultation during Construction

Thank you for Attending.

Thank you for attending. Your input is important.

Visit the study website:
www.Hwy62PEC1.ca

Ways to provide your comments:

Complete the comment form

Email: comments@hwy62pec1.ca

Contact Project Team Members:

Tim Belliveau, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Call Collect: (905) 385-3234
comments@Hwy62PEC1.ca

Sham Hunt
Project Manager (A)
Ministry of Transportation Project Delivery East
1355 John Counter Boulevard,
Postal Bag 4000
Kingston ON K7L 5A3
Toll-free: 1-800-267-0295
comments@Hwy62PEC1.ca

We would appreciate receiving your comments by February 23, 2024

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

APPENDIX F:
ENVIRONMENTAL SPECIALIST REPORTS

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT: HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 INTERSECTION IMPROVEMENTS (GWP 4077-20-00)
Part of Lots 63 to 65, Gerow Gore, and part of Lots 16 and 17, Concession 2 North of West Lake, Geographic Township of Hallowell, Prince Edward County, Ontario

June 26, 2023

Prepared for:
Ministry of Transportation Eastern Region
Environmental Delivery West
1355 John Counter Boulevard,
Postal Bag 4000
Kingston, Ontario K7L 5A3

Prepared by:
Stantec Consulting Ltd.
400-1331 Clyde Avenue
Ottawa, Ontario K2C 3G4

Licensee: Patrick Hoskins, MA
License Number: P415
Project Information Form Number:
P415-0416-2022
Project Number: 165001270

ORIGINAL REPORT

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Executive Summary

The Ministry of Transportation of Ontario (MTO) retained Stantec Consulting Ltd. (Stantec) to undertake a Stage 1 archaeological assessment for the proposed intersection improvements at Highway 62 and Prince Edward County Road 1, also known as Huff's Corners, in Prince Edward County, Ontario (the Project). The study area is approximately 23.7 hectares and comprises municipal rights-of-way, agricultural lands (including vineyards, orchards, and agricultural fields), overgrown scrubland, woodlots, existing structures, and maintained lawns. The Stage 1 archaeological assessment was conducted under the standards and guidelines in the Ontario Ministry of Citizenship and Multiculturalism's (MCM) 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b).

The Stage 1 archaeological assessment was completed under Project Information Form number P415-0416-2022 issued to Patrick Hoskins, MA by the MCM. The Stage 1 archaeological assessment of the study area was conducted by Caitlin Simmons, M.Sc. on December 2, 2022.

The Stage 1 archaeological assessment determined that much of the study area retains potential for the identification and documentation of archaeological resources. In accordance with Section 1.3.1 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b), **Stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential.**

In addition to the above, the Stage 1 archaeological assessment determined that portions of the study area meet the criteria for low to no archaeological potential. In accordance with Section 1.3.2 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b), **Stage 2 archaeological assessment is not recommended for portions of the study area evaluated to have low to no archaeological potential.**

It is also recommended that interested Indigenous communities be engaged during Stage 2 archaeological assessment of the study area, in accordance with Section 1.2 Guideline 3 of the MCM's 2011 draft bulletin *Engaging Aboriginal Communities in Archaeology* (Government of Ontario 2011a).

Full and detailed recommendations are provided in the body of the report.

The MCM is asked to accept this report into the *Ontario Public Register of Archaeological Reports*.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.

Project Personnel

Project Manager:	Nevena Gazibara, B.Sc., MREM, ENV SP
Task Manager:	Patrick Hoskins, MA (P415)
Licensed Archaeologist:	Patrick Hoskins, MA (P415)
Licensed Field Director:	Caitlin Simmons, M.Sc. (P1060)
Field Crew:	Daniel Kearns, BA (R499)
Mapping:	Joshua Sa, B.A. (Hons.), Grad. Cert.
Report Writer:	Paul David Ritchie, MA (P392)
Quality Review:	Ragavan Nithiyanantham, MA, CAHP (P390)
Independent Review:	Parker Dickson, MA (P256)

Acknowledgements

Ministry of Transportation:	Deidre Taylor, Project Manager
Ministry of Citizenship and Multiculturalism:	Rob von Bitter, Archaeological Data Coordinator

1 Project Context

1.1 Development Context

The Ministry of Transportation of Ontario (MTO) retained Stantec Consulting Ltd. (Stantec) to undertake a Stage 1 archaeological assessment for proposed intersection improvements at Highway 62 and Prince Edward County Road 1, also known as Huff's Corners, in Prince Edward County, Ontario (the Project) (Figure 1). The study area for the Project is approximately 23.7 hectares and comprises the existing road rights-of-way (ROW) of Highway 62 and Prince Edward County Road 1, plus a 100-metre buffer (Figure 2).

This Stage 1 archaeological assessment is triggered by the Ontario *Environment Assessment Act* (Government of Ontario 1990a) and was conducted under the standards and guidelines set out in the Ontario Ministry of Citizenship and Multiculturalism's (MCM) 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b).

1.1.1 OBJECTIVES

The objectives of Stage 1 archaeological assessment were to compile information about registered and potential archaeological resources within the study area and to provide specific direction for the protection, management, and recovery of these resources. In compliance with the provincial standards and guidelines set out in the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b), the objectives of Stage 1 archaeological assessment are to:

- Provide information about the study area's geography, history, previous archaeological fieldwork, and current land conditions
- Evaluate the study area's archaeological potential, which will support recommendations for Stage 2 survey for all or parts of the property
- Recommend appropriate strategies for the Stage 2 survey

To meet these objectives, Stantec archaeologists:

- Reviewed relevant archaeological, historical, and environmental literature pertaining to the study area
- Reviewed land use history, including pertinent historical maps
- Examined the Ontario Archaeological Sites Database to determine the presence of registered archaeological sites in and around the study area
- Queried the Ontario Public Register of Archaeological reports to identify previous archaeological assessments completed within 50 metres of the study area
- Undertook a site visit to document existing ground conditions and confirm the presence or absence of features of archaeological potential.

MTO provided Stantec with permission to access the study area.

1.2 Historical Context

"Contact" is typically used as a chronological benchmark when discussing Indigenous archaeology in Canada and describes the contact between Indigenous and European cultures. Contact in what is now the province of Ontario is broadly assigned to the 16th century (Loewen and Chapdelaine 2016).

1.2.1 PRE-CONTACT INDIGENOUS RESOURCES

It has been demonstrated that Indigenous people began occupying Ontario as the Laurentide glacier receded as early as 11,000 years ago (Ferris 2013, 13). Much of what is understood about the lifeways of Indigenous peoples is derived from archaeological evidence and ethnographic analogy.

In Ontario, Indigenous culture prior to contact with European peoples has been distinguished into cultural periods based on observed changes in material culture. These cultural periods are largely based on observed changes in formal lithic tools and are separated into the Early Paleo, Late Paleo, Early Archaic, Middle Archaic and Late Archaic periods. Following the advent of ceramic technology in the Indigenous archaeological record, cultural periods are separated into the Early Woodland, Middle Woodland, and Late Woodland periods, based primarily on observed changes in formal ceramic decoration. It should be noted that these cultural periods do not necessarily represent specific cultural identities but are useful tools for understanding changes in Indigenous culture through time.

The current understanding of Indigenous archaeological culture is summarized in Table 1 (Ellis and Ferris 1990). The following summary of the pre-contact occupation of southern Ontario is based on syntheses in Archaeologix Inc. (2008), Damjkar (1990), Ellis and Ferris (1990), Jacques Whitford (2008), and Sutton (1990). The provided time periods are based on the "Common Era" calendar notation system: Before Common Era (BCE) and Common Era (CE).

Table 1: Generalized Cultural Chronology for Eastern Ontario

Cultural Period	Characteristics	Time Period	Comments
Early Paleo	Fluted Projectiles	9000 – 8400 BCE	Spruce parkland / caribou hunters
Late Paleo	Hi-Lo Projectiles	8400 – 8000 BCE	Smaller but more numerous sites
Early Archaic	Kirk and Bifurcate Base Points	8000 – 6000 BCE	Slow population growth
Middle Archaic	Brewerton-like points	6000 – 2500 BCE	Environment similar to present
Late Archaic	Lamoka (narrow points)	2500 – 1800 BCE	Increasing site size
	Broad Points	1800 – 1500 BCE	Large chipped lithic tools
	Small Points	1500 – 1100 BCE	Introduction of bow hunting
Terminal Archaic	Hind Points	1100 – 950 BCE	Emergence of true cemeteries
Early Woodland	Meadowood Points	950 – 400 BCE	Introduction of pottery
Middle Woodland	Dentate / Pseudo-Scallop Pottery	400 BCE – CE 550	Increased sedentism
	Princess Point	CE 550 – 900	Introduction of corn
Late Woodland	Early Late Woodland Pottery	CE 900 – 1300	Emergence of agricultural villages

Cultural Period	Characteristics	Time Period	Comments
	Middle Late Woodland Pottery	CE 1300 – 1400	Long longhouses (i.e., 100+ metres)
	Late Late Woodland Pottery	CE 1400 – 1650	Tribal warfare and displacement

Between 9000 and 8000 BCE, Indigenous populations were sustained by hunting, fishing, and foraging and lived a relatively nomadic existence across an extensive geographic territory. Despite these wide territories, social ties were maintained between groups. One method of maintaining social ties was gift exchange, evident through exotic lithic material documented on many sites (Ellis 2013, 35-40).

By approximately 8000 BCE, evidence existed and became more common for producing groundstone tools such as axes, chisels, and adzes. These tools themselves are believed to be indicative specifically of woodworking. This evidence can be extended to indicate an increase in craft production and, arguably, craft specialization. This latter statement is also supported by evidence, dating to approximately 7000 BCE of ornately carved stone objects which would be laborious to produce and have explicit aesthetic qualities (Ellis 2013, 41). This indirectly indicates changes in the social organization, which permitted individuals to devote time and effort to craft specialization. Since 8000 BCE, the Great Lakes basin experienced a low-water phase, with shorelines significantly below current lake levels (Stewart 2013, Figure 1.1.C). It is presumed that most human settlements would have been focused along these former shorelines. At approximately 6500 BCE, the climate had warmed considerably since the recession of the glaciers, and the environment had grown more like the present day. Evidence exists at this time for an increase in population and the contraction of group territories. There is one registered Early Archaic period site in Prince Edward County, the Warings Creek site (AlGg-30); this site is located outside of the study area (Government of Ontario 2023a). By approximately 4500 BCE, evidence exists from southern Ontario for the utilization of native copper, i.e., naturally occurring pure copper metal (Ellis 2013, 42). The recorded origin of this material along Lake Superior's north shore indicates extensive exchange networks across the Great Lakes basin.

At approximately 3500 BCE, the isostatic rebound of the North American plate following the melt of the Laurentide glacier had reached a point which significantly affected the watershed of the Great Lakes basin. Prior to this, the Upper Great Lakes had drained down the Ottawa Valley via the French-Mattawa River valleys. Following this shift in the watershed, the drainage course of the Great Lakes basin changed to its present course. This also prompted a significant increase in water-level to approximately current levels (with a brief high-water period); this change in water levels is believed to have occurred catastrophically (Stewart 2013, 28-30). This change in geography coincides with the earliest evidence for cemeteries (Ellis 2013, 46). There are two registered Middle Archaic period sites in Prince Edward County, the Barber 4 site (BaGh-17) and site BaGh-36; these sites are located outside of the study area (Government of Ontario 2023a). By 2500 BCE, the earliest evidence exists for the construction of fishing weirs (Ellis et al. 1990, Figure 4.1). Construction of these weirs would have required a large amount of communal labour and are indicative of the continued development of the social organization and communal identity. The large-scale procurement of food at a single location also has significant implications for the permanence of settlement within the landscape. This period is also marked by further population increase, and by 1500 BCE, evidence exists for substantial permanent structures (Ellis 2013,

45-46). There are several Late Archaic period sites registered in Prince Edward County, including the Becroft Point site (BaGj-15); this site is located outside of the study area (Government of Ontario 2023a).

By approximately 950 BCE, the earliest evidence exists for Indigenous populations using ceramics. Populations are understood to have continued to exploit natural resources seasonally. However, this advent of ceramic technology is correlated with the intensive exploitation of seed foods such as goosefoot and knotweed as well as mast such as nuts. The use of ceramics implies changes in the social organization of food storage, cooking, and diet. Fish also continued to be an important facet of the economy at this time. Evidence continues to exist for the expansion of social organization (including hierarchy), group identity, ceremonialism (particularly in burial), interregional exchange throughout the Great Lakes basin and beyond, and craft production (Williamson 2013, 48-54). There is one Early Woodland period site registered in Prince Edward County, site AlGh-86; this site is located outside of the study area (Government of Ontario 2023a).

By approximately 550 CE, evidence emerges for the introduction of maize into southern Ontario. This crop would have initially only supplemented Indigenous peoples' diet and economy (Birch and Williamson 2013, 13-14). There are several Middle Woodland period sites registered in Prince Edward County, including the East Lake 1 site (AlGh-70); this site is located outside of the study area (Government of Ontario 2023a). Maize-based agriculture gradually became more important to societies, and by approximately 900 CE, permanent communities emerged which are primarily focused on agriculture and the storage of crops, with satellite locations oriented toward the procurement of other resources such as hunting, fishing, and foraging. This period, known as the Late Woodland in southern Ontario, is often divided into three temporal components: Early, Middle, and Late. Early Late Woodland peoples continued to practice similar subsistence and settlement patterns as the Middle Woodland. Villages tended to be small, with small longhouse dwellings that housed either nuclear or, with increasingly, extended families. Smaller camps and hamlets associated with villages served as temporary bases from which wild plant and game resources were acquired. Horticulture appears to have been, for the most part, a supplement to wild foods rather than a staple.

The Middle Late Woodland period marks the point at which a fully developed horticultural system emerged and at which point cultivars became the staple food source. By approximately 1250 CE, evidence exists for the common cultivation of historic Indigenous cultigens, including maize, beans, squash, sunflower, and tobacco. In this period, villages became much larger than in the Early Late Woodland period, and longhouses also became much larger, housing multiple, though related, nuclear families. Food production through horticulture resulted in the abandonment of seasonal mobility that had characterized Indigenous life for millennia. Hunting, fishing, and gathering of wild food activities continued at satellite camps. However, for the most part, most Late Woodland people inhabited large, sometimes fortified villages throughout southern Ontario.

During the Late Late Woodland period, longhouses became smaller again, although villages became even larger. Several Huron village sites in the region contain material culture associated with both Huron and St. Lawrence Iroquoians, suggesting that St. Lawrence Iroquoians who had abandoned their home territory along the north shore of the St. Lawrence River and found refuge in the Trent Valley and

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Kawartha Lakes area. The villages were abandoned in the 16th century, and the region was used as a buffer between the Huron and the Five Nations Iroquois.

Several Late Late Woodland period sites have been identified within Prince Edward County, such as the Graham site (AlGi-3), the Sandbanks site (AlGh-4), the Hillier site (AlGi-1), the Payne site (AlGh-2), and the Waupoos site (BaGg-1) (Government of Ontario 2023a). The Payne site (AlGh-2) is approximately 1.7 kilometres south of the study area and dates to approximately 1450-1500 CE (Dermarkar et al. 2016, Table 1). There are two historical Carrying Places across the Prince Edward County peninsula (Ward 1863): one is across the isthmus at the north end of the peninsula, at the current place of Carrying Place, Ontario; one between present-day Picton, Ontario, at West Lake, approximately five kilometres south of the study area. A Carrying Place is another term for what would today be described as a portage. They were important transportation routes from the pre-Contact period into the 19th century. During the Late Late Woodland period, Huron-Wendat settlements along the north shore of Lake Ontario began to move through the Trent Valley system and eventually coalesce with other Huron-Wendat people into what is now Simcoe County and the area traditionally identified as "Huronia." However, both Huron and Anishinaabeg's traditional history indicate that the Huron-Wendat and Anishinaabeg cohabited the region (Kapyrka 2018).

1.2.2 POST-CONTACT INDIGENOUS RESOURCES

During the early post-contact period the north shore of Lake Ontario was occupied by two distinct peoples with different cultural traditions: the Michi Saagiig Nishnaabeg (Mississauga Anishinaabeg) and the Huron-Wendat. It has long been the understanding of archaeologists that prior to the 16th century the north shore of Lake Ontario was occupied by Iroquoian-speaking populations (Birch and Williamson 2013; Birch 2015; Dermarker et al. 2016). Recently, the direct correlation in Ontario between archaeology and ethnicity, and especially regional identity, has been questioned (cf. Fox 2015:23; Gaudreau and Lesage 2016:9-12; Ramsden 2016:124). Recent considerations of Indigenous sources on cultural history has led to the understanding that prior to the 16th century the north shore of Lake Ontario was co-habited by Iroquoian and more mobile Anishnaabeg populations (Kapyrka 2018), the latter of whom have not been represented in previous analyses of the archaeological record and most likely left a more ephemeral archaeological record than that of more densely populated agricultural settlements. The apparent void of semi-permanent village settlement along the north shore of Lake Ontario continued through the first half of the 17th century; however, this does not preclude the occupation of the region by mobile Anishnaabeg peoples. Both Huron and Mississauga traditional history indicate that the Huron-Wendat and Mississauga cohabited the region (Kapyrka 2018).

The Mississauga traditional homeland stretched along the north shore of Lake Ontario and its tributary rivers from present-day Gananoque in the east to Long Point on Lake Erie in the west. In the winter, the communities dispersed into smaller groups and travelled in-land to the north, around present-day Bancroft and the Haliburton Highlands. Mississauga's oral history relates that their ancestors occupied this part of southern Ontario from the time of the last deglaciation and continued to occupy it until the start of the Contact period (Kapyrka 2018).

The Mississauga's traditional territory was located between two powerful confederacies, the Three Fires Confederacy (consisting of the Odawa, Ojibwa, and Pottawatomi) located to the north and west, and the Haudenosaunee (Five Nations Iroquois) Confederacy on the south shore of Lake Ontario in present-day New York State. In this geopolitical context, the Mississauga acted as peacekeepers among the various Indigenous nations, acting as negotiators and emissaries (Kapyrka 2018).

The ancestors of the Alderville Anishnaabeg First Nation traditionally lived around the Bay of Quinte (Alderville First Nation 2016). Bourdon's 1641 map of "Nouvelle France," indicates two Anishnaabeg groups near the mouth of Lake Ontario, the "Chonkande" and the "Tovhiaronon" (Fox 2015, Figure 1). The former group is equitable with the "Conkhandeerhonons" or "people who are joined" and may represent a cohabitation of Huron-Wendat and Anishinaabeg people in the region; such cohabitation is frequently described in historical sources (Steckley 1990, 20). The latter group is difficult to identify as no good parallel is known with a group historically described elsewhere (Steckley 1990, 22).

In 1649, the Seneca, with the Mohawk, led a campaign to the north shore of Lake Ontario and dispersed the Huron-Wendat, Tionontate (Petun) and Attiwandaron (Neutral) Nations and the Seneca established dominance over the region (Trigger 1978:354-356). At this time the semi-permanent settlements associated with the ancestral Huron-Wendat (the Huron) were abandoned and the Mississauga retreated from the area along the north shore of Lake Ontario into the hinterlands of their territory, waiting until the conflicts had ended and the political situation had stabilized before returning (Heidenreich 1990; Kapyrka 2018; Ramsden 1990).

Around 1650, a series of Iroquoian villages were established along the north shore of Lake Ontario, including the Cayuga village of Quinté (Keint-he), located near the mouth of the Trent River at Trenton, and the Oneida village of Ganneious, located on the Bay of Quinte near the mouth of the Napanee River (Konrad 1981). Travel along the north shore of Lake Ontario and the connecting rivers occurred frequently. An historical portage route known as the Carrying Place was located south of Quinté, where Prince Edward County abuts Northumberland County. These villages were settled to gain access to the fur trade north of Lake Ontario and acted as stop-overs for traders.

In 1667, surviving Huron-Wendat warriors joined an alliance with the French-allied Ojibwa and Mississaugas to counterattack the Iroquois who had settled along the north shore of Lake Ontario, and by the start of the 18th century, the Iroquoian villages along the north shore had been abandoned due to hostilities and a decline in the fur trade (Konrad 1981). By 1690, Ojibwa (Anishinaabe) speaking people had begun moving south into the lower Great Lakes basin (Konrad 1981; Rogers 1978). Mississauga oral traditions, as told by Chief Robert Paudash and recorded in 1905, indicate that after the Mississauga defeat of the Mohawk, the Mohawk retreated to their homeland south of Lake Ontario, and a peace treaty was negotiated between those groups around 1695 (Paudash 1905). Upon the Mississaugas' return, they decided to settle permanently in southern Ontario and began to re-establish their role as peacekeepers in the region, extending that to include the incoming Euro-Canadian settlers (Curve Lake First Nation no date [n.d.]; Kapyrka 2018).

Since contact with European explorers and immigrants and, later, with the establishment of provincial and federal governments (the Crown), the lands within Ontario have been included in various treaties, land

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claims, and land cessions. Though not an exhaustive list, Morris (1943) outlines some treaties within the Province of Ontario from 1783 to 1923. While it is difficult to exactly delineate treaty boundaries today, an approximate outline of the treaty lands described by Morris (1943) is provided in Figure 3. Based on Morris (1943), the study area is situated within lands governed by the 1784 Crawford's Purchase from the Mississauga. The treaties known as the Crawford's Purchases consist of three purchases between Captain Crawford and the Iroquois and Mississaugas in 1783-1784 and 1787 (although the third was part of negotiations in 1783-1784, it was only signed in 1787). The study area is located within the lands of the second treaty, identified as "B1" in Figure 3, made between the Crown and the Mississaugas. It included lands "from the mouth of the Gananoque River to the mouth of the Trent River…includes the southern portions of the Counties of Hastings, Lennox and Addington, and Frontenac" (Morris 1943, 16-17).

1.2.3 EURO-CANADIAN RESOURCES

At its inception, Upper Canada was only sparsely settled by Europeans, and the land had not been officially surveyed to any great extent. Thus, by the then Lieutenant Governor of Upper Canada, John Graves Simcoe, there was an urgency to survey this new province to establish military roads and prevent settlers from clearing and settling land not legally belonging to them. In 1791, the Provinces of Upper Canada and Lower Canada were created from the former Province of Quebec by an act of British Parliament (Craig 1963,17). At this time, Simcoe was tasked with governing the new province, directing its settlement, and establishing a constitutional government modelled after that of Britain (Coyne 1895). The change was affected at the behest of United Empire Loyalists who wished to live under the British laws and customs they were familiar with in Great Britain and the former 13 Colonies (Craig 1963, 10-11). Simcoe had ambitious plans to create a model British society in North America, stating a desire to "inculcate British customs, manners, and principles in the most trivial, as well as most serious matters" in Upper Canada (Craig 1963, 21). In 1792, Simcoe divided Upper Canada into 19 counties consisting of previously settled lands, new lands opened for settlement and lands not yet acquired by Crown. These new counties stretched from Essex in the west to Glengarry in the east.

1.2.3.1 Township of Hallowell

The Township of Hallowell was formed in 1797 from parts of the Townships of Sophiasburg and Marysburg (Mika and Mika 1981, 214). The earliest known Euro-Canadian settlement in what became the Township of Hallowell was in 1775 by the Stinson family (Mika and Mika 1981, 214). Other early settler families were the Washburns, the Congers, the McFauls, the Spencers, the Johnstons, the Bowermans, the Bulls, the Dorlands, the Hubbs, the Haights, and the Garretts (Mika and Mika 1981, 214). Early settlement in the township focused on the location of Hallowell Bridge (present-day Picton, Ontario) which had developed into a shipping a distribution hub in the county. The first church was built in 1809 on land donated by Stephen Conger and was Methodist in denomination (Mika and Mika 1981, 214). Euro-Canadian settlement in the township included a significant population of Quakers, who settled mainly around Bloomfield (Mika and Mika 1981, 215). The first school opened in the township in 1834 (Mika and Mika 1981, 215). A cheese factory was built in Bloomfield in 1867 (Mika and Mika 1981, 215). The township also had the first fruit and vegetable canning factory, which opened in 1881 in Picton (Mika and Mika 1981, 215). In addition to dairying and fruit and vegetable farming being important agricultural

industries, by the turn of the 20th century, the township also had a burgeoning industry in hop production (Mika and Mika 1981, 215). The township was connected to the railway network in 1878 when the station was constructed in Picton (Mika and Mika 1981, 215).

1.2.3.2 Township of Sophiasburgh

Part of the study area (part of Lots 63 to 65, Gerow Gore) was historically located within the Township of Sophiasburgh, prior to the creation of the Township of Hallowell. The Township of Sophiasburgh was surveyed in 1785; however, unofficial settlement by Euro-Canadians had begun as early as 1778 (Mika and Mika 1983, 414). This early squatter occupation was focused to the southwest of the study area near present-day Picton, Ontario. The first official Euro-Canadian settlement in the township occurred in 1787 by the Conger, Peterson, Spencer, Jackson, Barker and Vandusen families (Mika and Mika 1983, 414). The early Euro-Canadian settlement in the township was by settlers known as "Late Loyalists," referring to colonists from the United States of America who had sympathized with the British but who had not been persecuted following the American War of Independence and who came to settle in Upper Canada after the initial wave of Loyalists. Early settlement was focused along the lakeshore. Settlement of the interior of the township was after 1791, initially by the Ruttan, Dorland, Parliament, Howell, Barton, and Demorset families (Mika and Mika 1983, 414-415). The first school was opened in 1803 (Mika and Mika 1983, 415).

1.2.3.3 Historical Map Review

Historical mapping illustrates the development of the townships of Sophiasburgh and Hallowell and their relationship to the study area over time. Eight historical maps were reviewed for this Stage 1 archaeological assessment (Aitken 1790-1799, Conger 1812, 1823, Elmore 1833, 1839, H. Belden & Co. 1878, No Author 1823, Ward 1863) (Figure 4 to Figure 11). The content of these maps relative to the study area is reviewed in further detail below.

A review of historical mapping has inherent accuracy difficulties due to potential errors in georeferencing. Georeferencing is conducted by assigning spatial coordinates to fixed locations and using these points to reference the remainder of the map spatially. Due to changes in "fixed" locations over time (e.g., road intersections, road alignments, water courses, etc.), errors/difficulties of scale and the relative idealism of historical cartography, historical maps may not translate accurately into real space points. This may provide obvious inconsistencies during historical map review. Further, in discussing 18th and 19th century historical mapping, it must be remembered that many historical county atlases were produced primarily to identify factories, offices, residences, and landholdings of subscribers and were funded by subscription fees. Landowners who did not subscribe were not always listed on the maps (Caston 1997, 100). Therefore, structures were not accurately depicted or illustrated (Gentilcore and Head 1984).

Aitken's (1790-1799) map of Hallowell Township was reviewed (Figure 4). This map shows the study area within Lots 16 and 17, Concession 2 North of West Lake, and Gore E (indicated as then part of Sophiasburgh Township). This map shows Gore E extending over the north end of Lot 17, which it does not. The study area is also shown as extending further south into Lots 16 and 17 than it does, demonstrating both the difficulties in georeferencing historical maps and the debatable accuracy of

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historical mapping as discussed above. This map shows the 1790s land tenure of Lots 16 and 17 as Captain John Stinson and John Stinson Junior, respectively. No building features are shown on this map.

Conger's (1812) Hallowell and Sophiasburgh Townships map was reviewed (Figure 5). This map shows the study area in Lots 16 and 17, Concession 2 North of West Lake and Gore E, Hallowell Township and Lots 64 and 65, Gerow Gore, Sophiasburgh Township. This map shows Gore E extending over the north end of Lot 17, which it does not, demonstrating the debatable accuracy of historical mapping as discussed above. This map shows the 1812 land tenure of Lots 64 and 65, Gerow Gore as Henry Gerow. This map does not provide any land tenure detail for the lots in Hallowell Township. No building features are shown on this map.

An 1823 map of Hallowell Township by an unnamed author (No Author 1823) was reviewed (Figure 6). This map shows the study area in Lot 17, Concession 2 in Gore E. This map shows Gore E extending over the north end of Lot 17, which it does not. The study area is also shown further northeast than it is (outside of Lot 16), demonstrating both the difficulties in georeferencing historical maps and the debatable accuracy of historical mapping, as discussed above. This map does not indicate land tenure information beyond Gore E being part of the Clergy Reserve. No building features are shown on this map.

Congre's (1823) map of Hallowell Township was reviewed (Figure 7). This map shows the study area in Lots 17 and 18, Concession 2 North of West Lake and Gore E. This map shows Gore E extending over the north end of Lot 16, which it does not. The study area is also shown further southeast than it is (outside of Lot 16; in Lot 18), once again demonstrating the difficulties in georeferencing historical maps and the debatable accuracy of historical mapping, as discussed above. This map shows the 1790s land tenure of Lots 16 and 17 as Captain John Stinson and John Stinson Junior, respectively. No building features are shown on this map.

Elmore's (1833) Hallowell Township map was reviewed (Figure 8). This map shows the study area in Lots 16 and 17, Concession 2 North of West Lake, Hallowell Township and Gerow Gore, Sophiasburgh Township. No lot boundaries are indicated within Gerow Gore. No land tenure information is presented on this map. No building features are shown on this map.

Elmore's (1839) map of Sohiasburgh Township was reviewed (Figure 9). This map shows the study area in Gerow Gore. No lot boundaries are indicated in Gerow Gore. No land tenure information is presented on this map. No building features are shown on this map.

Ward's (1863) Prince Edward County map was reviewed (Figure 10). This map shows the mid-19th century development of the study area was located in proximity to historical features (i.e., farmsteads) and historical transportation routes (i.e., present-day Prince Edward County Road 1 and Highway 62). This map shows the entire study area in Hallowell Township. Land tenure details, as illustrated on the 1863 map, are summarized below in Table 2.

Table 2: Landowner Information for the Study Area from 1863

Lot	Concession	Parcel	Landowner	Features
16	2 North of West Lake	Northeast quarter	John B. Orser	No building features shown within study area
17	2 North of West Lake	West part	N.H. & S.L.	No building features shown within study area
		Main part	S. Leaveans Daniel Leavens Smith Huff	No building features shown within study area
		Northeast part	None illustrated	No building features shown within study area
64	Gerow Gore	West third	A. Bull	No building features shown within study area
		East two-thirds	Thomas Instead & Henry Gerow	No building features shown within study area
65	Gerow Gore	Southeast part	J. Brown	Building indicated within study area
		Southwest part	James Huff	No building features shown within study area
		North two-thirds	James Huff	No building features shown within study area

The 1878 Illustrated Historical Atlas of the Counties of Hastings and Prince Edward, Ont. (H. Belden & Co. 1878) was reviewed (Figure 11). This map shows the mid-late 19th century development of the study area was located in proximity to historical features (i.e., farmsteads) and historical transportation routes (i.e., present-day Prince Edward County Road 1 and Highway 62). Land tenure details, as illustrated on the 1878 map, are summarized below in Table 3.

Table 3: Landowner Information for the Study Area from 1878

Lot	Concession	Parcel	Landowner	Features
16	2 North of West Lake	Northeast quarter	John B. Orser	No building features shown within study area
17	2 North of West Lake	West part	John B. Orser	No building features shown within study area
		Central part	S. Huff	No building features shown within study area
		Northeast part	[illegible]	Building indicated within study area
64	Gerow Gore	Southwest part	[illegible]	Building indicated within study area
		Southeast part	B. Branscombe	Building indicated within study area
		North part	B. Branscombe	Building indicated immediately adjacent to study area
65	Gerow Gore	Southeast part	J. H. Brown	Two buildings indicated within study area

Lot	Concession	Parcel	Landowner	Features
		Southwest part	None illustrated	No building features shown within study area
		North part	J. Huff	Building indicated within study area labelled Chisholm post office
		East-central part	J. & H.	Two buildings indicated within study area

1.3 Archaeological Context

1.3.1 NATURAL ENVIRONMENT

The study area is located within the Prince Edward Peninsula physiographic region within a limestone plain landform (Chapman and Putnam 1984). The Prince Edward Peninsula region consists of a low plateau of limestone protruding into Lake Ontario near the eastern end (Chapman and Putnam 1984, 188-189). The peninsula is mainly separated from the rest of the north shore of Lake Ontario by the Bay of Quinte, connected only by a narrow isthmus just over one kilometre wide located east of Brighton, Ontario. The Prince Edward Peninsula has a microclimate compared to the region on the north side of the Bay of Quinte, experiencing warmer summer temperatures, a week's fewer frost-free days in the winter, and lower annual precipitation (Chapman and Putnam 1984, 188). Limestone plains consist of areas from which glaciers stripped most of the overburden and are now overlain with shallow soils (Chapman and Putnam 1984, 10).

Soils within the study area are Hillier clay loam (Experimental Farms Service 1947). Hillier clay loam is a well-drained soil which occurs on rolling topography. This soil typically has a very high content of limestone fragments ranging in size from gravel to stones. This soil is prone to sheet erosion. The natural vegetation of Hillier clay loam consists of elm, maple, and beech (Richards and Morwick 1948, 58-59). This soil is well suited to the cultivation of corn (Richard and Morwick 1948, 74)

The study area includes an unnamed tributary of Bloomfield Creek.

1.3.2 REGISTERED ARCHAEOLOGICAL SITES AND SURVEYS

In Canada, archaeological sites are registered within the Borden system, a national grid system designed by Charles Borden in 1952 (Borden 1952). The grid covers the entire surface area of Canada and is divided into major units containing an area that is two degrees in latitude by four degrees in longitude. Major units are designated by upper case letters. Each major unit is subdivided into 288 basic unit areas, each containing an area of 10 minutes in latitude by 10 minutes in longitude. The width of basic units reduces as one moves north due to the curvature of the earth. In southern Ontario, each basic unit measures approximately 13.5 kilometres east-west by 18.5 kilometres north-south. In northern Ontario, adjacent to Hudson Bay, each basic unit measures approximately 10.2 kilometres east-west by 18.5 kilometres north-south. Basic units are designated by lowercase letters. Individual sites are assigned a unique, sequential number as they are registered. These sequential numbers are issued by the MCM,

which maintains the Ontario Archaeological Sites Database. The study area is located within Borden block BaGh.

Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy* Act (Government of Ontario 1990b). The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The MCM will provide information concerning site location to the party or an agent of the party holding title to a property or a licensed archaeologist with relevant cultural resource management interests.

A query of the Ontario Archaeological Sites Database has shown that one archaeological site, the Christie site (BaGh-7), has been registered within one kilometre of the study area (Government of Ontario 2023a). The Christie site (BaGh-7) is an Indigenous (pre-Contact period) artifact scatter. However, the site record form for this site documents it as 1,270 metres from the study area (Government of Ontario 2023a).

A query of the *Ontario Public Register of Archaeological Reports* did not find reports of previous archaeological assessments within a 50 metres radius of the study area (Government of Ontario 2023b).

1.3.3 EXISTING CONDITIONS

The study area is approximately 23.7 hectares and comprises municipal ROWs, agricultural lands (including vineyards, orchards, and agricultural fields), overgrown scrubland, woodlots, existing structures and maintained lawns. The study area's topography is a combination of flat and gently undulating. There are some wetlands in depressions.

2 Field Methods

Stage 1 background research compiled information concerning registered and potential archaeological resources within the study area. A property inspection was conducted under archaeological consulting license P415 issued to Patrick Hoskins, MA, of Stantec by the MCM. The property inspection was completed by Caitlin Simmons, M.Sc. (P1060) on December 2, 2022, under Project Information Form number P415-0416-2022 in accordance with Section 1.2 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b). The property inspection involved examining the entirety of the study area to identify the presence or absence of any features of archaeological interest. During the property inspection, the weather was overcast and cold. At no time were field, lighting, or weather conditions detrimental to identifying areas of previous extensive disturbance or slope and general conditions.

The photographs from the property inspection are presented in Section 7.1 and confirm that the requirements for a Stage 1 property inspection were met, as per Section 1.2 and Section 7.7.2 Standard 1 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b). Figure 12 illustrates photo locations and an evaluation of the archaeological potential of the study area.

Approximately 21.5% of the study area was evaluated as low to no archaeological potential due to extensive disturbances (approximately 20.5%; Photos 1 to 7, 9 to 16 and 18) and low-lying and permanently wet conditions (approximately 1%; Photo 8 and 17).

The remainder of the study area, approximately 78.5%, was evaluated to retain archaeological potential. This includes agricultural fields (approximately 25.9%; Photos 7 and 18), vineyards and orchards (approximately 11.5%; Photo 7), and overgrown land, woodlot, or manicured lawns (approximately 41.1%; Photos 4, 9 to 11, 13, 14, 16 and 17).

3 Analysis and Conclusions

Archaeological potential is established by determining the likelihood that archaeological resources may be present on a subject property. Stantec applied archaeological potential criteria commonly used by the MCM (Government of Ontario 2011b) to determine areas of archaeological potential within the study area. These variables include proximity to previously identified archaeological sites, distance to various types of water sources, soil texture and drainage, glacial geomorphology, elevated topography, and the general topographic variability of the area. Distance to modern or ancient water sources is generally accepted as the most important determinant of past human settlement patterns and considered alone, may result in a determination of archaeological potential. However, any combination of two or more other criteria, such as well-drained soils or topographic variability, may also indicate archaeological potential. Finally, extensive land disturbance can eradicate archaeological potential (Government of Ontario 2011b).

When evaluating distance to water, it is important to distinguish between water and shoreline, as well as natural and artificial water sources. These features affect site locations and types to varying degrees. The MCM (Government of Ontario 2011b) categorizes water sources in the following manner:

- Primary water sources: lakes, rivers, streams, and creeks
- Secondary water sources: intermittent streams and creeks, springs, marshes, and swamps
- Past water sources: glacial lake shorelines, relic river or stream channels, cobble beaches, and shorelines of drained lakes or marshes
- Accessible or inaccessible shorelines: high bluffs, swamp or marshy lake edges, and sandbars stretching into marsh

The study area includes an unnamed tributary of Bloomfield Creek. Soil texture can be an important determinant of past settlement, usually in combination with other factors such as topography. The study area soils were identified as Hillier clay loam. This is a well-drained soil that is considered good for agriculture, including the cultivation of corn.

Archaeological potential can be extended to areas of early Euro-Canadian settlement, including military or pioneer settlements; early transportation routes; properties listed on municipal registers or designated under the *Ontario Heritage Act* (Government of Ontario 1990a); and properties that local histories or informants have identified with possible historical events, activities, or occupations. Historical mapping from 1863 and 1878 shows that most of the lots in the township had been settled, and several structures were historically located within the study area.

Approximately 21.5% of the study area was evaluated as low to no archaeological potential due to extensive disturbances (approximately 20.5%; Photos 1 to 7, 9 to 16 and 18) and low-lying and permanently wet conditions (approximately 1%; Photo 8 and 17).

The remainder of the study area, approximately 78.5%, was evaluated to retain archaeological potential. This includes agricultural fields (approximately 25.9%; Photos 7 and 18), vineyards and orchards

Stage 1 Archaeological Assessment: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Analysis and Conclusions

(approximately 11.5%; Photo 7), and overgrown land, woodlot, or manicured lawns (approximately 41.1%; Photos 4, 9 to 11, 13, 14, 16 and 17).

4 Recommendations

The Stage 1 archaeological assessment of the study area determined that much of the area retains potential for the identification and documentation of archaeological resources. In accordance with Section 1.3.1 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b), **Stage 2 archaeological assessment is recommended for portions of the study area which retain archaeological potential (Figure 12)**.

The objective of Stage 2 archaeological assessment is to document archaeological resources within the portions of the study area still retaining archaeological potential and to determine whether these archaeological resources require further assessment. Parts of the study area consist of ploughed agricultural fields. These lands must be ploughed in accordance with Section 2.1.1 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b) and subject to pedestrian survey. Due to the presence of vineyards and orchards in part of the study area, these areas must be stripped-ploughed in accordance with Section 2.1.1 Guideline 1 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b) and subject to pedestrian survey. If it is determined that these parts of the study area cannot be strip-ploughed, these areas may be subject to test pit survey in accordance with Section 2.1.2 Standard 1.d of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b). Due to specific ground conditions within part of the study area, i.e., wooded areas, abandoned farmland with heavy brush, and properties where existing landscape or infrastructure would be damaged, it is not viable or feasible that these parts of the study area can be ploughed. Thus, it is recommended that Stage 2 archaeological assessment of these areas be completed by test pit survey as outlined in Section 2.1.2 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b). The MCM's standards require that each test pit be at least 30 centimetres in diameter, excavated to at least five centimetres into the subsoil, and have excavated soil screened through six-millimetre hardware cloth to facilitate the recovery of any cultural material that may be present. Prior to backfilling, each test pit will be examined for stratigraphy, cultural features, or evidence of fill.

Should any additional areas of disturbance or features indicating that archaeological potential has been removed, including permanently wet areas and steep slopes, not previously identified during the Stage 1 archaeological assessment be encountered during the Stage 2 archaeological assessment, they will be photo documented as outlined in Section 2.1 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b).

In addition to the above, the Stage 1 archaeological assessment evaluated portions of the study area to retain low to no archaeological potential. In accordance with Section 1.3.2 and Section 7.7.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b), **Stage 2 archaeological assessment is not recommended for portions of the study area evaluated to have low to no archaeological potential (Figure 12)**.

Stage 1 Archaeological Assessment: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Recommendations

It is also recommended that interested Indigenous communities be engaged during Stage 2 archaeological assessment of the study area, in accordance with Section 1.2 Guideline 3 of the MCM's 2011 draft bulletin *Engaging Aboriginal Communities in Archaeology* (Government of Ontario 2011a).

The MCM is asked to accept this report into the *Ontario Public Register of Archaeological Reports.*

5 Advice on Compliance with Legislation

In accordance with Section 7.5.9 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b), the following standard statements are a required component of archaeological reporting and are provided from the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011b).

This report is submitted to the Minister of Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18 (Government of Ontario 1990a). The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Citizenship and Multiculturalism, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* (Government of Ontario 1990a) for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act* (Government of Ontario 1990a).

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990a). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990a).

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (Government of Ontario 2002) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Public and Business Service Delivery.

Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48 (1) of the Ontario Heritage Act and may not be altered, or have artifacts removed from them, except by a person holding an archaeological licence.

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7 Images

7.1 Photographs

Photo 1: View of study area, facing south, showing the disturbed Highway 62 ROW.



Photo 2: View of study area, facing north, showing disturbed footprint of house.



Photo 3: View of study area, facing south, showing the disturbed Highway 62 ROW.



Photo 4: View of study area, facing northeast, showing disturbed footprint of buildings, and driveway.



Stage 1 Archaeological Assessment: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Images

Photo 5: View of study area, facing west, showing disturbed parking low



Photo 6: View of study area, facing north, showing disturbed driveway



Photo 7: View of study area, facing east, showing disturbed County Road 1 ROW



Photo 8: View of study area, facing north, showing low and wet area



Photo 9: View of study area, facing west, showing disturbed County Road 1 ROW



Photo 10: View of study area, facing west, showing disturbed County Road 1 ROW and manicured lawn (frame right)



Photo 11: View of study area, facing south, showing disturbed footprint of building and driveway



Photo 12: View of study area, facing north, showing disturbed footprint of building and parking lot



Stage 1 Archaeological Assessment: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)
Images

Photo 13: View of study area, facing southeast, showing disturbed footprint of building and driveway



Photo 14: View of study area, facing southeast, showing disturbed footprint of building and driveway



Photo 15: View of study area, facing west, showing disturbed County Road 1 ROW



Photo 16: View of the study area, facing southeast, showing disturbed Highway 62 ROW



Photo 17: View of study area, facing southwest, showing low and wet area (in background behind sheds)

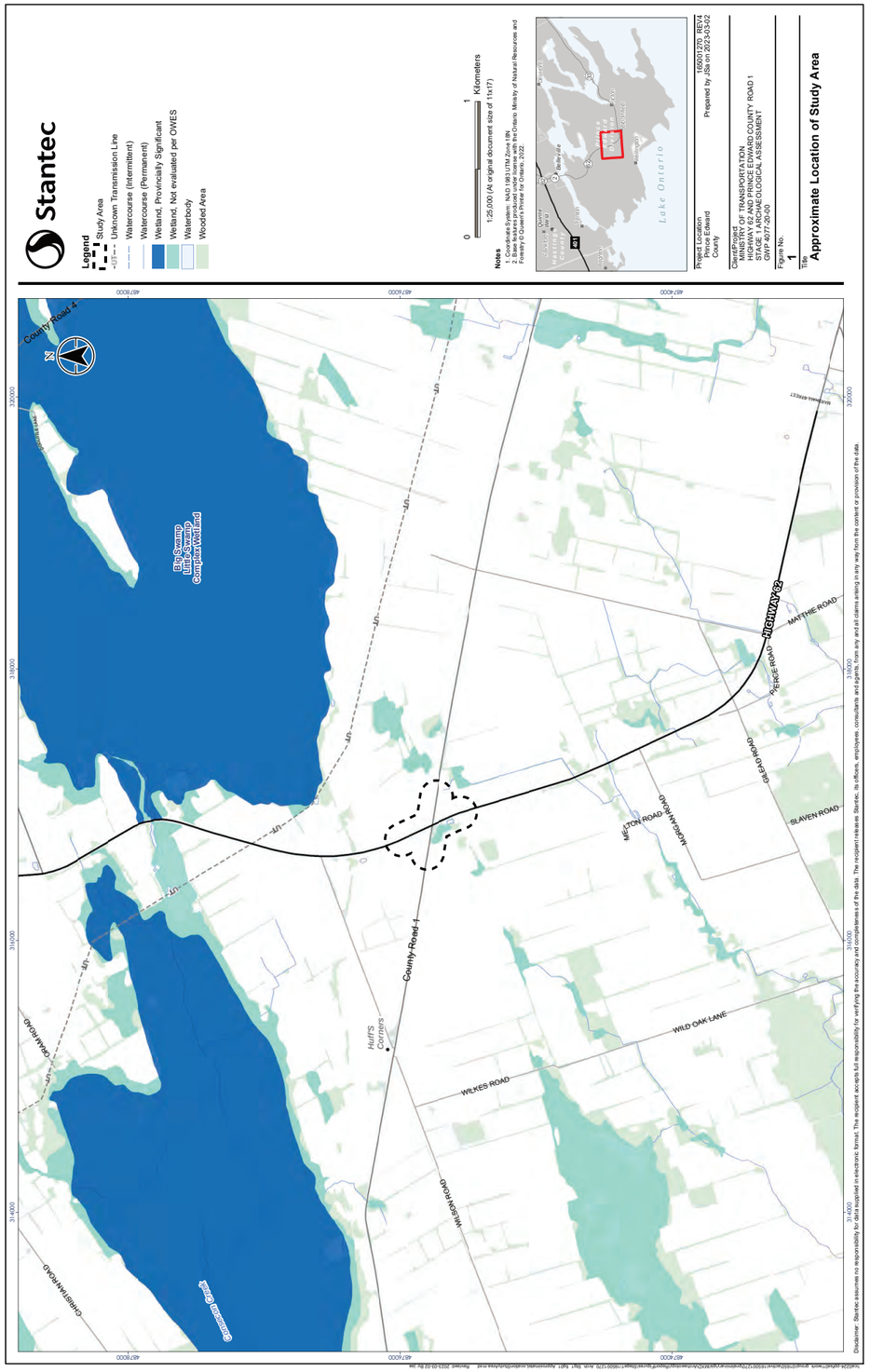


Photo 18: View of study area, facing south, showing disturbed Highway 62 ROW



8 Maps

The following pages provide various maps of the study area.





Stantec

Legend
- Study Area
- Watercourse (Permanent)

0 250 Meters
1:5,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 UTM Zone 18N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2022.
3. Orthoimagery obtained from ©First Base Solutions, SCOOP 2013

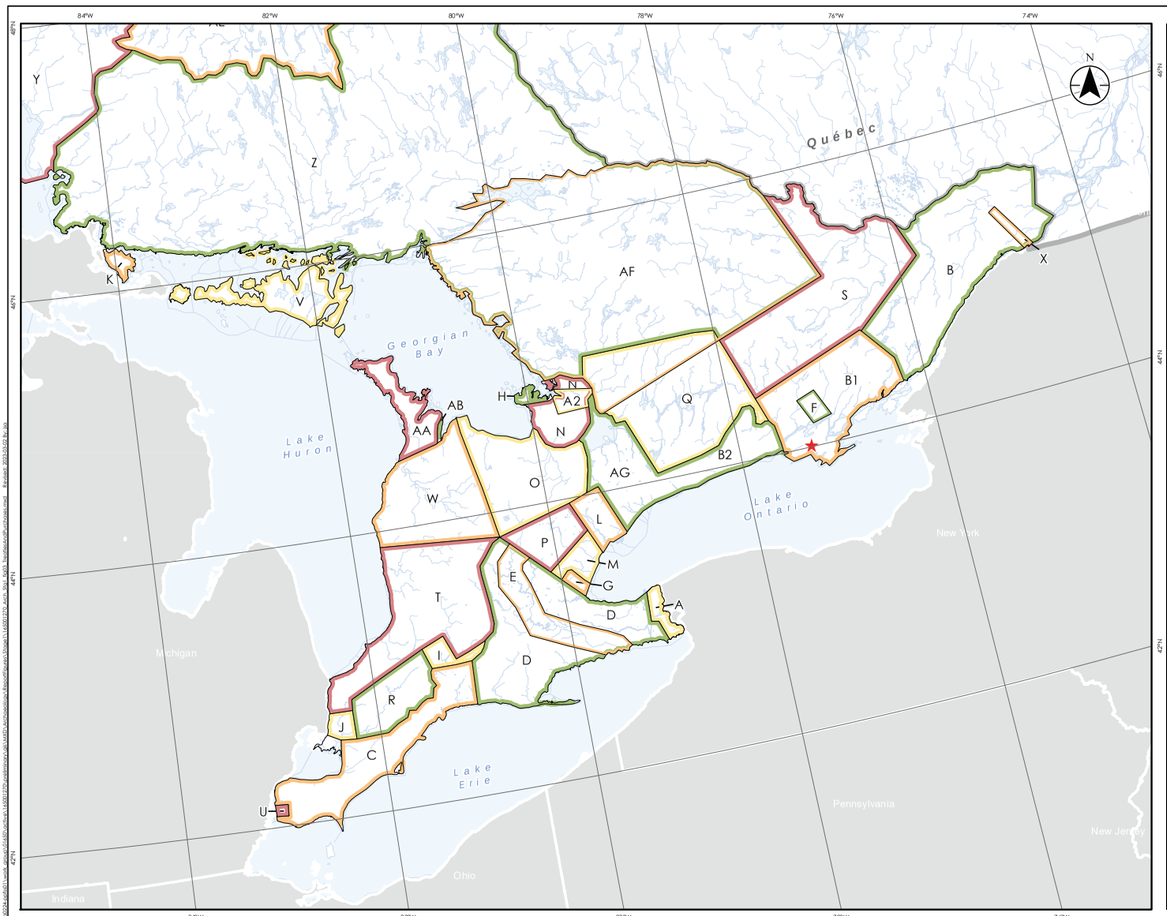
Project Location: Prince Edward County — 165001270 REV4 — Prepared by JSa on 2023-03-02

Client/Project: MINISTRY OF TRANSPORTATION — HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 — STAGE 1 ARCHAEOLOGICAL ASSESSMENT — GWP 4077-20-00

Figure No. 2

Title: **Detailed Location of the Study Area**

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Stantec

Legend
- Project Location
- Waterbody

A Treaty No. 381, May 9th, 1781 (Mississauga and Chippewa)
AA Treaty No. 72, October 30th, 1854 (Chippewa)
AB Treaty No. 82, February 9th, 1857 (Chippewa)
AE Treaty No. 9, James Bay 1905, 1906 (Ojibway and Cree)
AF Williams Treaty, October 31st and November 15th, 1923 (Chippewa and Mississauga)
AG Williams Treaty, October 31st, 1923 (Chippewa)
A2 John Collins' Purchase, 1785 (Chippewa)
B Crawford's Purchase, October 9th, 1783 (Algonquin and Iroquois)
B1 Crawford's Purchase, October 9th, 1783 (Mississauga)
B2 Crawford's Purchase, 1783, 1787, 1788 (Mississauga)
C Treaty No. 2, May 19th, 1790 (Odawa, Chippewa, Pottawatomi, and Huron)
D Treaty No. 3, December 2nd, 1792 (Mississauga)
E Haldimand Tract: from the Crown to the Mohawk, 1793
F Tyendinaga: from the Crown to the Mohawk, 1793
G Treaty No. 3 3/4: from the Crown to Joseph Brant, October 24th, 1795
H Treaty No. 5, May 22nd, 1798 (Chippewa)
I Treaty No. 6, September 7th, 1796 (Chippewa)
J Treaty No. 7, September 7th, 1796 (Chippewa)
K Treaty No. 11, June 30th, 1798 (Chippewa)
L Treaty No. 13, August 1st, 1805 (Mississauga)
M Treaty No. 13A, August 2nd, 1805 (Mississauga)
N Treaty No. 16, November 18th, 1815 (Chippewa)
O Treaty No. 18, October 17th, 1818 (Chippewa)
P Treaty No. 19, October 28th 1818 (Chippewa)
Q Treaty No. 20, November 5th, 1818 (Chippewa)
R Treaty No. 21, March 9th, 1819 (Chippewa)
S Treaty No. 27, May 31st, 1819 (Mississauga)
T Treaty No. 27½, April 25th, 1825 (Ojibwa and Chippewa)
U Treaty No. 35, August 13th, 1833 (Wyandot or Huron)
V Treaty No. 45, August 9th, 1836 (Chippewa and Odawa, "For All Indians To Reside Thereon")
W Treaty No. 45½, August 9th, 1836 (Saugeen)
X Treaty No. 57, June 1st, 1847 (Iroquois of St. Regis)
Y Treaty No. 60, Robinson, Superior, September 7th, 1850 (Ojibwa)
Z Treaty No. 61, Robinson, Huron, September 9th, 1850 (Ojibwa)

0 50 100 Km
1:3,000,000 (At original document size of 11x17)

Notes
1. Coordinate System: NAD 1983 Statistics Canada Lambert
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2010.
3. Treaty boundaries adapted from Morris 1943 (1964 reprint). For cartographic representation only.

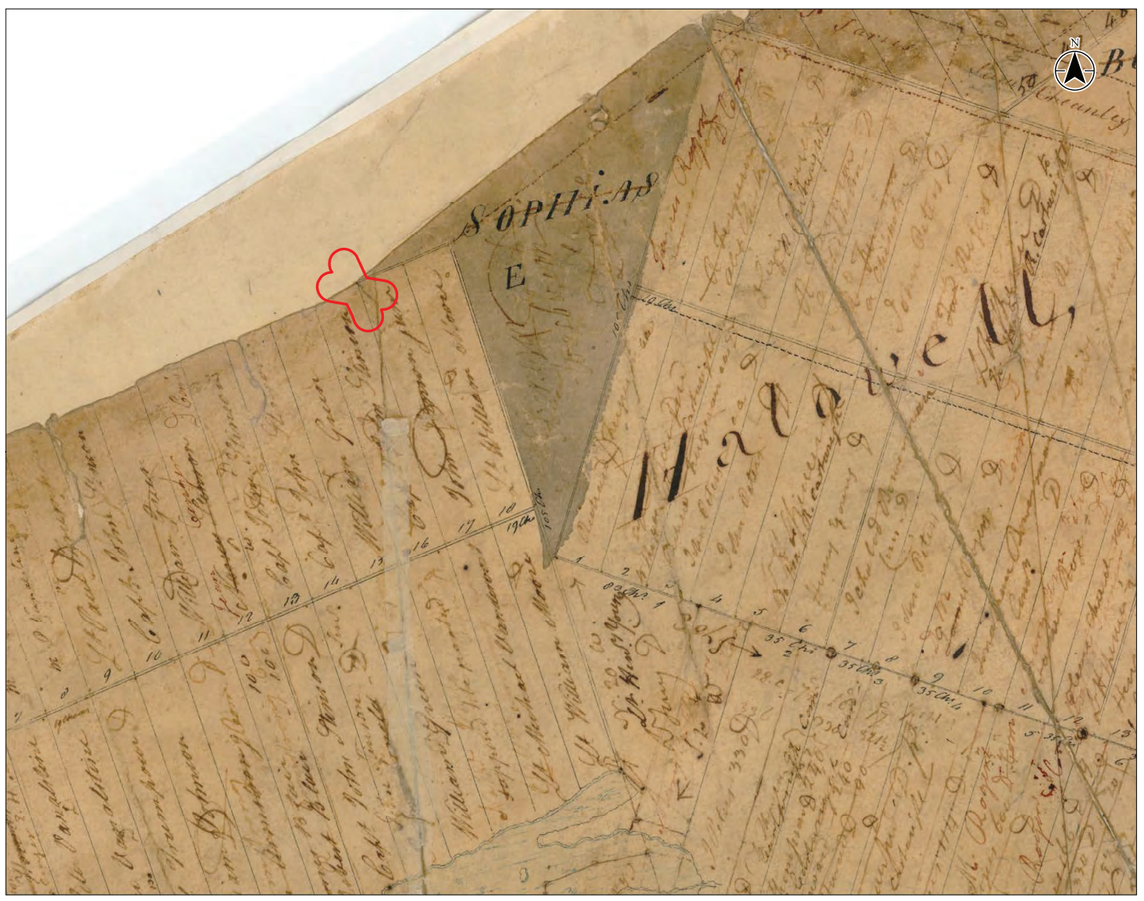
Project Location: Prince Edward County — 165001270 REVA — Prepared by JSa on 2023-03-02

Client/Project: MINISTRY OF TRANSPORTATION — HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 — STAGE 1 ARCHAEOLOGICAL ASSESSMENT — GWP 4077-20-00

Figure No. 3

Title: **Treaties and Purchases (Adapted from Morris 1943)**

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Stantec

Legend

Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. Reference: Aitken, Alex. 1790-1799. Hallowell. Map on file with Ministry of Natural Resources and Forestry, Peterborough, Ontario.

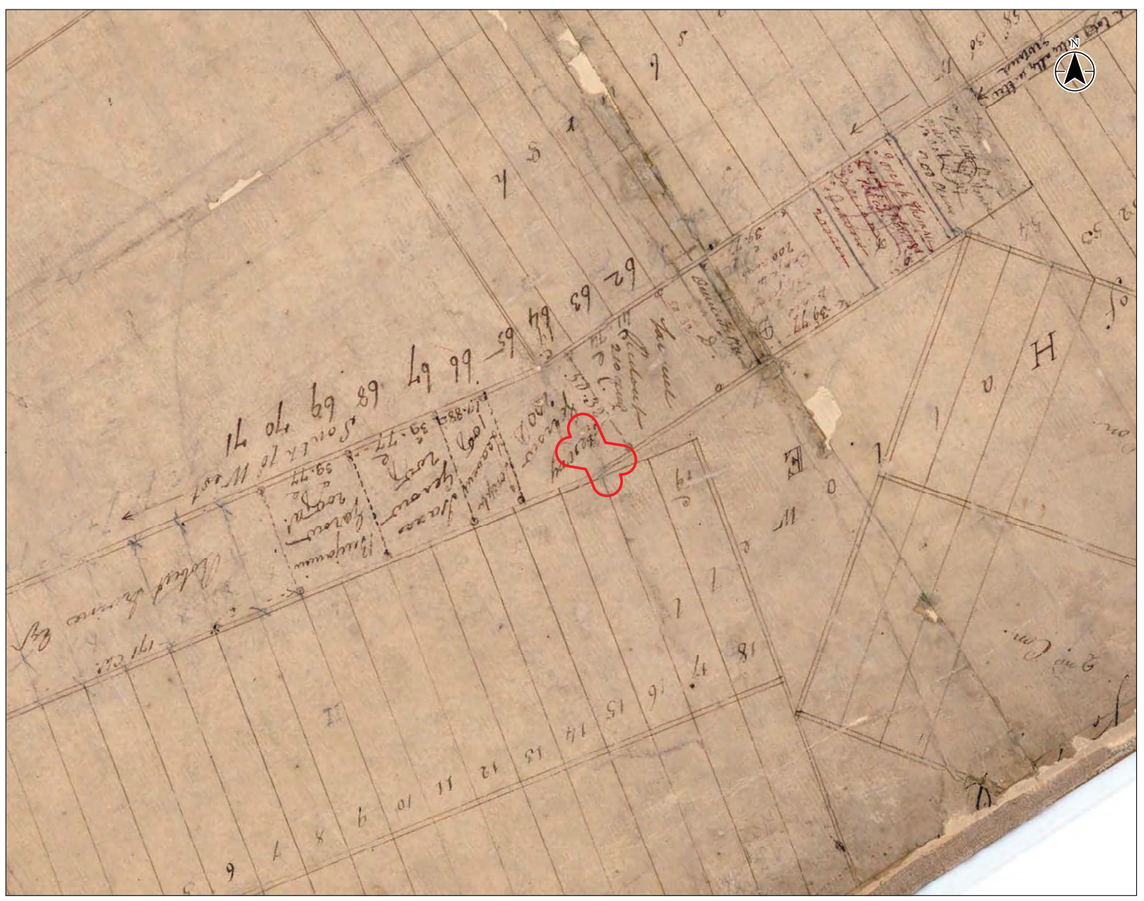
Project Location: Prince Edward County — 165001270 — Prepared by JSa on 2023-03-02

Client/Project: MINISTRY OF TRANSPORTATION — HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 — STAGE 1 ARCHAEOLOGICAL ASSESSMENT — GWP 4077-20-00

Figure No. **4**

Title: **Part of 1790s Map of Hallowell Township**

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Stantec

Legend

Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. Reference: Conger, Wilbur. 1812b. A Plan of part of Sophiasburgh and part of Hallowell. Map on file with Ministry of Natural Resources and Forestry, Peterborough, Ontario.

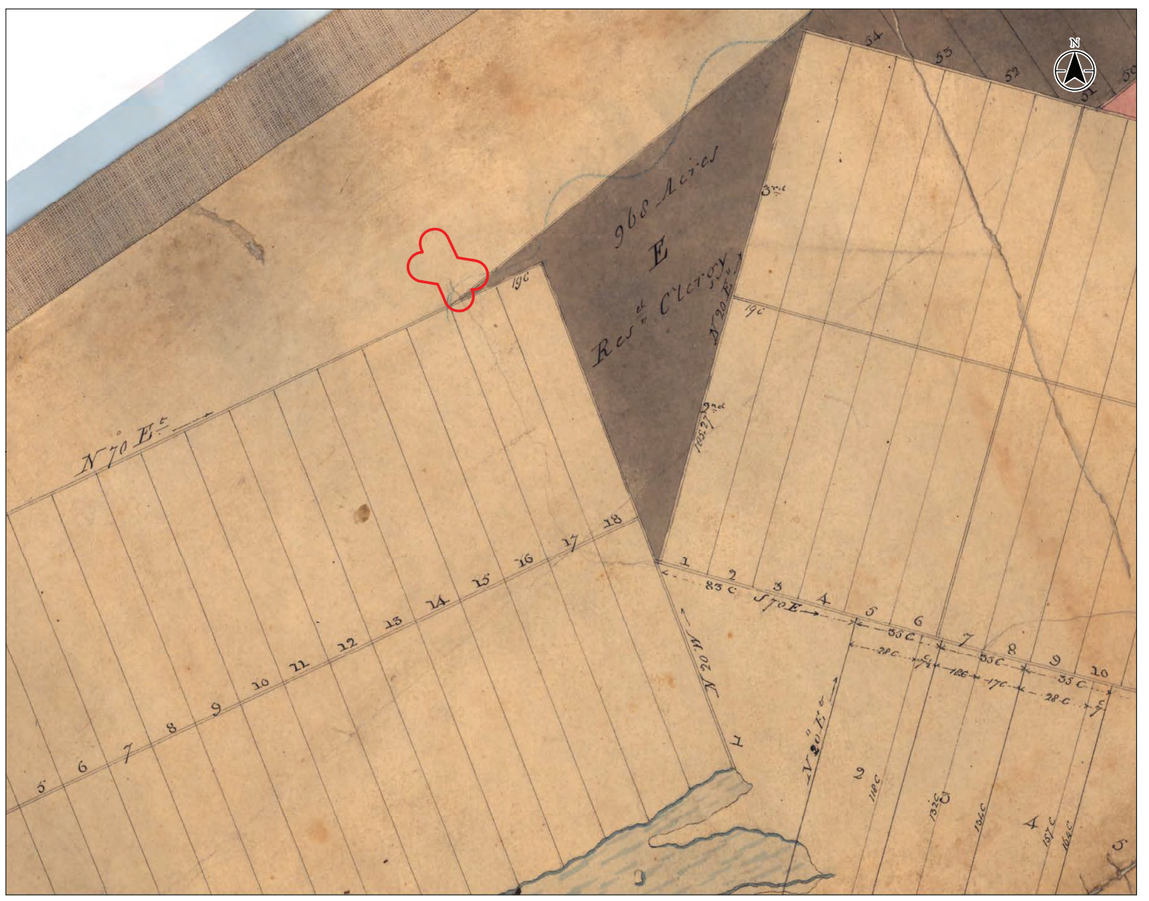
Project Location: Prince Edward County — 165001270 — Prepared by JSa on 2023-03-02

Client/Project: MINISTRY OF TRANSPORTATION — HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 — STAGE 1 ARCHAEOLOGICAL ASSESSMENT — GWP 4077-20-00

Figure No. **5**

Title: **Part of 1812 Map of Hallowell and Sophiasburgh Townships**

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Stantec

Legend

Approximate Location of Study Area

NOT TO SCALE

Notes

1. Historic image not to scale.
2. Reference: No author. 1823. Hallowell [sic.], Midland Dist't.

Project Location
Prince Edward
County

165001270

Prepared by JSa on 2023-03-02

Client/Project
MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No.
6

Title
Part of 1823 Map of Hallowell Township

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Stantec

Legend

Approximate Location of Study Area

NOT TO SCALE

Notes

1. Historic image not to scale.
2. Reference: Conger, Wilson. 1823. Hallowell. Map on file with Ministry of Natural Resources and Forestry, Peterborough, Ontario.

Project Location
Prince Edward
County

165001270

Prepared by JSa on 2023-03-02

Client/Project
MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No.
7

Title
Part of 1823 Map of Hallowell Township

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Stantec

Legend

Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. Reference: Elmore, P.V. 1833. Plan of the Township of Hallowell. Map on file with Ministry of Natural Resources and Forestry, Peterborough, Ontario.

Project Location: Prince Edward County — 165001270 — Prepared by JSa on 2023-03-02

Client/Project: MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No. **8**

Title: **Part of 1833 Map of Hallowell Township**

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Stantec

Legend

Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. Elmore, Publius V. 1839. A Plan of Sophiasburgh. Map on file with Ministry of Natural Resources and Forestry, Peterborough, Ontario.

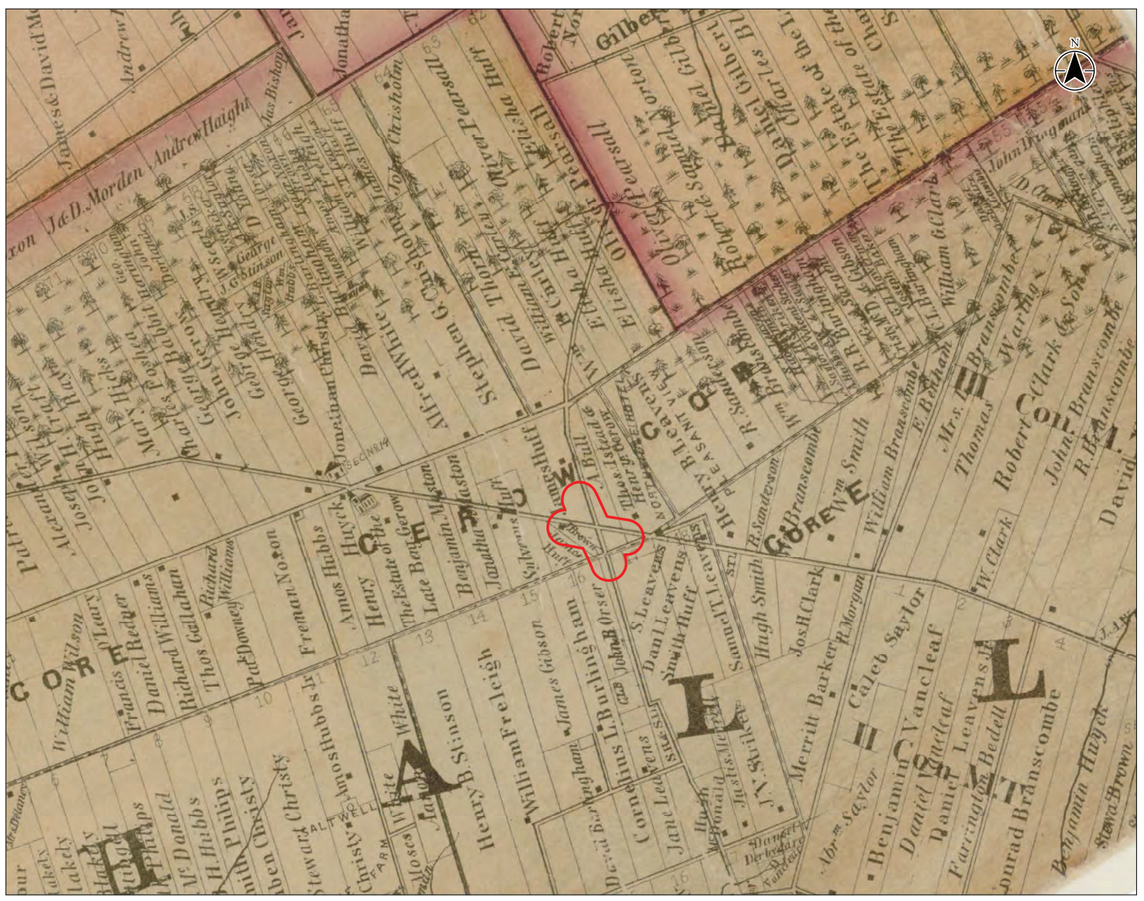
Project Location: Prince Edward County — 165001270 — Prepared by JSa on 2023-03-02

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HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No. **9**

Title: **Part of 1839 Map of Sophiasburgh Townsip**

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Stantec

Legend

Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. Ward, John Ferris. 1863. Tremaine's Map of the County of Prince Edward, Upper Canada. Toronto: Geo. C. Tremaine.

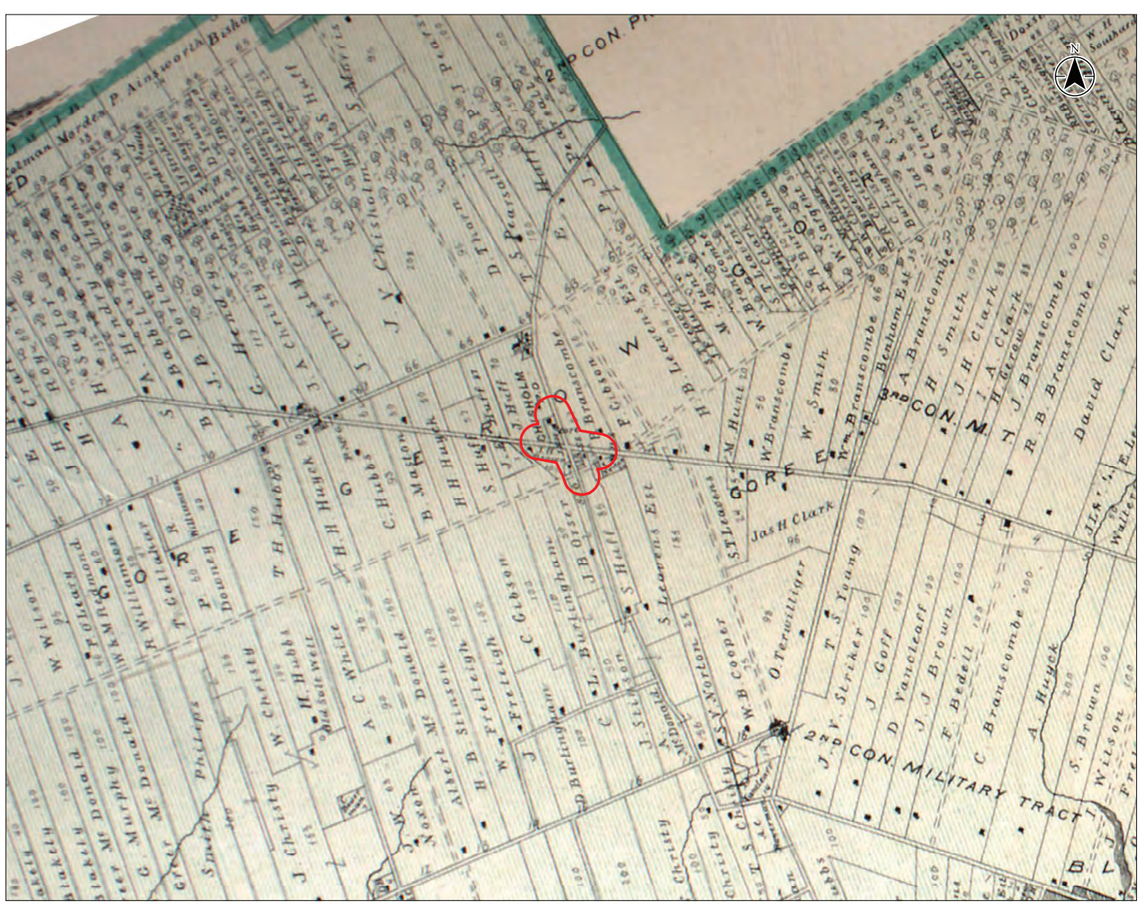
Project Location: Prince Edward County — 165001270 — Prepared by JSa on 2023-03-02

Client/Project: MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No. **10**

Title: **Part of 1863 Map of Prince Edward County**

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Stantec

Legend

Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. H. Belden & Co. 1878. Illustrated historical atlas of the counties of Hastings and Prince Edward. Ont. Toronto: H. Belden & Co.

Project Location: Prince Edward County — 165001270 — Prepared by JSa on 2023-03-02

Client/Project: MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No. **11**

Title: **Part of 1878 Map of Hallowell Township**

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9 Closure

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential archaeological resources associated with the identified property.

All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report and are based solely on the scope of work described in the report, the limited data available and the results of the work. The conclusions are based on the conditions encountered by Stantec at the time the work was performed. Due to the nature of archaeological assessment, which consists of systematic sampling, Stantec does not warrant against undiscovered environmental liabilities nor that the sampling results are indicative of the condition of the entire property.

This report has been prepared for the exclusive use of the client identified herein and any use by any third party is prohibited. Stantec assumes no responsibility for losses, damages, liabilities or claims, howsoever arising, from third party use of this report. We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Quality Review _____
(signature)

Ragavan Nithiyanantham, Senior Archaeologist

Independent Review _____
(signature)

Parker Dickson – Senior Associate, Senior Archaeologist



STAGE 2 ARCHAEOLOGICAL ASSESSMENT

Stantec

Stage 2 Archaeological Assessment: Highway 62 and Prince Edward County Road 1 Intersection Improvements (GWP 4077-20-00)

Part of Lots 63 to 65, Gerow Gore, and part of Lots 16 and 17, Concession 2 North of West Lake, Geographic Township of Hallowell, Prince Edward County, Ontario

February 28, 2024

Prepared for:

Ministry of Transportation Eastern Region
Environmental Delivery West
1355 John Counter Boulevard,
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Prepared by:

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Licensee: Patrick Hoskins, MA
License Number: P415
Project Information Form Number: P415-0466-2023
Project Number: 165001270

ORIGINAL REPORT

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STAGE 2 ARCHAEOLOGICAL ASSESSMENT: HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 INTERSECTION IMPROVEMENTS (GWP 4077-20-00)

Executive Summary

The Ministry of Transportation of Ontario (MTO) retained Stantec Consulting Ltd. (Stantec) to undertake a Stage 2 archaeological assessment for proposed intersection improvements (the Project) at Highway 62 and Prince Edward County Road 1, also known as Huff's Corners, in Prince Edward County, Ontario. The study area for the Project comprises approximately 1.62 hectares of existing road rights-of-way (ROW) of Highway 62 and Prince Edward County Road 1, plus private property outside of the ROW.

The Stage 1 previously carried out by Stantec (2023) indicated that portions of the study area retained potential for the recovery of archaeological resources and was recommended for a Stage 2 archaeological assessment. The Stage 2 archaeological assessment was completed under Project Information Form number P415-0466-2023, issued to Patrick Hoskins, MA, of Stantec, by the Ministry of Citizenship and Multiculturalism (MCM). The Stage 2 archaeological assessment was completed in accordance with the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). The Stage 2 archaeological assessment was conducted on October 18, 2023. No archaeological resources were identified during the Stage 2 assessment.

Therefore, in accordance with Section 2.2 and Section 7.8.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **no further archaeological assessment of the study area is required.**

The MCM is asked to review the results presented and to accept this report into the *Ontario Public Register of Archaeological Reports*.

The Executive Summary highlights key points from the report only; for complete information and findings, the reader should examine the complete report.

Project Personnel

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Quality Review:	Parker Dickson, MA
Independent Review:	Colin Varley, MA, RPA

Acknowledgements

Ministry of Transportation:	Sham Hunt, Project Manager
Ministry of Citizenship and Multiculturalism:	Rob von Bitter, Archaeological Data Coordinator

1.0 PROJECT CONTEXT

1.1 DEVELOPMENT CONTEXT

The Ministry of Transportation of Ontario (MTO) retained Stantec Consulting Ltd. (Stantec) to undertake a Stage 2 archaeological assessment for proposed intersection improvements (the Project) at Highway 62 and Prince Edward County Road 1, also known as Huff's Corners, in Prince Edward County, Ontario (Figure 1). The study area for the Project comprises approximately 1.62 hectares of existing road rights-of-way (ROW) of Highway 62 and Prince Edward County Road 1, plus private property outside of the ROW (Figure 2).

This Stage 2 archaeological assessment is triggered by the Ontario *Environment Assessment Act* (Government of Ontario 1990a) and was conducted under the standards and guidelines set out in the Ministry of Citizenship and Multiculturalism's (MCM) 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

1.1.1 Objectives

In compliance with the provincial standards and guidelines set out in the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), the objectives of the Stage 2 property assessment are as follows:

- Document archaeological resources within the study area.
- Determine whether the study area contains archaeological resources requiring further assessment.
- Recommend appropriate Stage 3 assessment strategies for archaeological sites identified.

Permission for Stantec staff to enter the study area was provided by MTO and local landowners.

1.2 HISTORICAL CONTEXT

"Contact" is typically used as a chronological benchmark when discussing Indigenous archaeology in Canada and describes the contact between Indigenous and European cultures. Contact in what is now the province of Ontario is broadly assigned to the 16th century (Loewen and Chapdelaine 2016).

1.2.1 Pre-contact Indigenous Resources

It has been demonstrated that Indigenous people began occupying Ontario as the Laurentide glacier receded as early as 11,000 years ago (Ferris 2013, 13). Much of what is understood about the lifeways of Indigenous peoples is derived from archaeological evidence and ethnographic analogy.

In Ontario, Indigenous culture prior to contact with European peoples has been distinguished into cultural periods based on observed changes in material culture. These cultural periods are largely based on observed changes in formal lithic tools and are separated into the Early Paleo, Late Paleo, Early Archaic,

Middle Archaic and Late Archaic periods. Following the advent of ceramic technology in the Indigenous archaeological record, cultural periods are separated into the Early Woodland, Middle Woodland, and Late Woodland periods, based primarily on observed changes in formal ceramic decoration. It should be noted that these cultural periods do not necessarily represent specific cultural identities but are useful tools for understanding changes in Indigenous culture through time.

The current understanding of Indigenous archaeological culture is summarized in Table 1 (Ellis and Ferris 1990). The following summary of the pre-contact occupation of southern Ontario is based on syntheses in Archaeologix Inc. (2008), Damjkar (1990), Ellis and Ferris (1990), Jacques Whitford (2008), and Sutton (1990). The provided time periods are based on the "Common Era" calendar notation system: Before Common Era (BCE) and Common Era (CE).

Table 1: Generalized Cultural Chronology for Eastern Ontario

Cultural Period	Characteristics	Time Period	Comments
Early Paleo	Fluted Projectiles	9000 – 8400 BCE	Spruce parkland / caribou hunters
Late Paleo	Hi-Lo Projectiles	8400 – 8000 BCE	Smaller but more numerous sites
Early Archaic	Kirk and Bifurcate Base Points	8000 – 6000 BCE	Slow population growth
Middle Archaic	Brewerton-like points	6000 – 2500 BCE	Environment similar to present
Late Archaic	Lamoka (narrow points)	2500 – 1800 BCE	Increasing site size
	Broad Points	1800 – 1500 BCE	Large chipped lithic tools
	Small Points	1500 – 1100 BCE	Introduction of bow hunting
Terminal Archaic	Hind Points	1100 – 950 BCE	Emergence of true cemeteries
Early Woodland	Meadowood Points	950 – 400 BCE	Introduction of pottery
Middle Woodland	Dentate / Pseudo-Scallop Pottery	400 BCE – CE 550	Increased sedentism
	Princess Point	CE 550 – 900	Introduction of corn
Late Woodland	Early Late Woodland Pottery	CE 900 – 1300	Emergence of agricultural villages
	Middle Late Woodland Pottery	CE 1300 – 1400	Long longhouses (i.e., 100+ metres)
	Late Late Woodland Pottery	CE 1400 – 1650	Tribal warfare and displacement

Between 9000 and 8000 BCE, Indigenous populations were sustained by hunting, fishing, and foraging and lived a relatively nomadic existence across an extensive geographic territory. Despite these wide territories, social ties were maintained between groups. One method of maintaining social ties was gift exchange, evident through exotic lithic material documented on many sites (Ellis 2013, 35-40).

By approximately 8000 BCE, evidence existed and became more common for producing groundstone tools such as axes, chisels, and adzes. These tools themselves are believed to be indicative specifically of woodworking. This evidence can be extended to indicate an increase in craft production and, arguably, craft specialization. This latter statement is also supported by evidence, dating to approximately 7000 BCE of ornately carved stone objects which would be laborious to produce and have explicit aesthetic qualities (Ellis 2013, 41). This indirectly indicates changes in the social organization, which permitted individuals to devote time and effort to craft specialization. Since 8000 BCE, the Great Lakes basin

STAGE 2 ARCHAEOLOGICAL ASSESSMENT: HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 INTERSECTION IMPROVEMENTS (GWP 4077-20-00)

Project Context

experienced a low-water phase, with shorelines significantly below current lake levels (Stewart 2013, Figure 1.1.C). It is presumed that most human settlements would have been focused along these former shorelines. At approximately 6500 BCE, the climate had warmed considerably since the recession of the glaciers, and the environment had grown more like the present day. Evidence exists at this time for an increase in population and the contraction of group territories. There is one registered Early Archaic period site in Prince Edward County, the Warings Creek site (AlGg-30); this site is located outside of the study area (Government of Ontario 2023a). By approximately 4500 BCE, evidence exists from southern Ontario for the utilization of native copper, i.e., naturally occurring pure copper metal (Ellis 2013, 42). The recorded origin of this material along Lake Superior's north shore indicates extensive exchange networks across the Great Lakes basin.

At approximately 3500 BCE, the isostatic rebound of the North American plate following the melt of the Laurentide glacier had reached a point which significantly affected the watershed of the Great Lakes basin. Prior to this, the Upper Great Lakes had drained down the Ottawa Valley via the French-Mattawa River valleys. Following this shift in the watershed, the drainage course of the Great Lakes basin changed to its present course. This also prompted a significant increase in water-level to approximately current levels (with a brief high-water period); this change in water levels is believed to have occurred catastrophically (Stewart 2013, 28-30). This change in geography coincides with the earliest evidence for cemeteries (Ellis 2013, 46). There are two registered Middle Archaic period sites in Prince Edward County, the Barber 4 site (BaGh-17) and site BaGh-36; these sites are located outside of the study area (Government of Ontario 2023a). By 2500 BCE, the earliest evidence exists for the construction of fishing weirs (Ellis et al. 1990, Figure 4.1). Construction of these weirs would have required a large amount of communal labour and are indicative of the continued development of the social organization and communal identity. The large-scale procurement of food at a single location also has significant implications for the permanence of settlement within the landscape. This period is also marked by further population increase, and by 1500 BCE, evidence exists for substantial permanent structures (Ellis 2013, 45-46). There are several Late Archaic period sites registered in Prince Edward County, including the Becroft Point site (BaGj-15); this site is located outside of the study area (Government of Ontario 2023a).

By approximately 950 BCE, the earliest evidence exists for Indigenous populations using ceramics. Populations are understood to have continued to exploit natural resources seasonally. However, this advent of ceramic technology is correlated with the intensive exploitation of seed foods such as goosefoot and knotweed as well as mast such as nuts. The use of ceramics implies changes in the social organization of food storage, cooking, and diet. Fish also continued to be an important facet of the economy at this time. Evidence continues to exist for the expansion of social organization (including hierarchy), group identity, ceremonialism (particularly in burial), interregional exchange throughout the Great Lakes basin and beyond, and craft production (Williamson 2013, 48-54). There is one Early Woodland period site registered in Prince Edward County, site AlGh-86; this site is located outside of the study area (Government of Ontario 2023a).

By approximately 550 CE, evidence emerges for the introduction of maize into southern Ontario. This crop would have initially only supplemented Indigenous peoples' diet and economy (Birch and Williamson 2013, 13-14). There are several Middle Woodland period sites registered in Prince Edward County,

including the East Lake 1 site (AlGh-70); this site is located outside of the study area (Government of Ontario 2023a). Maize-based agriculture gradually became more important to societies, and by approximately 900 CE, permanent communities emerged which are primarily focused on agriculture and the storage of crops, with satellite locations oriented toward the procurement of other resources such as hunting, fishing, and foraging. This period, known as the Late Woodland in southern Ontario, is often divided into three temporal components: Early, Middle, and Late. Early Late Woodland peoples continued to practice similar subsistence and settlement patterns as the Middle Woodland. Villages tended to be small, with small longhouse dwellings that housed either nuclear or, with increasingly, extended families. Smaller camps and hamlets associated with villages served as temporary bases from which wild plant and game resources were acquired. Horticulture appears to have been, for the most part, a supplement to wild foods rather than a staple.

The Middle Late Woodland period marks the point at which a fully developed horticultural system emerged and at which point cultivars became the staple food source. By approximately 1250 CE, evidence exists for the common cultivation of historic Indigenous cultigens, including maize, beans, squash, sunflower, and tobacco. In this period, villages became much larger than in the Early Late Woodland period, and longhouses also became much larger, housing multiple, though related, nuclear families. Food production through horticulture resulted in the abandonment of seasonal mobility that had characterized Indigenous life for millennia. Hunting, fishing, and gathering of wild food activities continued at satellite camps. However, for the most part, most Late Woodland people inhabited large, sometimes fortified villages throughout southern Ontario.

During the Late Late Woodland period, longhouses became smaller again, although villages became even larger. Several Late Late Woodland village sites in the region contain material culture associated with both the historically known Huron and St. Lawrence Iroquoians, suggesting that St. Lawrence Iroquoians who had abandoned their home territory along the north shore of the St. Lawrence River and found refuge in the Trent Valley and Kawartha Lakes area. The villages were abandoned in the 16th century, and the region was used as a buffer between the Huron and the Five Nations Iroquois.

Several Late Late Woodland period sites have been identified within Prince Edward County, such as the Graham site (AlGi-3), the Sandbanks site (AlGh-4), the Hillier site (AlGi-1), the Payne site (AlGh-2), and the Waupoos site (BaGg-1) (Government of Ontario 2023a). The Payne site (AlGh-2) is approximately 1.7 kilometres south of the study area and dates to approximately 1450-1500 CE (Dermarkar et al. 2016, Table 1). During the Late Late Woodland period, Huron-Wendat settlements along the north shore of Lake Ontario began to move through the Trent Valley system and eventually coalesce with other Huron-Wendat people into what is now Simcoe County and the area traditionally identified as “Huronia.” However, both Huron and Anishinaabeg’s traditional history indicate that the Huron-Wendat and Anishinaabeg cohabited the region (Kapyrka 2018).

There are two historical Carrying Places, or portages, across the Prince Edward County peninsula (Ward 1863): one is across the isthmus at the north end of the peninsula, at the current Carrying Place, Ontario; and one between present-day Picton, Ontario and West Lake, approximately five kilometres south of the study area. These were important transportation routes from the pre-contact period into the 19th century.

STAGE 2 ARCHAEOLOGICAL ASSESSMENT: HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 INTERSECTION IMPROVEMENTS (GWP 4077-20-00)

Project Context

1.2.2 Post-contact Indigenous Resources

During the early post-contact period, the north shore of Lake Ontario was occupied by two distinct peoples with different cultural traditions: the Michi Saagiig Nishnaabeg (Mississauga Anishinaabeg) and the Huron-Wendat. It has long been the understanding of archaeologists that prior to the 16th century the north shore of Lake Ontario was occupied by Iroquoian-speaking populations (Birch and Williamson 2013; Birch 2015; Dermarkar et al. 2016). Recently, the direct correlation in Ontario between archaeology and ethnicity, and especially regional identity, has been questioned (cf. Fox 2015, 23; Gaudreau and Lesage 2016, 9-12; Ramsden 2016, 124). Recent considerations of Indigenous sources on cultural history have led to the understanding that prior to the 16th century the north shore of Lake Ontario was co-habited by Iroquoian and more mobile Anishinaabeg populations (Kapyrka 2018), the latter of whom have not been represented in previous analyses of the archaeological record and most likely left a more ephemeral archaeological record than that of more densely populated agricultural settlements. The apparent void of semi-permanent village settlement along the north shore of Lake Ontario continued through the first half of the 17th century; however, this does not preclude the occupation of the region by mobile Anishinaabeg peoples. Both Huron and Mississauga traditional history indicate that the Huron-Wendat and Mississauga cohabited the region (Kapyrka 2018).

The Mississauga traditional homeland stretched along the north shore of Lake Ontario and its tributary rivers from present-day Gananoque in the east to Long Point on Lake Erie in the west. In the winter, the communities dispersed into smaller groups and travelled in-land to the north, around present-day Bancroft and the Haliburton Highlands. Mississauga’s oral history relates that their ancestors occupied this part of southern Ontario from the time of the last deglaciation and continued to occupy it until the start of the Contact period (Migizi 2018, 29).

The Mississauga’s traditional territory was located between two powerful confederacies, the Three Fires Confederacy (consisting of the Odawa, Ojibwa, and Pottawatomi) located to the north and west, and the Haudenosaunee (Five Nations Iroquois) Confederacy on the south shore of Lake Ontario in present-day New York State. In this geopolitical context, the Mississauga acted as peacekeepers among the various Indigenous nations, acting as negotiators and emissaries (Kapyrka 2018).

The ancestors of the Alderville Anishinaabeg First Nation traditionally lived around the Bay of Quinte (Alderville First Nation 2016). Bourdon’s 1641 map of “Nouvelle France,” indicates two Anishinaabeg groups near the mouth of Lake Ontario, the “Chonkande” and the “Tovhiaronon” (Fox 2015, Figure 1). The former group is equitable with the “Conkhandeerhonons” or “people who are joined” and may represent a cohabitation of Huron-Wendat and Anishinaabeg people in the region; such cohabitation is frequently described in historical sources (Steckley 1990, 20). The latter group is difficult to identify as no good parallel is known with a group historically described elsewhere (Steckley 1990, 22).

In 1649, the Seneca and the Mohawk led a campaign to the north shore of Lake Ontario and dispersed the Huron-Wendat, Tionontati (Petun), and Atawandaron (Neutral) nations and the Seneca established dominance over the region (Trigger 1978, 354-356). At this time the semi-permanent settlements associated with the ancestral Huron-Wendat (the Huron) were abandoned and the Mississauga retreated from the area along the north shore of Lake Ontario into the hinterlands of their territory, waiting until the

conflicts had ended and the political situation had stabilized before returning (Heidenreich 1990; Kapyrka 2018; Ramsden 1990).

Around 1650, a series of Iroquoian villages were established along the north shore of Lake Ontario, including the Cayuga village of Quinté (Keint-he), located near the mouth of the Trent River at Trenton, and the Oneida village of Ganneious, located on the Bay of Quinte near the mouth of the Napanee River (Konrad 1981). Travel along the north shore of Lake Ontario and the connecting rivers occurred frequently. An historical portage route known as the Carrying Place was located south of Quinté, where Prince Edward County abuts Northumberland County. These villages were settled to gain access to the fur trade north of Lake Ontario and acted as stop-overs for traders.

In 1667, surviving Huron-Wendat warriors joined an alliance with the French-allied Ojibwa and Mississaugas to counterattack the Iroquois who had settled along the north shore of Lake Ontario, and by the start of the 18th century, the Iroquoian villages along the north shore had been abandoned due to hostilities and a decline in the fur trade (Konrad 1981). By 1690, Ojibwa (Anishinaabe) speaking people had begun moving south into the lower Great Lakes basin (Konrad 1981; Rogers 1978). Mississauga oral traditions, as told by Chief Robert Paudash and recorded in 1905, indicate that after the Mississauga defeat of the Mohawk, the Mohawk retreated to their homeland south of Lake Ontario, and a peace treaty was negotiated between those groups around 1695 (Paudash 1905). Upon the Mississaugas' return, they decided to settle permanently in southern Ontario and began to re-establish their role as peacekeepers in the region, extending that to include the incoming Euro-Canadian settlers (Curve Lake First Nation, no date [n.d.]; Kapyrka 2018).

Since contact with European explorers and immigrants and, later, with the establishment of provincial and federal governments (the Crown), the lands within Ontario have been included in various treaties, land claims, and land cessions. Though not an exhaustive list, Morris (1943) outlines some treaties within the Province of Ontario from 1783 to 1923. While it is difficult to exactly delineate treaty boundaries today, an approximate outline of the treaty lands described by Morris (1943) is provided in Figure 3. Based on Morris (1943), the study area is situated within lands governed by the 1784 Crawford's Purchase from the Mississauga. The treaties known as the Crawford's Purchases consist of three purchases between Captain Crawford and the Iroquois and Mississaugas in 1783-1784 and 1787 (although the third was part of negotiations in 1783-1784, it was only signed in 1787). The study area is located within the lands of the second treaty, identified as "B1" in Figure 3, made between the Crown and the Mississaugas. It included lands "from the mouth of the Gananoque River to the mouth of the Trent River…includes the southern portions of the Counties of Hastings, Lennox and Addington, and Frontenac" (Morris 1943, 16-17).

1.2.3 Euro-Canadian Resources

At its inception, Upper Canada was only sparsely settled by Europeans, and the land had not been officially surveyed to any great extent. Thus, there was an urgency by the then Lieutenant Governor of Upper Canada, John Graves Simcoe, to survey this new province to establish military roads and prevent settlers from clearing and settling land not legally belonging to them. In 1791, the Provinces of Upper Canada and Lower Canada were created from the former Province of Quebec by an act of British Parliament (Craig 1963,17). At this time, Simcoe was tasked with governing the new province, directing

its settlement, and establishing a constitutional government modelled after that of Britain (Coyne 1895). The change was affected at the behest of United Empire Loyalists who wished to live under the British laws and customs they were familiar with in Great Britain and the former 13 Colonies (Craig 1963, 10-11). Simcoe had ambitious plans to create a model British society in North America, stating a desire to "inculcate British customs, manners, and principles in the most trivial, as well as most serious matters" in Upper Canada (Craig 1963, 21). In 1792, Simcoe divided Upper Canada into 19 counties consisting of previously settled lands, new lands opened for settlement and lands not yet acquired by Crown. These new counties stretched from Essex in the west to Glengarry in the east.

1.2.3.1 Township of Hallowell

The Township of Hallowell was formed in 1797 from parts of the townships of Sophiasburg and Marysburg (Mika and Mika 1981, 214). The earliest recorded Euro-Canadian settlement in what became the Township of Hallowell was in 1775 by the Stinson family (Mika and Mika 1981, 214). Other early settler families were the Washburns, the Congers, the McFauls, the Spencers, the Johnstons, the Bowermans, the Bulls, the Dorlands, the Hubbs, the Haights, and the Garretts (Mika and Mika 1981, 214). Early settlement in the township focused on the location of Hallowell Bridge (present-day Picton, Ontario), which had developed into a shipping and distribution hub in the county. The first church, built in 1809 on land donated by Stephen Conger, was Methodist in denomination (Mika and Mika 1981, 214). Euro-Canadian settlement in the township included a significant population of Quakers, who settled mainly around Bloomfield (Mika and Mika 1981, 215). The first school opened in the township in 1834 (Mika and Mika 1981, 215). A cheese factory was built in Bloomfield in 1867 (Mika and Mika 1981, 215). The township also had the first fruit and vegetable canning factory, which opened in 1881 in Picton (Mika and Mika 1981, 215). In addition to important agricultural industries such as dairying and fruit and vegetable farming, by the turn of the 20th century, the township also had a burgeoning industry in hop production (Mika and Mika 1981, 215). The township was connected to the railway network in 1878, when the station was constructed in Picton (Mika and Mika 1981, 215).

1.2.3.2 Township of Sophiasburgh

Part of the study area (part of Lots 63 to 65, Gerow Gore) was historically located within the Township of Sophiasburgh, prior to the creation of the Township of Hallowell. The Township of Sophiasburgh was surveyed in 1785; however, unofficial settlement by Euro-Canadians began as early as 1778 (Mika and Mika 1983, 414). This early squatter occupation was focused to the southwest of the study area near present-day Picton, Ontario. The first official Euro-Canadian settlement in the township occurred in 1787 by the Conger, Peterson, Spencer, Jackson, Barker, and Vandusen families (Mika and Mika 1983, 414). The early Euro-Canadian settlement in the township was by "Late Loyalists," referring to colonists from the United States of America who had sympathized with the British but who had not been persecuted following the American War of Independence and who came to settle in Upper Canada after the initial wave of Loyalists. Early settlement was focused along the Lake Ontario lakeshore. Settlement of the interior of the township occurred after 1791, initially by the Ruttan, Dorland, Parliament, Howell, Barton, and Demorset families (Mika and Mika 1983, 414-415). The first school was opened in 1803 (Mika and Mika 1983, 415).

1.2.3.3 Historical Map Review

Historical mapping illustrates the development of the townships of Sophiasburgh and Hallowell and their relationship to the study area over time. Five historical maps were reviewed for this Stage 2 archaeological assessment (Aitken 1790-1799, Conger 1812, 1823, H. Belden & Co. 1878, Ward 1863) (Figures 4 to 8). The content of these maps relative to the study area is reviewed in further detail below.

A review of historical mapping has inherent accuracy difficulties due to potential errors in georeferencing. Georeferencing is conducted by assigning spatial coordinates to fixed locations and using these points to reference the remainder of the map spatially. Due to changes in “fixed” locations over time (e.g., road intersections, road alignments, water courses, etc.), errors/difficulties of scale and the relative idealism of historical cartography, historical maps may not translate accurately into real space points. This may provide obvious inconsistencies during historical map review. Further, in discussing 18th and 19th century historical mapping, it must be remembered that many historical county atlases were produced primarily to identify factories, offices, residences, and landholdings of subscribers and were funded by subscription fees. Landowners who did not subscribe were not always listed on the maps (Caston 1997, 100). Therefore, structures were not accurately depicted or illustrated (Gentilcore and Head 1984).

Aitken’s (1790-1799) map of Hallowell Township (Figure 4) shows the study area within Lots 16 and 17, Concession 2 North of West Lake, and Gore E (indicated as then part of Sophiasburgh Township). This map shows Gore E extending over the north end of Lot 17, which is an error. The study area is also shown as extending further south into Lots 16 and 17 than it does, demonstrating both the difficulties in georeferencing historical maps and the variable accuracy of historical mapping as discussed above. This map shows Lots 16 and 17 as belonging to Captain John Stinson and John Stinson Junior, respectively. No buildings or other features are shown on this map.

Conger’s (1812) Hallowell and Sophiasburgh Townships map (Figure 5) shows the study area in Lots 16 and 17, Concession 2 North of West Lake and Gore E, Hallowell Township and Lots 64 and 65, Gerow Gore, Sophiasburgh Township. This map also shows Gore E extending over the north end of Lot 17. This map shows t Lots 64 and 65, Gerow Gore as being under the ownership of Henry Gerow. This map does not provide any land tenure detail for the lots in Hallowell Township. No buildings or other features are shown on this map.

Conger’s (1823) map of Hallowell Township (Figure 6) shows the study area in Lots 17 and 18, Concession 2 North of West Lake and Gore E. This map continues to show Gore E extending over the north end of Lot 16, which may be a carryover from Conger’s 1812 survey . The study area is also shown further southeast than it is (outside of Lot 16; in Lot 18), once again demonstrating the difficulties in georeferencing historical maps and the debatable accuracy of historical mapping, as discussed above. This map shows the 1790s land tenure of Lots 16 and 17 as Captain John Stinson and John Stinson Junior, respectively. No building features are shown on this map.

Ward’s (1863) Prince Edward County map (Figure 7) documents the mid-19th century development of the study area and confirms that it is located in proximity to historical features (i.e., farmsteads) and historical transportation routes (i.e., present-day Prince Edward County Road 1 and Highway 62). This map shows

STAGE 2 ARCHAEOLOGICAL ASSESSMENT: HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1 INTERSECTION IMPROVEMENTS (GWP 4077-20-00)

Project Context

the entire study area in Hallowell Township. Land tenure details, as illustrated on the 1863 map, are summarized below in Table 2.

Table 2: Landowner Information for the Study Area from 1863

Lot	Concession	Parcel	Landowner	Features
16	2 North of West Lake	Northeast quarter	John B. Orser	No building features shown within study area
17	2 North of West Lake	West part	N.H. & S.L.	No building features shown within study area
		Main part	S. Leaveans Daniel Leavens Smith Huff	No building features shown within study area
		Northeast part	None illustrated	No building features shown within study area
64	Gerow Gore	West third	A. Bull	No building features shown within study area
		East two-thirds	Thomas Instead & Henry Gerow	No building features shown within study area
65	Gerow Gore	Southeast part	J. Brown	Building indicated within study area
		Southwest part	James Huff	No building features shown within study area
		North two-thirds	James Huff	No building features shown within study area

The 1878 I*llustrated Historical Atlas of the Counties of Hastings and Prince Edward, Ont.* (H. Belden & Co. 1878) further illustrates the mid-to-late 19th century development of the study area and confirms the study area was located in proximity to historical features (i.e., farmsteads) and historical transportation routes (i.e., present-day Prince Edward County Road 1 and Highway 62) (Figure 8). Land tenure details, as illustrated on the 1878 map, are summarized below in Table 3.

Table 3: Landowner Information for the Study Area from 1878

Lot	Concession	Parcel	Landowner	Features
16	2 North of West Lake	Northeast quarter	John B. Orser	No building features shown within study area
17	2 North of West Lake	West part	John B. Orser	No building features shown within study area
		Central part	S. Huff	No building features shown within study area
		Northeast part	[illegible]	Building indicated within study area
64	Gerow Gore	Southwest part	[illegible]	Building indicated within study area
		Southeast part	B. Branscombe	Building indicated within study area
		North part	B. Branscombe	Building indicated immediately adjacent to study area

Lot	Concession	Parcel	Landowner	Features
65	Gerow Gore	Southeast part	J. H. Brown	Two buildings indicated within study area
		Southwest part	None illustrated	No building features shown within study area
		North part	J. Huff	Building indicated within study area labelled Chisholm post office
		East-central part	J. & H.	Two buildings indicated within study area

1.3 ARCHAEOLOGICAL CONTEXT

1.3.1 Natural Environment

The study area is located within the Prince Edward Peninsula physiographic region, within a limestone plain landform (Chapman and Putnam 1984). The Prince Edward Peninsula region consists of a low plateau of limestone protruding into Lake Ontario near its eastern end (Chapman and Putnam 1984, 188-189). The peninsula is mainly separated from the rest of the north shore of Lake Ontario by the Bay of Quinte, connected only by a narrow isthmus just over one kilometre wide located at Carrying Place. The Prince Edward Peninsula has a microclimate compared to the region on the north side of the Bay of Quinte, experiencing warmer summer temperatures, a week's fewer frost-free days in the winter, and lower annual precipitation (Chapman and Putnam 1984, 188). Limestone plains consist of areas from which glaciers stripped most of the overburden and are now overlain with shallow soils (Chapman and Putnam 1984, 10).

Soils within the study area are Hillier clay loam (Experimental Farms Service 1947). Hillier clay loam is a well-drained soil which occurs on rolling topography. This soil typically has a very high content of limestone fragments ranging in size from gravel to stones. This soil is prone to sheet erosion. The natural vegetation of Hillier clay loam consists of elm, maple, and beech (Richards and Morwick 1948, 58-59). This soil is well suited to the cultivation of corn (Richard and Morwick 1948, 74)

1.3.2 Registered Archaeological Sites and Surveys

In Canada, archaeological sites are registered within the Borden system, a national grid system designed by Charles Borden in 1952 (Borden 1952). The grid covers the entire surface area of Canada and is divided into major units containing an area that is two degrees in latitude by four degrees in longitude. Major units are designated by upper case letters. Each major unit is subdivided into 288 basic unit areas, each containing an area of 10 minutes in latitude by 10 minutes in longitude. The width of basic units reduces as one moves north due to the curvature of the earth. In southern Ontario, each basic unit measures approximately 13.5 kilometres east-west by 18.5 kilometres north-south. In northern Ontario, adjacent to Hudson Bay, each basic unit measures approximately 10.2 kilometres east-west by 18.5 kilometres north-south. Basic units are designated by lowercase letters. Individual sites are assigned a unique, sequential number as they are registered. These sequential numbers are issued by the MCM, which maintains the Ontario Archaeological Sites Database. The study area is located within Borden block BaGh.

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Information concerning specific site locations is protected by provincial policy and is not fully subject to the *Freedom of Information and Protection of Privacy* Act (Government of Ontario 1990b). The release of such information in the past has led to looting or various forms of illegally conducted site destruction. Confidentiality extends to media capable of conveying location, including maps, drawings, or textual descriptions of a site location. The MCM will provide information concerning site location to the party or an agent of the party holding title to a property or a licensed archaeologist with relevant cultural resource management interests.

A query of the Ontario Archaeological Sites Database has shown that one archaeological site, the Christie site (BaGh-7), has been registered within one kilometre of the study area (Government of Ontario 2023a). The Christie site (BaGh-7) is an Indigenous artifact scatter. However, the site record form for this site documents it as 1,270 metres from the study area (Government of Ontario 2023a).

A query of the *Ontario Public Register of Archaeological Reports* did not find reports of previous archaeological assessments within 50 metres of the study area, with the exception of the Stage 1 report detailed below (Government of Ontario 2023b).

In 2022, Stantec (2023) carried out a Stage 1 archaeological assessment for the Project under Project Information Form (PIF) number P415-0416-2022. The Stage 1 property inspection determined that the majority of the study area retained potential for the recovery of archaeological resources and Stage 2 archaeological assessment was recommended for those areas (Stantec 2023).

1.4 EXISTING CONDITIONS

The study area comprises approximately 1.62 hectares of municipal ROWs, overgrown scrubland, woodlots, existing structures and maintained lawns. The study area's topography is a combination of flat and gently undulating.

2.0 FIELD METHODS

As discussed in Section 1.3.3, the study area is approximately 1.62 hectares in size and consists of wood lot and manicured lawn. The Stage 2 archaeological assessment was conducted under PIF number P415-0466-2023 issued to Patrick Hoskins, MA, by the MCM. The Stage 2 survey was carried out on October 18, 2023, with Jodie Leach, BA (R1338), as field director. During the assessment, weather conditions were overcast and cool and at no time were the field or weather conditions detrimental to the recovery of archaeological material. Figure 9 provides an illustration of the assessment methods, as well as photograph locations and directions.

Approximately 0.95 hectares (58.8% of the study area) of the study area was inaccessible for ploughing and was subject to test pit survey at a five-metre interval (Photos 1 to 3) in accordance with Section 2.1.2 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011). Each test pit was a minimum 30 centimetres in diameter and excavated five centimetres into sterile subsoil. The soils were then examined for stratigraphy, cultural features, or evidence of fill. Test pits were approximately 20 centimetres deep, and soils consisted of brown friable clay over top of yellowish grey clay subsoil, where subsoil was present. No archaeological resources were identified, and so no additional archaeological methods were required.

The remaining 0.67 hectares (41.2% of the study area) was identified as having been previously assessed and not recommended for further archaeological assessment by Stantec (2023). These areas were not subject to Stage 2 survey as per Section 2.1 Standard 2.a and 2.b of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011).

3.0 RECORD OF FINDS

The Stage 2 archaeological assessment was conducted employing the methods described in Section 2.0. An inventory of the documentary record generated by fieldwork is provided in Table 4.

Table 4: Documentary Records

Document Type	Current Location of Document Type	Additional Comments
Two pages of field notes	Stantec office in Markham and Stantec server in London	In original field book and stored digitally in project file
One digital map	Stantec server in London	Stored digitally
43 digital photographs	Stantec server in London	Stored digitally in project file

No archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and so no material culture was collected. As a result, no artifact storage arrangements were required.

4.0 ANALYSIS AND CONCLUSIONS

Stantec was retained by MTO to carry out a Stage 2 archaeological assessment for the Project. The Stage 1 previously carried out by Stantec (2023) indicated that portions of the study area retained potential for the recovery of archaeological resources and was recommended for a Stage 2 archaeological assessment. The Stage 2 archaeological assessment was conducted on October 18, 2023. No archaeological resources were identified during the Stage 2 assessment.

5.0 RECOMMENDATIONS

No archaeological resources were documented during the Stage 2 assessment of the study area. Therefore, in accordance with Section 2.2 and Section 7.8.4 of the MCM's 2011 *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011), **no further archaeological assessment of the study area is required.**

The MCM is asked to review the results presented and to accept this report into the *Ontario Public Register of Archaeological Reports*.

6.0 ADVICE ON COMPLIANCE WITH LEGISLATION

In accordance with Section 7.5.9 of the MCM's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011), the following standard statements are a required component of archaeological reporting and are provided from the MCM's 2011 Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011).

This report is submitted to the Minister of Citizenship and Multiculturalism as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18 (Government of Ontario 1990c). The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Citizenship and Multiculturalism, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* (Government of Ontario 1990c) for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeological Reports referred to in Section 65.1 of the *Ontario Heritage Act* (Government of Ontario 1990c).

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990c). The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48(1) of the *Ontario Heritage Act* (Government of Ontario 1990c).

The *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (Government of Ontario 2002) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Public and Business Service Delivery.

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8.0 IMAGES

8.1 PHOTOGRAPHS

Photo 1: Test pit survey at five metre intervals, facing east



Photo 2: Test pit survey at five metre intervals, facing west

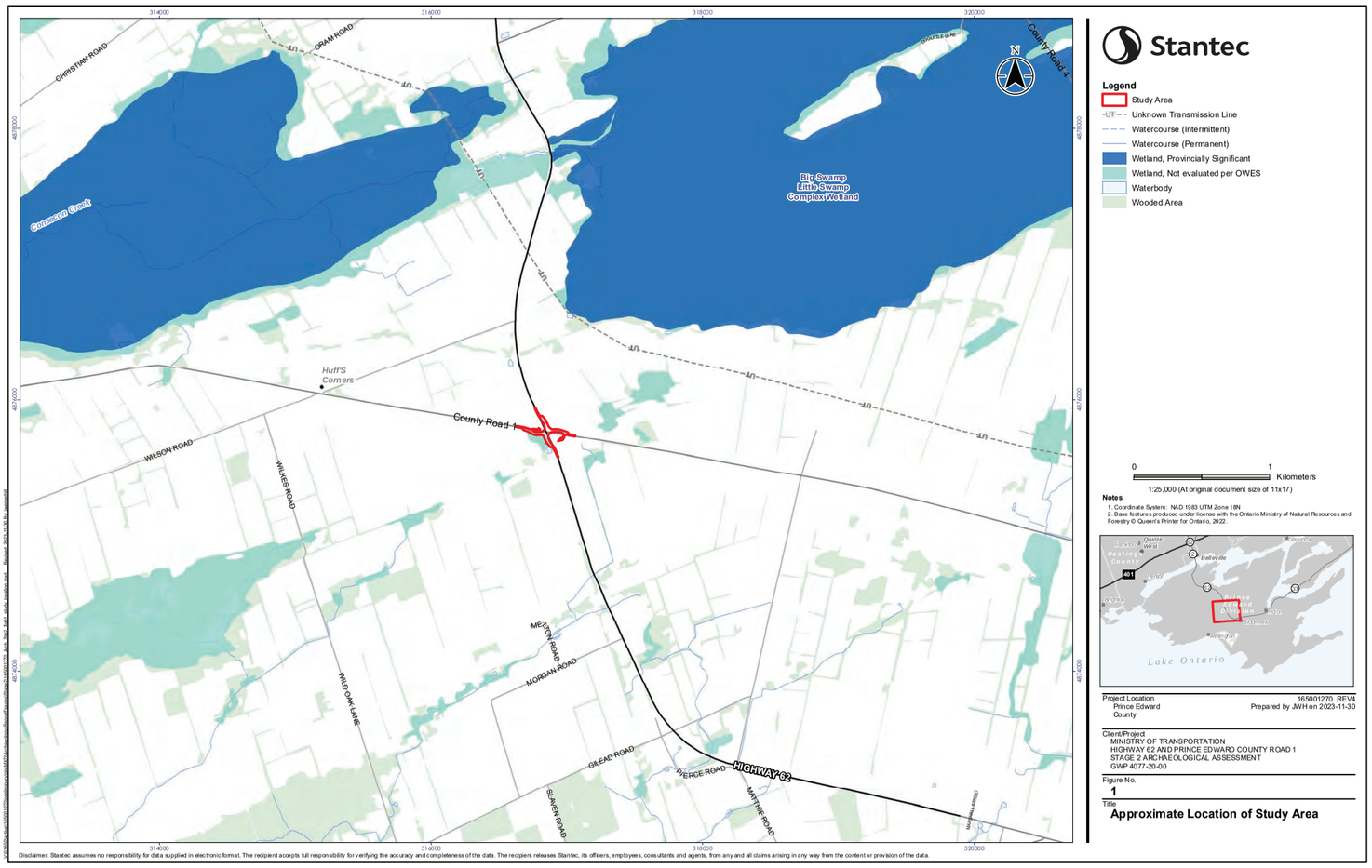


Photo 3: Test pit survey at five metre intervals, facing west



9.0 MAPS

The following pages provide various maps of the study area for the Stage 2 archaeological assessment.



Stantec

Legend

- Study Area
- Unknown Transmission Line
- Watercourse (Intermittent)
- Watercourse (Permanent)
- Wetland, Provincially Significant
- Wetland, Not evaluated per OWES
- Waterbody
- Wooded Area

0 1 Kilometers

1:25,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 18N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2022.

Project Location
Prince Edward County

165001270 REV4
Prepared by JWH on 2023-11-30

Client/Project
MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 2 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No.
1

Title
Approximate Location of Study Area

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Stantec

Legend

- Preferred Plan
- Study Area
- Watercourse (Permanent)

0 110 Meters

1:2,000 (At original document size of 11x17)

Notes

1. Coordinate System: NAD 1983 UTM Zone 18N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2022.
3. Orthoimagery obtained from ©First Base Solutions, Ontario Mosaic, 2023

Project Location
Prince Edward County

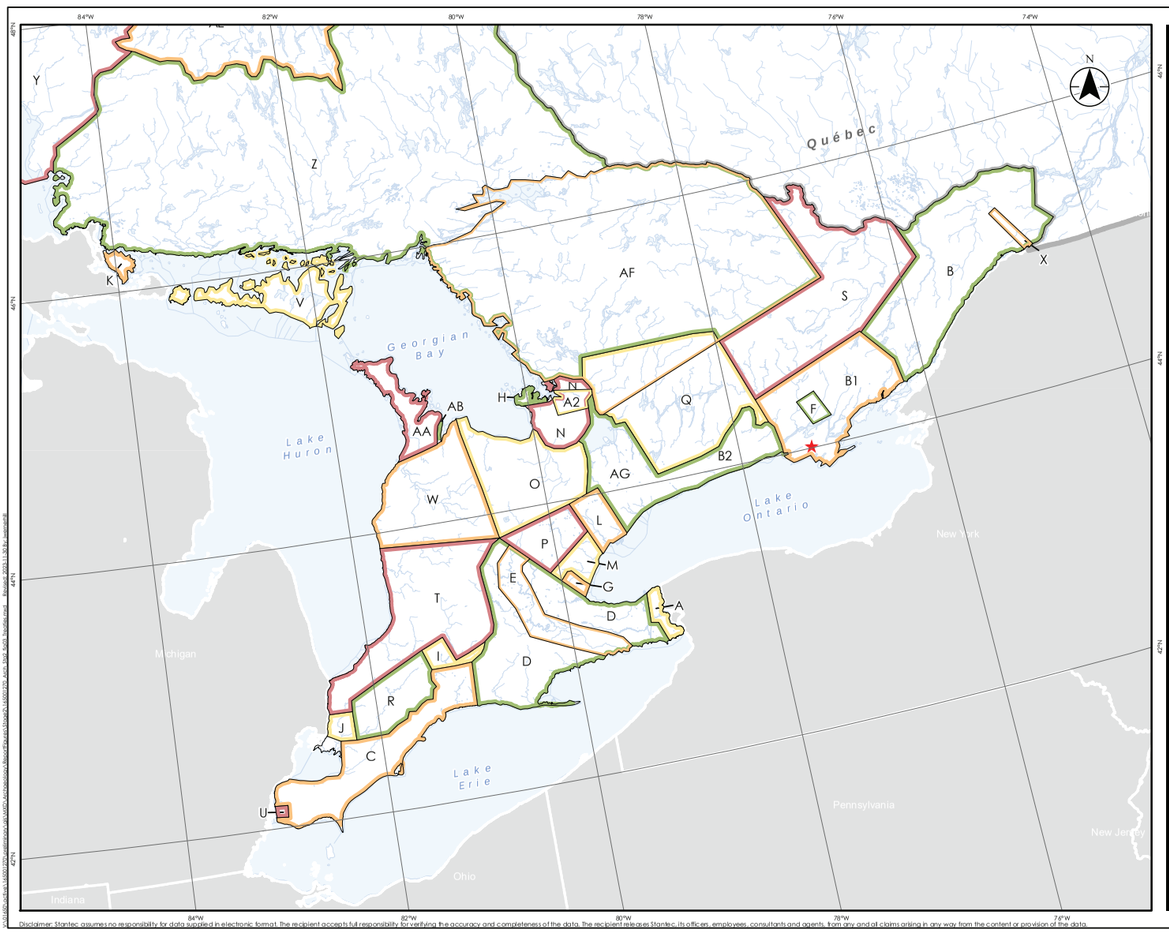
165001270 REV4
Prepared by JWH on 2023-11-30

Client/Project
MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 2 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No.
2

Title
Detailed Location of the Study Area

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Stantec

Legend

- Project Location
- Waterbody

A Treaty No. 381, May 9th, 1781 (Mississauga and Chippewa)
AA Treaty No. 72, October 30th, 1854 (Chippewa)
AB Treaty No. 82, February 9th, 1857 (Chippewa)
AE Treaty No. 9, James Bay 1905, 1906 (Ojibway and Cree)
AF Williams Treaty, October 31st and November 15th, 1923 (Chippewa and Mississauga)
AG Williams Treaty, October 31st, 1923 (Chippewa)
A2 John Collins' Purchase, 1785 (Chippewa)
B Crawford's Purchase, October 9th, 1783 (Algonquin and Iroquois)
B1 Crawford's Purchase, October 9th, 1783 (Mississauga)
B2 Crawford's Purchase, 1783, 1787, 1788 (Mississauga)
C Treaty No. 2, May 19th, 1790 (Odawa, Chippewa, Pottawatomi, and Huron)
D Treaty No. 3, December 2nd, 1792 (Mississauga)
E Haldimand Tract: from the Crown to the Mohawk, 1793
F Tyendinaga: from the Crown to the Mohawk, 1793
G Treaty No. 3 3/4: from the Crown to Joseph Brant, October 24th, 1795
H Treaty No. 5, May 22nd, 1798 (Chippewa)
I Treaty No. 6, September 7th, 1796 (Chippewa)
J Treaty No. 7, September 7th, 1796 (Chippewa)
K Treaty No. 11, June 30th, 1798 (Chippewa)
L Treaty No. 13, August 1st, 1805 (Mississauga)
M Treaty No. 13A, August 2nd, 1805 (Mississauga)
N Treaty No. 16, November 18th, 1815 (Chippewa)
O Treaty No. 18, October 17th, 1818 (Chippewa)
P Treaty No. 19, October 28th 1818 (Chippewa)
Q Treaty No. 20, November 5th, 1818 (Chippewa)
R Treaty No. 21, March 9th, 1819 (Chippewa)
S Treaty No. 27, May 31st, 1819 (Mississauga)
T Treaty No. 27½, April 25th, 1825 (Ojibwa and Chippewa)
U Treaty No. 35, August 13th, 1833 (Wyandot or Huron)
V Treaty No. 45, August 9th, 1836 (Chippewa and Odawa, "For All Indians To Reside Thereon")
W Treaty No. 45½, August 9th, 1836 (Saugeen)
X Treaty No. 57, June 1st, 1847 (Iroquois of St. Regis)
Y Treaty No. 60, Robinson, Superior, September 7th, 1850 (Ojibwa)
Z Treaty No. 61, Robinson, Huron, September 9th, 1850 (Ojibwa)

0 50 100 Km
1:3,000,000 [At original document size of 11x17]

Notes
1. Coordinate System: NAD 1983 Statistics Canada Lambert
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2018.
3. Treaty boundaries adapted from Morris 1943 (1964 reprint). For cartographic representation only.

Project Location: Prince Edward County
165001270_REVA
Prepared by JWH on 2023-11-30

Client/Project:
MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 2 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No. **3**

Title: **Treaties and Purchases (Adapted from Morris 1943)**

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Legend

- Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. Reference: Aitken, Alex. 1790-1799. Hallowell. Map on file with Ministry of Natural Resources and Forestry, Peterborough, Ontario.

Project Location: Prince Edward County
165001270
Prepared by JWH on 2023-11-30

Client/Project:
MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 2 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No. **4**

Title: **Part of 1790s Map of Hallowell Township**

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Legend

Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. Reference: Conger, Wilson. 1812b. A Plan of part of Sophiasburgh and part of Hallowell. Map on file with Ministry of Natural Resources and Forestry, Peterborough, Ontario.

Project Location: Prince Edward County
165001270
Prepared by JWH on 2023-11-30

Client/Project:
MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 2 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No.
5

Title
Part of 1812 Map of Hallowell and Sophiasburgh Townships

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Legend

Approximate Location of Study Area

NOT TO SCALE

Notes
1. Historic image not to scale.
2. Reference: Conger, Wilson. 1823. Hallowell. Map on file with Ministry of Natural Resources and Forestry, Peterborough, Ontario.

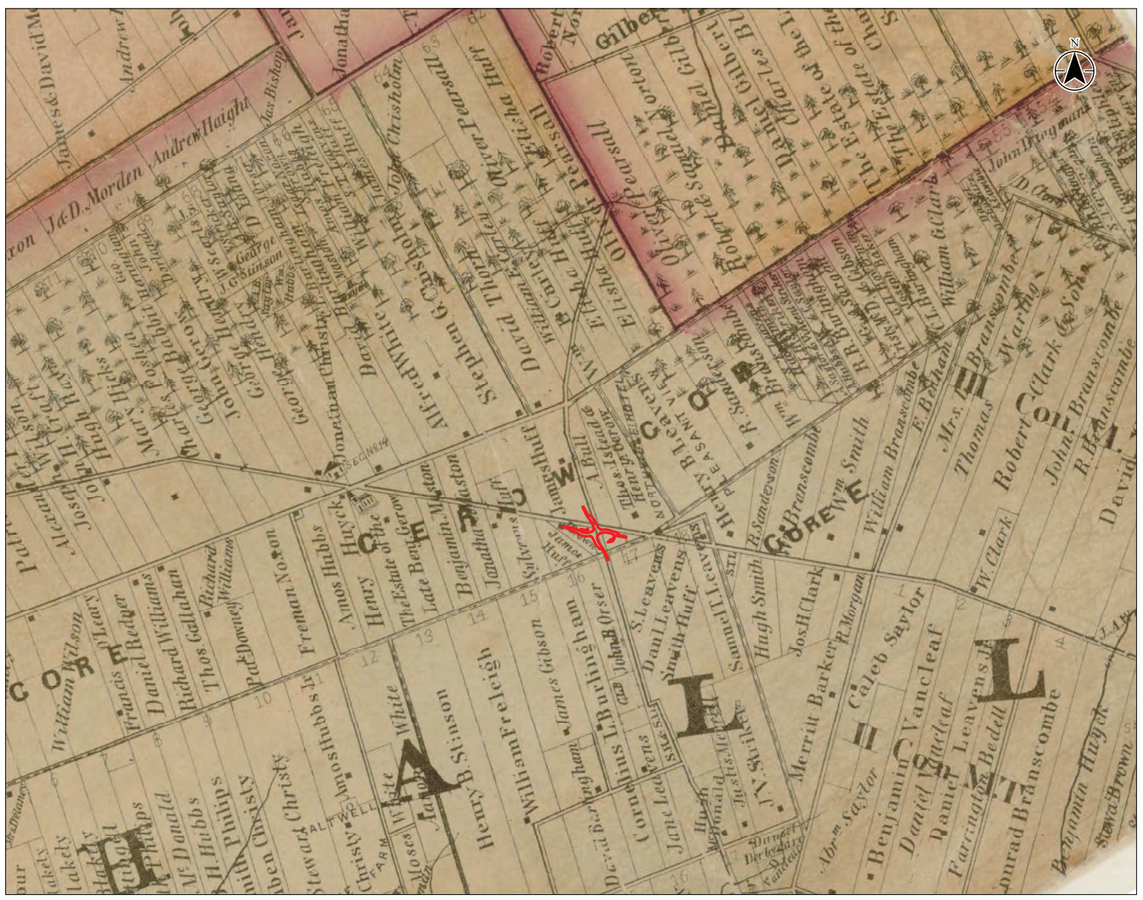
Project Location: Prince Edward County
165001270
Prepared by JWH on 2023-11-30

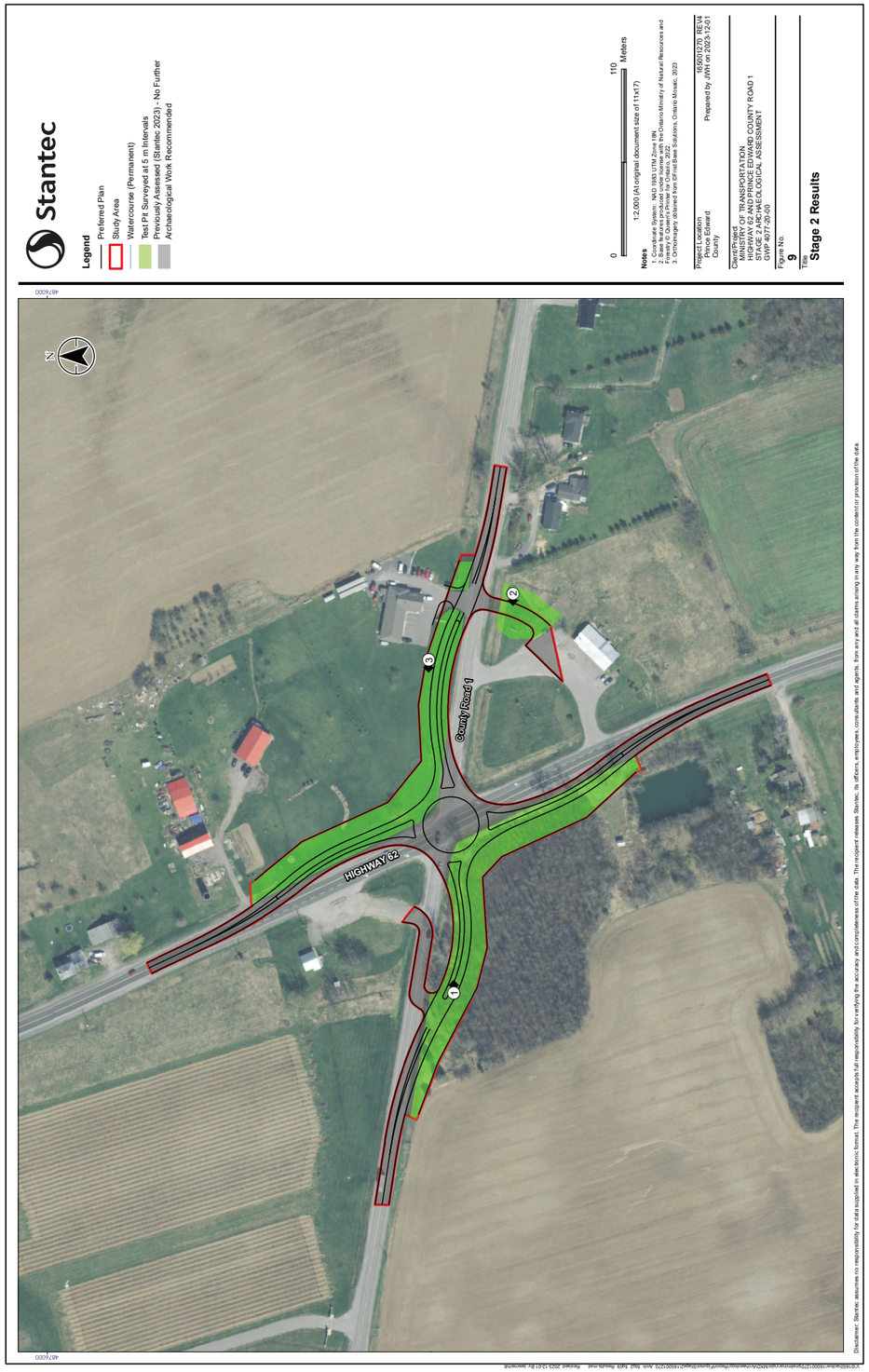
Client/Project:
MINISTRY OF TRANSPORTATION
HIGHWAY 62 AND PRINCE EDWARD COUNTY ROAD 1
STAGE 2 ARCHAEOLOGICAL ASSESSMENT
GWP 4077-20-00

Figure No.
6

Title
Part of 1823 Map of Hallowell Township

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Daniel Sinclair
Daniel Leavens
Farrington Bedell
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Hugh Smith
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Jane Ledgens
Cornelius Burlingham
David Burlingham
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Jno. Christy



10.0 CLOSURE

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential archaeological resources associated with the identified property.

All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report and are based solely on the scope of work described in the report, the limited data available and the results of the work. The conclusions are based on the conditions encountered by Stantec at the time the work was performed. Due to the nature of archaeological assessment, which consists of systematic sampling, Stantec does not warrant against undiscovered environmental liabilities nor that the sampling results are indicative of the condition of the entire property.

This report has been prepared for the exclusive use of the client identified herein and any use by any third party is prohibited. Stantec assumes no responsibility for losses, damages, liabilities or claims, howsoever arising, from third party use of this report. We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this report.

Quality Review _____
(signature)

Parker Dickson – Senior Associate, Senior Archaeologist

Independent Review _____
(signature)

Colin Varley – Senior Associate, Senior Archaeologist

ASSESSMENT OF PAST USES REPORT

Prepared for:
Ministry of Transportation, Ontario
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1355 John Counter Boulevard
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Prepared by:
Stantec Consulting Ltd.

Stantec

Assessment of Past Uses Report

Highway 62 and County Road 1
Intersection Improvements,
Prince Edward County
(GWP 4077-20-00)

June 2023

ASSESSMENT OF PAST USES REPORT
Highway 62 and County Road 1 Intersection Improvements, Prince Edward County (GWP 4077-20-00)

June 2023

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Highway 62 and County Road 1 Intersection Improvements, Prince Edward County
(GWP 4077-20-00)

June 2023

Executive Summary

Stantec Consulting Ltd. (Stantec) was retained by the Ministry of Transportation Ontario (MTO) to complete a Preliminary Design and Class Environmental Assessment (EA) for intersection improvements at Highway 62 and County Road 1 (Schoharie Road) in Prince Edward County, Ontario. **Figure No.1, Appendix A** shows the location of the Project Area. The objective of the Assessment of Past Uses (APU) is to determine if Areas of Potential Environmental Concern (APECs) exist at the Project Area, which may be present as a result of current and/or past Potentially Contaminating Activities (PCAs) on the Project Area or adjacent/neighbouring properties within at least 250 m of the perimeter of the Project Area (i.e., the Study Area).

To fulfill the objective of the APU, historical records and documentation available for the Project Area and the surrounding areas were reviewed, and a site reconnaissance was completed on December 7, 2022. Following the review of available information, PCAs in or near the Project Area were identified and were evaluated to determine if they contributed to APECs at the Project Area. The following is a summary of the identified APECs:

Table 1: Summary of Areas of Potential Environmental Concern

APEC #	Location of APEC	Description of PCA	Approximate Distance of PCA from the Site	Contaminant(s) of Potential Concern
1	Center of Project Area	Undefined PCA – 220 L of gasoline spilled to the ground	On-Site	PHC F1 to F4, BTEX
2	Center of Project Area	PCA #28 - Gasoline and Associated Products Storage in Fixed Tanks	Adjacent to Project Area, exact location unknown	PHC F1 to F4, BTEX

APEC #	Location of APEC	Description of PCA	Approximate Distance of PCA from the Site	Contaminant(s) of Potential Concern
3	Project Area	PCA #30 – Importation of Fill Material of Unknown Quality	On-Site	PHC F1 to F4, BTEX, VOCs, PAHs, Metals, Arsenic, Antimony, Selenium, EC, SAR
Note(s): Contaminants include petroleum hydrocarbons (PHCs), volatile organic compounds (VOCs), benzene, toluene, ethylbenzene, xylene (BTEX), polycyclic aromatic hydrocarbons (PAHs), various metals listed above, electrical conductivity (EC), sodium adsorption ratio (SAR)				

Based on the above, the following recommendations are provided:

- Further investigation would be required to confirm soil quality within the APECs identified at the Project Area.
- O.Reg. 406/19 and the associated document *Rules for Soil Management and Excess Soil Quality Standards* referenced by O.Reg. 406/19 should be followed for soil that is excavated and managed on-site or off-site during construction. This includes sampling soil that is intended to be excavated prior to or during construction that may require off-site management as excess soil. The soil sampling program will be undertaken according to a sampling and analysis plan, and analyses will be performed for the specific contaminants of potential concern, as described in the APEC summary table. Sampling programs should be developed and undertaken under the supervision of a qualified person as defined in O.Reg. 406/19 and sample selection should take into consideration the presence of anthropogenic substances such as debris/waste, and unusual odours or staining. In addition, it is understood that salt-related parameters, such as electrical conductivity (EC) and sodium adsorption ratio (SAR), may not be considered to be contaminants when related to the application of a substance to surfaces for the safety of vehicular or pedestrian traffic under snow or ice conditions (O.Reg. 153/04 s.49.1.1); however, soil or water

ASSESSMENT OF PAST USES REPORT
Highway 62 and County Road 1 Intersection Improvements, Prince Edward County (GWP 4077-20-00)

June 2023

impacted by salt should be managed according to O.Reg. 406/19 if it is to be removed from the right-of-way.

- Stockpiling and transport of excavated soil and sediment during construction should be done in accordance with the requirements specified in O.Reg. 406/19.

The statements made in this Executive Summary are subject to the limitations included in **Section 5.0** and are to be read in conjunction with the remainder of this report.

1.0 Introduction

Stantec Consulting Ltd. (Stantec) was retained by the Ministry of Transportation Ontario (MTO) to complete a Preliminary Design and Class Environmental Assessment (EA) for intersection improvements at Highway 62 and County Road 1 (Scoharie Road) in Prince Edward County, Ontario. **Figure No.1, Appendix A** shows the location of the Project Area.

The Project Area and the adjacent/neighbouring properties within at least 250 m of the perimeter of the Project Area (i.e., the Study Area") are illustrated on **Figure No.2, Appendix A**. The total area of the Project Area is approximately 0.027 kilometers squared (km^2).

The current land use of theProject Area is roadways (i.e., County Road 1 and Highway 62). The Study Area consists of some wooded areas, a few commercial properties with parking lots, and farmland. Stantec is not aware of any Environmental Compliance Approvals (ECAs), by-laws, permits, Records of Site Condition (RSCs) or risk assessments that apply to the Project Area.

The MTO is understood to be the Project Leader. Contact information for the Project Leader and the Qualified Person overseeing the completion of this Assessment of Past Uses (APU) is as follows:

MTO (Project Leader):
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Ministry of Transportation Project Delivery East
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comments@hwy62pec1.ca
613-449-7457

Qualified Person:
Grace Ferguson, P.Eng.
Stantec Consulting Ltd.
100-300 Hagey Boulevard, Waterloo ON
Grace.Ferguson@stantec.com
226-339-6720

1.1 Objective

The objective of the APU is to determine if Areas of Potential Environmental Concern (APECs) exist at the Project Area, which may be present as a result of current and/or past Potentially Contaminating Activities (PCAs) on the Project Area or Study Area. This

will allow for a preliminary determination of the likelihood that one or more contaminants have affected soil in a location where soil is to be excavated within the Project Area, and for the identification of contaminants of potential concern (COPCs) to consider in a sampling and analysis plan, should APECs be identified within the areas of excavation.

1.2 Scope of Work

The scope of work completed to fulfill the objective of the APU was as follows:

- Review of historical records and documentation available for the Project Area and Study Area that included the following:
  - Publicly available satellite imagery, geological, and topographic maps.
  - An Environmental Risk Information Services (ERIS) report consisting of a search of all databases within a 250 m search radius from the perimeter of the Project Area.
- Completion of a site reconnaissance of the Project Area and Study Area.
- Evaluation of information from records reviewed, interviews, and site reconnaissance, including a conceptual site model.
- Preparation of this APU Report.

The APU did not include municipal directory searches or land title record searches, and requests were not directly made to Opta for Fire Insurance Plans, nor to the Ontario Ministry of the Environment, Conservation and Parks (MECP) for information they have on file for the properties comprising the Project Area. Much of this information was obtained through a database search completed by ERIS or was not considered to provide significant additional information beyond the other sources reviewed for the purposes of identifying soil APECs. The absence of this information is not considered to have impacted the conclusions of the APU.

An APU does not include sampling or testing of air, soil, ground water, surface water or building materials. This assessment did not include a review or audit of compliance with any environmental legislation applicable to the Project Area, or of any environmental management systems which may exist for the Project Area.

2.0 Methods

This section describes the methods used to complete the historical records review and the site reconnaissance activities. Selected photographs from the site reconnaissance

are included in **Appendix B**. The APU followed the guidance as provided in Ontario Regulation (O.Reg.) 406/19, On-Site and Excess Soil Management, as amended to conduct the investigation.

2.1 Records Review

The records review consisted of a review of information available from government, public, and other agencies or parties, and information on file at Stantec. In addition, topographic mapping and geological reference maps were reviewed to develop a conceptual understanding of Project Area physiography and hydrogeology. Information was reviewed from the following sources:

- Aerial/Satellite Imagery:
  - Google Earth Images (2002, 2009, 2011, 2012, 2013, 2015, 2016, 2017, 2020).
  - ERIS (1956, 1963, 1974, 1987).
- ERIS Database Report – The ERIS report documented the database search for the Project Area and Study Area. The ERIS report, including full references for each database searched, is provided in **Appendix C** and included searches of federal, provincial, and private databases relating to storage tanks, hazardous materials generation or storage, landfills, environmental approvals and orders, landfills, and other listings.
- Topographic/Geologic/Physiographic Mapping:
  - Ontario Geological Survey. Surficial geology of Southern Ontario; Ontario Geological Survey, Miscellaneous Release--Data 128-REV (OGS, 2010).
  - Ontario Geological Survey. 1:250 000 scale bedrock geology of Ontario; Ontario Geological Survey, Miscellaneous Release---Data 126-Revision 1 (OGS, 2011).
  - Ontario Ministry of Natural Resources and Forestry, 2021. Make a Topographic Map, Accessed on November 23, 2022 (MNRF, 2022).

2.2 Interviews

Persons familiar with the Project Area history were not available during the APU; therefore, no interviews were completed.

ASSESSMENT OF PAST USES REPORT
Highway 62 and County Road 1 Intersection Improvements, Prince Edward County (GWP 4077-20-00)

June 2023

2.3 Site Reconnaissance

A site reconnaissance was conducted by Cori Linetsky, E.I.T., of Stantec on December 7, 2022. The Project Area was readily visible, and publicly accessible portions of neighbouring properties in the Study Area were observed for PCAs. Selected photographs from the site reconnaissance are included in **Appendix B.**

3.0 Results

3.1 Records Review

3.1.1 Aerial and Satellite Imagery

Aerial photographs and satellite imagery were reviewed to provide adequate timeline coverage of the Project Area and Study Area. **Table 2** below, provides a summary of pertinent information obtained from the aerial photographs and satellite imagery.

Table 2: Summary of Aerial and Satellite Imagery

Year	Summary
1956	The Project Area was occupied by Highway 62 and County Road 1, consistent with its current configuration. The surrounding Study Area was occupied by agricultural fields and orchards. Residential and/or agricultural buildings were observed at approximately 1540 and 1558 Highway 62, northeast of the Project Area. A water management pond was located southwest of the Project Area. Buildings of unknown use were observed northwest of the Project Area at the northwest corner property of Highway 62 and County Road 1. From the configuration of the property and buildings, this appeared to be a commercial land use (see **Section 3.1.4** below).
1963	No significant changes to the Project Area or surrounding areas were noted relative to the 1956 aerial photograph. The area southwest of the intersection of Highway 62 and County Road 1 appeared to be a marsh or forested area.
1974	No significant changes to the Project Area or surrounding areas were noted relative to the 1963aerial photograph; however, a residential house was observed southeast of the Project Area.
1987	No significant changes to the Project Area or surrounding areas were noted relative to the 1974aerial photograph; however, what appeared to

Year	Summary
	be a commercial building was observed at approximately 1492 Highway 62, and an additional residential house was observed southeast of the Project Area.
2002	No significant changes to the Project Area or surrounding areas were noted relative to the 1987 aerial photograph; however, a greenhouse was observed east of the commercial building at approximately 1492 Highway 62, and an additional residential home was observed southeast of the Project Area.
2004	No significant changes to the Project Area or surrounding areas were noted relative to the 2002 satellite imagery; however, the 2004 satellite image was of poor quality.
2011	The apparent commercial property southeast of the Project Area appeared disturbed, likely for development. The greenhouse was no longer present. No other significant changes to the Project Area or surrounding areas were noted relative to the 2004 satellite imagery; however, the 2011 satellite imagery only covered the southern portion of the Study Area and Project Area.
2012	Only the northern-most building northwest of the intersection property was still present; however, the asphalt driveway associated with the demolished buildings was still present. A new commercial building was observed northeast of the Project Area. One of the agricultural buildings at 1540 Highway 62, as seen in the 2002 satellite imagery, was no longer present; however, two more buildings were observed on the property, consistent with the present configuration of the property (i.e., Porkie's Place, antique store). Debris was also observed on the property.
2013	No significant changes to the Project Area or surrounding areas were noted relative to the 2012 aerial imagery.
2015	Old vehicles and vehicle debris were observed at 1540 Highway 62.
2016, 2017, 2020	No significant changes to the Project Area or surrounding areas were noted relative to the 2015 aerial imagery.

3.1.2 Physiographic Setting

According to the Surficial Geology of Southern Ontario map published by the Ontario Geologic Survey (2010), the surficial material in the vicinity of the Project Area generally

consists of Paleozoic bedrock, exposed at the surface, or covered by a discontinuous, thin layer of drift.

The Study Area is located within the physiographic region defined by Chapman and Putnam (2007) as the Limestone Plains (Chapman and Putnam, 2007).

Sixteen well records within the Study Area were provided by ERIS. According to the ERIS report, these wells consisted of domestic and commercial water supply wells and abandoned/dry wells. These records generally identified topsoil and brown clay overlaying shale and limestone, to a maximum investigation depth of approximately 20.4 m below ground surface (BGS).

According to bedrock geology mapping published by the Ontario Geologic Survey (2011), bedrock in the vicinity of the Project Area is classified as limestone, dolostone, shale, arkose, and sandstone of the Ottawa Group, Simcoe Group, and Shadow Lake Formation. According to water well records described in the ERIS report, bedrock was encountered in the area at depths ranging from 0.3 m to 1.8 m BGS.

3.1.3 Topography and Hydrogeological Setting

The Project Area was generally flat and consisted of the intersection of County Road 1 and Highway 62, including a portion of the road in each direction. Highway 62 had a gravel shoulder on the east side, north of the intersection, and on the west side, south of the intersection. A small asphalt parking lot was located in the Project Area, northwest of the intersection. The area southwest of the intersection consists of a forested area. The elevation of the Project Area was slightly higher than the surrounding Study Area. The surfaces of the Project Area consisted of asphalt, gravel shoulder, and grassy unpaved areas.

Ground surface topography across the Study Area is relatively flat. Regional topography generally slopes to the south toward Lake Ontario.

Based on a review of available mapping (Ontario GeoHub, 2023), the Study Area does not intersect any Areas of Natural and Scientific Interest (ANSIs); however, five swamps intersect the Study Area in the southwestern, southeastern, and northeastern portions of the Study Area.

Based on a review of available maps and the topography observed in the vicinity of the Project Area, the inferred regional ground water flow direction is to the south toward Bloomfield Creek, approximately 4.8 km from the Project Area, and to Lake Ontario, approximately 6.5 km from the Project Area. The elevation of the local ground water table can generally mimic the local topography and may not reflect the regional trend in drainage. The local shallow ground water flow pattern can also be influenced by

subsurface structures in the vicinity, such as building foundations, weeping tiles, and utility trenches.

3.1.4 ERIS Historical Database Review

The following records were included in the ERIS report for the Project Area:

- One spill record of a tank truck at Tempo Gas Station. 220 L of gasoline was reportedly spilled to the intersection of County Road 1 and Highway 62 in 1994 while delivering to the station.

The following records were included in the ERIS report for the Study Area:

- One record in Scott's Manufacturing Directory for Huff Estates Inc. at 2274 County Road 1. Huff Estates Inc. was registered as a winery.
- Records of 16 water wells, classified as domestic and commercial water supply wells and dry/abandoned wells.
- Records of four abandoned mines and two mineral occurrences consisting of two abandoned mines and one mineral occurrence approximately 235 m west of the Project Area, and two abandoned mines and one mineral occurrence approximately 145 m north of the Project Area. Given the distance from the Project Area, these mining activities are not expected to contribute to an APEC at the Project Area.

The gasoline spill within the Project Area was considered a PCA contributing to an APEC at the Project Area (**APEC #1**). The presence of a gasoline service station, possibly located to the northwest of the intersection of County Road 1 and Highway 62, was considered a PCA contributing to an APEC at the Project Area (**APEC #2**).

The remainder of the listings within the Project Area and Study Area were not considered to represent PCAs that would contribute to an APEC at the Project Area based on the nature of their activity or distance from the Project Area. The complete ERIS report is included in **Appendix C**.

3.1.5 Previous Environmental Reports

No previous environmental reports were provided to Stantec.

3.2 Site Reconnaissance

The results of the site reconnaissance conducted on December 7, 2022, are summarized in the following sections. Pertinent photographs of the Project Area are

provided in **Appendix B**, and the Project Area details are indicated on **Figure No.2**, **Appendix A**.

3.2.1 General Layout and Observations

The Project Area was located at the intersection of County Road 1 and Highway 62 and included approximately 490 m of Highway 62 and approximately 400 m of County Road 1. The Project Area also included approximately 6.5 m on either side of each road, and the northwest, northeast, southeast, and southwest areas around the intersection. The elevation of the Project Area was higher compared to the surrounding areas. The Project Area was comprised of asphalt roads. A gravel shoulder was observed on the east side of Highway 62, north of the intersection, and on the west side of Highway 62, south of the intersection. The side of the road that was not gravel shoulder was grass. The Project Area northeast and southeast of the intersection consisted of grassy lawns. The Project Area northwest of the intersection was occupied by a small asphalt parking lot and a grassy area. The Project Area southwest of the intersection was occupied by a forested area at the time of the site reconnaissance.

Given the primary site use as a highway and roadways, it is likely that road de-icing materials have impacted the soil and/or groundwater quality along much of the Site. Salt-related parameters are not considered to be contaminants for on-site soils when substances have been applied for the safety of vehicular or pedestrian traffic under snow or ice conditions (O.Reg. 153/04 s.49.1.1); however, salt-impacted soil or water would require special management measures if being removed off-site.

3.2.2 Project Area Services

Streetlights on the Project Area appeared to be serviced by underground electrical lines. Overhead hydro lines were observed along Highway 62 in the north to south orientation. Utility boxes for communication lines, as well as a flagged area for Bell lines, were noted on the Project Area. Adjacent properties may be serviced by underground utilities, such as sanitary sewer, water, electricity, and natural gas; however, this was not confirmed. The ERIS report indicated multiple domestic water supply wells within the Study Area. No other evidence of utilities was observed during the site reconnaissance.

3.2.3 Storage Tanks

No underground or aboveground storage tanks or fill or vent pipes that could be associated with such tanks, were observed on the Project Area.

3.2.4 Building Materials

County Road 1 and Highway 62 were paved with asphalt, and the parking lot northwest of the intersection was also asphalt. A gravel shoulder was present on the east side of Highway 62, north of the intersection, and on the west side of Highway 62, south of the intersection. No other structures were present in the Project Area.

3.2.5 Polychlorinated Biphenyls

No observations of any transformers or other equipment potentially containing polychlorinated biphenyls (PCBs) were made during the site reconnaissance at the Project Area. A pole mounted transformer was observed west of Highway 62, north of the intersection; however, due to the expected age of the transformer, it is not anticipated to contain PCBs.

3.2.6 Chemical Storage

Chemical storage was not observed at the Project Area during the site visit.

3.2.7 Waste Generation and Disposal

No waste was observed to be generated or disposed of at the Project Area.

3.2.8 Surficial Staining, Fill, Debris and Vegetation Observations

No stressed vegetation was observed at the Project Area. Fill material consisting predominantly of gravel was observed along the shoulders of Highway 62. Fill material is assumed have been used beneath the roadways within the Project Area (i.e., Highway 62 and County Road 1). Gravel fill and asphalt was observed on the Project Area, just northwest of the intersection of Highway 62 and County Road 1.

The possibility of fill of unknown quality under the roadways was considered a PCA (PCA #30 – Importation of Fill Material of Unknown Quality) contributing to an APEC at the Project Area **(APEC #3)**.

3.2.9 Neighbouring Properties

Neighbouring properties within the Study Area are identified on **Figure No.2, Appendix A**.

Rural residential and commercial properties exist to the northeast and southwest of the Project Area, and a commercial building through which winery tours are offered exists northwest of the intersection of County Road 1 and Highway 62. Agricultural fields were observed to the northwest, northeast, southwest, and southeast of the Project Area. A

water management pond and forested area existed to the southwest of the Project Area.

4.0 Summary of Environmental Concerns

4.1 Areas of Potential Environmental Concern

APECs were identified along the Project Area and are summarized in **Table 3** below, along with the identified COPCs that may be present in soil.

Table 3: Summary of Areas of Potential Environmental Concern

APEC #	Location of APEC	Description of PCA	Approximate Distance of PCA from the Site	Contaminant(s) of Potential Concern
1	Center of Project Area	Undefined PCA – 220 L of gasoline spilled to the ground	On-Site	PHC F1 to F4, BTEX
2	Center of Project Area	PCA #28 - Gasoline and Associated Products Storage in Fixed Tanks	Adjacent to Project Area, exact location unknown	PHC F1 to F4, BTEX
3	Project Area	PCA #30 – Importation of Fill Material of Unknown Quality	On-Site	PHC F1 to F4, BTEX, VOCs, PAHs, Metals, Arsenic, Antimony, Selenium EC, SAR

Note(s):
Contaminants include petroleum hydrocarbons (PHCs), volatile organic compounds (VOCs), benzene, toluene, ethylbenzene, xylene (BTEX), polycyclic aromatic hydrocarbons (PAHs), various metals listed above, electrical conductivity (EC), sodium absorption ratio (SAR)

4.2 Summary of Past Uses

The current activities on the Project Area at the time of the site reconnaissance, and a summary of historical information gathered through the records review dating back to 1956 confirm that the Project Area has historically consisted of roadways.

Table 4: Table of Current and Past Uses

Year	Name of Owner	Description of Property Use	Property Use	Other Observations from Aerial Photographs, ERIS, etc.
1956 - present	MTO	Roadway	Community	The Project Area has been occupied by Highway 62 and County Road 1 since at least 1956.

4.3 Conceptual Site Model

In developing the Conceptual Site Model, the following physical characteristics/pathways were evaluated to assess whether PCAs have contributed to an APEC at the Project Area:

Table 5: Conceptual Site Model

Physical Characteristics/ Pathways	Description
Subsurface Soils	According to the Surficial Geology of Southern Ontario map published by the Ontario Geologic Survey (2010), the surficial material in the vicinity of the Project Area generally consists of Paleozoic bedrock, exposed at the surface or covered by a discontinuous, thin layer of drift. The Study Area is located within the physiographic region defined by Chapman and Putnam (2007) as the Limestone Plains (Chapman and Putnam, 2007). Records of 16 wells within the Study Area were provided by ERIS. According to the ERIS report, these wells consisted of domestic and commercial water supply wells and

Physical Characteristics/ Pathways	Description
	abandoned/dry wells. These records generally identified topsoil and brown clay overlaying shale and limestone, to a maximum investigation depth of approximately 20.4 m BGS.
Bedrock	According to bedrock geology mapping published by the Ontario Geologic Survey (2011), bedrock in the vicinity of the Project Area is classified as limestone, dolostone, shale, arkose, and sandstone of the Ottawa Group, Simcoe Group, and Shadow Lake Formation. According to water well records described in the ERIS report, bedrock was encountered in the area at depths ranging from 0.3 m to 1.8 m BGS.
Inferred Ground water Flow Direction	Based on a review of available maps and the topography observed in the vicinity of the Project Area, the inferred regional ground water flow is to the south toward Bloomfield Creek, approximately 4.8 km from the Project Area, and to the Lake Ontario, approximately 6.5 km from the Project Area. The elevation of the local ground water table can generally mimic the local topography and may not reflect the regional trend in drainage. The local shallow ground water flow pattern can also be influenced by subsurface structures in the vicinity, such as building foundations, weeping tiles, and utility trenches.
Underground Utilities	Streetlights on the Project Area appeared to be serviced by underground electrical lines. Overhead hydro lines were observed along Highway 62 in the north to south orientation. Utility boxes for communication lines, as well as a flagged area for Bell lines, were noted on the Project Area. Adjacent properties may be serviced by underground utilities, such as sanitary sewer, water, electricity, and natural gas; however, this was not confirmed. The ERIS report indicated multiple domestic water supply wells within the Study Area. No other evidence of utilities was observed during the site reconnaissance.
Contaminant(s) of Potential Concern	Based on the presence of the PCAs identified within the APU Project Area and Study Area related to fill material of unknown quality, a gasoline spill, and a gasoline service station, the COPCs were considered to be PHC F1 to F4, BTEX, VOCs, PAHs, Metals, Arsenic, Antimony, Selenium, EC, SAR.

The figures provided in **Appendix A** include features and details in relation to the Project Area and the surrounding areas. In general, the figures illustrate the following, where applicable: road names and existing buildings and structures, water bodies, location of areas of natural significance, adjoining property usage types, APECs, and the general direction of ground water flow in the vicinity of the Project Area.

4.4 Uncertainty

The past use of the Project Area is well understood based on historical information sources obtained and reviewed during the APU. The physical characteristics of the land area comprising the Project Area are inferred from available regional mapping, historical borehole and water well records, aerial photographs, satellite imagery, and a site reconnaissance. No other potential uncertainties or missing information were encountered during completion of the APU.

4.5 Recommendations

Based on the APECs identified in **Section 4.1**, the following recommendations are provided:

- Further investigation would be required to confirm soil quality within the APECs identified at the Project Area.
- O.Reg. 406/19 and the associated document *Rules for Soil Management and Excess Soil Quality Standards* referenced by O.Reg. 406/19 should be followed for soil that is excavated and managed on-site or off-site during construction. This includes sampling soil that is intended to be excavated prior to or during construction that may require off-site management as excess soil. The soil sampling program will be undertaken according to a sampling and analysis plan, and analyses will be performed for the specific contaminants of potential concern, as described in the APEC summary table. Sampling programs should be developed and undertaken under the supervision of a qualified person as defined in O.Reg. 406/19 and sample selection should take into consideration the presence of anthropogenic substances such as debris/waste, and unusual odours or staining. In addition, it is understood that salt-related parameters, such as electrical conductivity (EC) and sodium adsorption ratio (SAR), may not be considered to be contaminants when related to the application of a substance to surfaces for the safety of vehicular or pedestrian traffic under snow or ice conditions (O.Reg. 153/04 s.49.1.1); however, soil or water impacted by salt should be managed according to O.Reg. 406/19 if it is to be removed from the right-of-way.
- Stockpiling and transport of excavated soil and sediment during construction should be done in accordance with the requirements specified in O.Reg. 406/19.

ASSESSMENT OF PAST USES REPORT
Highway 62 and County Road 1 Intersection Improvements, Prince Edward County (GWP 4077-20-00)

June 2023

5.0 Limitations

This report documents work that was performed in accordance with generally accepted professional standards at the time and location in which the services were provided. No other representations, warranties or guarantees are made concerning the accuracy or completeness of the data or conclusions contained within this report, including no assurance that this work has uncovered all potential liabilities associated with the identified property.

This report provides an evaluation of selected environmental conditions associated with the identified portion of the property that was assessed at the time the work was conducted and is based on information obtained by and/or provided to Stantec at that time. There are no assurances regarding the accuracy and completeness of this information. All information received from the client or third parties in the preparation of this report has been assumed by Stantec to be correct. Stantec assumes no responsibility for any deficiency or inaccuracy in information received from others.

The opinions in this report can only be relied upon as they relate to the condition of the portion of the identified property that was assessed at the time the work was conducted. Activities at the property subsequent to Stantec's assessment may have significantly altered the property's condition. Stantec cannot comment on other areas of the property that were not assessed.

Conclusions made within this report consist of Stantec's professional opinion as of the time of the writing of this report and are based solely on the scope of work described in the report, the limited data available and the results of the work. They are not a certification of the property's environmental condition. This report should not be construed as legal advice.

This report has been prepared for the exclusive use of the client identified herein and any use by any third party is prohibited. Stantec assumes no responsibility for losses, damages, liabilities or claims, howsoever arising, from third party use of this report.

This report is limited by the following:

- It was determined that some of the requirements in Schedule D of O.Reg. 153/04 were not required to meet the objectives of the APU, as specified in this report. The information provided by the sources used in this report were considered sufficient to achieve the objectives of the APU.

The locations of any utilities, buildings and structures, and property boundaries illustrated in or described within this report, if any, including pole lines, conduits, water mains, sewers and other surface or sub-surface utilities and structures are not

guaranteed. Before starting work, the exact location of all such utilities and structures should be confirmed and Stantec assumes no liability for damage to them.

The conclusions are based on the site conditions encountered by Stantec at the time the work was performed at the specific testing and/or sampling locations, and conditions may vary among sampling locations. Factors such as areas of potential concern identified in previous studies, site conditions (e.g., utilities) and cost may have constrained the sampling locations used in this assessment. In addition, analysis has been carried out for only a limited number of chemical parameters, and it should not be inferred that other chemical species are not present. Due to the nature of the investigation and the limited data available, Stantec does not warrant against undiscovered environmental liabilities nor that the sampling results are indicative of the condition of the entire site. As the purpose of this report is to identify site conditions which may pose an environmental risk; the identification of non-environmental risks to structures or people on the site is beyond the scope of this assessment.

Should additional information become available which differs significantly from our understanding of conditions presented in this report, Stantec specifically disclaims any responsibility to update the conclusions in this report.

This report was prepared by Cori Linetsky, E.I.T., and reviewed by Randy Sinukoff, M.A.Sc., P.Eng., QP_{ESA}, and Grace Ferguson, M.Sc., P.Eng., QP_{ESA}.

ASSESSMENT OF PAST USES REPORT
Highway 62 and County Road 1 Intersection Improvements, Prince Edward County (GWP 4077-20-00)

June 2023

6.0 Qualified Person Declarations

For the APU described herein, the qualified person declares that the Project Leader (i.e., MTO) has provided the necessary information and access to the Project Area and has authorized the qualified person, or individuals supervised by them, to make inquiries of the Project Leader and operator's employees and agents, for the purpose of assisting the qualified person in preparing and overseeing the preparation of this document.

The qualified person named herein has prepared or overseen the preparation of the document and declares that it is complete and accurate to meet the requirements of O.Reg. 406/19 and the Soil Rules, to the best of the qualified person's knowledge.

All of which is respectfully submitted,

STANTEC CONSULTING LTD.

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Environmental Site Assessor
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Cori.Linetsky@stantec.com

Randy Sinukoff, M.A.Sc., P.Eng., EP
Senior Associate
Phone: 905 415 6403
Randy.Sinukoff@stantec.com

7.0 References

Chapman and Putnam. 2007. Physiography of Southern Ontario. Accessed on November 23, 2022.

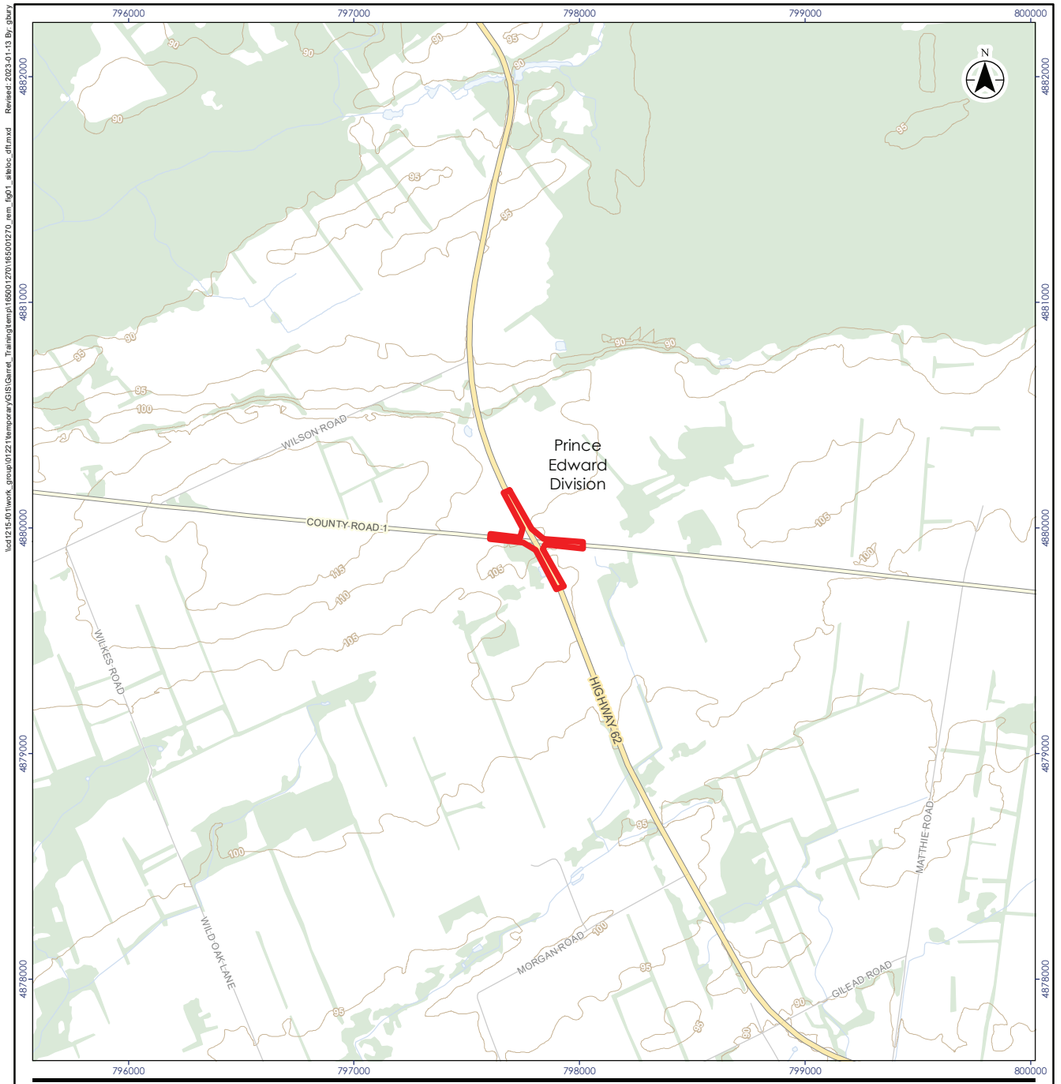
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Ontario Geological Survey. 2010. Surficial geology of Southern Ontario; Ontario Geological Survey, Miscellaneous Release--Data 128-REV.

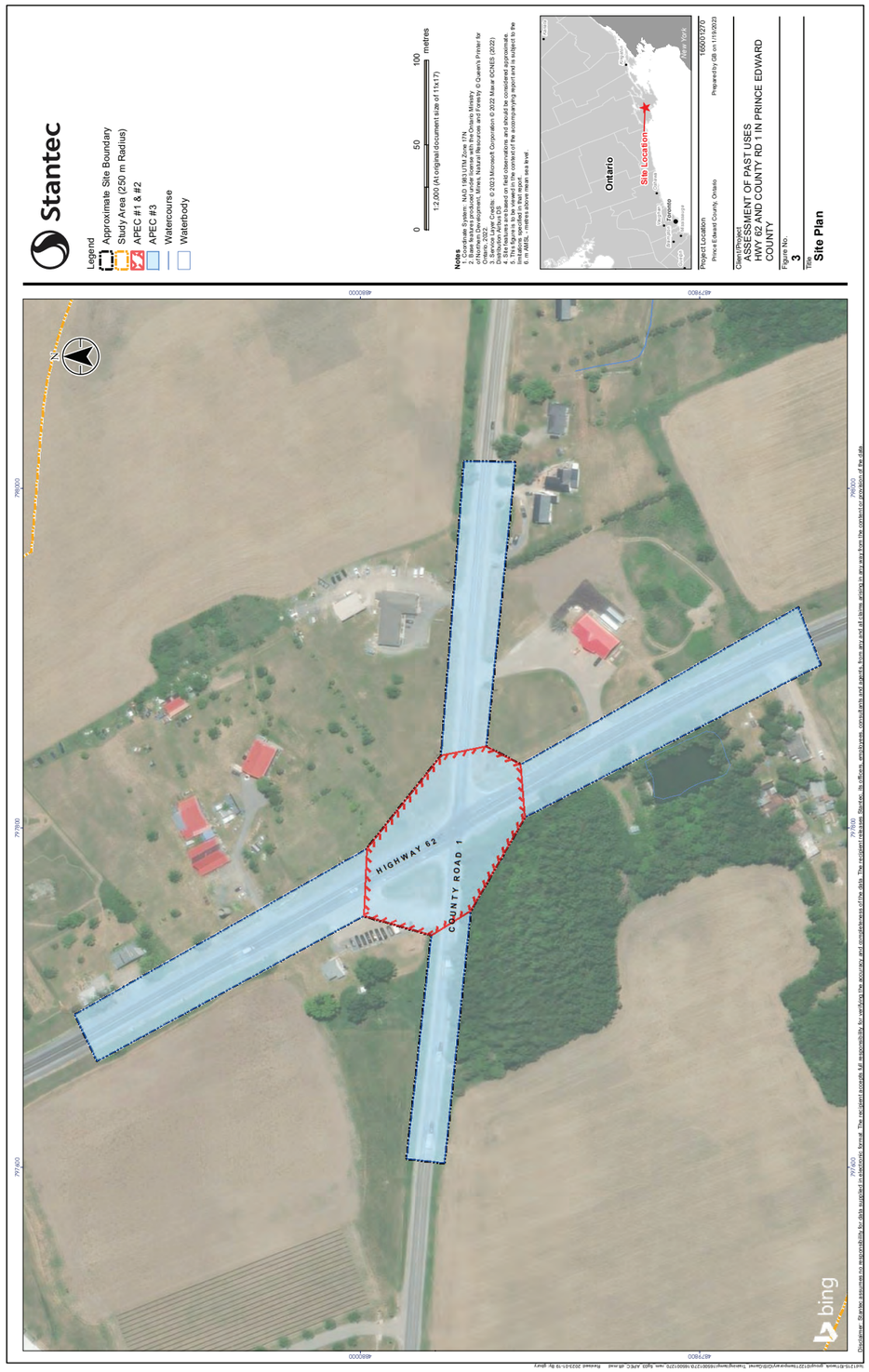
Ontario Geological Survey. 2011. 1:250 000 scale bedrock geology of Ontario; Ontario Geological Survey, Miscellaneous Release---Data 126-Revision 1.

Ontario Ministry of Natural Resources and Forestry (MNR). 2021. Make a Topographic Map. Accessed on November 22, 2022, from Make A Topographic Map (gov.on.ca).

APPENDIX A: Figures


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796000
797000
798000
799000
800000
4882000
4881000
4880000
4879000
4878000
Prince Edward Division
COUNTY ROAD 1
WILSON ROAD
WILKES ROAD
HIGHWAY 62
MATTHIE ROAD
MORGAN ROAD
GILEAD ROAD
WILD OAK LANE
N
Ontario
Kingston
Site Location
Oshawa
Legend
Approximate Site Boundary
Expressway / Highway
Major Road
Minor Road
Topographic Contour (m AMSL)
Watercourse
Waterbody
Wooded Area
0
500
1,000
metres
1:25,000 (at original document size of 8.5x11)
Stantec
Project Location
Prince Edward County, Ontario
165001270
Prepared by GB on 1/13/2023
Technical Review by ABC on XX/XX/XXXX
Client/Project
ASSESSMENT OF PAST USES
HWY 62 AND COUNTY RD 1 IN PRINCE EDWARD COUNTY
Figure No.
1
Title
Site Location
Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
2. Base features produced under license with the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry © Queen's Printer for Ontario, 2022.
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797500
798000
798250
797750
797250
797000
4882250
4882000
4881750
4881500
4881250
4881000
COUNTY ROAD 1
HIGHWAY 62
Prince Edward
2149 Scharie Rd
2175 Scharie Rd
2188 Scharie Rd
2274 Scharie Rd
1469 HWY 62
1499 HWY 62
1540 HWY 62
1558 HWY 62
1625 HWY 62
220 L Diesel Fuel Spill
AGRICULTURAL
COMMERCIAL/ AGRICULTURAL
COMMERCIAL
RESIDENTIAL
bing
N
Ontario
Site Location
Toronto
Kingston
Ottawa
Legend
Approximate Site Boundary
Study Area (250 m Radius)
Watercourse
Waterbody
0
75
150
metres
1:4,000 (At original document size of 11x17)
Stantec
Project Location
Prince Edward County, Ontario
165001270
Prepared by GB on 1/13/2023
Client/Project
ASSESSMENT OF PAST USES
HWY 62 AND COUNTY RD 1 IN PRINCE EDWARD COUNTY
Figure No.
2
Title
Surrounding Land Use
Notes
1. Coordinate System: NAD 1983 UTM Zone 17N
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APPENDIX B:
Photographic Log



Photo 1: Highway 62, facing northeast.



Photo 2: Highway 62, facing southeast.



Photo 7: Highway 62 east of the intersection of Prince Edward County Road 1 and Highway 62, taken from 2188 Prince Edward County Road 1, facing south.



Photo 8: Highway 62, east of the intersection of Prince Edward County Road 1 and Highway 62, taken from 1492 Highway 62, facing north.



Photo 3: Prince Edward County Road 1, facing west.



Photo 4: Parking area just northwest of the intersection of Highway 62 and Prince Edward County Road 1, facing northeast.



Photo 5: Silo at 1540 Highway 62, facing east.



Photo 6: Prince Edward County Road 1 south of the intersection of Prince Edward County Road 1 and Highway 62, taken from 1492 Highway 62, facing west.

Stantec

Client/Project
Assessment of Past Uses – Highway 62 and Price Edward County Road 1
Prince Edward County, ON
165001270– January 2023

Appendix
B

Title
PHOTOGRAPHIC RECORD

Stantec

Client/Project
Assessment of Past Uses – Highway 62 and Price Edward County Road 1
Prince Edward County, ON
165001270– January 2023

Appendix
B

Title
PHOTOGRAPHIC RECORD

ERIS

DATABASE
REPORT

APPENDIX C:
Supporting Documentation

Project Property:	*Highway 62 and Prince Edward County Road 1* *Highway 62 and Prince Edward County Road 1* *Prince Edward ON K0K 1G0*
Project No:	*165001270.305.104*
Report Type:	*Quote - Custom-Build Your Own Report*
Order No:	*22040400692*
Requested by:	*Stantec Consulting Ltd.*
Date Completed:	*December 2, 2022*

Environmental Risk Information Services
A division of Glacier Media Inc.
1.866.517.5204 | info@erisinfo.com | erisinfo.com

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Executive Summary

Property Information:

Project Property:	*Highway 62 and Prince Edward County Road 1* *Highway 62 and Prince Edward County Road 1 Prince Edward ON K0K 1G0*
Project No:	*165001270.305.104*

Coordinates:

Latitude:	*44.0122185*
Longitude:	*-77.2848801*
UTM Northing:	*4,875,768.02*
UTM Easting:	*316,847.62*
UTM Zone:	*18T*

Elevation:	*344 FT* *104.83 M*

Order Information:

Order No:	*22040400692*
Date Requested:	*April 4, 2022*
Requested by:	*Stantec Consulting Ltd.*
Report Type:	*Quote - Custom-Build Your Own Report*

Historical/Products:

ERIS Xplorer	*ERIS Xplorer*

Executive Summary: Report Summary

Database	Name	Searched	Project Property	Within 0.50 km	Total
AAGR	Abandoned Aggregate Inventory	Y	0	0	0
AGR	Aggregate Inventory	Y	0	0	0
AMIS	Abandoned Mine Information System	Y	0	4	4
ANDR	Anderson's Waste Disposal Sites	Y	0	0	0
AST	Aboveground Storage Tanks	Y	0	0	0
AUWR	Automobile Wrecking & Supplies	Y	0	0	0
BORE	Borehole	Y	0	0	0
CA	Certificates of Approval	Y	0	0	0
CDRY	Dry Cleaning Facilities	Y	0	0	0
CFOT	Commercial Fuel Oil Tanks	Y	0	0	0
CHEM	Chemical Manufacturers and Distributors	Y	0	0	0
CHM	Chemical Register	Y	0	0	0
CNG	Compressed Natural Gas Stations	Y	0	0	0
COAL	Inventory of Coal Gasification Plants and Coal Tar Sites	Y	0	0	0
CONV	Compliance and Convictions	Y	0	0	0
CPU	Certificates of Property Use	Y	0	0	0
DRL	Drill Hole Database	Y	0	0	0
DTNK	Delisted Fuel Tanks	Y	0	0	0
EASR	Environmental Activity and Sector Registry	Y	0	0	0
EBR	Environmental Registry	Y	0	0	0
ECA	Environmental Compliance Approval	Y	0	0	0
EEM	Environmental Effects Monitoring	Y	0	0	0
EHS	ERIS Historical Searches	Y	0	2	2
EIIS	Environmental Issues Inventory System	Y	0	0	0
EMHE	Emergency Management Historical Event	Y	0	0	0
EPAR	Environmental Penalty Annual Report	Y	0	0	0
EXP	List of Expired Fuels Safety Facilities	Y	0	0	0
FCON	Federal Convictions	Y	0	0	0
FCS	Contaminated Sites on Federal Land	Y	0	0	0
FOFT	Fisheries & Oceans Fuel Tanks	Y	0	0	0
FRST	Federal Identification Registry for Storage Tank Systems (FIRSTS)	Y	0	0	0
FST	Fuel Storage Tank	Y	0	0	0
FSTH	Fuel Storage Tank - Historic	Y	0	0	0
GEN	Ontario Regulation 347 Waste Generators Summary	Y	0	0	0
GHG	Greenhouse Gas Emissions from Large Facilities	Y	0	0	0
HINC	TSSA Historic Incidents	Y	0	0	0
IAFT	Indian & Northern Affairs Fuel Tanks	Y	0	0	0

Database	Name	Searched	Project Property	Within 0.50 km	Total
INC	Fuel Oil Spills and Leaks	Y	0	0	0
LIMO	Landfill Inventory Management Ontario	Y	0	0	0
MINE	Canadian Mine Locations	Y	0	0	0
MNR	Mineral Occurrences	Y	0	2	2
NATE	National Analysis of Trends in Emergencies System (NATES)	Y	0	0	0
NCPL	Non-Compliance Reports	Y	0	0	0
NDFT	National Defense & Canadian Forces Fuel Tanks	Y	0	0	0
NDSP	National Defense & Canadian Forces Spills	Y	0	0	0
NDWD	National Defence & Canadian Forces Waste Disposal Sites	Y	0	0	0
NEBI	National Energy Board Pipeline Incidents	Y	0	0	0
NEBP	National Energy Board Wells	Y	0	0	0
NEES	National Environmental Emergencies System (NEES)	Y	0	0	0
NPCB	National PCB Inventory	Y	0	0	0
NPRI	National Pollutant Release Inventory	Y	0	0	0
OGWE	Oil and Gas Wells	Y	0	0	0
OOGW	Ontario Oil and Gas Wells	Y	0	0	0
OPCB	Inventory of PCB Storage Sites	Y	0	0	0
ORD	Orders	Y	0	0	0
PAP	Canadian Pulp and Paper	Y	0	0	0
PCFT	Parks Canada Fuel Storage Tanks	Y	0	0	0
PES	Pesticide Register	Y	0	0	0
PINC	Pipeline Incidents	Y	0	0	0
PRT	Private and Retail Fuel Storage Tanks	Y	0	0	0
PTTW	Permit to Take Water	Y	0	0	0
REC	Ontario Regulation 347 Waste Receivers Summary	Y	0	0	0
RSC	Record of Site Condition	Y	0	0	0
RST	Retail Fuel Storage Tanks	Y	0	0	0
SCT	Scott's Manufacturing Directory	Y	0	1	1
SPL	Ontario Spills	Y	1	0	1
SRDS	Wastewater Discharger Registration Database	Y	0	0	0
TANK	Anderson's Storage Tanks	Y	0	0	0
TCFT	Transport Canada Fuel Storage Tanks	Y	0	0	0
VAR	Variances for Abandonment of Underground Storage Tanks	Y	0	0	0
WDS	Waste Disposal Sites - MOE CA Inventory	Y	0	0	0
WDSH	Waste Disposal Sites - MOE 1991 Historical Approval Inventory	Y	0	0	0
WWIS	Water Well Information System	Y	0	16	16
	Total:		1	25	26

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Dir/Dist (m)	Elev diff (m)	Page Number
1	SPL	TANK TRUCK	AT THE TEMPO GAS STATION AT HWY. 62 & COUNTY RD. 1 TANK TRUCK (CARGO) PRINCE EDWARD CITY ON	-/0.0	0.00	17

Executive Summary: Site Report Summary - Surrounding Properties

Map Key	DB	Company/Site Name	Address	Dir/Dist (m)	Elev Diff (m)	Page Number
2	WWIS		lot 63 ON ***Well ID:*** 5306833	NE/41.9	0.00	17
3	WWIS		lot 63 ON ***Well ID:*** 5306832	N/92.0	0.00	21
4	WWIS		1540 Hwy 62 lot 1 con 29 Bloomfield ON ***Well ID:*** 7048147	ENE/96.0	-1.08	23
5	WWIS		lot 17 con 2 ON ***Well ID:*** 5304979	E/102.9	0.00	29
6	WWIS		1540 HIGHWAY 62 lot 1 ON ***Well ID:*** 7042014	ENE/105.0	-1.08	32
7	WWIS		lot 65 ON ***Well ID:*** 5304760	WNW/106.7	-0.03	35
8	WWIS		lot 17 con 2 ON ***Well ID:*** 5304980	ESE/107.7	0.00	38
9	WWIS		ON ***Well ID:*** 5306976	ESE/124.4	0.00	40
10	WWIS		lot 65 ON ***Well ID:*** 5304759	NW/128.9	1.05	43
11	WWIS		ON ***Well ID:*** 5306979	ESE/129.1	0.00	46
12	EHS		2188 County Road 1 Bloomfield ON K0K 1G0	E/136.1	-1.00	48
12	EHS		2188 County Road 1 Bloomfield ON K0K 1G0	E/136.1	-1.00	48

Map Key	DB	Company/Site Name	Address	Dir/Dist (m)	Elev Diff (m)	Page Number
13	WWIS		lot 17 con 2 ON ***Well ID:*** 5305494	ESE/222.5	-1.00	49
14	SCT	Huff Estates Inc.	2274 County Road 1 Bloomfield ON K0K 1G0	W/288.4	2.31	52
15	WWIS		lot 17 con 2 ON ***Well ID:*** 5303063	ESE/290.6	-1.00	53
16	AMIS	HUFF'S CORNER QUA #2	SOPHIASBURGH ON	SW/308.8	0.00	56
17	MNR	Huffs Corners Quarry #2	ON	SW/317.9	0.00	56
18	AMIS	HUFF'S CORNERS QUA.2	HALLOWELL ON	SW/318.4	0.00	57
19	WWIS		lot 65 ON ***Well ID:*** 5304493	W/329.8	3.31	57
20	WWIS		lot 17 con 2 ON ***Well ID:*** 5304572	ESE/333.5	-2.00	61
21	WWIS		lot 65 ON ***Well ID:*** 5307047	WNW/386.2	5.34	64
22	WWIS		lot 16 con 2 ON ***Well ID:*** 5306263	SSE/391.1	0.00	66
23	AMIS	HUFF'S CORNERS QUA.3	SOPHIASBURGH ON	NNW/397.9	3.93	68
24	MNR	Huffs Corners Quarry #3	ON	NNW/398.1	3.93	69
25	AMIS	HUFF'S CORNER QUA #3	SOPHIASBURGH ON	NNW/412.2	2.96	69

Executive Summary: Summary By Data Source

AMIS - Abandoned Mine Information System

A search of the AMIS database, dated 1800-Mar 2022 has found that there are 4 AMIS site(s) within approximately 0.50 kilometers of the project property.

Equal/Higher Elevation	Address	Direction	Distance (m)	Map Key
HUFF'S CORNER QUA #2	SOPHIASBURGH ON	SW	308.83	16
HUFF'S CORNERS QUA.2	HALLOWELL ON	SW	318.38	18
HUFF'S CORNERS QUA.3	SOPHIASBURGH ON	NNW	397.93	23
HUFF'S CORNER QUA #3	SOPHIASBURGH ON	NNW	412.15	25

EHS - ERIS Historical Searches

A search of the EHS database, dated 1999-Jul 31, 2022 has found that there are 2 EHS site(s) within approximately 0.50 kilometers of the project property.

Lower Elevation	Address	Direction	Distance (m)	Map Key
	2188 County Road 1 Bloomfield ON K0K 1G0	E	136.12	12
	2188 County Road 1 Bloomfield ON K0K 1G0	E	136.12	12

MNR - Mineral Occurrences

A search of the MNR database, dated 1846-Feb 2022 has found that there are 2 MNR site(s) within approximately 0.50 kilometers of the project property.

Equal/Higher Elevation	Address	Direction	Distance (m)	Map Key
Huffs Corners Quarry #2	ON	SW	317.91	17
Huffs Corners Quarry #3	ON	NNW	398.09	24

SCT - Scott's Manufacturing Directory

A search of the SCT database, dated 1992-Mar 2011* has found that there are 1 SCT site(s) within approximately 0.50 kilometers of the project property.

Equal/Higher Elevation	Address	Direction	Distance (m)	Map Key
Huff Estates Inc.	2274 County Road 1 Bloomfield ON K0K 1G0	W	288.42	14

SPL - Ontario Spills

A search of the SPL database, dated 1988-Sep 2020; Dec 2020-Mar 2021 has found that there are 1 SPL site(s) within approximately 0.50 kilometers of the project property.

Equal/Higher Elevation	Address	Direction	Distance (m)	Map Key
TANK TRUCK	AT THE TEMPO GAS STATION AT HWY. 62 & COUNTY RD. 1 TANK TRUCK (CARGO) PRINCE EDWARD CITY ON	-	0.00	1

WWIS - Water Well Information System

A search of the WWIS database, dated Jun 30 2022 has found that there are 16 WWIS site(s) within approximately 0.50 kilometers of the project property.

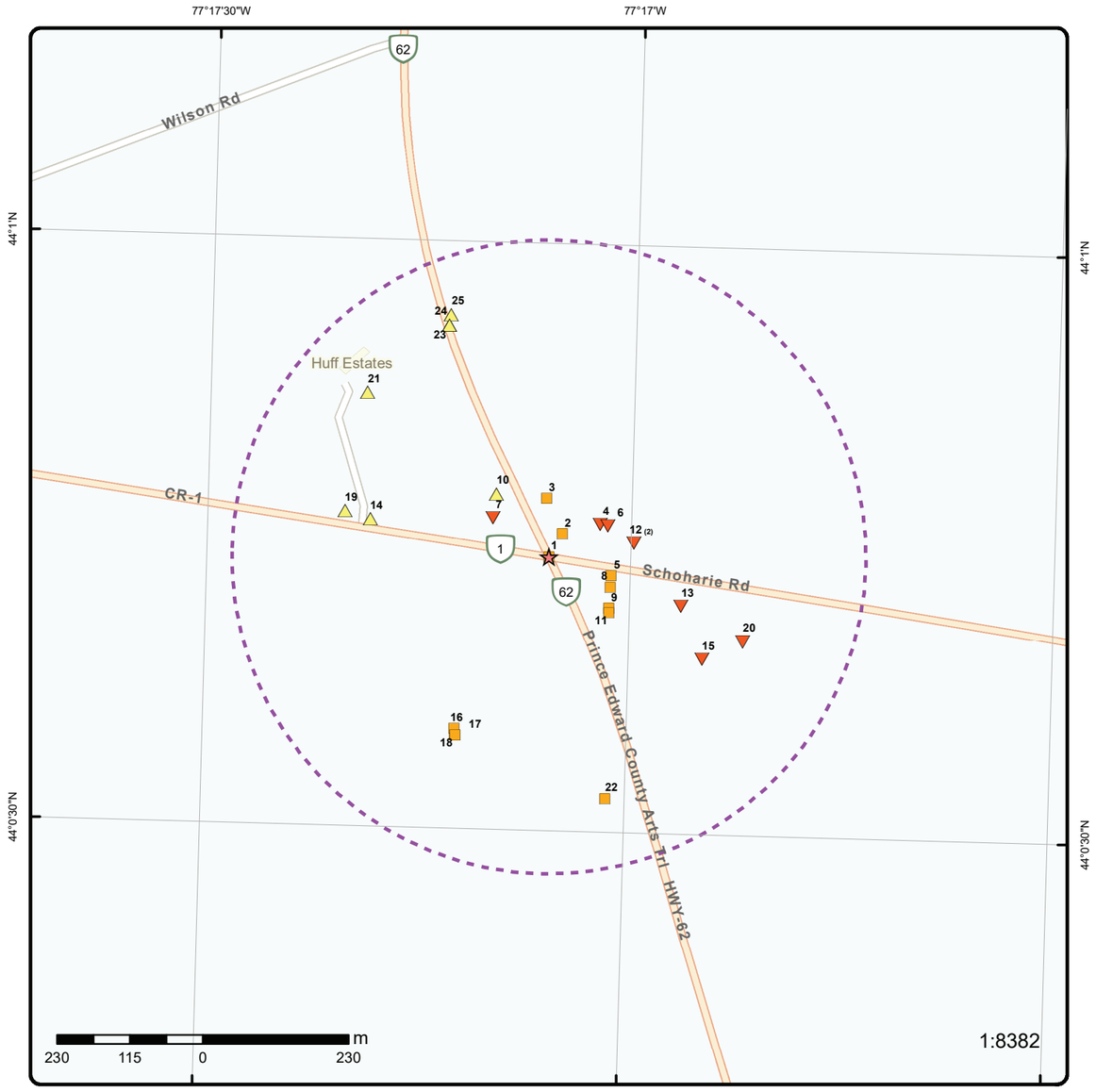
Equal/Higher Elevation	Address	Direction	Distance (m)	Map Key
	lot 63 ON ***Well ID:*** 5306833	NE	41.85	2
	lot 63 ON ***Well ID:*** 5306832	N	92.05	3
	lot 17 con 2 ON	E	102.86	5

Equal/Higher Elevation	Address	Direction	Distance (m)	Map Key
	Well ID: 5304979			
	lot 17 con 2 ON	ESE	107.68	8
	Well ID: 5304980			
	ON	ESE	124.39	9
	Well ID: 5306976			
	lot 65 ON	NW	128.93	10
	Well ID: 5304759			
	ON	ESE	129.06	11
	Well ID: 5306979			
	lot 65 ON	W	329.79	19
	Well ID: 5304493			
	lot 65 ON	WNW	386.22	21
	Well ID: 5307047			
	lot 16 con 2 ON	SSE	391.14	22
	Well ID: 5306263			

Lower Elevation	Address	Direction	Distance (m)	Map Key
	1540 Hwy 62 lot 1 con 29 Bloomfield ON	ENE	96.03	4
	Well ID: 7048147			
	1540 HIGHWAY 62 lot 1 ON	ENE	104.99	6
	Well ID: 7042014			
	lot 65 ON	WNW	106.75	7
	Well ID: 5304760			
	lot 17 con 2 ON	ESE	222.51	13

Well ID: 5305494

lot 17 con 2 ON	ESE	290.55	15
Well ID: 5303063			
lot 17 con 2 ON	ESE	333.50	20
Well ID: 5304572			



Map: 0.5 Kilometer Radius

Order Number: 22040400692

Address: Highway 62 and Prince Edward County Road 1, Prince Edward, ON

- Project Property
- Buffer Outline
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- Freeways; Highways
- Traffic Circle; Ramp
- Major Arterial; Minor Arterial
- Local Road
- Service Road; Traffic Circle; Ramp
- Rail
- Beach
- Airport
- Industrial Area
- Military Base
- Aircraft Roads
- Native Reservation
- Hospital
- Shopping & Sports Area
- University/College
- Cemetery; Golf Course
- Parkt (National)
- Park (City/County)

Source: © 2021 ESRI StreetMap Premium.

© ERIS Information Limited Partnership



Aerial

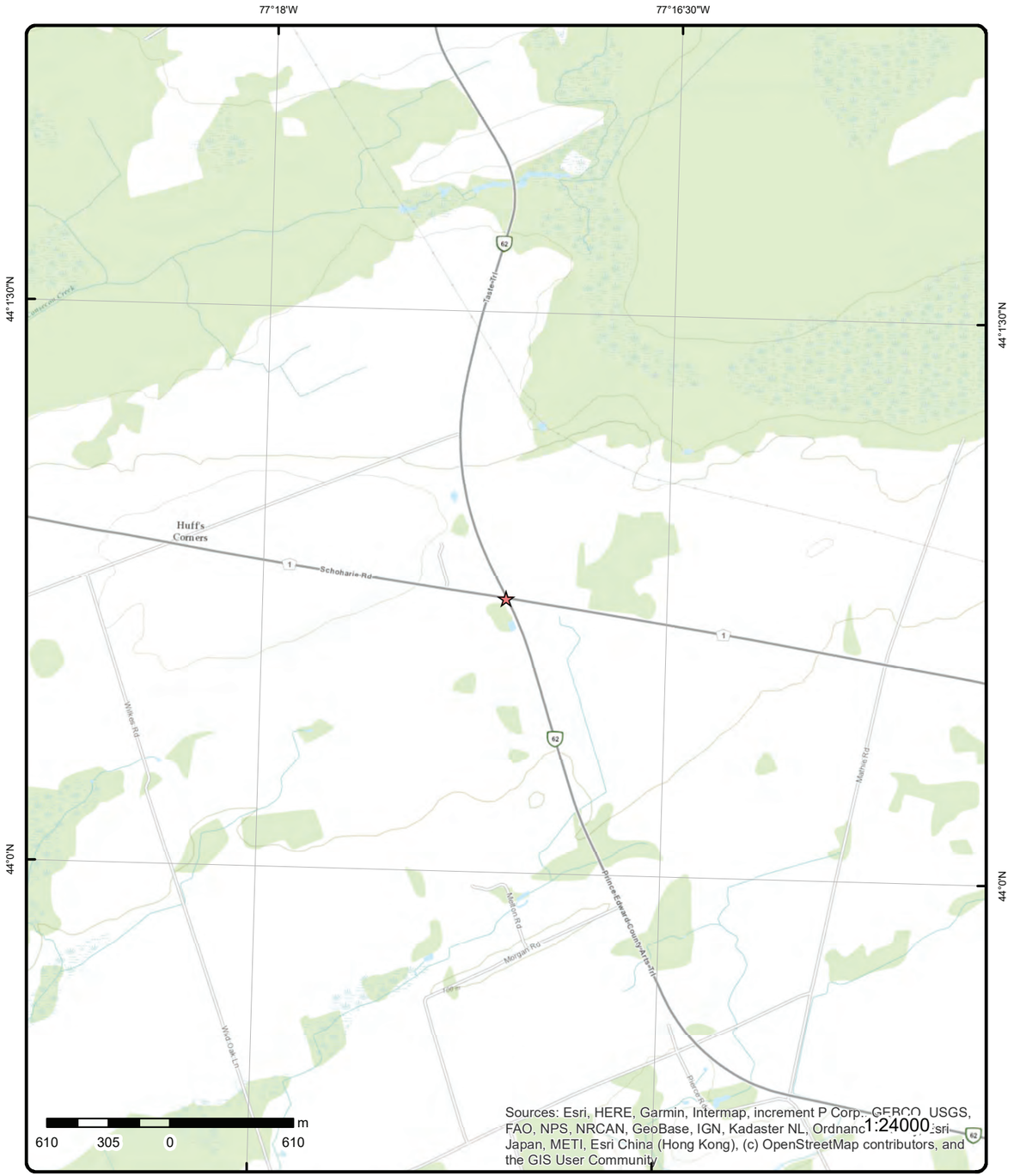
Year: 2020

Order Number: 22040400692

Address: Highway 62 and Prince Edward County Road 1, Prince Edward, ON

Source: ESRI World Imagery

© ERIS Information Limited Partnership



Topographic Map

Order Number: 22040400692

Address: Highway 62 and Prince Edward County Road 1, ON

Source: ESRI World Topographic Map

© ERIS Information Limited Partnership

Detail Report

Map Key	Number of Records	Direction/ Distance (m)	Elev/Diff (m)	Site	DB
1	1 of 1	-/0.0	104.8 / 0.00	TANK TRUCK AT THE TEMPO GAS STATION AT HWY. 62 & COUNTY RD. 1 TANK TRUCK (CARGO) PRINCE EDWARD CITY ON	SPL

Ref No:	103428	Discharger Report:	
Site No:		Material Group:	
Incident Dt:	8/1/1994	Health/Env Conseq:	
Year:		Client Type:	
Incident Cause:	CONTAINER OVERFLOW	Sector Type:	
Incident Event:		Agency Involved:	
Contaminant Code:		Nearest Watercourse:	
Contaminant Name:		Site Address:	
Contaminant Limit 1:		Site District Office:	
Contam Limit Freq 1:		Site Postal Code:	
Contaminant UN No 1:		Site Region:	
Environment Impact:	POSSIBLE	Site Municipality:	68101
Nature of Impact:	Soil contamination	Site Lot:	
Receiving Medium:	LAND	Site Conc:	
Receiving Env:		Northing:	
MOE Response:		Easting:	
Dt MOE Arvl on Scn:		Site Geo Ref Accu:	
MOE Reported Dt:	8/1/1994	Site Map Datum:	
Dt Document Closed:		SAC Action Class:	
Incident Reason:	ERROR	Source Type:	
Site Name:			
Site County/District:			
Site Geo Ref Meth:			
Incident Summary:	UCO PETROLEUM - 220 L OF GASOLINE TO GROUND WHILE DELIVERING TO STATION.		
Contaminant Qty:			

2	1 of 1	NE/41.9	104.8 / 0.00	lot 63 ON	WWIS

Well ID:	5306833	Flowing (Y/N):	
Construction Date:		Flow Rate:	
Use 1st:	Domestic	Data Entry Status:	
Use 2nd:		Data Src:	1
Final Well Status:	Water Supply	Date Received:	24-Aug-2001 00:00:00
Water Type:		Selected Flag:	TRUE
Casing Material:		Abandonment Rec:	
Audit No:	227226	Contractor:	6005
Tag:		Form Version:	1
Constructn Method:		Owner:	
Elevation (m):		County:	PRINCE EDWARD
Elevatn Reliabilty:		Lot:	063
Depth to Bedrock:		Concession:	
Well Depth:		Concession Name:	GG
Overburden/Bedrock:		Easting NAD83:	
Pump Rate:		Northing NAD83:	
Static Water Level:		Zone:	
Clear/Cloudy:		UTM Reliability:	
Municipality:	HALLOWELL TOWNSHIP		

Site Info:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5306833.pdf

Additional Detail(s) (Map)

Well Completed Date: 2001/08/03
Year Completed: 2001
Depth (m): 15.24
Latitude: 44.0125475028423
Longitude: -77.2846260041028
Path: 530\5306833.pdf

Bore Hole Information

Bore Hole ID: 10521170
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 03-Aug-2001 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Elevation:
Elevrc:
Zone: 18
East83: 316869.00
North83: 4875804.00
Org CS: N83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Overburden and Bedrock Materials Interval

Formation ID: 932847477
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 12
Mat2 Desc: STONES
Mat3: 66
Mat3 Desc: DENSE
Formation Top Depth: 0.0
Formation End Depth: 5.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932847478
Layer: 2
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:

Formation Top Depth: 5.0
Formation End Depth: 50.0
Formation End Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933223108
Layer: 1
Plug From: 0.0
Plug To: 10.0
Plug Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965306833
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 11069740
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930588233
Layer: 1
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:
Depth To:
Casing Diameter: 8.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930588235
Layer: 3
Material:
Open Hole or Material:
Depth From:
Depth To:
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930588234
Layer: 2
Material: 1
Open Hole or Material: STEEL
Depth From:
Depth To:
Casing Diameter: 6.0

Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: BAILER
Pump Test ID: 995306833
Pump Set At:
Static Level: 8.0
Final Level After Pumping: 42.0
Recommended Pump Depth: 45.0
Pumping Rate: 1.0
Flowing Rate:
Recommended Pump Rate:
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 2
Water State After Test: CLOUDY
Pumping Test Method: 2
Pumping Duration HR: 1
Pumping Duration MIN: 0
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934279237
Test Type: Recovery
Test Duration: 15
Test Level: 48.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934810305
Test Type: Recovery
Test Duration: 45
Test Level: 44.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934550457
Test Type: Recovery
Test Duration: 30
Test Level: 46.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 935067803
Test Type: Recovery
Test Duration: 60
Test Level: 42.0
Test Level UOM: ft

Water Details

Water ID: 934013421
Layer: 1
Kind Code: 1
Kind: FRESH

Water Found Depth: 11.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10521170
Depth M: 15.24
Year Completed: 2001
Well Completed Dt: 2001/08/03
Audit No: 227226
Tag No:
Contractor: 6005
Path: 530\5306833.pdf
Latitude: 44.0125475028423
Longitude: -77.2846260041028

3 | **1 of 1** | **N/92.0** | **104.8 / 0.00** | **lot 63 ON** | **WWIS**

Well ID: 5306832
Construction Date:
Use 1st:
Use 2nd:
Final Well Status: Abandoned-Supply
Water Type:
Casing Material:
Audit No: 227228
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 24-Aug-2001 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 6005
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 063
Concession:
Concession Name: GG
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5306832.pdf

Additional Detail(s) (Map)

Well Completed Date: 2001/07/30
Year Completed: 2001
Depth (m): 19.812
Latitude: 44.0130450617694
Longitude: -77.2849569962198
Path: 530\5306832.pdf

Bore Hole Information

Bore Hole ID: 10521169
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 30-Jul-2001 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Elevation:
Elevrc:
Zone: 18
East83: 316844.00
North83: 4875860.00
Org CS: N83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Source Revision Comment:
Supplier Comment:

Overburden and Bedrock Materials Interval

Formation ID: 932847475
Layer: 2
Color: 6
General Color: BROWN
Mat1: 17
Most Common Material: SHALE
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 3.0
Formation End Depth: 6.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932847476
Layer: 3
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 6.0
Formation End Depth: 65.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932847474
Layer: 1
Color: 8
General Color: BLACK
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 12
Mat2 Desc: STONES
Mat3: 66
Mat3 Desc: DENSE
Formation Top Depth: 0.0
Formation End Depth: 3.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965306832
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 11069739
Casing No: 1
Comment:
Alt Name:

Links

Bore Hole ID: 10521169
Depth M: 19.812
Year Completed: 2001
Well Completed Dt: 2001/07/30
Audit No: 227228
Tag No:
Contractor: 6005
Path: 530\5306832.pdf
Latitude: 44.0130450617694
Longitude: -77.2849569962198

4 **1 of 1** **ENE/96.0** **103.7 / -1.08** **1540 Hwy 62 lot 1 con 29 Bloomfield ON** **WWIS**

Well ID: 7048147
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No: Z51312
Tag: A045715
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src:
Date Received: 13-Aug-2007 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 7188
Form Version: 3
Owner:
County: PRINCE EDWARD
Lot: 001
Concession: 29
Concession Name:
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/704\7048147.pdf

Additional Detail(s) (Map)

Well Completed Date: 2007/07/13
Year Completed: 2007
Depth (m): 6.5
Latitude: 44.0126974079683
Longitude: -77.2838832523505
Path: 704\7048147.pdf

Bore Hole Information

Bore Hole ID: 23048147
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 13-Jul-2007 00:00:00
Remarks:
Loc Method Desc: on Water Well Record
Elevation:
Elevrc:
Zone: 18
East83: 316929.00
North83: 4875819.00
Org CS: UTM83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method: wwr

Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Overburden and Bedrock Materials Interval

Formation ID: 30248147
Layer: 2
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2:
Mat2 Desc:
Mat3: 66
Mat3 Desc: DENSE
Formation Top Depth: 0.6000000238418579
Formation End Depth: 6.5
Formation End Depth UOM: m

Overburden and Bedrock Materials Interval

Formation ID: 30148147
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2:
Mat2 Desc:
Mat3: 77
Mat3 Desc: LOOSE
Formation Top Depth: 0.0
Formation End Depth: 0.6000000238418579
Formation End Depth UOM: m

Method of Construction & Well Use

Method Construction ID: 25948147
Method Construction Code: A
Method Construction: Digging
Other Method Construction:

Pipe Information

Pipe ID: 29048147
Casing No: 0
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 42148147
Layer: 1
Material: 3
Open Hole or Material: CONCRETE

Depth From: -0.4000000059604645
Depth To: 6.5
Casing Diameter: 91.44000244140625
Casing Diameter UOM: cm
Casing Depth UOM: m

Results of Well Yield Testing

Pumping Test Method Desc: PUMP
Pump Test ID: 27048147
Pump Set At:
Static Level: 2.299999952316284
Final Level After Pumping: 5.699999809265137
Recommended Pump Depth: 6.0
Pumping Rate:
Flowing Rate:
Recommended Pump Rate: 35.0
Levels UOM: m
Rate UOM: LPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 1
Pumping Duration HR: 1
Pumping Duration MIN:
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 45017945
Test Type: Recovery
Test Duration: 2
Test Level: 5.5
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017946
Test Type: Draw Down
Test Duration: 2
Test Level: 2.5999999046325684
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017952
Test Type: Recovery
Test Duration: 40
Test Level: 4.800000190734863
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017957
Test Type: Recovery
Test Duration: 15
Test Level: 5.050000190734863
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017939

Test Type: Recovery
Test Duration: 10
Test Level: 5.119999885559082
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017940
Test Type: Draw Down
Test Duration: 10
Test Level: 2.9000000953674316
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017958
Test Type: Draw Down
Test Duration: 15
Test Level: 3.0999999046325684
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017961
Test Type: Draw Down
Test Duration: 1
Test Level: 2.450000047683716
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017941
Test Type: Draw Down
Test Duration: 40
Test Level: 3.9000000953674316
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017948
Test Type: Recovery
Test Duration: 5
Test Level: 5.199999809265137
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017943
Test Type: Recovery
Test Duration: 3
Test Level: 5.400000095367432
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017949
Test Type: Recovery
Test Duration: 25
Test Level: 4.949999809265137
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017950
Test Type: Draw Down
Test Duration: 50
Test Level: 4.599999904632568
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017956
Test Type: Draw Down
Test Duration: 20
Test Level: 3.25
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017959
Test Type: Recovery
Test Duration: 60
Test Level: 4.599999904632568
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017942
Test Type: Recovery
Test Duration: 4
Test Level: 5.300000190734863
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017937
Test Type: Recovery
Test Duration: 1
Test Level: 5.599999904632568
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017938
Test Type: Draw Down
Test Duration: 4
Test Level: 2.75
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017954
Test Type: Draw Down
Test Duration: 25
Test Level: 3.450000047683716
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017955
Test Type: Recovery
Test Duration: 20
Test Level: 5.0
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017962
Test Type: Recovery
Test Duration: 30
Test Level: 4.900000095367432
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017944
Test Type: Draw Down
Test Duration: 3
Test Level: 2.700000047683716
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017947
Test Type: Recovery
Test Duration: 50
Test Level: 4.699999809265137
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017951
Test Type: Draw Down
Test Duration: 5
Test Level: 2.799999952316284
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017960
Test Type: Draw Down
Test Duration: 60
Test Level: 5.699999809265137
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 45017953
Test Type: Draw Down
Test Duration: 30
Test Level: 3.5999999046325684
Test Level UOM: m

Water Details

Water ID: 41148147
Layer: 1
Kind Code: 1
Kind: FRESH

Water Found Depth: 2.0
Water Found Depth UOM: m

Hole Diameter

Hole ID: 46002467
Diameter: 400.0
Depth From: 0.0
Depth To: 6.5
Hole Depth UOM: m
Hole Diameter UOM: cm

Links

Bore Hole ID: 23048147
Depth M: 6.5
Year Completed: 2007
Well Completed Dt: 2007/07/13
Audit No: Z51312
Tag No: A045715
Contractor: 7188
Path: 704\7048147.pdf
Latitude: 44.0126974079683
Longitude: -77.2838832523505

5 **1 of 1** **E/102.9** **104.8 / 0.00** **lot 17 con 2 ON** **WWIS**

Well ID: 5304979
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No: 21487
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 22-Feb-1989 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 1507
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 017
Concession: 02
Concession Name: WL NW
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5304979.pdf

Additional Detail(s) (Map)

Well Completed Date: 1988/08/24
Year Completed: 1988
Depth (m): 13.716
Latitude: 44.0119729433633
Longitude: -77.2836433602286
Path: 530\5304979.pdf

Bore Hole Information

Bore Hole ID: 10355230
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Elevation:
Elevrc:
Zone: 18
East83: 316946.00
North83: 4875738.00

Open Hole:
Cluster Kind:
Date Completed: 24-Aug-1988 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Org CS: N83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Overburden and Bedrock Materials Interval

Formation ID: 932179218
Layer: 2
Color: 6
General Color: BROWN
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 3.0
Formation End Depth: 45.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932179217
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 3.0
Formation End Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933177694
Layer: 1
Plug From: 4.0
Plug To: 9.0
Plug Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965304979
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10903800
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930585068
Layer: 2
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:
Depth To: 45.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930585067
Layer: 1
Material: 1
Open Hole or Material: STEEL
Depth From:
Depth To: 12.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: BAILER
Pump Test ID: 995304979
Pump Set At:
Static Level: 7.0
Final Level After Pumping: 48.0
Recommended Pump Depth: 42.0
Pumping Rate: 3.0
Flowing Rate:
Recommended Pump Rate: 3.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 2
Pumping Duration HR: 1
Pumping Duration MIN: 0
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934545964
Test Type: Recovery
Test Duration: 30
Test Level: 7.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934797491
Test Type: Recovery
Test Duration: 45
Test Level: 7.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 935063341
Test Type: Recovery
Test Duration: 60
Test Level: 7.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934274741
Test Type: Recovery
Test Duration: 15
Test Level: 12.0
Test Level UOM: ft

Water Details

Water ID: 933831176
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 10.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10355230
Depth M: 13.716
Year Completed: 1988
Well Completed Dt: 1988/08/24
Audit No: 21487
Tag No:
Contractor: 1507
Path: 530\5304979.pdf
Latitude: 44.0119729433633
Longitude: -77.2836433602286

6 | **1 of 1** | **ENE/105.0** | **103.7 / -1.08** | **1540 HIGHWAY 62 lot 1 ON** | **WWIS**

Well ID: 7042014
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Abandoned-Other
Water Type:
Casing Material:
Audit No: Z43399
Tag: A042626
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src:
Date Received: 28-Mar-2007 00:00:00
Selected Flag: TRUE
Abandonment Rec: Yes
Contractor: 6005
Form Version: 3
Owner:
County: PRINCE EDWARD
Lot: 001
Concession:
Concession Name:
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

Site Info: LRCP 29

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/704\7042014.pdf

Additional Detail(s) (Map)

Well Completed Date: 2007/02/21
Year Completed: 2007
Depth (m): 18.5
Latitude: 44.0126734104682
Longitude: -77.2837326290544
Path: 704\7042014.pdf

Bore Hole Information

Bore Hole ID: 11764514
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 21-Feb-2007 00:00:00
Remarks:
Loc Method Desc: on Water Well Record
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:
Elevation:
Elevrc:
Zone: 18
East83: 316941.00
North83: 4875816.00
Org CS: UTM83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method: wwr

Overburden and Bedrock Materials Interval

Formation ID: 933095800
Layer: 2
Color: 6
General Color: BROWN
Mat1: 17
Most Common Material: SHALE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 1.5
Formation End Depth: 2.299999952316284
Formation End Depth UOM: m

Overburden and Bedrock Materials Interval

Formation ID: 933095801
Layer: 3
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:

Formation Top Depth: 2.299999952316284
Formation End Depth: 18.5
Formation End Depth UOM: m

Overburden and Bedrock Materials Interval

Formation ID: 933095799
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 12
Mat2 Desc: STONES
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 1.5
Formation End Depth UOM: m

Annular Space/Abandonment Sealing Record

Plug ID: 933316083
Layer: 2
Plug From: 1.0
Plug To: 50.0
Plug Depth UOM: m

Annular Space/Abandonment Sealing Record

Plug ID: 933316084
Layer: 3
Plug From: 50.0
Plug To: 0.0
Plug Depth UOM: m

Annular Space/Abandonment Sealing Record

Plug ID: 933316082
Layer: 1
Plug From: 18.5
Plug To: 1.0
Plug Depth UOM: m

Method of Construction & Well Use

Method Construction ID: 967042014
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 11772234
Casing No: 1
Comment:

Alt Name:

Hole Diameter

Hole ID: 11850793
Diameter: 15.229999542236328
Depth From: 0.0
Depth To: 18.5
Hole Depth UOM: m
Hole Diameter UOM: cm

Links

Bore Hole ID: 11764514
Depth M: 18.5
Year Completed: 2007
Well Completed Dt: 2007/02/21
Audit No: Z43399
Tag No: A042626
Contractor: 6005
Path: 704\7042014.pdf
Latitude: 44.0126734104682
Longitude: -77.2837326290544

7 **1 of 1** **WNW/106.7** **104.8 / -0.03** **lot 65 ON** **WWIS**

Well ID: 5304760
Construction Date:
Use 1st:
Use 2nd:
Final Well Status: Abandoned-Quality
Water Type:
Casing Material:
Audit No: 18851
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 03-Feb-1988 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 1507
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 065
Concession:
Concession Name:
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5304760.pdf

Additional Detail(s) (Map)

Well Completed Date: 1987/10/01
Year Completed: 1987
Depth (m): 20.4216
Latitude: 44.0127452203298
Longitude: -77.2859933918555
Path: 530\5304760.pdf

Bore Hole Information

Bore Hole ID: 10355013
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Elevation:
Elevrc:
Zone: 18
East83: 316760.00
North83: 4875829.00
Org CS: N83

Cluster Kind:
Date Completed: 01-Oct-1987 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Overburden and Bedrock Materials Interval

Formation ID: 932178589
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 2.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178590
Layer: 2
Color: 6
General Color: BROWN
Mat1: 17
Most Common Material: SHALE
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 2.0
Formation End Depth: 7.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178591
Layer: 3
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 7.0
Formation End Depth: 67.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965304760
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10903583
Casing No: 1
Comment:
Alt Name:

Results of Well Yield Testing

Pumping Test Method Desc: BAILER
Pump Test ID: 995304760
Pump Set At:
Static Level: 7.0
Final Level After Pumping: 66.0
Recommended Pump Depth: 64.0
Pumping Rate: 3.0
Flowing Rate:
Recommended Pump Rate: 3.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code:
Water State After Test:
Pumping Test Method: 2
Pumping Duration HR: 1
Pumping Duration MIN: 0
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 935062813
Test Type: Recovery
Test Duration: 60
Test Level: 7.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934796962
Test Type: Recovery
Test Duration: 45
Test Level: 7.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934274199
Test Type: Recovery
Test Duration: 15
Test Level: 35.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934545423
Test Type: Recovery
Test Duration: 30
Test Level: 15.0
Test Level UOM: ft

Water Details

Water ID: 933830958
Layer: 1
Kind Code: 2
Kind: SALTY
Water Found Depth: 66.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10355013
Depth M: 20.4216
Year Completed: 1987
Well Completed Dt: 1987/10/01
Audit No: 18851
Tag No:
Contractor: 1507
Path: 530\5304760.pdf
Latitude: 44.0127452203298
Longitude: -77.2859933918555

8 | **1 of 1** | **ESE/107.7** | **104.8 / 0.00** | **lot 17 con 2 ON** | **WWIS**

Well ID: 5304980
Construction Date:
Use 1st: Not Used
Use 2nd:
Final Well Status: Abandoned-Supply
Water Type:
Casing Material:
Audit No: 21488
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 22-Feb-1989 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 1507
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 017
Concession: 02
Concession Name: WL NW
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5304980.pdf

Additional Detail(s) (Map)

Well Completed Date: 1988/08/22
Year Completed: 1988
Depth (m): 16.1544
Latitude: 44.0118105109287
Longitude: -77.2836620740425
Path: 530\5304980.pdf

Bore Hole Information

Bore Hole ID: 10355231
DP2BR:
Elevation:
Elevrc:

Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 22-Aug-1988 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:
Zone: 18
East83: 316944.00
North83: 4875720.00
Org CS: N83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Overburden and Bedrock Materials Interval

Formation ID: 932179221
Layer: 3
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 5.0
Formation End Depth: 53.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932179219
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 2.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932179220
Layer: 2
Color: 6
General Color: BROWN
Mat1: 17
Most Common Material: SHALE
Mat2: 71
Mat2 Desc: FRACTURED
Mat3:
Mat3 Desc:
Formation Top Depth: 2.0

Formation End Depth: 5.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965304980
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10903801
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930585070
Layer: 2
Material:
Open Hole or Material:
Depth From:
Depth To:
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930585069
Layer: 1
Material:
Open Hole or Material:
Depth From:
Depth To:
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Links

Bore Hole ID: 10355231
Depth M: 16.1544
Year Completed: 1988
Well Completed Dt: 1988/08/22
Audit No: 21488
Tag No:
Contractor: 1507
Path: 530\5304980.pdf
Latitude: 44.0118105109287
Longitude: -77.2836620740425

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9 **1 of 1** **ESE/124.4** **104.8 / 0.00** **ON** **WWIS**

Well ID: 5306976
Construction Date:
Use 1st: Not Used
Use 2nd:
Final Well Status: Abandoned-Supply
Water Type:
Casing Material:
Audit No: 242873
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 10-Jul-2002 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 6005

Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot:
Concession:
Concession Name: GORE
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5306976.pdf

Additional Detail(s) (Map)

Well Completed Date: 2002/06/29
Year Completed: 2002
Depth (m): 18.288
Latitude: 44.0115131335706
Longitude: -77.2836756069148
Path: 530\5306976.pdf

Bore Hole Information

Bore Hole ID: 10534670
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 29-Jun-2002 00:00:00
Remarks:
Loc Method Desc: from gis
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:
Elevation:
Elevrc:
Zone: 18
East83: 316942.00
North83: 4875687.00
Org CS:
UTMRC: 5
UTMRC Desc: margin of error : 100 m - 300 m
Location Method: gis

Overburden and Bedrock Materials Interval

Formation ID: 932895639
Layer: 1
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 12
Mat2 Desc: STONES
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 4.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932895640
Layer: 2
Color: 2
General Color: GREY
Mat1: 00
Most Common Material: UNKNOWN TYPE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 4.0
Formation End Depth: 60.0
Formation End Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933234023
Layer: 1
Plug From: 0.0
Plug To: 60.0
Plug Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965306976
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 11083240
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930588479
Layer: 1
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:
Depth To:
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Water Details

Water ID: 934027971
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 5.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10534670
Depth M: 18.288
Year Completed: 2002
Well Completed Dt: 2002/06/29
Audit No: 242873
Tag No:
Contractor: 6005
Path: 530\5306976.pdf
Latitude: 44.0115131335706
Longitude: -77.2836756069148

10 ***1 of 1*** ***NW/128.9*** ***105.9 / 1.05*** ***lot 65 ON*** ***WWIS***

Well ID: 5304759
Construction Date:
Use 1st: Commerical
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No: 18858
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 03-Feb-1988 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 1507
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 065
Concession:
Concession Name:
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5304759.pdf

Additional Detail(s) (Map)

Well Completed Date: 1987/10/05
Year Completed: 1987
Depth (m): 7.62
Latitude: 44.0130883277956
Longitude: -77.2859442023888
Path: 530\5304759.pdf

Bore Hole Information

Bore Hole ID: 10355012
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 05-Oct-1987 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:
Elevation:
Elevrc:
Zone: 18
East83: 316765.00
North83: 4875867.00
Org CS: N83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Overburden and Bedrock

Materials Interval

Formation ID: 932178587
Layer: 3
Color: 6
General Color: BROWN
Mat1: 17
Most Common Material: SHALE
Mat2: 15
Mat2 Desc: LIMESTONE
Mat3: 79
Mat3 Desc: PACKED
Formation Top Depth: 5.0
Formation End Depth: 9.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178586
Layer: 2
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 11
Mat2 Desc: GRAVEL
Mat3: 79
Mat3 Desc: PACKED
Formation Top Depth: 1.0
Formation End Depth: 5.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178588
Layer: 4
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 9.0
Formation End Depth: 25.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178585
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:

Formation Top Depth: 0.0
Formation End Depth: 1.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965304759
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10903582
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930584688
Layer: 2
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:
Depth To: 25.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930584687
Layer: 1
Material: 1
Open Hole or Material: STEEL
Depth From:
Depth To: 12.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: BAILER
Pump Test ID: 995304759
Pump Set At:
Static Level: 9.0
Final Level After Pumping: 20.0
Recommended Pump Depth: 22.0
Pumping Rate: 20.0
Flowing Rate:
Recommended Pump Rate: 20.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 2
Pumping Duration HR: 2
Pumping Duration MIN: 20
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934274198
Test Type: Recovery
Test Duration: 15
Test Level: 9.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934796961
Test Type: Recovery
Test Duration: 45
Test Level: 9.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934545422
Test Type: Recovery
Test Duration: 30
Test Level: 9.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 935062812
Test Type: Recovery
Test Duration: 60
Test Level: 9.0
Test Level UOM: ft

Water Details

Water ID: 933830957
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 12.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10355012
Depth M: 7.62
Year Completed: 1987
Well Completed Dt: 1987/10/05
Audit No: 18858
Tag No:
Contractor: 1507
Path: 530\5304759.pdf
Latitude: 44.0130883277956
Longitude: -77.2859442023888

11 ***1 of 1*** ***ESE/129.1*** ***104.8 / 0.00*** ***ON*** ***WWIS***

Well ID: 5306979
Construction Date:
Use 1st: Not Used
Use 2nd:
Final Well Status: Abandoned-Supply
Water Type:
Casing Material:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 10-Jul-2002 00:00:00
Selected Flag: TRUE
Abandonment Rec:

Audit No: 242872
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Contractor: 6005
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot:
Concession:
Concession Name: GORE
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5306979.pdf

Additional Detail(s) (Map)

Well Completed Date: 2002/06/29
Year Completed: 2002
Depth (m): 12.8016
Latitude: 44.011450159274
Longitude: -77.2836731891936
Path: 530\5306979.pdf

Bore Hole Information

Bore Hole ID: 10534673
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 29-Jun-2002 00:00:00
Remarks:
Loc Method Desc: from gis
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:
Elevation:
Elevrc:
Zone: 18
East83: 316942.00
North83: 4875680.00
Org CS:
UTMRC: 5
UTMRC Desc: margin of error : 100 m - 300 m
Location Method: gis

Overburden and Bedrock Materials Interval

Formation ID: 932895645
Layer: 1
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 12
Mat2 Desc: STONES
Mat3: 85
Mat3 Desc: SOFT
Formation Top Depth: 0.0
Formation End Depth: 6.0
Formation End Depth UOM: ft

Overburden and Bedrock

Materials Interval

Formation ID: 932895646
Layer: 2
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 6.0
Formation End Depth: 42.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965306979
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 11083243
Casing No: 1
Comment:
Alt Name:

Links

Bore Hole ID: 10534673
Depth M: 12.8016
Year Completed: 2002
Well Completed Dt: 2002/06/29
Audit No: 242872
Tag No:
Contractor: 6005
Path: 530\5306979.pdf
Latitude: 44.011450159274
Longitude: -77.2836731891936

12 ***1 of 2*** ***E/136.1*** ***103.8 / -1.00*** ***2188 County Road 1 Bloomfield ON K0K 1G0*** ***EHS***

Order No: 20200318156
Status: C
Report Type: Standard Report
Report Date: 19-MAR-20
Date Received: 18-MAR-20
Previous Site Name:
Lot/Building Size:
Additional Info Ordered: Fire Insur. Maps and/or Site Plans
Nearest Intersection:
Municipality:
Client Prov/State: ON
Search Radius (km): .25
X: -77.2832111
Y: 44.0124418

12 ***2 of 2*** ***E/136.1*** ***103.8 / -1.00*** ***2188 County Road 1 Bloomfield ON K0K 1G0*** ***EHS***

Order No: 20200318156
Status: C
Report Type: Standard Report
Report Date: 19-MAR-20
Date Received: 18-MAR-20
Previous Site Name:
Lot/Building Size:
Nearest Intersection:
Municipality:
Client Prov/State: ON
Search Radius (km): .25
X: -77.2832111
Y: 44.0124418

Additional Info Ordered: Fire Insur. Maps and/or Site Plans

13 ***1 of 1*** ***ESE/222.5*** ***103.8 / -1.00*** ***lot 17 con 2 ON*** ***WWIS***

Well ID: 5305494
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No: 77014
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 07-Feb-1991 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 1507
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 017
Concession: 02
Concession Name: WL NW
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5305494.pdf

Additional Detail(s) (Map)

Well Completed Date: 1990/06/15
Year Completed: 1990
Depth (m): 12.8016
Latitude: 44.0115685305307
Longitude: -77.282255592512
Path: 530\5305494.pdf

Bore Hole Information

Bore Hole ID: 10355733
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 15-Jun-1990 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:
Elevation:
Elevrc:
Zone: 18
East83: 317056.00
North83: 4875690.00
Org CS: N83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Overburden and Bedrock Materials Interval

Formation ID: 932180779
Layer: 3

Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 4.0
Formation End Depth: 42.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932180777
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 1.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932180778
Layer: 2
Color: 2
General Color: GREY
Mat1: 17
Most Common Material: SHALE
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 1.0
Formation End Depth: 4.0
Formation End Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933178146
Layer: 2
Plug From: 2.0
Plug To: 6.0
Plug Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933178145
Layer: 1
Plug From: 0.0
Plug To: 2.0

Plug Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965305494
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10904303
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930585991
Layer: 2
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:
Depth To: 42.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930585990
Layer: 1
Material: 1
Open Hole or Material: STEEL
Depth From:
Depth To: 7.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: BAILER
Pump Test ID: 995305494
Pump Set At:
Static Level: 8.0
Final Level After Pumping: 18.0
Recommended Pump Depth: 38.0
Pumping Rate: 30.0
Flowing Rate:
Recommended Pump Rate: 8.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 2
Pumping Duration HR: 1
Pumping Duration MIN: 0
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934275863
Test Type: Recovery
Test Duration: 15
Test Level: 8.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934798606
Test Type: Recovery
Test Duration: 45
Test Level: 8.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 935064453
Test Type: Recovery
Test Duration: 60
Test Level: 8.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934547084
Test Type: Recovery
Test Duration: 30
Test Level: 8.0
Test Level UOM: ft

Water Details

Water ID: 933831666
Layer: 2
Kind Code: 1
Kind: FRESH
Water Found Depth: 35.0
Water Found Depth UOM: ft

Water Details

Water ID: 933831665
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 18.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10355733
Depth M: 12.8016
Year Completed: 1990
Well Completed Dt: 1990/06/15
Audit No: 77014
Tag No:
Contractor: 1507
Path: 530\5305494.pdf
Latitude: 44.0115685305307
Longitude: -77.282255592512

14 ***1 of 1*** ***W/288.4*** ***107.1 / 2.31*** ***Huff Estates Inc.*** ***2274 County Road 1*** ***SCT***

Bloomfield ON K0K 1G0

Established: 01-JUL-03
Plant Size (ft²):
Employment:

--Details--
Description: Wineries
SIC/NAICS Code: 312130

15 ***1 of 1*** ***ESE/290.6*** ***103.8 / -1.00*** ***lot 17 con 2 ON*** ***WWIS***

Well ID: 5303063
Construction Date:
Use 1st: Domestic
Use 2nd: 0
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No:
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 25-Mar-1975 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 3516
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 017
Concession: 02
Concession Name: WL NW
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:
Municipality: HALLOWELL TOWNSHIP
Site Info:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5303063.pdf

Additional Detail(s) (Map)

Well Completed Date: 1974/12/04
Year Completed: 1974
Depth (m): 6.096
Latitude: 44.0108210082159
Longitude: -77.2818177394754
Path: 530\5303063.pdf

Bore Hole Information

Bore Hole ID: 10353340
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 04-Dec-1974 00:00:00
Remarks:
Loc Method Desc: Original Pre1985 UTM Rel Code 4: margin of error : 30 m - 100 m
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Elevation:
Elevrc:
Zone: 18
East83: 317088.80
North83: 4875606.00
Org CS:
UTMRC: 4
UTMRC Desc: margin of error : 30 m - 100 m
Location Method: p4

Source Revision Comment:
Supplier Comment:

Overburden and Bedrock Materials Interval

Formation ID: 932173896
Layer: 1
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 11
Mat2 Desc: GRAVEL
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 6.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932173897
Layer: 2
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 6.0
Formation End Depth: 20.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965303063
Method Construction Code: 4
Method Construction: Rotary (Air)
Other Method Construction:

Pipe Information

Pipe ID: 10901910
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930581678
Layer: 1
Material: 1
Open Hole or Material: STEEL
Depth From:
Depth To: 10.0
Casing Diameter: 8.0
Casing Diameter UOM: inch

Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930581679
Layer: 2
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:
Depth To: 20.0
Casing Diameter: 8.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: PUMP
Pump Test ID: 995303063
Pump Set At:
Static Level: 2.0
Final Level After Pumping: 20.0
Recommended Pump Depth: 18.0
Pumping Rate: 10.0
Flowing Rate:
Recommended Pump Rate: 8.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 1
Pumping Duration HR: 1
Pumping Duration MIN: 0
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934549689
Test Type: Recovery
Test Duration: 30
Test Level: 2.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 935067640
Test Type: Recovery
Test Duration: 60
Test Level: 2.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934804867
Test Type: Recovery
Test Duration: 45
Test Level: 2.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934279017

Test Type: Recovery
Test Duration: 15
Test Level: 2.0
Test Level UOM: ft

Water Details

Water ID: 933829227
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 16.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10353340
Depth M: 6.096
Year Completed: 1974
Well Completed Dt: 1974/12/04
Audit No:
Tag No:
Contractor: 3516
Path: 530\5303063.pdf
Latitude: 44.0108210082159
Longitude: -77.2818177394754

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16 | ***1 of 1*** | ***SW/308.8*** | ***104.8 / 0.00*** | ***HUFF'S CORNER QUA #2*** | ***AMIS***

SOPHIASBURGH ON

Site Access Code:
AMIS Distr Code:
Abandoned Mine ID: 05885
Old MDI ID: SO3016
New MDI ID: MDI31C03SW00006
Mine Status: ABANDONED
Mine Plan/Section: NO
Site Class: D
Clos Reason Code:
Closure Plan: NO
Prim Commod Code:
Primary Commodity: LIMESTONE (BUILDING STONES)
Operational Access: N/A
Date Entered: 12/20/1993
Date Last Modified: 11/22/2021
Effective Date:
Start Year:
End Year:
Evid of Site Conta:
Evid of Sulphide:
Evid Animals Pres:
Hyper Link: https://www.geologyontario.mndm.gov.on.ca/mndmfiles/amis/data/records/05885.html
Mine Features Desc:
AMIS Bkgrd Info: THE SITE WAS NOT INCLUDED IN THE YEAR 2000 SURVEY.

RESPONSIBILITY OF MNR UNDER THE AGGREGATE RESOURCES ACT; LOCATED AT QUARRY SYMBOL 1.75KM ESE. OF HUFF'S CORNERS ON MAP GSC 1961, MAP 45-1960 IN PAPER 60-31(1:).; LOT 65 CONC IRVINE GORE; COMMODITY: LIME;

Alternate Name: HUFF'S CORNER QUA #2
Prog Rehab Plan: NO
Revegetation:
Veg Condition:
Veg Descr:
Chemical Doc:
Jurisdiction: A.R.A.
Lot No: 0
Concession: 0
Zone: 18
Northing: 4875498
Easting: 316698
Mine Closure Reaso: CEASING PRODUCTION - OTHER
AMIS District: TWEED
District Desc: TWEED
Animal Desc:
Status Type Code:
Long Name: 1018315048750
NTS No: 031C03
Latitude: 44.00975
Longitude: -77.28665

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17 | ***1 of 1*** | ***SW/317.9*** | ***104.8 / 0.00*** | ***Huffs Corners Quarry #2*** | ***MNR***

ON

MDI No: MDI31C03SW00006
OGF ID:
Deposit Status:
Twp Area: Hallowell
Dep Class:
Zone:

Claim Map:
Geological Dstrct: Southern Ontario
Mining Division:
Name: Huffs Corners Quarry #2
P Commod: LIMESTONE (CRUSHED STONES)
S Commod:
Latitude: 44.009653
Longitude: -77.286635
Class Sub Type:
Source Map:
Detail: http://www.geologyontario.mndm.gov.on.ca/mndmfiles/mdi/data/records/MDI31C03SW00006.html
All Names: Huffs Corners Quarry #2, Huff's Corners Quarry #2
Access Description: N/A
Easting:
Northing:
Effective Dt/time:
Date Last Modified:
Geo Update Dt/time:
Class Sub Type No:
Status: Past Producing Mine Without Reserves or Resources

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18 | ***1 of 1*** | ***SW/318.4*** | ***104.8 / 0.00*** | ***HUFF'S CORNERS QUA.2*** | ***AMIS***

HALLOWELL ON

Site Access Code:
AMIS Distr Code:
Abandoned Mine ID: 07715
Old MDI ID: SO3016
New MDI ID: MDI31C03SW00006
Mine Status: ABANDONED
Mine Plan/Section: NO
Site Class: D
Clos Reason Code:
Closure Plan: NO
Prim Commod Code:
Primary Commodity: LIMESTONE (BUILDING STONES)
Operational Access: N/A
Date Entered:
Date Last Modified: 11/23/2021
Effective Date:
Start Year:
End Year:
Evid of Site Conta:
Evid of Sulphide:
Evid Animals Pres:
Hyper Link: https://www.geologyontario.mndm.gov.on.ca/mndmfiles/amis/data/records/07715.html
Mine Features Desc:
AMIS Bkgrd Info: THE SITE WAS NOT INCLUDED IN THE YEAR 2000 SURVEY.

LICENCED BY THE AGGREGATE RESOURCES ACT.; LOCATED AT QUARRY SYMBOL 1.75KM ESE. OF HUFF'S CORNERS ON MAP GSC 1961, MAP 45-1960 IN PAPER 60-31(1:).; COMMODITY: LIME; LOT 65 CONC IRVINE GORE;

Alternate Name: HUFF'S CORNERS QUA.2
Prog Rehab Plan: NO
Revegetation:
Veg Condition:
Veg Descr:
Chemical Doc:
Jurisdiction: A.R.A.
Lot No: 0
Concession: 0
Zone: 18
Northing: 4875487
Easting: 316699
Mine Closure Reaso: CEASING PRODUCTION - OTHER
AMIS District: TWEED
District Desc: TWEED
Animal Desc:
Status Type Code:
Long Name: 1018315048750
NTS No: 031C03
Latitude: 44.00965
Longitude: -77.28664

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19 | ***1 of 1*** | ***W/329.8*** | ***108.1 / 3.31*** | ***lot 65 ON*** | ***WWIS***

Well ID: 5304493
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No:
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 22-Jan-1986 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 1507
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 065

Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5304493.pdf

Additional Detail(s) (Map)

Well Completed Date: 1985/04/17
Year Completed: 1985
Depth (m): 12.192
Latitude: 44.0127947490115
Longitude: -77.2889144872906
Path: 530\5304493.pdf

Bore Hole Information

Bore Hole ID: 10354749
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 17-Apr-1985 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Elevation:
Elevrc:
Zone: 18
East83: 316526.00
North83: 4875841.00
Org CS: N83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Concession:
Concession Name: IG
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

Overburden and Bedrock Materials Interval

Formation ID: 932177765
Layer: 2
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 17
Mat2 Desc: SHALE
Mat3: 77
Mat3 Desc: LOOSE
Formation Top Depth: 1.0
Formation End Depth: 5.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932177767
Layer: 4
Color: 2

General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 6.0
Formation End Depth: 40.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932177766
Layer: 3
Color: 2
General Color: GREY
Mat1: 17
Most Common Material: SHALE
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 5.0
Formation End Depth: 6.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932177764
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 1.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965304493
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10903319
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930584217
Layer: 1
Material: 1
Open Hole or Material: STEEL
Depth From:
Depth To: 21.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930584218
Layer: 2
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:
Depth To: 40.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: BAILER
Pump Test ID: 995304493
Pump Set At:
Static Level: 22.0
Final Level After Pumping: 25.0
Recommended Pump Depth: 37.0
Pumping Rate: 20.0
Flowing Rate:
Recommended Pump Rate: 20.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 2
Pumping Duration HR: 1
Pumping Duration MIN: 10
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934805741
Test Type: Recovery
Test Duration: 45
Test Level: 22.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 935062257
Test Type: Recovery
Test Duration: 60
Test Level: 22.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934273638
Test Type: Recovery

Test Duration: 15
Test Level: 22.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934544860
Test Type: Recovery
Test Duration: 30
Test Level: 22.0
Test Level UOM: ft

Water Details

Water ID: 933830679
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 23.0
Water Found Depth UOM: ft

Water Details

Water ID: 933830680
Layer: 2
Kind Code: 1
Kind: FRESH
Water Found Depth: 28.0
Water Found Depth UOM: ft

Water Details

Water ID: 933830681
Layer: 3
Kind Code: 1
Kind: FRESH
Water Found Depth: 33.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10354749
Depth M: 12.192
Year Completed: 1985
Well Completed Dt: 1985/04/17
Audit No:
Tag No:
Contractor: 1507
Path: 530\5304493.pdf
Latitude: 44.0127947490115
Longitude: -77.2889144872906

20 | ***1 of 1*** | ***ESE/333.5*** | ***102.8 / -2.00*** | ***lot 17 con 2 ON*** | ***WWIS***

Well ID: 5304572
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Abandoned-Supply
Water Type:
Casing Material:
Audit No: NA
Tag:
Constructn Method:
Elevation (m):
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 30-Jan-1987 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 1507
Form Version: 1
Owner:
County: PRINCE EDWARD

Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5304572.pdf

Additional Detail(s) (Map)

Well Completed Date: 1986/05/16
Year Completed: 1986
Depth (m): 19.2024
Latitude: 44.0110888930134
Longitude: -77.2810271320018
Path: 530\5304572.pdf

Bore Hole Information

Bore Hole ID: 10354827
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 16-May-1986 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Elevation:
Elevrc:
Zone: 18
East83: 317153.00
North83: 4875634.00
Org CS: N83
UTMRC: 3
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Overburden and Bedrock Materials Interval

Formation ID: 932178019
Layer: 3
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 8.0
Formation End Depth: 63.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178018
Layer: 2

Color: 2
General Color: GREY
Mat1: 17
Most Common Material: SHALE
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 4.0
Formation End Depth: 8.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178017
Layer: 1
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 79
Mat2 Desc: PACKED
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 4.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965304572
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10903397
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930584362
Layer: 2
Material:
Open Hole or Material:
Depth From:
Depth To:
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930584361
Layer: 1
Material:
Open Hole or Material:

Depth From:
Depth To:
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Links

Bore Hole ID: 10354827
Depth M: 19.2024
Year Completed: 1986
Well Completed Dt: 1986/05/16
Audit No: NA
Tag No:
Contractor: 1507
Path: 530\5304572.pdf
Latitude: 44.0110888930134
Longitude: -77.2810271320018

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21 **1 of 1** **WNW/386.2** **110.2 / 5.34** **lot 65 ON** **WWIS**

Well ID: 5307047
Construction Date:
Use 1st: Not Used
Use 2nd:
Final Well Status: Abandoned-Supply
Water Type:
Casing Material:
Audit No: 242897
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 04-Nov-2002 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 6005
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 065
Concession:
Concession Name:
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5307047.pdf

Additional Detail(s) (Map)

Well Completed Date: 2002/09/22
Year Completed: 2002
Depth (m): 30.48
Latitude: 44.0144860496792
Longitude: -77.2885304558141
Path: 530\5307047.pdf

Bore Hole Information

Bore Hole ID: 10534741
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 22-Sep-2002 00:00:00
Remarks:
Loc Method Desc: from gis
Elevrc Desc:
Elevation:
Elevrc:
Zone: 18
East83: 316562.00
North83: 4876028.00
Org CS:
UTMRC: 5
UTMRC Desc: margin of error : 100 m - 300 m
Location Method: gis

Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Overburden and Bedrock Materials Interval

Formation ID: 932895824
Layer: 2
Color: 6
General Color: BROWN
Mat1: 17
Most Common Material: SHALE
Mat2: 77
Mat2 Desc: LOOSE
Mat3:
Mat3 Desc:
Formation Top Depth: 4.0
Formation End Depth: 6.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932895823
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2: 12
Mat2 Desc: STONES
Mat3: 85
Mat3 Desc: SOFT
Formation Top Depth: 0.0
Formation End Depth: 4.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932895825
Layer: 3
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 73
Mat2 Desc: HARD
Mat3:
Mat3 Desc:
Formation Top Depth: 6.0
Formation End Depth: 100.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965307047
Method Construction Code: 1

Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 11083311
Casing No: 1
Comment:
Alt Name:

Links

Bore Hole ID: 10534741
Depth M: 30.48
Year Completed: 2002
Well Completed Dt: 2002/09/22
Audit No: 242897
Tag No:
Contractor: 6005
Path: 530\5307047.pdf
Latitude: 44.0144860496792
Longitude: -77.2885304558141

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22 | 1 of 1 | SSE/391.1 | 104.8 / 0.00 | lot 16 con 2 ON | WWIS

Well ID: 5306263
Construction Date:
Use 1st: Not Used
Use 2nd:
Final Well Status: Abandoned-Supply
Water Type:
Casing Material:
Audit No: 165597
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:
Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 10-Jun-1996 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 5021
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 016
Concession: 02
Concession Name: WL NW
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

PDF URL (Map): https://d2khazk8e83rdv.cloudfront.net/moe_mapping/downloads/2Water/Wells_pdfs/530\5306263.pdf

Additional Detail(s) (Map)

Well Completed Date: 1996/05/14
Year Completed: 1996
Depth (m): 21.9456
Latitude: 44.008812738923
Longitude: -77.2836467860063
Path: 530\5306263.pdf

Bore Hole Information

Bore Hole ID: 10356491
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Elevation:
Elevrc:
Zone: 18
East83: 316936.00
North83: 4875387.00
Org CS: N83
UTMRC: 3

Date Completed: 14-May-1996 00:00:00
Remarks:
Loc Method Desc:
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:
UTMRC Desc: margin of error : 10 - 30 m
Location Method:

Overburden and Bedrock Materials Interval

Formation ID: 932183009
Layer: 1
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 12
Mat2 Desc: STONES
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 10.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932183010
Layer: 2
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 10.0
Formation End Depth: 72.0
Formation End Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933178904
Layer: 1
Plug From: 8.0
Plug To: 10.0
Plug Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933178906
Layer: 3
Plug From: 10.0
Plug To: 72.0
Plug Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933178905
Layer: 2
Plug From: 10.0
Plug To: 70.0
Plug Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965306263
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10905061
Casing No: 1
Comment:
Alt Name:

Water Details

Water ID: 933832371
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 22.0
Water Found Depth UOM: ft

Water Details

Water ID: 933832372
Layer: 2
Kind Code: 6
Kind: GAS
Water Found Depth: 47.0
Water Found Depth UOM: ft

Links

Bore Hole ID: 10356491
Depth M: 21.9456
Year Completed: 1996
Well Completed Dt: 1996/05/14
Audit No: 165597
Tag No:
Contractor: 5021
Path: 530\5306263.pdf
Latitude: 44.008812738923
Longitude: -77.2836467860063

23 ***1 of 1*** ***NNW/397.9*** ***108.8 / 3.93*** ***HUFF'S CORNERS QUA.3*** ***AMIS***

SOPHIASBURGH ON

Site Access Code:
AMIS Distr Code:
Abandoned Mine ID: 07717
Old MDI ID: SO3018
New MDI ID: MDI31C03SW00007
Mine Status: ABANDONED
Mine Plan/Section: NO
Prog Rehab Plan: NO
Revegetation:
Veg Condition:
Veg Descr:
Chemical Doc:
Jurisdiction: A.R.A.
Lot No: 0

Site Class: D
Clos Reason Code:
Closure Plan: NO
Prim Commod Code:
Primary Commodity: LIMESTONE (BUILDING STONES)
Operational Access: N/A
Date Entered:
Date Last Modified: 11/23/2021
Effective Date:
Start Year:
End Year:
Evid of Site Conta:
Evid of Sulphide:
Evid Animals Pres:
Concession: 0
Zone: 18
Northing: 4876134
Easting: 316691
Mine Closure Reaso: CEASING PRODUCTION - OTHER
AMIS District: TWEED
District Desc: TWEED
Animal Desc:
Status Type Code:
Long Name: 1018315048750
NTS No: 031C03
Latitude: 44.01547
Longitude: -77.28696
Hyper Link: https://www.geologyontario.mndm.gov.on.ca/mndmfiles/amis/data/records/07717.html
Mine Features Desc:
AMIS Bkgrd Info: THE SITE WAS NOT INCLUDED IN THE YEAR 2000 SURVEY.

LICENCED BY THE AGGREGATE RESOURCES ACT.; LOCATED AT QUARRY SYMBOL 1.7KM E. OF HUFF'S CORNERS ON MAP GSC 1961, MAP 45-1960 IN PAPER 60-31(1:).; COMMODITY: LIME; LOT 63&64 CONC GEROW GORE;

Alternate Name: HUFF'S CORNERS QUA.3

24 ***1 of 1*** ***NNW/398.1*** ***108.8 / 3.93*** ***Huffs Corners Quarry #3*** ***MNR***

ON

MDI No: MDI31C03SW00007
OGF ID:
Deposit Status:
Claim Map:
Geological Dstrct: Southern Ontario
Mining Division:
Name: Huffs Corners Quarry #3
P Commod: LIMESTONE (CRUSHED STONES)
S Commod:
Latitude: 44.015472
Longitude: -77.286959
Class Sub Type:
Source Map:
Detail: http://www.geologyontario.mndm.gov.on.ca/mndmfiles/mdi/data/records/MDI31C03SW00007.html
All Names: Huffs Corners Quarry #3
Access Description: N/A
Twp Area: Sophiasburgh
Dep Class:
Zone:
Easting:
Northing:
Effective Dt/time:
Date Last Modified:
Geo Update Dt/time:
Class Sub Type No:
Status: Past Producing Mine Without Reserves or Resources

25 ***1 of 1*** ***NNW/412.2*** ***107.8 / 2.96*** ***HUFF'S CORNER QUA #3*** ***AMIS***

SOPHIASBURGH ON

Site Access Code:
AMIS Distr Code:
Abandoned Mine ID: 05883
Old MDI ID: SO3018
New MDI ID: MDI31C03SW00007
Mine Status: ABANDONED
Mine Plan/Section: NO
Site Class: D
Clos Reason Code:
Closure Plan: NO
Prim Commod Code:
Primary Commodity: LIMESTONE (BUILDING STONES)
Operational Access: N/A
Date Entered: 12/20/1993
Date Last Modified: 11/22/2021
Prog Rehab Plan: NO
Revegetation:
Veg Condition:
Veg Descr:
Chemical Doc:
Jurisdiction: A.R.A.
Lot No: 0
Concession: 0
Zone: 18
Northing: 4876150
Easting: 316694
Mine Closure Reaso: CEASING PRODUCTION - OTHER
AMIS District: TWEED
District Desc: TWEED
Animal Desc:

Map Key	Number of Records	Direction/ Distance (m)	Elev/Diff (m)	Site	DB

Effective Date:		**Status Type Code:**	
Start Year:		**Long Name:**	1018315048750
End Year:		**NTS No:**	031C03
Evid of Site Conta:		**Latitude:**	44.01562
Evid of Sulphide:		**Longitude:**	-77.28693
Evid Animals Pres:			
Hyper Link:	https://www.geologyontario.mndm.gov.on.ca/mndmfiles/amis/data/records/05883.html		
Mine Features Desc:			
AMIS Bkgrd Info:	THE SITE WAS NOT INCLUDED IN THE YEAR 2000 SURVEY. RESPONSIBILITY OF MNR UNDER THE AGGREGATE RESOURCES ACT; LOCATED AT QUARRY SYMBOL 1.7KM E. OF HUFF'S CORNERS ON MAP GSC 1961, MAP 45-1960 IN PAPER 60-31(1:).; LOT 63,64 CONC GEROW GORE; COMMODITY: LIMESTONE?		
Alternate Name:	HUFF'S CORNER QUA #3		

Unplottable Summary

Total: 16 Unplottable sites

DB	Company Name/Site Name	Address	City	Postal
CA	Bloomfield Patrol Yard	Lot 17, Concession 2	Prince Edward County ON	
CA	Bloomfield Patrol Yard	Lot 17, Concession 2	Prince Edward County ON	
DTNK	MINISTRY OF TRANSPORTATION PICTON PATROL YARD	LOT 17 CON 2	HALLOWELL ON	
DTNK	MINISTRY OF TRANSPORTATION PICTON PATROL YARD	LOT 17 CON 2	HALLOWELL ON	
DTNK	MINISTRY OF TRANSPORTATION PICTON PATROL YARD	LOT 17 CON 2	HALLOWELL ON	
DTNK	MINISTRY OF TRANSPORTATION PICTON PATROL YARD	LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA	ON	
DTNK	MINISTRY OF TRANSPORTATION PICTON PATROL YARD	LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA	ON	
FST	MINISTRY OF TRANSPORTATION PICTON PATROL YARD	LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA	ON	
FST	MINISTRY OF TRANSPORTATION PICTON PATROL YARD	LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA	ON	
PRT	MINISTRY OF TRANSPORTATION PICTON PATROL YARD	LOT 17 CON 2	HALLOWELL ON	
SPL	Bonnechere Excavating Inc.	Highway 62, 5 km north of Bloomfield	Prince Edward ON	
WWIS		lot 64	ON	
WWIS		lot 18	ON	
WWIS		lot 16	ON	
WWIS		lot 65	ON	

WWIS	lot 17 con 2	ON

Unplottable Report

Site: ***Bloomfield Patrol Yard***
Lot 17, Concession 2 Prince Edward County ON

Database: ***CA***

Certificate #:	0245-4L8P2P
Application Year:	00
Issue Date:	9/8/00
Approval Type:	Industrial sewage
Status:	Approved
Application Type:	Notice
Client Name:	Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation
Client Address:	355 Counter Street
Client City:	Kingston
Client Postal Code:	
Project Description:	Amend error in Site Location
Contaminants:	
Emission Control:	

Site: ***Bloomfield Patrol Yard***
Lot 17, Concession 2 Prince Edward County ON

Database: ***CA***

Certificate #:	0245-4L8P2P
Application Year:	02
Issue Date:	1/15/02
Approval Type:	Industrial sewage
Status:	Cancelled
Application Type:	Notice
Client Name:	Her Majesty the Queen in Right of Ontario as represented by the Minister of Transportation
Client Address:	355 Counter Street
Client City:	Kingston
Client Postal Code:	
Project Description:	This application is to add the MTO MacTier Facility to the list of approved sites. The project involves the installation of an 1800 litre oil/water separator.
Contaminants:	
Emission Control:	

Site: ***MINISTRY OF TRANSPORTATION PICTON PATROL YARD***
LOT 17 CON 2 HALLOWELL ON

Database: ***DTNK***

Delisted Expired Fuel Safety Facilities

Instance No:	9290119	***Expired Date:***	
Status:	EXPIRED	***Max Hazard Rank:***	
Instance ID:	378849	***Facility Location:***	
Instance Type:	FS Facility	***Facility Type:***	
Instance Creation Dt:		***Fuel Type 2:***	
Instance Install Dt:		***Fuel Type 3:***	
Item Description:		***Panam Related:***	
Manufacturer:		***Panam Venue Nm:***	
Model:		***External Identifier:***	
Serial No:		***Item:***	
ULC Standard:		***Piping Steel:***	
Quantity:		***Piping Galvanized:***	
Unit of Measure:		***Tank Single Wall St:***	
Overfill Prot Type:		***Piping Underground:***	

Creation Date:	
Next Periodic Str DT:	
TSSA Base Sched Cycle 2:	
TSSAMax Hazard Rank 1:	
TSSA Risk Based Periodic Yn:	
TSSA Volume of Directives:	
TSSA Periodic Exempt:	
TSSA Statutory Interval:	
TSSA Recd Insp Interva:	
TSSA Recd Tolerance:	
TSSA Program Area:	
TSSA Program Area 2:	
Description:	Fuels Safety Private Fuel Outlet - Self Serve
Original Source:	EXP
Record Date:	Up to Mar 2012

Tank Underground:	
Source:	

Site: ***MINISTRY OF TRANSPORTATION PICTON PATROL YARD LOT 17 CON 2 HALLOWELL ON***

Database: ***DTNK***

Delisted Expired Fuel Safety Facilities

Instance No:	10773903
Status:	EXPIRED
Instance ID:	38987
Instance Type:	FS Piping
Instance Creation Dt:	
Instance Install Dt:	
Item Description:	
Manufacturer:	
Model:	
Serial No:	
ULC Standard:	
Quantity:	
Unit of Measure:	
Overfill Prot Type:	
Creation Date:	
Next Periodic Str DT:	
TSSA Base Sched Cycle 2:	
TSSAMax Hazard Rank 1:	
TSSA Risk Based Periodic Yn:	
TSSA Volume of Directives:	
TSSA Periodic Exempt:	
TSSA Statutory Interval:	
TSSA Recd Insp Interva:	
TSSA Recd Tolerance:	
TSSA Program Area:	
TSSA Program Area 2:	
Description:	FS Piping
Original Source:	EXP
Record Date:	Up to Mar 2012

Expired Date:	
Max Hazard Rank:	
Facility Location:	
Facility Type:	
Fuel Type 2:	
Fuel Type 3:	
Panam Related:	
Panam Venue Nm:	
External Identifier:	
Item:	
Piping Steel:	
Piping Galvanized:	
Tank Single Wall St:	
Piping Underground:	
Tank Underground:	
Source:	

Site: ***MINISTRY OF TRANSPORTATION PICTON PATROL YARD LOT 17 CON 2 HALLOWELL ON***

Database: ***DTNK***

Delisted Expired Fuel Safety Facilities

Instance No:	10773921
Status:	EXPIRED
Instance ID:	38693
Instance Type:	FS Piping
Instance Creation Dt:	
Instance Install Dt:	
Item Description:	

Expired Date:	
Max Hazard Rank:	
Facility Location:	
Facility Type:	
Fuel Type 2:	
Fuel Type 3:	
Panam Related:	

Manufacturer:	
Model:	
Serial No:	
ULC Standard:	
Quantity:	
Unit of Measure:	
Overfill Prot Type:	
Creation Date:	
Next Periodic Str DT:	
TSSA Base Sched Cycle 2:	
TSSAMax Hazard Rank 1:	
TSSA Risk Based Periodic Yn:	
TSSA Volume of Directives:	
TSSA Periodic Exempt:	
TSSA Statutory Interval:	
TSSA Recd Insp Interva:	
TSSA Recd Tolerance:	
TSSA Program Area:	
TSSA Program Area 2:	
Description:	FS Piping
Original Source:	EXP
Record Date:	Up to Mar 2012

Panam Venue Nm:	
External Identifier:	
Item:	
Piping Steel:	
Piping Galvanized:	
Tank Single Wall St:	
Piping Underground:	
Tank Underground:	
Source:	

Site: ***MINISTRY OF TRANSPORTATION PICTON PATROL YARD LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA ON***

Database: ***DTNK***

Delisted Expired Fuel Safety Facilities

Instance No:	10773912
Status:	EXPIRED
Instance ID:	
Instance Type:	
Instance Creation Dt:	1/19/1990
Instance Install Dt:	1/19/1990
Item Description:	FS Liquid Fuel Tank
Manufacturer:	NULL
Model:	NULL
Serial No:	NULL
ULC Standard:	NULL
Quantity:	1
Unit of Measure:	EA
Overfill Prot Type:	NULL
Creation Date:	7/5/2009 1:20:51 AM
Next Periodic Str DT:	NULL
TSSA Base Sched Cycle 2:	NULL
TSSAMax Hazard Rank 1:	NULL
TSSA Risk Based Periodic Yn:	NULL
TSSA Volume of Directives:	NULL
TSSA Periodic Exempt:	NULL
TSSA Statutory Interval:	NULL
TSSA Recd Insp Interva:	NULL
TSSA Recd Tolerance:	NULL
TSSA Program Area:	NULL
TSSA Program Area 2:	NULL
Description:	UNDERGROUND TANK
Original Source:	EXP
Record Date:	31-JUL-2020

Expired Date:	
Max Hazard Rank:	NULL
Facility Location:	LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA
Facility Type:	FS LIQUID FUEL TANK
Fuel Type 2:	NULL
Fuel Type 3:	NULL
Panam Related:	NULL
Panam Venue Nm:	NULL
External Identifier:	NULL
Item:	
Piping Steel:	
Piping Galvanized:	
Tank Single Wall St:	
Piping Underground:	
Tank Underground:	
Source:	FS Liquid Fuel Tank

Site: ***MINISTRY OF TRANSPORTATION PICTON PATROL YARD LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA ON***

Database: ***DTNK***

Delisted Expired Fuel Safety Facilities

Instance No:	10773894	**Expired Date:**	
Status:	EXPIRED	**Max Hazard Rank:**	NULL
Instance ID:		**Facility Location:**	LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA
Instance Type:		**Facility Type:**	FS LIQUID FUEL TANK
Instance Creation Dt:	1/19/1990	**Fuel Type 2:**	NULL
Instance Install Dt:	1/19/1990	**Fuel Type 3:**	NULL
Item Description:	FS Liquid Fuel Tank	**Panam Related:**	NULL
Manufacturer:	NULL	**Panam Venue Nm:**	NULL
Model:	NULL	**External Identifier:**	NULL
Serial No:	NULL	**Item:**	
ULC Standard:	NULL	**Piping Steel:**	
Quantity:	1	**Piping Galvanized:**	
Unit of Measure:	EA	**Tank Single Wall St:**	
Overfill Prot Type:	NULL	**Piping Underground:**	
Creation Date:	7/5/2009 1:20:52 AM	**Tank Underground:**	
Next Periodic Str DT:	NULL	**Source:**	FS Liquid Fuel Tank

TSSA Base Sched Cycle 2: NULL
TSSAMax Hazard Rank 1: NULL
TSSA Risk Based Periodic Yn: NULL
TSSA Volume of Directives: NULL
TSSA Periodic Exempt: NULL
TSSA Statutory Interval: NULL
TSSA Recd Insp Interva: NULL
TSSA Recd Tolerance: NULL
TSSA Program Area: NULL
TSSA Program Area 2: NULL
Description: UNDERGROUND TANK RMVD AS PER LTR DTD OCT 21/97 FRM L D HOWELL
Original Source: EXP
Record Date: 31-JUL-2020

Site: ***MINISTRY OF TRANSPORTATION PICTON PATROL YARD***
LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA ON

Database: ***FST***

Instance No:	10773894	**Manufacturer:**	
Status:		**Serial No:**	
Cont Name:		**Ulc Standard:**	
Instance Type:		**Quantity:**	
Item:		**Unit of Measure:**	
Item Description:	FS Liquid Fuel Tank	**Fuel Type:**	Diesel
Tank Type:	Liquid Fuel Single Wall UST	**Fuel Type2:**	NULL
Install Date:	1/19/1990	**Fuel Type3:**	NULL
Install Year:	1986	**Piping Steel:**	
Years in Service:		**Piping Galvanized:**	
Model:	NULL	**Tanks Single Wall St:**	
Description:		**Piping Underground:**	
Capacity:	9100	**No Underground:**	
Tank Material:	Fiberglass (FRP)	**Panam Related:**	
Corrosion Protect:	Fiberglass	**Panam Venue:**	
Overfill Protect:			
Facility Type:	FS Liquid Fuel Tank		
Parent Facility Type:			
Facility Location:			
Device Installed Location:	LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA		

Liquid Fuel Tank Details

Overfill Protection:	
Owner Account Name:	MINISTRY OF TRANSPORTATION PICTON PATROL YARD
Item:	FS LIQUID FUEL TANK

Site: ***MINISTRY OF TRANSPORTATION PICTON PATROL YARD***
LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA ON

Database: ***FST***

Instance No:	10773912	**Manufacturer:**	
Status:		**Serial No:**	
Cont Name:		**Ulc Standard:**	
Instance Type:		**Quantity:**	
Item:		**Unit of Measure:**	

Item Description:	FS Liquid Fuel Tank	**Fuel Type:**	Gasoline
Tank Type:	Liquid Fuel Single Wall UST	**Fuel Type2:**	NULL
Install Date:	1/19/1990	**Fuel Type3:**	NULL
Install Year:	1986	**Piping Steel:**	
Years in Service:		**Piping Galvanized:**	
Model:	NULL	**Tanks Single Wall St:**	
Description:		**Piping Underground:**	
Capacity:	4550	**No Underground:**	
Tank Material:	Fiberglass (FRP)	**Panam Related:**	
Corrosion Protect:	Fiberglass	**Panam Venue:**	
Overfill Protect:			
Facility Type:	FS Liquid Fuel Tank		
Parent Facility Type:			
Facility Location:			
Device Installed Location:	LOT 17 CON 2 HALLOWELL K7H 3C6 ON CA		

Liquid Fuel Tank Details

Overfill Protection:	
Owner Account Name:	MINISTRY OF TRANSPORTATION PICTON PATROL YARD
Item:	FS LIQUID FUEL TANK

Site: ***MINISTRY OF TRANSPORTATION PICTON PATROL YARD***
LOT 17 CON 2 HALLOWELL ON

Database: ***PRT***

Location ID:	5774
Type:	private
Expiry Date:	
Capacity (L):	13650.00
Licence #:	0001023311

Site: ***Bonnechere Excavating Inc.***
Highway 62, 5 km north of Bloomfield Prince Edward ON

Database: ***SPL***

Ref No:	3581-AJYQJC	**Discharger Report:**	
Site No:	NA	**Material Group:**	
Incident Dt:	2/24/2017	**Health/Env Conseq:**	
Year:		**Client Type:**	
Incident Cause:		**Sector Type:**	Unknown / N/A
Incident Event:	Overflow/Surcharge	**Agency Involved:**	
Contaminant Code:	43	**Nearest Watercourse:**	Unknown Name
Contaminant Name:	SEDIMENT(SUSPENDED SOLIDS/ SAND/ SILT)	**Site Address:**	Highway 62, 5 km north of Bloomfield
Contaminant Limit 1:		**Site District Office:**	
Contam Limit Freq 1:		**Site Postal Code:**	
Contaminant UN No 1:		**Site Region:**	
Environment Impact:		**Site Municipality:**	Prince Edward
Nature of Impact:		**Site Lot:**	
Receiving Medium:		**Site Conc:**	
Receiving Env:	Surface Water	**Northing:**	4877589
MOE Response:	No	**Easting:**	316892
Dt MOE Arvl on Scn:		**Site Geo Ref Accu:**	
MOE Reported Dt:	2/27/2017	**Site Map Datum:**	
Dt Document Closed:		**SAC Action Class:**	Watercourse Spills
Incident Reason:	Weather Conditions	**Source Type:**	
Site Name:	Culvert Replacement<UNOFFICIAL>		
Site County/District:			
Site Geo Ref Meth:			
Incident Summary:	Sediment to Pearsall Ck from construction		
Contaminant Qty:	0 other - see incident description		

Site:
lot 64 ON

Database: ***WWIS***

Well ID:	5307509	**Flowing (Y/N):**	

Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No: Z38285
Tag: A034646
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: 53000
Site Info: PLAN 11

Flow Rate:
Data Entry Status:
Data Src:
Date Received: 16-Jan-2006 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 6881
Form Version: 3
Owner:
County: PRINCE EDWARD
Lot: 064
Concession:
Concession Name:
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

Bore Hole Information

Bore Hole ID: 11556057
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 14-Dec-2005 00:00:00
Remarks:
Loc Method Desc: Not Applicable i.e. no UTM
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Elevation:
Elevrc:
Zone:
East83:
North83:
Org CS:
UTMRC: 9
UTMRC Desc: unknown UTM
Location Method: na

Overburden and Bedrock Materials Interval

Formation ID: 933040184
Layer: 2
Color: 3
General Color: BLUE
Mat1: 15
Most Common Material: LIMESTONE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 0.6000000238418579
Formation End Depth: 6.5
Formation End Depth UOM: m

Overburden and Bedrock Materials Interval

Formation ID: 933040183
Layer: 1
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2:
Mat2 Desc:

Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 0.6000000238418579
Formation End Depth UOM: m

Annular Space/Abandonment Sealing Record

Plug ID: 933286280
Layer: 1
Plug From: 0.0
Plug To: 2.5
Plug Depth UOM: m

Method of Construction & Well Use

Method Construction ID: 965307509
Method Construction Code: A
Method Construction: Digging
Other Method Construction:

Pipe Information

Pipe ID: 11565664
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930873789
Layer: 1
Material: 3
Open Hole or Material: CONCRETE
Depth From: 0.0
Depth To: 6.5
Casing Diameter: 91.0
Casing Diameter UOM: cm
Casing Depth UOM: m

Results of Well Yield Testing

Pumping Test Method Desc: PUMP
Pump Test ID: 11573078
Pump Set At: 6.5
Static Level: 0.4000000059604645
Final Level After Pumping: 3.4000000953674316
Recommended Pump Depth: 6.5
Pumping Rate: 585.0
Flowing Rate:
Recommended Pump Rate: 99.0
Levels UOM: m
Rate UOM: LPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 1
Pumping Duration HR: 1
Pumping Duration MIN:
Flowing:

Draw Down & Recovery

Pump Test Detail ID: 11575238

Test Type: Draw Down
Test Duration: 15
Test Level: 1.399999976158142
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 11575241
Test Type: Recovery
Test Duration: 30
Test Level: 3.0999999046325684
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 11575243
Test Type: Recovery
Test Duration: 50
Test Level: 3.0
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 11575244
Test Type: Draw Down
Test Duration: 60
Test Level: 3.4000000953674316
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 11575245
Test Type: Recovery
Test Duration: 60
Test Level: 2.9000000953674316
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 11575239
Test Type: Recovery
Test Duration: 15
Test Level: 3.200000047683716
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 11575240
Test Type: Draw Down
Test Duration: 30
Test Level: 2.0999999046325684
Test Level UOM: m

Draw Down & Recovery

Pump Test Detail ID: 11575242
Test Type: Draw Down
Test Duration: 50
Test Level: 2.799999952316284
Test Level UOM: m

Water Details

Water ID: 934072178
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 4.0
Water Found Depth UOM: m

Site:
lot 18 ON

Database:
WWIS

Well ID: 5307127
Construction Date:
Use 1st:
Use 2nd:
Final Well Status: Observation Wells
Water Type:
Casing Material:
Audit No: 262103
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:

Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 26-Jun-2003 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 7020
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 018
Concession:
Concession Name: MT
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

Bore Hole Information

Bore Hole ID: 10541011
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 09-Jun-2003 00:00:00
Remarks:
Loc Method Desc: Not Applicable i.e. no UTM
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Elevation:
Elevrc:
Zone: 18
East83:
North83:
Org CS:
UTMRC: 9
UTMRC Desc: unknown UTM
Location Method: na

Overburden and Bedrock Materials Interval

Formation ID: 932917093
Layer: 7
Color: 6
General Color: BROWN
Mat1: 11
Most Common Material: GRAVEL
Mat2: 28
Mat2 Desc: SAND
Mat3:
Mat3 Desc:
Formation Top Depth: 57.0
Formation End Depth: 65.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932917090
Layer: 4
Color: 6
General Color: BROWN
Mat1: 10
Most Common Material: COARSE SAND
Mat2: 11
Mat2 Desc: GRAVEL
Mat3:
Mat3 Desc:
Formation Top Depth: 17.0
Formation End Depth: 34.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932917092
Layer: 6
Color:
General Color:
Mat1: 28
Most Common Material: SAND
Mat2: 11
Mat2 Desc: GRAVEL
Mat3:
Mat3 Desc:
Formation Top Depth: 55.0
Formation End Depth: 57.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932917095
Layer: 9
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 66.0
Formation End Depth: 67.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932917087
Layer: 1
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 12
Mat2 Desc: STONES
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 2.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932917091
Layer: 5
Color: 6
General Color: BROWN
Mat1: 11
Most Common Material: GRAVEL
Mat2: 28
Mat2 Desc: SAND
Mat3: 05
Mat3 Desc: CLAY
Formation Top Depth: 34.0
Formation End Depth: 55.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932917089
Layer: 3
Color: 6
General Color: BROWN
Mat1: 11
Most Common Material: GRAVEL
Mat2: 10
Mat2 Desc: COARSE SAND
Mat3:
Mat3 Desc:
Formation Top Depth: 11.0
Formation End Depth: 17.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932917088
Layer: 2
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 28
Mat2 Desc: SAND
Mat3: 11
Mat3 Desc: GRAVEL
Formation Top Depth: 2.0
Formation End Depth: 11.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932917094
Layer: 8
Color: 6
General Color: BROWN
Mat1: 11
Most Common Material: GRAVEL
Mat2: 28
Mat2 Desc: SAND
Mat3: 05
Mat3 Desc: CLAY
Formation Top Depth: 65.0

Formation End Depth: 66.0
Formation End Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933239102
Layer: 2
Plug From: 35.0
Plug To: 40.0
Plug Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933239101
Layer: 1
Plug From: 0.0
Plug To: 35.0
Plug Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933239103
Layer: 3
Plug From: 40.0
Plug To: 67.0
Plug Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965307127
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 11089581
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930588680
Layer: 3
Material: 5
Open Hole or Material: PLASTIC
Depth From:
Depth To: 67.0
Casing Diameter: 3.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930588678
Layer: 1
Material: 1
Open Hole or Material: STEEL
Depth From:

Depth To: 22.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930588679
Layer: 2
Material: 5
Open Hole or Material: PLASTIC
Depth From:
Depth To: 47.0
Casing Diameter: 3.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Screen

Screen ID: 933405219
Layer: 1
Slot: 020
Screen Top Depth: 47.0
Screen End Depth: 67.0
Screen Material:
Screen Depth UOM: ft
Screen Diameter UOM: inch
Screen Diameter: 3.0

Results of Well Yield Testing

Pumping Test Method Desc: PUMP
Pump Test ID: 995307127
Pump Set At:
Static Level: 36.0
Final Level After Pumping: 36.0
Recommended Pump Depth: 66.0
Pumping Rate: 11.0
Flowing Rate:
Recommended Pump Rate: 10.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code:
Water State After Test:
Pumping Test Method: 1
Pumping Duration HR: 1
Pumping Duration MIN: 0
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934542694
Test Type: Recovery
Test Duration: 30
Test Level: 36.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934811436
Test Type: Recovery
Test Duration: 45
Test Level: 36.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934271481
Test Type: Recovery
Test Duration: 15
Test Level: 36.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 935068375
Test Type: Recovery
Test Duration: 60
Test Level: 36.0
Test Level UOM: ft

Water Details

Water ID: 934034750
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 67.0
Water Found Depth UOM: ft

Site:
lot 16 ON

Database: ***WWIS***

Well ID: 5303232
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No:
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:

Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 20-Feb-1975 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 3516
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 016
Concession:
Concession Name:
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

Bore Hole Information

Bore Hole ID: 10353503
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 01-Jul-1975 00:00:00
Remarks:
Loc Method Desc: Not Applicable i.e. no UTM
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Elevation:
Elevrc:
Zone: 18
East83:
North83:
Org CS:
UTMRC: 9
UTMRC Desc: unknown UTM
Location Method: na

Overburden and Bedrock Materials Interval

Formation ID: 932174314
Layer: 2
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2: 74
Mat2 Desc: LAYERED
Mat3:
Mat3 Desc:
Formation Top Depth: 6.0
Formation End Depth: 115.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932174313
Layer: 1
Color: 6
General Color: BROWN
Mat1: 05
Most Common Material: CLAY
Mat2: 11
Mat2 Desc: GRAVEL
Mat3: 79
Mat3 Desc: PACKED
Formation Top Depth: 0.0
Formation End Depth: 6.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965303232
Method Construction Code: 4
Method Construction: Rotary (Air)
Other Method Construction:

Pipe Information

Pipe ID: 10902073
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930581977
Layer: 2
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:
Depth To: 115.0
Casing Diameter: 8.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930581976

Layer: 1
Material: 1
Open Hole or Material: STEEL
Depth From:
Depth To: 10.0
Casing Diameter: 8.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: PUMP
Pump Test ID: 995303232
Pump Set At:
Static Level: 15.0
Final Level After Pumping: 115.0
Recommended Pump Depth: 112.0
Pumping Rate: 1.0
Flowing Rate:
Recommended Pump Rate: 1.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 1
Pumping Duration HR: 1
Pumping Duration MIN: 0
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934550227
Test Type:
Test Duration: 30
Test Level: 105.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934270782
Test Type:
Test Duration: 15
Test Level: 110.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934805403
Test Type:
Test Duration: 45
Test Level: 100.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 935068176
Test Type:
Test Duration: 60
Test Level: 95.0
Test Level UOM: ft

Water Details

Water ID: 933829397
Layer: 1

Kind Code: 1
Kind: FRESH
Water Found Depth: 65.0
Water Found Depth UOM: ft

Site:
lot 65 ON

Database: ***WWIS***

Well ID: 5304769
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No: 02996
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:
Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:

Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 24-Feb-1988 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 1519
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 065
Concession:
Concession Name: IG
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

Bore Hole Information

Bore Hole ID: 10355022
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 04-Nov-1987 00:00:00
Remarks:
Loc Method Desc: Not Applicable i.e. no UTM
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Elevation:
Elevrc:
Zone: 18
East83:
North83:
Org CS:
UTMRC: 9
UTMRC Desc: unknown UTM
Location Method: na

Overburden and Bedrock Materials Interval

Formation ID: 932178616
Layer: 3
Color:
General Color:
Mat1: 15
Most Common Material: LIMESTONE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 15.0
Formation End Depth: 46.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178614
Layer: 1
Color:
General Color:
Mat1: 02
Most Common Material: TOPSOIL
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 2.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932178615
Layer: 2
Color:
General Color:
Mat1: 17
Most Common Material: SHALE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 2.0
Formation End Depth: 15.0
Formation End Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965304769
Method Construction Code: 1
Method Construction: Cable Tool
Other Method Construction:

Pipe Information

Pipe ID: 10903592
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930584705
Layer: 1
Material: 1
Open Hole or Material: STEEL
Depth From:
Depth To: 20.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Construction Record - Casing

Casing ID: 930584706
Layer: 2
Material: 4
Open Hole or Material: OPEN HOLE
Depth From:

Depth To: 46.0
Casing Diameter: 6.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: BAILER
Pump Test ID: 995304769
Pump Set At:
Static Level: 20.0
Final Level After Pumping: 40.0
Recommended Pump Depth:
Pumping Rate: 7.0
Flowing Rate:
Recommended Pump Rate: 7.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 2
Pumping Duration HR: 0
Pumping Duration MIN: 30
Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 934545431
Test Type: Draw Down
Test Duration: 30
Test Level: 40.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934274207
Test Type: Draw Down
Test Duration: 15
Test Level: 40.0
Test Level UOM: ft

Water Details

Water ID: 933830967
Layer: 1
Kind Code: 3
Kind: SULPHUR
Water Found Depth: 34.0
Water Found Depth UOM: ft

Site:
lot 17 con 2 ON

Database: ***WWIS***

Well ID: 5306617
Construction Date:
Use 1st: Domestic
Use 2nd:
Final Well Status: Water Supply
Water Type:
Casing Material:
Audit No: 207122
Tag:
Constructn Method:
Elevation (m):
Elevatn Reliabilty:
Depth to Bedrock:

Flowing (Y/N):
Flow Rate:
Data Entry Status:
Data Src: 1
Date Received: 06-Dec-1999 00:00:00
Selected Flag: TRUE
Abandonment Rec:
Contractor: 6881
Form Version: 1
Owner:
County: PRINCE EDWARD
Lot: 017
Concession: 02

Well Depth:
Overburden/Bedrock:
Pump Rate:
Static Water Level:
Clear/Cloudy:
Municipality: HALLOWELL TOWNSHIP
Site Info:

Concession Name: WL NW
Easting NAD83:
Northing NAD83:
Zone:
UTM Reliability:

Bore Hole Information

Bore Hole ID: 10356844
DP2BR:
Spatial Status:
Code OB:
Code OB Desc:
Open Hole:
Cluster Kind:
Date Completed: 26-Oct-1999 00:00:00
Remarks:
Loc Method Desc: Not Applicable i.e. no UTM
Elevrc Desc:
Location Source Date:
Improvement Location Source:
Improvement Location Method:
Source Revision Comment:
Supplier Comment:

Elevation:
Elevrc:
Zone: 18
East83:
North83:
Org CS:
UTMRC: 9
UTMRC Desc: unknown UTM
Location Method: na

Overburden and Bedrock Materials Interval

Formation ID: 932184074
Layer: 3
Color: 2
General Color: GREY
Mat1: 15
Most Common Material: LIMESTONE
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 8.0
Formation End Depth: 20.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932184072
Layer: 1
Color: 6
General Color: BROWN
Mat1: 02
Most Common Material: TOPSOIL
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 0.0
Formation End Depth: 1.0
Formation End Depth UOM: ft

Overburden and Bedrock Materials Interval

Formation ID: 932184073
Layer: 2

Color: 2
General Color: GREY
Mat1: 05
Most Common Material: CLAY
Mat2:
Mat2 Desc:
Mat3:
Mat3 Desc:
Formation Top Depth: 1.0
Formation End Depth: 8.0
Formation End Depth UOM: ft

Annular Space/Abandonment Sealing Record

Plug ID: 933179279
Layer: 1
Plug From: 0.0
Plug To: 8.0
Plug Depth UOM: ft

Method of Construction & Well Use

Method Construction ID: 965306617
Method Construction Code: A
Method Construction: Digging
Other Method Construction:

Pipe Information

Pipe ID: 10905414
Casing No: 1
Comment:
Alt Name:

Construction Record - Casing

Casing ID: 930587882
Layer: 1
Material: 3
Open Hole or Material: CONCRETE
Depth From:
Depth To: 20.0
Casing Diameter: 36.0
Casing Diameter UOM: inch
Casing Depth UOM: ft

Results of Well Yield Testing

Pumping Test Method Desc: PUMP
Pump Test ID: 995306617
Pump Set At:
Static Level: 7.0
Final Level After Pumping: 19.0
Recommended Pump Depth: 20.0
Pumping Rate: 130.0
Flowing Rate:
Recommended Pump Rate: 50.0
Levels UOM: ft
Rate UOM: GPM
Water State After Test Code: 1
Water State After Test: CLEAR
Pumping Test Method: 1
Pumping Duration HR:
Pumping Duration MIN: 48

Flowing: No

Draw Down & Recovery

Pump Test Detail ID: 935067257
Test Type: Draw Down
Test Duration: 60
Test Level: 19.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934278679
Test Type: Draw Down
Test Duration: 15
Test Level: 13.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934549901
Test Type: Draw Down
Test Duration: 30
Test Level: 16.0
Test Level UOM: ft

Draw Down & Recovery

Pump Test Detail ID: 934810865
Test Type: Draw Down
Test Duration: 45
Test Level: 18.0
Test Level UOM: ft

Water Details

Water ID: 933832723
Layer: 1
Kind Code: 1
Kind: FRESH
Water Found Depth: 8.0
Water Found Depth UOM: ft

Appendix: Database Descriptions

Environmental Risk Information Services (ERIS) can search the following databases. The extent of historical information varies with each database and current information is determined by what is publicly available to ERIS at the time of update. ***Note:*** *Databases denoted with " * " indicates that the database will no longer be updated. See the individual database description for more information.*

Abandoned Aggregate Inventory: Provincial AAGR

The MAAP Program maintains a database of abandoned pits and quarries. Please note that the database is only referenced by lot and concession and city/town location. The database provides information regarding the location, type, size, land use, status and general comments.*

Government Publication Date: Sept 2002*

Aggregate Inventory: Provincial AGR

The Ontario Ministry of Natural Resources maintains a database of all active pits and quarries. The database provides information regarding the registered owner/operator, location name, operation type, approval type, and maximum annual tonnage.

Government Publication Date: Up to Nov 2021

Abandoned Mine Information System: Provincial AMIS

The Abandoned Mines Information System contains data on known abandoned and inactive mines located on both Crown and privately held lands. The information was provided by the Ministry of Northern Development and Mines (MNDM), with the following disclaimer: "the database provided has been compiled from various sources, and the Ministry of Northern Development and Mines makes no representation and takes no responsibility that such information is accurate, current or complete". Reported information includes official mine name, status, background information, mine start/end date, primary commodity, mine features, hazards and remediation.

Government Publication Date: 1800-Mar 2022

Anderson's Waste Disposal Sites: Private ANDR

The information provided in this database was collected by examining various historical documents which aimed to characterize the likely position of former waste disposal sites from 1860 to present. The research initiative behind the creation of this database was to identify those sites that are missing from the Ontario MOE Waste Disposal Site Inventory, as well as to provide revisions and corrections to the positions and descriptions of sites currently listed in the MOE inventory. In addition to historic waste disposal facilities, the database also identifies certain auto wreckers and scrap yards that have been extrapolated from documentary sources. Please note that the data is not warranted to be complete, exhaustive or authoritative. The information was collected for research purposes only.

Government Publication Date: 1860s-Present

Aboveground Storage Tanks: Provincial AST

Historical listing of aboveground storage tanks made available by the Department of Natural Resources and Forestry. Includes tanks used to hold water or petroleum. This dataset has been retired as of September 25, 2014 and will no longer be updated.

Government Publication Date: May 31, 2014

Automobile Wrecking & Supplies: Private AUWR

This database provides an inventory of known locations that are involved in the scrap metal, automobile wrecking/recycling, and automobile parts & supplies industry. Information is provided on the company name, location and business type.

Government Publication Date: 1999-May 31, 2022

Borehole: Provincial BORE

A borehole is the generalized term for any narrow shaft drilled in the ground, either vertically or horizontally. The information here includes geotechnical investigations or environmental site assessments, mineral exploration, or as a pilot hole for installing piers or underground utilities. Information is from many sources such as the Ministry of Transportation (MTO) boreholes from engineering reports and projects from the 1950 to 1990's in Southern Ontario. Boreholes from the Ontario Geological Survey (OGS) including The Urban Geology Analysis Information System (UGAIS) and the York Peel Durham Toronto (YPDT) database of the Conservation Authority Moraine Coalition. This database will include fields such as location, stratigraphy, depth, elevation, year drilled, etc. For all water well data or oil and gas well data for Ontario please refer to WWIS and OOGW.

Government Publication Date: 1875-Jul 2018

Certificates of Approval: Provincial CA

This database contains the following types of approvals: Air & Noise, Industrial Sewage, Municipal & Private Sewage, Waste Management Systems and Renewable Energy Approvals. The MOE in Ontario states that 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 a Certificate of Approval before it can operate lawfully. Fields include approval number, business name, address, approval date, approval type and status. This database will no longer be updated, as CofA's have been replaced by either Environmental Activity and Sector Registry (EASR) or Environmental Compliance Approval (ECA). Please refer to those individual databases for any information after Oct.31, 2011.

Government Publication Date: 1985-Oct 30, 2011*

Dry Cleaning Facilities: Federal CDRY

List of dry cleaning facilities made available by Environment and Climate Change Canada. Environment and Climate Change Canada's Tetrachloroethylene (Use in Dry Cleaning and Reporting Requirements) Regulations (SOR/2003-79) are intended to reduce releases of tetrachloroethylene to the environment from dry cleaning facilities.

Government Publication Date: Jan 2004-Dec 2020

Commercial Fuel Oil Tanks: Provincial CFOT

Locations of commercial underground fuel oil tanks. This is not a comprehensive or complete inventory of commercial fuel tanks in the province; this listing is a copy of records of registered commercial underground fuel oil tanks obtained under Access to Public Information.
Note that the following types of tanks do not require registration: waste oil tanks in apartments, office buildings, residences, etc.; aboveground gas or diesel tanks. Records are not verified for accuracy or completeness.

Government Publication Date: Feb 28, 2022

Chemical Manufacturers and Distributors: Private CHEM

This database includes information from both a one time study conducted in 1992 and private source and is a listing of facilities that manufacture or distribute chemicals. The production of these chemical substances may involve one or more chemical reactions and/or chemical separation processes (i.e. fractionation, solvent extraction, crystallization, etc.).

Government Publication Date: 1999-Jan 31, 2020

Chemical Register: Private CHM

This database includes a listing of locations of facilities within the Province or Territory that either manufacture and/or distributes chemicals.

Government Publication Date: 1999-May 31, 2022

Compressed Natural Gas Stations: Private CNG

Canada has a network of public access compressed natural gas (CNG) refuelling stations. These stations dispense natural gas in compressed form at 3,000 pounds per square inch (psi), the pressure which is allowed within the current Canadian codes and standards. The majority of natural gas refuelling is located at existing retail gasoline that have a separate refuelling island for natural gas. This list of stations is made available by the Canadian Natural Gas Vehicle Alliance.

Government Publication Date: Dec 2012 -Sep 2022

Inventory of Coal Gasification Plants and Coal Tar Sites: Provincial COAL

This inventory includes both the "Inventory of Coal Gasification Plant Waste Sites in Ontario-April 1987" and the Inventory of Industrial Sites Producing or Using Coal Tar and Related Tars in Ontario-November 1988) collected by the MOE. It identifies industrial sites that produced and continue to produce or use coal tar and other related tars. Detailed information is available and includes: facility type, size, land use, information on adjoining properties, soil condition, site operators/occupants, site description, potential environmental impacts and historic maps available. This was a one-time inventory.*

Government Publication Date: Apr 1987 and Nov 1988*

Compliance and Convictions: Provincial CONV

This database summarizes the fines and convictions handed down by the Ontario courts beginning in 1989. Companies and individuals named here have been found guilty of environmental offenses in Ontario courts of law.

Government Publication Date: 1989-Sep 2022

Certificates of Property Use: Provincial CPU

This is a subset taken from Ontario's Environmental Registry (EBR) database. It will include CPU's on the registry such as (EPA s. 168.6) - Certificate of Property Use.

Government Publication Date: 1994 - Oct 31, 2022

Drill Hole Database: Provincial DRL

The Ontario Drill Hole Database contains information on more than 113,000 percussion, overburden, sonic and diamond drill holes from assessment files on record with the department of Mines and Minerals. Please note that limited data is available for southern Ontario, as it was the last area to be completed. The database was created when surveys submitted to the Ministry were converted in the Assessment File Research Image Database (AFRI) project. However, the degree of accuracy (coordinates) as to the exact location of drill holes is dependent upon the source document submitted to the MNDM. Levels of accuracy used to locate holes are: centering on the mining claim; a sketch of the mining claim; a 1:50,000 map; a detailed company map; or from submitted a "Report of Work".

Government Publication Date: 1886 - Oct 2022

Delisted Fuel Tanks: Provincial DTNK

List of fuel storage tank sites that were once found in - and have since been removed from - the list of fuel storage tanks made available by the regulatory agency under Access to Public Information.

Government Publication Date: Feb 28, 2022

Environmental Activity and Sector Registry: Provincial EASR

On October 31, 2011, a smarter, faster environmental approvals system came into effect in Ontario. The EASR allows businesses to register certain activities with the ministry, rather than apply for an approval. The registry is available for common systems and processes, to which preset rules of operation can be applied. The EASR is currently available for: heating systems, standby power systems and automotive refinishing. Businesses whose activities aren't subject to the EASR may apply for an ECA (Environmental Compliance Approval), Please see our ECA database.

Government Publication Date: Oct 2011- Sep 30, 2022

Environmental Registry: Provincial EBR

The Environmental Registry lists proposals, decisions and exceptions regarding policies, Acts, instruments, or regulations that could significantly affect the environment. Through the Registry, thirteen provincial ministries notify the public of upcoming proposals and invite their comments. For example, if a local business is requesting a permit, license, or certificate of approval to release substances into the air or water; these are notified on the registry. Data includes: Approval for discharge into the natural environment other than water (i.e. Air) - EPA s. 9, Approval for sewage works - OWRA s. 53(1), and EPA s. 27 - Approval for a waste disposal site. For information regarding Permit to Take Water (PTTW), Certificate of Property Use (CPU) and (ORD) Orders please refer to those individual databases.

Government Publication Date: 1994 - Oct 31, 2022

Environmental Compliance Approval: Provincial ECA

On October 31, 2011, a smarter, faster environmental approvals system came into effect in Ontario. In the past, a business had to apply for multiple approvals (known as certificates of approval) for individual processes and pieces of equipment. Today, a business either registers itself, or applies for a single approval, depending on the types of activities it conducts. Businesses whose activities aren't subject to the EASR may apply for an ECA. A single ECA addresses all of a business's emissions, discharges and wastes. Separate approvals for air, noise and waste are no longer required. This database will also include Renewable Energy Approvals. For certificates of approval prior to Nov 1st, 2011, please refer to the CA database. For all Waste Disposal Sites please refer to the WDS database.

Government Publication Date: Oct 2011- Sep 30, 2022

Environmental Effects Monitoring: Federal EEM

The Environmental Effects Monitoring program assesses the effects of effluent from industrial or other sources on fish, fish habitat and human usage of fisheries resources. Since 1992, pulp and paper mills have been required to conduct EEM studies under the Pulp and Paper Effluent Regulations. This database provides information on the mill name, geographical location and sub-lethal toxicity data.

Government Publication Date: 1992-2007*

ERIS Historical Searches: Private EHS

ERIS has compiled a database of all environmental risk reports completed since March 1999. Available fields for this database include: site location, date of report, type of report, and search radius. As per all other databases, the ERIS database can be referenced on both the map and "Statistical Profile" page.

Government Publication Date: 1999-Jul 31, 2022

Environmental Issues Inventory System: Federal EIIS

The Environmental Issues Inventory System was developed through the implementation of the Environmental Issues and Remediation Plan. This plan was established to determine the location and severity of contaminated sites on inhabited First Nation reserves, and where necessary, to remediate those that posed a risk to health and safety; and to prevent future environmental problems. The EIIS provides information on the reserve under investigation, inventory number, name of site, environmental issue, site action (Remediation, Site Assessment), and date investigation completed.

Government Publication Date: 1992-2001*

Emergency Management Historical Event: Provincial EMHE

List of locations of historical occurrences of emergency events, including those assigned to the Ministry of Natural Resources by Order-In-Council (OIC) under the Emergency Management and Civil Protection Act, as well as events where MNR provided requested emergency response assistance. Many of these events will have involved community evacuations, significant structural loss, and/or involvement of MNR emergency response staff. These events fall into one of ten (10) type categories: Dam Failure; Drought / Low Water; Erosion; Flood; Forest Fire; Soil and Bedrock Instability; Petroleum Resource Center Event, EMO Requested Assistance, Continuity of Operations Event, Other Requested Assistance. EMHE record details are reproduced by ERIS under License with the Ontario Ministry of Natural Resources © Queen's Printer for Ontario, 2017.

Government Publication Date: Apr 30, 2022

Environmental Penalty Annual Report: Provincial EPAR

This database contains data from Ontario's annual environmental penalty report published by the Ministry of the Environment and Climate Change. These reports provide information on environmental penalties for land or water violations issued to companies in one of the nine industrial sectors covered by the Municipal Industrial Strategy for Abatement (MISA) regulations.

Government Publication Date: Jan 1, 2011 - Dec 31, 2021

List of Expired Fuels Safety Facilities: Provincial EXP

List of facilities and tanks for which there was once a fuel registration. This is not a comprehensive or complete inventory of expired tanks/tank facilities in the province; this listing is a copy of previously registered tanks and facilities obtained under Access to Public Information. Includes private fuel outlets, bulk plants, fuel oil tanks, gasoline stations, marinas, propane filling stations, liquid fuel tanks, piping systems, etc; includes tanks which have been removed from the ground.
Notes: registration was not required for private fuel underground/aboveground storage tanks prior to January 1990, nor for furnace oil tanks prior to May 1, 2002; registration is not required for waste oil tanks in apartments, office buildings, residences, etc., or aboveground gas or diesel tanks. Records are not verified for accuracy or completeness.

Government Publication Date: Feb 28, 2022

Federal Convictions: Federal FCON

Environment Canada maintains a database referred to as the "Environmental Registry" that details prosecutions under the Canadian Environmental Protection Act (CEPA) and the Fisheries Act (FA). Information is provided on the company name, location, charge date, offence and penalty.

Government Publication Date: 1988-Jun 2007*

Contaminated Sites on Federal Land: Federal FCS

The Federal Contaminated Sites Inventory includes information on known federal contaminated sites under the custodianship of departments, agencies and consolidated Crown corporations as well as those that are being or have been investigated to determine whether they have contamination arising from past use that could pose a risk to human health or the environment. The inventory also includes non-federal contaminated sites for which the Government of Canada has accepted some or all financial responsibility. It does not include sites where contamination has been caused by, and which are under the control of, enterprise Crown corporations, private individuals, firms or other levels of government. Includes fire training sites and sites at which Per- and Polyfluoroalkyl Substances (PFAS) are a concern.

Government Publication Date: Jun 2000-Sep 2022

Fisheries & Oceans Fuel Tanks: Federal FOFT

Fisheries & Oceans Canada maintains an inventory of aboveground & underground fuel storage tanks located on Fisheries & Oceans property or controlled by DFO. Our inventory provides information on the site name, location, tank owner, tank operator, facility type, storage tank location, tank contents & capacity, and date of tank installation.

Government Publication Date: 1964-Sep 2019

Federal Identification Registry for Storage Tank Systems (FIRSTS): Federal FRST

A list of federally regulated Storage tanks from the Federal Identification Registry for Storage Tank Systems (FIRSTS). FIRSTS is Environment and Climate Change Canada's database of storage tank systems subject to the Storage Tank for Petroleum Products and Allied Petroleum Products Regulations. The main objective of the Regulations is to prevent soil and groundwater contamination from storage tank systems located on federal and aboriginal lands. Storage tank systems that do not have a valid identification number displayed in a readily visible location on or near the storage tank system may be refused product delivery.

Government Publication Date: May 31, 2018

Fuel Storage Tank: Provincial FST

List of registered private and retail fuel storage tanks. This is not a comprehensive or complete inventory of private and retail fuel storage tanks in the province; this listing is a copy of registered private and retail fuel storage tanks, obtained under Access to Public Information.
Notes: registration was not required for private fuel underground/aboveground storage tanks prior to January 1990, nor for furnace oil tanks prior to May 1, 2002; registration is not required for waste oil tanks in apartments, office buildings, residences, etc., or aboveground gas or diesel tanks. Records are not verified for accuracy or completeness.

Government Publication Date: Feb 28, 2022

Fuel Storage Tank - Historic: Provincial FSTH

The Fuels Safety Branch of the Ontario Ministry of Consumer and Commercial Relations maintained a database of all registered private fuel storage tanks. Public records of private fuel storage tanks are only available since the registration became effective in September 1989. This information is now collected by the Technical Standards and Safety Authority.

Government Publication Date: Pre-Jan 2010*

Ontario Regulation 347 Waste Generators Summary: Provincial GEN

Regulation 347 of the Ontario EPA defines a waste generation site as any site, equipment and/or operation involved in the production, collection, handling and/or storage of regulated wastes. A generator of regulated waste is required to register the waste generation site and each waste produced, collected, handled, or stored at the site. This database contains the registration number, company name and address of registered generators including the types of hazardous wastes generated. It includes data on waste generating facilities such as: drycleaners, waste treatment and disposal facilities, machine shops, electric power distribution etc. This information is a summary of all years from 1986 including the most currently available data. Some records may contain, within the company name, the phrase "See & Use..." followed by a series of letters and numbers. This occurs when one company is amalgamated with or taken over by another registered company. The number listed as "See & Use", refers to the new ownership and the other identification number refers to the original ownership. This phrase serves as a link between the 2 companies until operations have been fully transferred.

Government Publication Date: 1986-Oct 31, 2022

Greenhouse Gas Emissions from Large Facilities: Federal GHG

List of greenhouse gas emissions from large facilities made available by Environment Canada. Greenhouse gas emissions in kilotonnes of carbon dioxide equivalents (kt CO2 eq).

Government Publication Date: 2013-Dec 2019

TSSA Historic Incidents: Provincial HINC

List of historic incidences of spills and leaks of diesel, fuel oil, gasoline, natural gas, propane, and hydrogen recorded by the TSSA in their previous incident tracking system. The TSSA's Fuels Safety Program administers the Technical Standards & Safety Act 2000, providing fuel-related safety services associated with the safe transportation, storage, handling and use of fuels such as gasoline, diesel, propane, natural gas and hydrogen. Under this Act, the TSSA regulates fuel suppliers, storage facilities, transport trucks, pipelines, contractors and equipment or appliances that use fuels. Records are not verified for accuracy or completeness. This is not a comprehensive or complete inventory of historical fuel spills and leaks in the province. This listing is a copy of the data captured at one moment in time and is hence limited by the record date provided here.

Government Publication Date: 2006-June 2009*

Indian & Northern Affairs Fuel Tanks: Federal IAFT

The Department of Indian & Northern Affairs Canada (INAC) maintains an inventory of aboveground & underground fuel storage tanks located on both federal and crown land. Our inventory provides information on the reserve name, location, facility type, site/facility name, tank type, material & ID number, tank contents & capacity, and date of tank installation.

Government Publication Date: 1950-Aug 2003*

Fuel Oil Spills and Leaks: Provincial INC

Listing of spills and leaks of diesel, fuel oil, gasoline, natural gas, propane, and hydrogen reported to the Spills Action Centre (SAC). This is not a comprehensive or complete inventory of fuel-related leaks, spills, and incidents in the province; this listing in a copy of incidents reported to the SAC, obtained under Access to Public Information. Includes incidents from fuel-related hazards such as spills, fires, and explosions. Records are not verified for accuracy or completeness.

Government Publication Date: Feb 28, 2022

Landfill Inventory Management Ontario: Provincial LIMO

The Landfill Inventory Management Ontario (LIMO) database is updated every year, as the Ministry of the Environment, Conservation and Parks compiles new and updated information. Includes small and large landfills currently operating as well as those which are closed and historic. Operators of larger landfills provide landfill information for the previous operating year to the ministry for LIMO including: estimated amount of total waste received, landfill capacity, estimated total remaining landfill capacity, fill rates, engineering designs, reporting and monitoring details, size of location, service area, approved waste types, leachate of site treatment, contaminant attenuation zone and more. The small landfills include information such as site owner, site location and certificate of approval # and status.

Government Publication Date: Mar 21, 2022

Canadian Mine Locations: Private MINE

This information is collected from the Canadian & American Mines Handbook. The Mines database is a national database that provides over 290 listings on mines (listed as public companies) dealing primarily with precious metals and hard rocks. Listed are mines that are currently in operation, closed, suspended, or are still being developed (advanced projects). Their locations are provided as geographic coordinates (x, y and/or longitude, latitude). As of 2002, data pertaining to Canadian smelters and refineries has been appended to this database.

Government Publication Date: 1998-2009*

Mineral Occurrences: Provincial MNR

In the early 70's, the Ministry of Northern Development and Mines created an inventory of approximately 19,000 mineral occurrences in Ontario, in regard to metallic and industrial minerals, as well as some information on building stones and aggregate deposits. Please note that the "Horizontal Positional Accuracy" is approximately +/- 200 m. Many reference elements for each record were derived from field sketches using pace or chain/tape measurements against claim posts or topographic features in the area. The primary limiting factor for the level of positional accuracy is the scale of the source material. The testing of horizontal accuracy of the source materials was accomplished by comparing the plan metric (X and Y) coordinates of that point with the coordinates of the same point as defined from a source of higher accuracy.

Government Publication Date: 1846-Feb 2022

National Analysis of Trends in Emergencies System (NATES): Federal NATE

In 1974 Environment Canada established the National Analysis of Trends in Emergencies System (NATES) database, for the voluntary reporting of significant spill incidents. The data was to be used to assist in directing the work of the emergencies program. NATES ran from 1974 to 1994. Extensive information is available within this database including company names, place where the spill occurred, date of spill, cause, reason and source of spill, damage incurred, and amount, concentration, and volume of materials released.

Government Publication Date: 1974-1994*

Non-Compliance Reports: Provincial NCPL

The Ministry of the Environment provides information about non-compliant discharges of contaminants to air and water that exceed legal allowable limits, from regulated industrial and municipal facilities. A reported non-compliance failure may be in regard to a Control Order, Certificate of Approval, Sectoral Regulation or specific regulation/act.

Government Publication Date: Dec 31, 2020

National Defense & Canadian Forces Fuel Tanks: Federal NDFT

The Department of National Defense and the Canadian Forces maintains an inventory of all aboveground & underground fuel storage tanks located on DND lands. Our inventory provides information on the base name, location, tank type & capacity, tank contents, tank class, date of tank installation, date tank last used, and status of tank as of May 2001. This database will no longer be updated due to the new National Security protocols which have prohibited any release of this database.

Government Publication Date: Up to May 2001*

National Defense & Canadian Forces Spills: Federal NDSP

The Department of National Defense and the Canadian Forces maintains an inventory of spills to land and water. All spill sites have been classified under the "Transportation of Dangerous Goods Act - 1992". Our inventory provides information on the facility name, location, spill ID #, spill date, type of spill, as well as the quantity of substance spilled & recovered.

Government Publication Date: Mar 1999-Apr 2018

National Defence & Canadian Forces Waste Disposal Sites: Federal NDWD

The Department of National Defence and the Canadian Forces maintains an inventory of waste disposal sites located on DND lands. Where available, our inventory provides information on the base name, location, type of waste received, area of site, depth of site, year site opened/closed and status.

Government Publication Date: 2001-Apr 2007*

National Energy Board Pipeline Incidents: Federal NEBI

Locations of pipeline incidents from 2008 to present, made available by the Canada Energy Regulator (CER) - previously the National Energy Board (NEB). Includes incidents reported under the Onshore Pipeline Regulations and the Processing Plant Regulations related to pipelines under federal jurisdiction, does not include incident data related to pipelines under provincial or territorial jurisdiction.

Government Publication Date: 2008-Jun 30, 2021

National Energy Board Wells: Federal NEBP

The NEBW database contains information on onshore & offshore oil and gas wells that are outside provincial jurisdiction(s) and are thereby regulated by the National Energy Board. Data is provided regarding the operator, well name, well ID No./UWI, status, classification, well depth, spud and release date.

Government Publication Date: 1920-Feb 2003*

National Environmental Emergencies System (NEES): Federal NEES

In 2000, the Emergencies program implemented NEES, a reporting system for spills of hazardous substances. For the most part, this system only captured data from the Atlantic Provinces, some from Quebec and Ontario and a portion from British Columbia. Data for Alberta, Saskatchewan, Manitoba and the Territories was not captured. However, NEES is also a repository for previous Environment Canada spill datasets. NEES is composed of the historic datasets ' or Trends ' which dates from approximately 1974 to present. NEES Trends is a compilation of historic databases, which were merged and includes data from NATES (National Analysis of Trends in Emergencies System), ARTS (Atlantic Regional Trends System), and NEES. In 2001, the Emergencies Program determined that variations in reporting regimes and requirements between federal and provincial agencies made national spill reporting and trend analysis difficult to achieve. As a consequence, the department has focused efforts on capturing data on spills of substances which fall under its legislative authority only (CEPA and FA). As such, the NEES database will be decommissioned in December 2004.

Government Publication Date: 1974-2003*

National PCB Inventory: Federal NPCB

Environment Canada's National PCB inventory includes information on in-use PCB containing equipment in Canada including federal, provincial and private facilities. Federal out-of-service PCB containing equipment and PCB waste owned by the federal government or by federally regulated industries such as airlines, railway companies, broadcasting companies, telephone and telecommunications companies, pipeline companies, etc. are also listed. Although it is not Environment Canada's mandate to collect data on non-federal PCB waste, the National PCB inventory includes some information on provincial and private PCB waste and storage sites. Some addresses provided may be Head Office addresses and are not necessarily the location of where the waste is being used or stored.

Government Publication Date: 1988-2008*

National Pollutant Release Inventory: Federal NPRI

Environment Canada has defined the National Pollutant Release Inventory ("NPRI") as a federal government initiative designed to collect comprehensive national data regarding releases to air, water, or land, and waste transfers for recycling for more than 300 listed substances.

Government Publication Date: 1993-May 2017

Oil and Gas Wells: Private OGWE

The Nickle's Energy Group (publisher of the Daily Oil Bulletin) collects information on drilling activity including operator and well statistics. The well information database includes name, location, class, status and depth. The main Nickle's database is updated on a daily basis, however, this database is updated on a monthly basis. More information is available at www.nickles.com.

Government Publication Date: 1988-Aug 31, 2022

Ontario Oil and Gas Wells: Provincial OOGW

In 1998, the MNR handed over to the Ontario Oil, Gas and Salt Resources Corporation, the responsibility of maintaining a database of oil and gas wells drilled in Ontario. The OGSR Library has over 20,000+ wells in their database. Information available for all wells in the ERIS database include well owner/operator, location, permit issue date, and well cap date, license No., status, depth and the primary target (rock unit) of the well being drilled. All geology/stratigraphy table information, plus all water table information is also provide for each well record.

Government Publication Date: 1800-Aug 2021

Inventory of PCB Storage Sites: Provincial OPCB

The Ontario Ministry of Environment, Waste Management Branch, maintains an inventory of PCB storage sites within the province. Ontario Regulation 11/82 (Waste Management - PCB) and Regulation 347 (Generator Waste Management) under the Ontario EPA requires the registration of inactive PCB storage equipment and/or disposal sites of PCB waste with the Ontario Ministry of Environment. This database contains information on: 1) waste quantities; 2) major and minor sites storing liquid or solid waste; and 3) a waste storage inventory.

Government Publication Date: 1987-Oct 2004; 2012-Dec 2013

Orders: Provincial ORD

This is a subset taken from Ontario's Environmental Registry (EBR) database. It will include Orders on the registry such as (EPA s. 17) - Order for remedial work, (EPA s. 18) - Order for preventative measures, (EPA s. 43) - Order for removal of waste and restoration of site, (EPA s. 44) - Order for conformity with Act for waste disposal sites, (EPA s. 136) - Order for performance of environmental measures.

Government Publication Date: 1994 - Oct 31, 2022

Canadian Pulp and Paper: Private PAP

This information is part of the Pulp and Paper Canada Directory. The Directory provides a comprehensive listing of the locations of pulp and paper mills and the products that they produce.

Government Publication Date: 1999, 2002, 2004, 2005, 2009-2014

Parks Canada Fuel Storage Tanks: Federal PCFT

Canadian Heritage maintains an inventory of known fuel storage tanks operated by Parks Canada, in both National Parks and at National Historic Sites. The database details information on site name, location, tank install/removal date, capacity, fuel type, facility type, tank design and owner/operator.

Government Publication Date: 1920-Jan 2005*

Pesticide Register: Provincial PES

The Ontario Ministry of the Environment and Climate Change maintains a database of licensed operators and vendors of registered pesticides.

Government Publication Date: Oct 2011- Sep 30, 2022

Pipeline Incidents: Provincial PINC

List of pipeline incidents (strikes, leaks, spills). This is not a comprehensive or complete inventory of pipeline incidents in the province; this listing in an historical copy of records previously obtained under Access to Public Information. Records are not verified for accuracy or completeness.

Government Publication Date: Feb 28, 2021

Private and Retail Fuel Storage Tanks: Provincial PRT

The Fuels Safety Branch of the Ontario Ministry of Consumer and Commercial Relations maintained a database of all registered private fuel storage tanks and licensed retail fuel outlets. This database includes an inventory of locations that have gasoline, oil, waste oil, natural gas and/or propane storage tanks on their property. The MCCR no longer collects this information. This information is now collected by the Technical Standards and Safety Authority (TSSA).

Government Publication Date: 1989-1996*

Permit to Take Water: Provincial PTTW

This is a subset taken from Ontario's Environmental Registry (EBR) database. It will include PTTW's on the registry such as OWRA s. 34 - Permit to take water.

Government Publication Date: 1994 - Oct 31, 2022

Ontario Regulation 347 Waste Receivers Summary: Provincial REC

Part V of the Ontario Environmental Protection Act ("EPA") regulates the disposal of regulated waste through an operating waste management system or a waste disposal site operated or used pursuant to the terms and conditions of a Certificate of Approval or a Provisional Certificate of Approval. Regulation 347 of the Ontario EPA defines a waste receiving site as any site or facility to which waste is transferred by a waste carrier. A receiver of regulated waste is required to register the waste receiving facility. This database represents registered receivers of regulated wastes, identified by registration number, company name and address, and includes receivers of waste such as: landfills, incinerators, transfer stations, PCB storage sites, sludge farms and water pollution control plants. This information is a summary of all years from 1986 including the most currently available data.

Government Publication Date: 1986-1990, 1992-2019

Record of Site Condition: Provincial RSC

The Record of Site Condition (RSC) is part of the Ministry of the Environment's Brownfields Environmental Site Registry. Protection from environmental cleanup orders for property owners is contingent upon documentation known as a record of site condition (RSC) being filed in the Environmental Site Registry. In order to file an RSC, the property must have been properly assessed and shown to meet the soil, sediment and groundwater standards appropriate for the use (such as residential) proposed to take place on the property. The Record of Site Condition Regulation (O. Reg. 153/04) details requirements related to site assessment and clean up.

RSCs filed after July 1, 2011 will also be included as part of the new (O.Reg. 511/09).

Government Publication Date: 1997-Sept 2001, Oct 2004-Sep 2022

Retail Fuel Storage Tanks: Private RST

This database includes an inventory of retail fuel outlet locations (including marinas) that have on their property gasoline, oil, waste oil, natural gas and / or propane storage tanks.

Government Publication Date: 1999-May 31, 2022

Scott's Manufacturing Directory: Private SCT

Scott's Directories is a data bank containing information on over 200,000 manufacturers across Canada. Even though Scott's listings are voluntary, it is the most comprehensive database of Canadian manufacturers available. Information concerning a company's address, plant size, and main products are included in this database.

Government Publication Date: 1992-Mar 2011*

Ontario Spills: Provincial SPL

List of spills and incidents made available the Ministry of the Environment, Conservation and Parks. This database identifies information such as location (approximate), type and quantity of contaminant, date of spill, environmental impact, cause, nature of impact, etc. Information from 1988-2002 was part of the ORIS (Occurrence Reporting Information System). The SAC (Spills Action Centre) handles all spills reported in Ontario. Regulations for spills in Ontario are part of the MOE's Environmental Protection Act, Part X. The Ministry of the Environment, Conservation and Parks cites the coronavirus pandemic as an explanation for delays in releasing data pursuant to requests.

Government Publication Date: 1988-Sep 2020; Dec 2020-Mar 2021

Wastewater Discharger Registration Database: Provincial SRDS

Information under this heading is combination of the following 2 programs. The Municipal/Industrial Strategy for Abatement (MISA) division of the Ontario Ministry of Environment maintained a database of all direct dischargers of toxic pollutants within nine sectors including: Electric Power Generation; Mining; Petroleum Refining; Organic Chemicals; Inorganic Chemicals; Pulp & Paper; Metal Casting; Iron & Steel; and Quarries. All sampling information is now collected and stored within the Sample Result Data Store (SRDS).

Government Publication Date: 1990-Dec 31, 2020

Anderson's Storage Tanks: Private TANK

The information provided in this database was collected by examining various historical documents, which identified the location of former storage tanks, containing substances such as fuel, water, gas, oil, and other various types of miscellaneous products. Information is available in regard to business operating at tank site, tank location, permit year, permit & installation type, no. of tanks installed & configuration and tank capacity. Data contained within this database pertains only to the city of Toronto and is not warranted to be complete, exhaustive or authoritative. The information was collected for research purposes only.

Government Publication Date: 1915-1953*

Transport Canada Fuel Storage Tanks: Federal TCFT

List of fuel storage tanks currently or previously owned or operated by Transport Canada. This inventory also includes tanks on The Pickering Lands, which refers to 7,530 hectares (18,600 acres) of land in Pickering, Markham, and Uxbridge owned by the Government of Canada since 1972; properties on this land has been leased by the government since 1975, and falls under the Site Management Policy of Transport Canada, but is administered by Public Works and Government Services Canada. This inventory provides information on the site name, location, tank age, capacity and fuel type.

Government Publication Date: 1970 - Dec 2020

Variances for Abandonment of Underground Storage Tanks: Provincial VAR

Listing of variances granted for storage tank abandonment. This is not a comprehensive or complete inventory of tank abandonment variances in the province; this listing is a copy of tank abandonment variance records previously obtained under Access to Public Information. In Ontario, registered underground storage tanks must be removed within two years of disuse; if removal of a tank is not feasible, an application may be sought for a variance from this code requirement.
Records are not verified for accuracy or completeness.

Government Publication Date: Feb 28, 2022

Waste Disposal Sites - MOE CA Inventory: Provincial WDS

The Ontario Ministry of Environment, Waste Management Branch, maintains an inventory of known open (active or inactive) and closed disposal sites in the Province of Ontario. Active sites maintain a Certificate of Approval, are approved to receive and are receiving waste. Inactive sites maintain Certificate(s) of Approval but are not receiving waste. Closed sites are not receiving waste. The data contained within this database was compiled from the MOE's Certificate of Approval database. Locations of these sites may be cross-referenced to the Anderson database described under ERIS's Private Source Database section, by the CA number. All new Environmental Compliance Approvals handed out after Oct 31, 2011 for Waste Disposal Sites will still be found in this database.

Government Publication Date: Oct 2011- Sep 30, 2022

Waste Disposal Sites - MOE 1991 Historical Approval Inventory: Provincial WDSH

In June 1991, the Ontario Ministry of Environment, Waste Management Branch, published the "June 1991 Waste Disposal Site Inventory", of all known active and closed waste disposal sites as of October 30st, 1990. For each "active" site as of October 31st 1990, information is provided on site location, site/CA number, waste type, site status and site classification. For each "closed" site as of October 31st 1990, information is provided on site location, site/CA number, closure date and site classification. Locations of these sites may be cross-referenced to the Anderson database described under ERIS's Private Source Database section, by the CA number.

Government Publication Date: Up to Oct 1990*

Water Well Information System: Provincial WWIS

This database describes locations and characteristics of water wells found within Ontario in accordance with Regulation 903. It includes such information as coordinates, construction date, well depth, primary and secondary use, pump rate, static water level, well status, etc. Also included are detailed stratigraphy information, approximate depth to bedrock and the approximate depth to the water table.

Government Publication Date: Jun 30 2022

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries. All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and are included as reference.

TERRESTRIAL ECOSYSTEMS PRELIMINARY EXISTING CONDITIONS AND IMPACT ASSESSMENT REPORT

GWP 4077-20-00, WP 4149-20-01

Prepared for:

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Terrestrial Ecosystems
Preliminary Existing Conditions
and Impact Assessment Report

Highway 62 and Prince Edward
County Road 1 Intersection
Improvements
Preliminary Design and
Environmental Assessment Study

File: 165001270
February 20, 2024

SIGN-OFF PAGE

This document entitled Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design and Environmental Assessment Study was prepared by Stantec Consulting Ltd. (“Stantec”) for the account of Ministry of Transportation (the “Client”). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec’s professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

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1.0 Introduction

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. (Stantec) to complete the Preliminary Design and Class Environmental Assessment (EA) Study for intersection improvements at Highway 62 and Prince Edward County Road 1 (Scoharie Road), in Prince Edward County, Ontario (**Figure 1**).

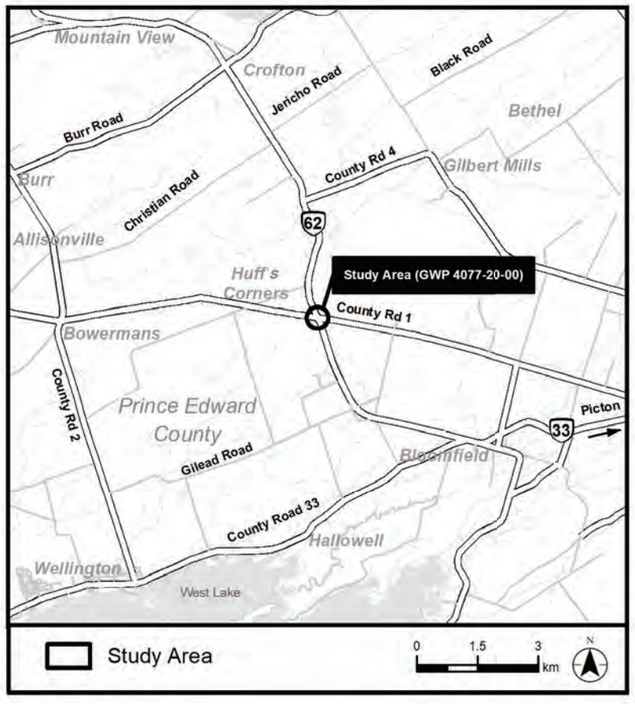


Figure 1: Study Area

The study includes reviewing existing conditions, developing, and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures for the Recommended Plan.

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

The *Terrestrial Ecosystems Preliminary Existing Conditions and Impact Assessment Report* summarizes the terrestrial features and wildlife species present in the Study Area (**Figure 2 and 3, Appendix A**) and provides a preliminary impact assessment based on the Recommended Plan. The impact assessment will be revisited and refined at the time of Detail Design.

This report was completed in accordance with Section 3.2 - Terrestrial Ecosystems of the *Environmental Reference for Highway Design* (MTO 2013) and Section 4 – Wildlife and Wildlife Management of the *Environmental Reference for Contract Preparation* (MTO 2013).

2.0 Methods

2.1 Background Review

The Study Area is located within the Peterborough District of the Ministry of Natural Resources and Forestry (MNRF) and the Prince Edward Region Watershed of Quinte Conservation. An information request letter was sent to the Peterborough District MNRF on September 16, 2022. A response was provided by Julie Formsma, Integrated Resource Management Technical Specialist on November 3, 2022. Agency correspondence is provided in **Appendix B**.

The following background documents and information sources were reviewed to identify natural heritage features within or near the Study Area, including designated natural areas and other natural features, and records of SAR and SOCC:

- Natural Heritage Information Centre (NHIC) database (MNRF 2022a)
- MNRF Land Information Ontario (LIO) digital mapping of natural heritage features (MNRF 2022b)
- Prince Edward County Official Plan (Prince Edward County 2021)
- Quinte Conservation interactive mapping application (Quinte Conservation 2020)
- Species at Risk in Ontario (SARO) List (MECP 2022)
- *Species at Risk Act* (SARA), Schedule 1 (Government of Canada 2022)
- Ontario Reptile and Amphibian Atlas (Ontario Nature 2020)
- 2nd Ontario Breeding Bird Atlas (Cadman *et al.* 2007)
- Atlas of Mammals of Ontario (Dobbyn 1994)

The results of these searches were used to identify potential SAR and SOCC that may be present in the Study Area and to guide field investigations. These resources generally do not provide the exact locations of species occurrence, with accuracy ranging from 1 km^2 (NHIC) to 10 km^2 (wildlife atlases). As such, they are used as an indicator of potential occurrence in the Study Area.

2.1.1 Species at Risk

For this assessment, SAR are defined as Threatened (THR) or Endangered (END) species on the SARO list (Ontario Regulation 230/08) (MECP 2023). The Ontario *Endangered Species Act,* 2007 (ESA) prohibits harm or harassment to Threatened or Endangered species, and damage or disturbance to their habitat. The ESA applies on all private and Crown owned lands in Ontario.

The potential for SAR to be present in the Study Area was evaluated based on the review of background information, agency consultation, and field investigations.

2.1.2 Species of Conservation Concern

SOCC are considered at several levels, including globally, nationally, and provincially. For this report, SOCC includes species that are provincially rare (with a Provincial S-rank of S1 to S3), listed as Special Concern (SC) on the SARO list, or listed on Schedule 1 of SARA but not included on the SARO list.

Provincial ranks (S-ranks) are used by the NHIC to set protection priorities for rare species and vegetation communities, and are defined as follows:

- **S1 -** Critically imperiled; usually fewer than 5 occurrences
- **S2 -** Imperiled; usually fewer than 20 occurrences
- **S3 -** Vulnerable; usually fewer than 100 occurrences
- **S4 -** Apparently secure; uncommon but not rare, usually more than 100 occurrences
- **S5 -** Secure; common, widespread, and abundant
- **? -** S-rank followed by a "?" indicates the rank is uncertain

2.2 Field Data Collection

Field investigations were completed in the Study Area on September 30, 2022. Surveys included vegetation community classification, vegetation species inventory including

native, non-native, and invasive plants, wildlife habitat assessment, a SAR habitat assessment, a migratory bird nest survey, and incidental wildlife observations. Due to property access restrictions, field investigations were performed from within the highway right-of-way (ROW).

2.2.1 Vegetation Community Assessment

Vegetation community mapping for the Study Area was completed according to the Ecological Land Classification (ELC) system for southern Ontario (Lee et al. 1998) and labelled according to the updated ELC Catalogue (2008). Vegetation communities were delineated on aerial photographs and verified in the field. Provincial significance of vegetation communities was based on the rankings assigned by the NHIC (MNRF 2022c).

A list of plant species identified in the ROW was compiled. The nomenclature and provincial status of all plant species was based on a vascular plant species list provided by the NHIC (MNRF 2022c). Identification of potentially sensitive native plant species was based on their assigned coefficient of conservatism (CC) value, as determined by Oldham et al. (1995). This CC value, ranging from 0 (low) to 10 (high), is based on a species' tolerance of disturbance and fidelity to a specific natural habitat. Species with a CC value of 8, 9, or 10 generally exhibit a high degree of fidelity to a narrow range of habitat parameters.

2.2.2 Significant Wildlife Habitat

The MNRF's *Significant Wildlife Habitat Technical Guide* (SWHTG) (MNR 2000) describes significant wildlife habitat (SWH) in four categories:

1. Seasonal concentrations of wildlife such as deer wintering areas
2. Rare vegetation communities or specialized habitat for wildlife such as vernal pools or snake hibernacula
3. Habitat for SOCC
4. Wildlife movement corridors

Field assessments focused on identifying candidate SWH according to the SWHTG and the SWH Criteria Schedules for Ecoregion 6E (MNRF 2015). All candidate SWH encountered was documented.

2.2.3 Habitat Assessment for Species at Risk

As described in **Section 2.1.1**, a list of species with potential to occur in the Study Area was obtained through completion of a background review. Habitat assessments were completed in the field to determine the habitat potential for SAR in the Study Area. Field investigations were supplemented with data obtained through aerial photography interpretation and background information on species' habitat preferences. SAR with suitable habitat and at least one record with an overlapping range in the Study Area were considered to have a reasonable probability of occurring. Species with no preferred habitat in the Study Area are assumed to be absent.

2.2.4 Migratory Bird Nest Surveys

Migratory birds and their nests are protected under the *Migratory Birds Convention Act,* 1994 (MBCA) and are afforded protection on all lands. Structures in the Study Area may provide nesting habitat for Barn Swallow (*Hirundo rustica*), Cliff Swallow (*Petrochelidon pyrrhonota*) and Eastern Phoebe (*Sayornis phoebe*), which are protected by the MBCA.

3.0 Terrestrial Ecosystems Existing Conditions

3.1 Background Data

3.1.1 Physical Geography and Landscape Ecology

The Study Area is within the Great Lakes/St. Lawrence Forest Region (Rowe 1972) and Ecoregion 6E: Lake Simcoe - Rideau (MNRF 2022a). Forest communities in the Great Lakes/St. Lawrence Forest Region are dominated by hardwood trees such as maple, oak, birch, and basswood but also commonly include white pine, red pine, hemlock, and white cedar (Rowe 1972).

More specifically, the Study Area is in the Picton Ecodistrict (6E-15). This Ecodistrict is characterized predominately of shallow soiled limestone plain with localized areas of clay and till. Forested habitat is the dominant land cover with deciduous and mixed forests occupying 38% and wetlands composed of swamp and marsh habitats, which occupy 30% of the natural cover within the Ecodistrict. Alvar vegetation communities are common with over 12,000 hectares (ha) identified and mapped. Land use is largely developed/active agriculture, pastures, or abandoned fields, with settlement of towns throughout (Henson and Brodribb 2005).

3.1.2 Significant Natural Areas

Significant natural areas include Provincially Significant Wetlands (PSWs), Areas of Natural and Scientific Interest (ANSIs), Provincial Parks, Conservation Reserves, or known areas of SWH that overlap with the Study Area.

The Study Area contains an unevaluated wetland, a wooded area, and a Regulated Area set by Quinte Conservation. Regulated Areas are identified by Conservation Authorities under Section 28 of the *Conservation Authorities Act* and Ontario Regulation (O. Reg.) 319/09 in order to protect life, property, and the environment. Watercourses, wetlands, shorelines, and steep slopes that are prone to flooding and erosion hazards are features within a Regulated Area. Such areas have been defined to ensure development is safe while maintaining hazard controls (Quinte Conservation 2020). Development within a Regulated Area would require a permit under O. Reg. 319/09.

No PSWs, ANSIs, Provincial Parks, Conservation Reserves, or areas of known SWH are present within the Study Area (**Figure 2, Appendix A**).

3.1.3 Species at Risk and Species of Conservation Concern

There were five records of SAR and SOCC in the NHIC database that may occur within the Study Area. This includes three birds, one reptile, and one plant species. An additional 14 species were identified as potentially occurring based on a review of wildlife atlases and other background data sources. Results of Stantec's background data review is provided in **Table 1**.

Table 1: Background Review of SAR and SOCC for the Highway 62 and Prince Edward County Road 1 Intersection Improvement Study Area

Type	Common Name	Scientific Name	SARO List	SARA Schedule 1	S-Rank
Species at Risk	Red-headed Woodpecker	*Melanerpes erythrocephalus*	END	END	S4B
	Bobolink	*Dolichonyx oryzivorus*	THR	THR	S4B
	Eastern Meadowlark	*Sturnella magna*	THR	THR	S4B
	Little Brown Myotis	*Myotis lucifugus*	END	END	S3
	Northern Myotis	*Myotis septentrionalis*	END	END	S3
	Tri-colored Bat	*Perimyotis subflavus*	END	END	S3?
	Eastern Small-footed Myotis	*Myotis leibii*	END	-	S2S3
	Blanding's Turtle	*Emydoidea blandingii*	THR	END	S3
	Gray Ratsnake (Frontenac)	*Pantherophis spiloides*	THR	THR	S3
	American Ginseng	*Panax quinquefolius*	END	END	S2
	Butternut	*Juglans cinerea*	END	END	S2
Species of Conservation Concern	Barn Swallow	*Hirundo rustica*	SC	THR	S4B
	Eastern Wood-Pewee	*Contopus virens*	SC	SC	S4B
	Wood Thrush	*Hylocichla mustelina*	SC	THR	S4B
	Grasshopper Sparrow	*Ammodramus savannarum*	SC	SC	S4B
	Snapping Turtle	*Chelydra serpentina*	SC	SC	S4
	Midland Painted Turtle	*Chrysemys picta marginata*	NAR	SC	S3
	Eastern Milksnake	*Lampropeltis triangulum*	-	SC	S4
	Monarch	*Danaus plexippus*	SC	SC	S4B, S2N

Legend:

X: indicates species has potential to be present based on records or suitable habitat
S1: Critically Imperiled—Critically imperiled in the province (often 5 or fewer occurrences)
S2: Imperiled— Imperiled in the province, few populations (often 20 or fewer)
S3: Vulnerable—Vulnerable in the province, relatively few populations (often 80 or fewer)
S4: Apparently Secure—Uncommon but not rare
S?: Rank Uncertain
SH: Possibly Extirpated (Historical)
S#B: Breeding status rank
S#N: Non-Breeding status rank
END: Endangered
THR: Threatened
SC: Special Concern
NAR: Not at Risk

3.2 Field Investigations

3.2.1 Vegetation Communities

The Highway 62 and Prince Edward County Road 1 intersection improvement Study Area is primarily comprised of active agricultural lands of annual row crops, vineyards, and orchards as well as, disturbed meadows, fragmented deciduous forests, and developed areas.

The forest habitat in the Study Area, which was present at the southwest corner of the highway intersection, was classified as a Fresh-Moist Green Ash-Hardwood Lowland Deciduous Forest. This forest contained many dead standing ash trees with an understory of European buckthorn thicket. Mixed meadow vegetation communities also occurred either within the ROW or just outside.

The developed portion of the Study Area was primarily composed of active agriculture along with rural residential and commercial properties.

A list of vegetation communities present in the Highway 62 and Prince Edward County Road 1 intersection improvement Study Area is provided in **Table 2**. Community mapping is provided in **Figure 3, Appendix A.** All vegetation communities observed were common and widespread throughout southern Ontario (MNRF 2022c).

Table 2: Vegetation communities present in the Highway 62 and Prince Edward County Road 1 Intersection Improvement Study Area

ELC Type	Community Description
Meadow Communities	**ME** Meadow Community Series
	MEMM3 Dry - Fresh Mixed Meadow Ecosite
Thicket Communities	**THDM2-6** Buckthorn Deciduous Shrub Thicket Type
	THDM4 Dry – Fresh Deciduous Regeneration Thicket Ecosite
Woodland Communities	**WO** Woodland Community Series
	WOD

ELC Type	Community Description
	Deciduous Woodland Ecosite
Forest Communities	**FODM-2** Fresh-Moist Green Ash-Hardwood Lowland Deciduous Forest Type
Wetland Communities	**SA** Shallow Water Community Series
	OAO Open Aquatic Ecosite
Cultural/ Constructed Communities	**CVI_1** Transportation
	CVC_1 Business Sector
	CVR_4 Rural Property
	OAGM1 Annual Row Crops
	SAGM1 Vineyard
	SAGM2 Orchard

3.2.2 Vascular Plant Species

Flora nomenclature and provincial statuses of plant species are based on lists provided by the NHIC.

Identification of potentially sensitive native plant species was based on their assigned coefficient of conservatism (CC) value, as determined by Oldham et al. (1995). This CC value, ranging from 0 (low) to 10 (high), is based on a species' tolerance of disturbance and fidelity to a specific natural habitat. Species with a CC value of 9 or 10 generally exhibit a high degree of fidelity to a narrow range of habitat parameters and are usually typical of high-quality plant communities.

The following is a floristic summary for the Highway 62 and Prince Edward County Road 1 intersection improvement Study Area based on botanical assessments carried out in

September 2022. A detailed list with all scientific plant names and species statuses is provided in **Appendix C.**

- 40 species of vascular plants were recorded. This total includes taxa identified to species, subspecies (ssp.) and variation (var.) levels
- 16 of the 40 recorded species are native to Ontario and 23 are introduced species not native to Ontario
- 11 native species have a provincial rank of S5, which indicates that they are common with a secure population in Ontario
- 2 native species have a provincial rank of S4, which indicates that they are uncommon to common, but not rare in the province and populations are apparently secure
- no provincially rare species (i.e., S1-S3) observed in the Study Area
- no SAR observed (e.g., butternut)
- no highly sensitive native plant species with a high coefficient of conservatism value of 8, 9 or 10 observed in the Study Area

3.2.3 Significant Wildlife Habitat

The presence of the four categories of SWH (briefly described below) was assessed for the Study Area. Summary tables of the SWH assessments are provided in **Table 3**.

Seasonal Concentration Areas

Seasonal concentration areas are those sites where large numbers of a species gather at one time of the year, or where several species congregate. Examples include deer yards, snake and bat hibernacula, waterfowl staging and molting areas, raptor roosts, bird nesting colonies, shorebird staging areas, and passerine migration concentrations. Only the best examples of these concentration areas are usually designated as SWH. Results of the assessment of seasonal concentration areas are summarized in **Table 3**.

Rare or Specialized Habitat

Rare or specialized habitats are two separate components of SWH. Rare habitats are those with vegetation communities that are considered rare in the province. Specialized habitats are microhabitats that are critical to some wildlife species. The SWHTG (MNR 2000) identifies habitats that could be considered specialized habitats, such as habitat for area-sensitive species, forests providing a high diversity of habitats, amphibian woodland breeding ponds, turtle nesting habitat, highly diverse sites, seeps, and springs. High quality habitat features generally occur outside of the influence of edge effects and wildlife mortality that are associated with major roadways. Results of the assessment of rare or specialized habitat for wildlife are summarized in **Table 3.**

Habitat for Species of Conservation Concern

Data from field surveys were used to assess the potential for habitat of SOCC to occur within the Study Area. Habitat assessments for these species were completed through a combination of satellite photo interpretation and field investigations to determine whether suitable habitat may be present in the Study Area. Results are provided in **Appendix D** and summarized in **Table 3**.

Animal Movement Corridors

Migration corridors are areas that are traditionally used by wildlife to move from one habitat to another. This is usually in response to different seasonal habitat requirements. There are two types of animal movement corridors in Ecoregion 7E: amphibian and deer movement corridors. These corridors are identified after amphibian breeding habitat (woodlands) and/or deer wintering/yarding areas are confirmed. Amphibian breeding surveys were not conducted for the Project and are beyond the scope of this assessment.

Table 3: Significant Wildlife Habitat Assessment for the Highway 62 and Prince Edward County Road 1 Intersection Improvement Study Area

Type	Habitat Type (MNRF 2015)	Habitat Description	Candidate SWH in Study Area?
Seasonal Concentration Areas	Bat hibernacula	Abandoned mine shafts, underground foundations, caves, and crevices.	Absent. Features were not observed during field investigations or identified during background data review.
	Deer wintering congregation areas and deer yards	Deer yards are mapped by MNRF.	Absent: No deer yards are mapped by MNRF in the Study Area (MNRF 2023a).
	Colonially – nesting bird breeding habitat (bank and cliff)	Eroding banks, sandy hills, steep slopes, rock faces or piles. Cliff faces. Does not include disturbed soil areas such as berms, embankments, oil or aggregate stockpiles.	Absent. Features were not observed during field investigations or identified during background data review.
	Colonially – nesting bird breeding habitat (trees/shrubs)	Dead trees in large marshes and lakes, flooded timber, and shrubs, with nests of Great Blue Heron, Great Egret, Green Heron, or Black-crowned Night-Heron.	Absent. Features were not observed during field investigations or identified during background data review.
	Colonially – nesting bird breeding habitat (ground)	Rock islands and peninsulas in a lake or large river.	Absent. Features were not observed during field investigations or identified during background data review.

Type	Habitat Type (MNRF 2015)	Habitat Description	Candidate SWH in Study Area?
	Waterfowl stopover and staging areas	Fields with evidence of annual spring flooding from meltwater or runoff; aquatic habitats such as ponds, marshes, lakes, bays, and watercourses used during migration, including large marshy wetlands.	Absent. Features were not observed during field investigations or identified during background data review.
	Shorebird migratory stopover area	Muddy and unvegetated shorelines, beach areas, bars.	Absent. Features were not observed during field investigations or identified on satellite imagery.
	Raptor wintering areas	Combination of fields and woodland (>20 ha).	Absent. Large fields in combination with woodland communities are absent from the Study Area.
	Bat maternity colonies	Mixed and deciduous forests and swamps with large diameter dead or dying trees with cavities.	**Present: Candidate trees >10 cm DBH were observed in the Study Area.**
	Reptile hibernacula	Rock piles or slopes, stone fences, crumbling foundations.	Absent. Features were not observed during field investigations.
	Turtle wintering area	Permanent waterbodies and large wetlands with sufficient dissolved oxygen; man-made ponds are not considered SWH.	Absent: An open aquatic/pond feature is present in the Study Area; however, it is not suitable habitat to support turtle overwintering.

Type	Habitat Type (MNRF 2015)	Habitat Description	Candidate SWH in Study Area?
	Migratory butterfly stopover area	Fields and forests that are a minimum of 10 ha and are located within 5 km of Lake Erie or Lake Ontario.	Absent: Study Area is > 5 km from Lake Ontario.
	Land bird migratory stopover area	Woodlands of a minimum size of 10 ha located within 5 km of Lake Ontario.	Absent: Study Area is > 5 km from Lake Ontario.
Rare Vegetation Communities	Sand barren, alvar, cliffs and talus slopes	Sand barren, Alvar, Cliff and Talus ELC Community Classes, and other areas of exposed bed rock and patchy soil development, near vertical exposed bedrock and slopes of rock rubble.	Absent. Communities were not observed during field investigations.
	Prairie and savannah	Open canopy habitats (tree cover < 60%) dominated by prairie species.	Absent. Communities were not observed during field investigations.
	Old growth forest	Relatively undisturbed, structurally complex; dominant trees > 100 years' old.	Absent. Features were not observed during field investigations.
	Other rare vegetation communities	Vegetation communities ranked S1-S3 by the NHIC.	Absent. Features were not observed during field investigations.

Type	Habitat Type (MNRF 2015)	Habitat Description	Candidate SWH in Study Area?
Specialized Habitat for Wildlife	Waterfowl nesting areas	Upland habitats adjacent to wetlands.	Absent: Wetland communities are too small to support adjacent significant waterfowl nesting areas.
	Bald Eagle and Osprey nesting, foraging and perching habitat	Treed communities adjacent to rivers, lakes, ponds, and other wetlands with stick nests of Bald Eagle or Osprey.	Absent: No stick nests were observed during field investigations.
	Woodland raptor nesting habitat	Stick nests in forested ELC communities >30 ha with 10 ha of interior habitat.	Absent: There are no large forest communities >30 ha in the Study Area.
	Turtle nesting areas	Exposed soil, including sand and gravel in open sunny areas in proximity to wetlands.	Presumed absent: No natural turtle nesting habitat was observed. There is potential for turtles to nest in sandy gravel areas on road shoulders; however, this habitat does not qualify as SWH.
	Seeps and springs	Any forested area with groundwater at surface within the headwaters of a stream or river system.	Absent. Features were not observed during field investigations.
	Amphibian breeding habitat (woodland and wetland)	Treed uplands with vernal pools, and wetland ecosites.	**Present: Wooded habitats adjacent to an open pond in the Study Area may support breeding amphibians.**
	Woodland area sensitive breeding bird habitat	Large mature forest stands, woodlots >30 ha with interior forest habitat (i.e.,	Absent: There are no large forest communities >30 ha in the Study Area.

Type	Habitat Type (MNRF 2015)	Habitat Description	Candidate SWH in Study Area?
		at least 200 m from edge).	
Habitat for Species of Conservation Concern	Open country bird breeding habitat	Large grasslands and fields (>30 ha) with two or more of the following species: Upland Sandpiper, Grasshopper Sparrow, Vesper Sparrow, Northern Harrier, Savannah Sparrow OR with nesting Short-eared Owls.	Absent: There are no grasslands or fields >30 ha present in the Study Area.
	Shrub/early successional bird breeding habitat	Large shrub and thicket habitats (>10 ha) with: • At least one Brown Thrasher or Clay-colored Sparrow breeding, OR • At least two of Field Sparrow, Black-billed Cuckoo, Eastern Towhee and Willow Flycatcher OR • Nesting Yellow-breasted Chat or Golden-winged Warbler.	Absent: There are no shrub and thicket habitats >10 ha present in the Study Area.
	Marsh bird breeding habitat	Wetlands with shallow water and emergent aquatic vegetation with	Absent: Wetland communities in the Study Area do not contain suitable habitat to support marsh breeding birds.

Type	Habitat Type (MNRF 2015)	Habitat Description	Candidate SWH in Study Area?
		American Bittern, Virginia Rail, Sora, Common Moorhen, American Coot, Pied-billed Grebe, Marsh Wren, Sedge Wren, Common Loon, Sandhill Crane, Green Heron, Trumpeter Swan, Black Tern, or Yellow Rail	
	Special Concern and provincially rare (S1-S3) wildlife	An assessment of habitat for special concern and provincially rare wildlife is included in **Appendix D**.	**Present: Potentially suitable habitat for Barn Swallow, Eastern Wood-Pewee, Wood Thrush, Monarch, Eastern Milksnake, Midland Painted Turtle, and Snapping Turtle in the Study Area.** **Eastern Milksnake, Snapping Turtle, and Midland Painted Turtle have potential to be present in the work zone.**
Animal Movement Corridors	Amphibian movement corridors	Associated with confirmed amphibian breeding habitat.	Undetermined. Cannot be confirmed without targeted amphibian surveys.
	Deer movement corridors	Associated with confirmed deer wintering habitat.	Absent: No deer wintering habitat was identified by the MNRF; therefore, there is no candidate habitat for deer movement corridors in the Study Area.

3.2.4 Species at Risk

Habitat assessments completed for the Highway 62 and Prince Edward County Road 1 intersection improvement Study Area **(Appendix D**) determined that the following seven SAR have the potential to occur in the Study Area based on the presence of suitable habitat and observation records:

- Red-headed Woodpecker
- Blanding's Turtle
- Gray Ratsnake
- Little Brown Myotis
- Northern Myotis
- Eastern Small-footed Myotis
- Tri-colored Bat

3.2.5 Migratory Birds

No nests of migratory birds were observed in the Study Area during field investigations in September 2022. However, migratory birds may nest in meadows and forested areas throughout the Study Area. Vegetation within the ROW may support migratory bird nests during the active nesting season (April 1 – August 31).

3.2.6 Incidental Wildlife

The following species were recorded incidentally during field observations:

- Birds: Cedar Waxwing, European Starling, Turkey Vulture, White-breasted Nuthatch, Yellow-rumped Warbler
- Mammals: Eastern Chipmunk

3.3 Summary of Natural Heritage Features

Table 4 provides a summary of the natural heritage features that were confirmed or have the potential to be present in the Highway 62 and Prince Edward County Road 1 intersection improvement Study Area. Those natural heritage features that occur in or

adjacent to the Work Zone will be carried forward to the Impact Assessment in **Section 5.0** where general and site-specific protection measures will be provided.

Table 4: Summary of Natural Heritage Features for the Highway 62 and Prince Edward County Road 1 Intersection Improvement Study Area

Type	Species/Feature	Description
Quinte Conservation Designation	Regulated Area	This designation includes the unevaluated wetland and regulated area that overlaps Highway 62 and Prince Edward County Road 1.
Migratory Birds	Bird Nests	May be present in vegetation. There were no nests observed during field investigations, but new nests could be established in subsequent years.
Vegetation	Wetlands	Open aquatic feature (i.e., OAO) is present in proximity to the Study Area. Unevaluated wetland as per MNRF 2022.
SWH	Turtle nesting areas	May be present within the Study Area. No natural habitat was observed, but turtles may nest in road shoulders. Road shoulders do not qualify as SWH.
	Bat maternity colonies	Candidate trees >10 cm DBH were observed in the Study Area. One suitable cavity tree was observed adjacent to Highway 62.
	Amphibian breeding habitat	Potential habitat for breeding amphibians is present within the forest (FODM7-2), woodland (WOD), and open aquatic feature (OAO) within the Study Area.
SAR	-Red-headed Woodpecker -4 Bat SAR (Little Brown Myotis, Northern Myotis, Eastern Small-footed Myotis, Tri-colored Bat) -Blanding's Turtle -Gray Ratsnake	Forest communities within the Study Area may support Red-headed Woodpecker and bat SAR. One suitable cavity tree was observed adjacent to Highway 62. Potential habitat for Blanding's Turtle is present in the unevaluated wetland pocket and an open aquatic feature. Blanding's Turtles may enter the work area when seeking nesting sites (e.g., gravel

Type	Species/Feature	Description
		shoulders) or when moving between habitats. Potential habitat for Gray Ratsnake is present in forests, woodlands, meadows, and agricultural areas in the Study Area.
SOCC	-Barn Swallow -Eastern Wood-Pewee -Wood Thrush -Monarch -Snapping Turtle -Midland Painted Turtle -Eastern Milksnake	Rural buildings in the Study Area have potential to support breeding Barn Swallows but no nests were observed at the time of field investigations. Wooded areas in the Study Area may provide breeding habitat for Eastern Wood-Pewee and Wood Thrush. Habitat is present in the Study Area for Monarch; however, no individuals were observed at the time of field investigations. Potential habitat for turtles is present in the unevaluated wetland pocket, an open aquatic feature, and the adjacency to gravel road shoulders suitable for nesting. Potential snake habitat is present in forests, meadows, and agricultural areas within the Study Area. Snapping Turtle, Midland Painted Turtle and Eastern Milksnake have the potential to enter the Work Zone.

4.0 Description of Work

The Recommended Plan includes a roundabout at the intersection of Highway 62 and Prince Edward County Road 1. The single-lane 44 m diameter roundabout includes a concrete truck apron around the centre island and raised traffic islands at each of the four approaches. Minor realignments of the approaches on Highway 62 and Prince Edward County Road 1 (Scoharie Road) are included to improve the approaches to the roundabout. As part of the plan, private driveway realignments are also required for entrances off Prince Edward County Road 1 (Scoharie Road).

The limits of proposed work for the Recommended Plan are shown on **Figure 4, Appendix A**.

5.0 Preliminary Impact Assessment

Impacts to natural features from Project construction are presented based on the Recommended Plan. For this assessment, it is assumed that natural areas within the construction limits will be removed for construction. Precise limits of vegetation removal will be refined during Detail Design.

Potential impacts associated with the construction of the new roundabout could include soil compaction, siltation of nearby wetland communities, terrestrial habitat loss and vegetation removal, disturbance to wildlife species, spills of deleterious substances into natural communities, and noise disturbance. All these impacts, except terrestrial habitat loss, are expected to be short term and localized to the Study Area during construction activities and lessened through the application of appropriate construction techniques and mitigation measures. Some terrestrial habitats will be permanently lost due to vegetation clearing for the construction of the new roundabout and associated culverts and ramps. Standard environmental protection and feature-specific mitigation measures are discussed in separate sections below.

5.1 Loss of Terrestrial Habitat

The proposed new roundabout will require vegetation removal, earth clearing, and grading and will result in the loss of approximately 0.56 ha of terrestrial habitat within the Study Area, of which 0.23 ha is forested (see **Table 5**, **Figure 4**, **Appendix A**). Construction activities in some areas will extend beyond the current ROW and require vegetation removal and earth grading, which will result in the loss of natural vegetation communities, mostly in forest, thicket, and meadow communities. Loss of habitat by ELC community based on the Recommended Plan is shown in **Table 5**.

Table 5: Terrestrial Habitat Impacted within the Study Area per Hectare (ha)

Vegetation Community	ELC Code	Temporary Impact Area	Permanent Impact Area	TOTAL
Meadow	Dry-Fresh Mixed Meadow Ecosite (MEMM3)	0.06	0.10	0.16

Vegetation Community	ELC Code	Temporary Impact Area	Permanent Impact Area	TOTAL
Forest	Fresh – Moist Green Ash-Hardwood Lowland Deciduous Forest Type (FODM7-2)	0.17	0.06	0.23
Thicket	Dry – Fresh Deciduous Regeneration Thicket Ecosite (THDM4)	0.11	0.05	0.16
Shrub Agriculture	Orchard (SAGM1)		0.01	0.01
Total Impacted				**0.56**

5.2 Potential Disturbance to Wetlands

The background review identified an unevaluated wetland within the community classified as a Green Ash – Hardwood Lowland Deciduous Forest (FODM7-2) at the time of field investigations. It is possible that this community may be considered a swamp wetland type, however that determination could not be made at the time of field investigations due to property access restrictions. To confirm if the community is a wetland, detailed soil analysis as per the ELC methods (Lee et. al. 2008) would be needed to determine the soil moisture regime (**Figure 4, Appendix A**).

If this community is confirmed as a swamp wetland, there will be an estimated temporary loss of 0.12 ha due to grading and permanent loss of 0.01 ha to wetlands based on the Recommended Plan. There is potential to reduce this loss at the time of detail design. Regardless of the community classification, standard Sediment and Erosion Control (**Section 6.1.1**) methods are recommended along all lowland forest/wetland communities and near watercourse boundaries (**Figure 4, Appendix A**).

Vegetation protection measures in **Section 6.1.2** and invasive species management measures in **Section 6.1.3**, are also recommended to reduce indirect impacts to lowland forests/wetlands.

5.3 Potential Disturbance to Vegetation and Terrestrial Habitat

It is anticipated that the proposed works will disturb approximately 0.56 ha of vegetation cover and terrestrial habitat during construction. There will be temporary and permanent loss or disturbance to native vegetation communities because of the clearing required to accommodate construction activities (i.e., excavation, demolition, staging).

The following indirect impacts may also occur as a result of construction:

- accidental damage or loss of trees and other vegetation features because of site alteration or construction activities
- temporary disturbance of noise, vibration, and vegetation removal to terrestrial wildlife habitat
- erosion and sedimentation into adjacent vegetation communities
- permanent loss of native vegetation due to the spread of non-native and invasive vegetation species into disturbed areas after construction

5.4 Potential Interference with Migratory Birds

Although no migratory bird nests were present during field investigations, the buildings and vegetation within the Study Area have potential to support nests of birds that are protected by the MBCA.

Natural vegetation within the Study Area including woodlands, meadows and agricultural lands may support nesting migratory birds. Any work near active bird nests has the potential to disturb nesting behavior or damage/destroy the nests, particularly during vegetation clearing within and beyond the ROW during the active breeding bird window (i.e., April 1 - August 31). Measures to mitigate impacts to protected bird nests will be implemented as outlined in **Section 6.1.4**.

5.5 Potential Disturbance to Significant Wildlife Habitat

No SWH features were confirmed in the Study Area. However, there is candidate SWH for Bat Maternity Colonies with a permanent loss of one (1) potential bat maternity roost

tree. Candidate Amphibian Breeding Habitat is also present within the aquatic habitat (OAO) adjacent to the Work Zone, but no direct impacts are anticipated.

Construction phase disturbance to candidate SWH can be mitigated through standard environmental protection measures for Sediment and Erosion Control and vegetation protection, as discussed in **Sections 6.1.1 and 6.1.2.** Standard mitigation to reduce harm to wildlife is provided in **Section 6.1.5**, while site-specific mitigation for Bat Maternity Colonies is provided in **Section 6.2.3.2.**

5.6 Potential Disturbance to Species at Risk and Species of Conservation Concern

Suitable habitat for SAR and SOCC in the Study Area was primarily associated with deciduous forests and open meadow communities. Potential impacts to SAR and SOCC that may be encountered in Work Zone, including Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, bat SAR (Little Brown Myotis, Small-footed Myotis, Northern Myotis, Tri-colored Bat), Barn Swallow, Eastern Milksnake, Monarch, Snapping Turtle, and Midland Painted Turtle are discussed below.

Construction phase disturbance to habitat of SAR and SOCC can be mitigated through standard environmental protection measures for Sediment and Erosion Control and vegetation protection, as discussed in **Section 6.1.1 and 6.1.2**, respectively, and through site-specific measures as discussed in **Section 6.2**. Measures to mitigate impacts to protected bird nests are outlined in **Section 6.1.4**. Mitigation to reduce harm to wildlife is provided in **Section 6.1.5**.

5.6.1 Species at Risk

The following seven (7) SAR have potential to be directly impacted during construction activities due to their behavior, habitat preferences, or movement patterns:

Red-headed Woodpecker – A deciduous forest with snag trees is present in the Work Zone and there is potential for this species to nest within the natural area. Standard mitigation measures for nesting birds are discussed in **Section 6.1.4.**

Blanding's Turtle - Interaction with Blanding's Turtle during construction activities could result in direct mortality. The aquatic habitat (OAO) and FODM7-2/unevaluated wetland in the Study Area may provide suitable habitat for Blanding's Turtles and individuals may also travel through Work Zone. Turtles may be particularly vulnerable during peak activity periods (April 1 to October 31), including movement between wintering and nesting sites, nesting in the road shoulder and basking or foraging in the

ROW. Site-specific mitigation measures to reduce potential impacts to turtles are discussed in **Section 6.2.3.1.**

Gray Ratsnake - Construction activity can result in direct mortality to snakes. Snakes may be vulnerable during emergence from a hibernaculum, re-entrance, and basking periods, and may preferentially seek out construction materials to bask under. Peak activity for snakes is typically between late April and late June (MNR 2013). Potential habitat for Gray Ratsnake is present in forest, meadow, and agricultural areas in the Work Zone. With the implementation of site-specific mitigation measures for snakes (**Section 6.2.3.1**), no direct impacts are expected.

Bat SAR (Little Brown Myotis, Northern Myotis, Eastern Small-footed Myotis, and Tri-colored Bat) – Potential bat maternity roost habitat is present within forest and individual trees in the proposed area of impact. Tree removal can result in direct mortality to bat SAR and loss of habitat. Protection for bats is provided by the timing restrictions identified in **Section 6.2.3.2.** If timing of construction activities cannot abide the timing restrictions for bats, acoustic monitoring for bat SAR is recommended during Detail Design.

5.6.2 Species of Conservation Concern

The following three SOCC have potential to be directly impacted during construction activities due to their behavior, habitat preferences, or movement patterns:

Barn Swallow – Although not present during the 2022 field investigations, structures, and buildings in the proposed area of impact may provide suitable habitat (i.e., vertical walls, ledges) and Barn Swallows may establish nests at new locations in future nesting seasons. Standard mitigation measures for nesting birds are discussed in **Section 6.1.4**

Eastern Wood-Pewee and Wood Thrush - Forest communities in the Study Area may provide suitable nesting habitat for Eastern Wood-Pewee and Wood Thrush. Standard mitigation measures for nesting birds are discussed in **Section 6.1.4.**

Eastern Milksnake - Construction activities can result in direct mortality to snakes. Snakes may be vulnerable during emergence from a hibernaculum, re-entrance, and basking periods, and may preferentially seek out construction materials to bask under. Peak activity for Eastern Milksnake is typically between late April and late June (MNRF 2016). With the implementation of mitigation measures (**Section 6.2.3.1**), no direct impacts are expected.

Monarch - Primarily found in areas containing milkweed and wildflowers (including goldenrods, asters, and purple loosestrife) (MECP 2021). The larvae occur only where milkweed exists, whereas adults are more generalized, feeding on a variety of wildflower nectar (MECP 2021). Monarch and its habitat (i.e., milkweed patches) were

observed in roadside meadows, which will experience temporary and permanent disturbance during construction. Site-specific mitigation measures for Monarch are discussed in **Section 6.2.3.3.**

Snapping Turtle and Midland Painted Turtle - Interaction with Snapping Turtle and Midland Painted Turtle during construction activities could result in direct mortality. The aquatic habitat (OAO) and unevaluated wetland/FODM7-2 in the Study Area may provide suitable habitat for turtles and individuals may also travel through Work Zone. Turtles may be particularly vulnerable during peak activity periods (April 1 to October 31), including movement between wintering and nesting sites, nesting in the road shoulder and basking or foraging in the ROW. Site-specific mitigation measures to reduce potential impacts to turtles are discussed in **Section 6.2.3.1.**

6.0 Mitigation Recommendations

Mitigation discussed below will reduce the likelihood and magnitude of impacts to the natural environment. The following section describes standard measures that should be applied to all work areas. These general measures recommended for the protection and reduction of impacts to natural features, general wildlife and wildlife habitat will also reduce risk of potential impacts to SAR and SOCC. Site-specific recommendations for natural features, SWH, or habitat of SAR/SOCC confirmed in the Study Area or conservatively assumed to be present, are discussed in **Section 6.2**.

6.1 Standard Environmental Protection Measures

6.1.1 Erosion and Sedimentation Control

Mitigation measures for sedimentation, erosion, and dust control will be implemented to prevent sediment and dust from entering sensitive natural features. The primary principles associated with sedimentation and erosion protection measures are to:

- reduce the duration of soil exposure
- retain existing vegetation, where feasible
- encourage re-vegetation
- divert runoff away from exposed soils
- keep runoff velocities low

- trap sediment as close to the source as possible

To address these principles, the following mitigation measures are recommended:

- Silt fencing and/or barriers are recommended along the Work Zone where there is potential for sedimentation of watercourses or wetlands, or inadvertent encroachment of construction vehicles into natural areas of woodlands, wetlands, and watercourses.
- Avoid entering any natural areas beyond the barrier fencing with equipment and avoid excess vegetation removal.
- Stabilize exposed soil areas (native seed mixes; sourced locally if possible) and re-vegetate through the placement of seed and mulching or seed and an erosion control blanket, promptly upon completion of construction activities. All disturbed substrates are recommended to be re-vegetated using seed mixes of species that are native to the site and suitable for site conditions. Introduce seed to disturbed substrates as soon as feasible following construction, and sediment fencing is recommended to remain in place until vegetation cover is re-established.
- Re-fuel equipment 30 m away from watercourses to reduce potential impacts if an accidental spill occurs.
- In addition to any specified requirements, make additional silt fence available on site, prior to grading operations, to provide a contingency supply in the event of an emergency.
- Monitor all erosion and sedimentation controls regularly and properly maintain, as required. Remove controls only after the soils of the construction area have been stabilized and adequately protected or until cover is re-established.
- Monitor limits of construction adjacent to natural features during construction (along with erosion and sedimentation control measures) to ensure that the limits are maintained with respect to vehicular traffic and soil or equipment stockpiling.
- Avoid stockpiling excess materials on site within proximity of woodlands, wetlands, and watercourses.
- Restore any disturbed natural areas to pre-construction conditions.

6.1.2 Vegetation Protection

Precise limits of vegetation removal will be confirmed during Detail Design. Vegetation removal should be limited to the extent possible and undertaken outside the migratory

bird nesting period (**Section 6.1.4**). Sediment controls to clearly mark and separate work areas from sensitive natural features (e.g., woodlands, wetlands, and watercourses) are recommended. Sediment fencing (**Section 6.1.1**) will reduce the

likelihood of release of sediments and other deleterious substances into adjacent areas of natural vegetation.

Topsoil and organic matter should be salvaged and reused in areas disturbed during construction, as appropriate. Replaced soils will contain native seed bank, which will help facilitate successful revegetation. Post-construction seeding of the disturbed ROW should be done with a suitable native seed mix and in consideration of Monarch habitat (**Section 6.2.3.3**). Seed mixes will include fast-growing, short-lived perennial cover crop to stabilize soil and reduce competition from weedy exotics. Native cover crops are preferred. New seed will be introduced to disturbed substrates as soon as feasible following construction (within 15 days for areas less than 200 m from a watercourse, and 45 days for other areas), and sediment fencing will remain in place until vegetation cover is re-established. Seeded areas shall receive water either through precipitation or irrigation after every seven successive days without rainfall for the first two months during the growing season after seeding.

6.1.3 Invasive Phragmites Management

The invasive common reed (Phragmites) is a ‘restricted’ plant species regulated by the Ontario *Invasive Species Act* (2015), and under the Act it is illegal to import, deposit, release, grow, buy, sell, lease, or trade this species. Phragmites is not present throughout the existing ROW, however a clean equipment protocol is recommended for machinery entering riparian areas to prevent the spread of invasive species into the feature.

6.1.4 Protection of Nesting Birds

Although no nests were observed in vegetation within the ROW or beyond, there is potential for nests of migratory birds to develop in subsequent seasons.

The MBCA protects nests of migratory birds from damage while they are active, including nests in vegetation and on structures. For all migratory birds, the core nesting period is identified as April 1 to August 31 (Government of Canada 2018). Vegetation clearing during nesting periods in migratory bird breeding habitat can destroy active nests and contravene the MBCA. Vegetation clearing is recommended to occur outside the core nesting period to eliminate the need for migratory bird nest searches. If work must take place during the core nesting period and the area is small enough to be effectively searched for nesting birds (e.g., isolated trees or hedgerows), then a

breeding bird survey can be completed by a Qualified Biologist. The area where bird nests may be impacted must be searched within five days prior to the work commencing. If breeding pairs are located, then they will be protected with a buffer until the nest is no longer active.

If an active nest is observed during construction, a designated buffer will be delineated within which no activity will be allowed to occur while the nest is active (i.e., with eggs or young). The radius of the buffer will also be determined by a Qualified Biologist. Once the nest is determined to be inactive (e.g., the young have fledged the nest), clearing and other activities in the area may proceed.

Under the new 2022 updates to the Migratory Bird Regulations (MBR) within the MBCA, Pileated Woodpecker (*Dryocopus pileatus*) nests are now protected year-round (Migratory Birds Regulations 2022). If a Pileated Woodpecker nest is determined to be empty of live birds or viable eggs, then the nest must be registered under Environment and Climate Change Canada’s (ECCC) Abandoned Nest Registry. At which point the prescribed period of inactivity can begin to be counted (36-months) before any action can be taken towards the nest. Destroying an unoccupied Pileated Woodpecker nesting cavity prior to the 36-month waiting period will require a permit and may require additional mitigation measures. Nesting habitat for Pileated Woodpecker is marginal within the area of impact as the forested community is comprised of standing dead ash that is small in diameter and where the canopy cover is sparse. This forested community is also a small, isolated woodlot adjacent to anthropogenic features such as, agricultural lands and active transportation corridor where disturbance is already present. Therefore, Pileated Woodpecker nests are not anticipated to be present.

6.1.5 Wildlife Protection

The following mitigation and protective measures for wildlife and wildlife habitat are recommended:

- construction equipment and vehicles are to yield to wildlife
- inform construction personnel not to threaten, harass or injure wildlife
- If wildlife are encountered during construction, personnel are required to move away from the animal and wait for the animal to move off the construction site. If slow-moving wildlife (e.g., turtles, snakes) are observed on the road and are in danger, and if safe to do so, they will be moved off the road by gently guiding the individual in the direction it was traveling. Handling of SAR is not permitted without an ESA authorization.

6.2 Site-Specific Protection Measures

Site-specific protection measures are required for sensitive species or habitats that may be present within the Study Area and where standard mitigation measures alone do not provide sufficient protection.

6.2.1 Wetlands

Standard Sediment and Erosion Control measures (**Section 6.1.1**) are recommended where work will occur within 30 m of wetland communities. Wetland compensation may be required and will be determined at the time of detail design and in consultation with the MNRF and appropriate Conservation Authority. Potential compensation measures might include enhancement of existing degraded wetlands or construction of new wetlands within the same watershed.

6.2.2 Woodlands

Newly created edges that are cut along existing woodlands should be addressed with restoration plantings to protect and mitigate for potential negative effects, such as increased sunlight penetration, susceptibility to windthrow, desiccation, and spread of invasive species. It is recommended that restoration plans use native species that are tolerant of the site conditions, including roadside stresses such as salt, pollution, and soil compaction.

6.2.3 Species at Risk/Species of Conservation Concern

The mitigation measures presented below follow general guidance for the protection of SAR/SOCC and are consistent with approved measures implemented on similar projects in Ontario. Species-specific measures are provided for species commonly encountered along roadways or in construction zones. Further field investigations, including targeted surveys, should be undertaken at Detail Design to confirm the presence of SAR and their habitat. ESA authorization requirements, if any, for SAR will be determined at Detail Design.

The following mitigation recommendations are provided to reduce the risk to SAR and SOCC through avoidance of habitat features, timing windows and observations of potential refuges.

General mitigation to reduce impacts to SAR or SOCC and their habitats include:

- Inform on-site personnel of the potential presence of the SAR/SOCC identified in the Study Area, obligations under the ESA, and recommended actions in the event of an encounter.
- Species listed as endangered or threatened on the SARO list that are present in the Study Area must be protected from harm and harassment.
- Any SAR that is incidentally encountered in the Study Area must be allowed to leave of its own accord. Activities within 20 m will cease until the individual disperses. Construction machinery/equipment must maintain a minimum operating distance of 20 m from the individual until it disperses from the Work Zone on its own accord.
- If on-site personnel are unable to allow a SAR to leave the active construction area on its own, MECP must be contacted immediately for additional guidance.
- Any SAR that is encountered in the Work Zone will be reported to the MECP staff within 48 hours of the observation or the next working day, whichever comes first.
- If an injured or deceased SAR is found, the specimen must be placed in a non-airtight container that is maintained at an appropriate temperature and MECP must be contacted immediately for additional guidance.
- Temporary alterations to SAR habitat must be limited to the duration and spatial extent possible and be remediated upon completion of activity and monitored as necessary.

6.2.3.1 Reptiles

Because general mitigation measures may not provide sufficient protection, avoidance of sensitive wildlife periods and temporary wildlife exclusion are recommended for reptiles.

If the peak active season for reptiles, from approximately April 1 to October 31, cannot be avoided during construction then installation of wildlife exclusion fencing must occur before May 15 or after September 15 (i.e., outside of key breeding period) to define Work Zones and restrict the movement of reptiles into the working area. If construction must be initiated during the turtle nesting or snake gestation season (approximately June 1 to September 1), a Qualified Biologist will visually inspect the site for evidence of nesting or individual reptiles and direct installation of construction barrier fencing to avoid nests. If it is not possible to isolate a nest from construction, work will be delayed until it is determined that the nest no longer includes viable eggs (hatchlings have emerged, or eggs were predated).

Potential snake hibernation sites (rock outcroppings or stumps extending below-grade, or animal burrows) will not be disturbed during the hibernation period (November 1 to March 31). If removal of above-ground habitat features (rock slabs or piles, brush) is needed, these features will be retained outside the active Work Zone during construction and returned post-construction to the same or a nearby location.

During ditching and grading activities undertaken between April 1 and October 31, disturbance will be limited to the greatest extent possible to protect reptiles that may be present.

6.2.3.2 Bats

Trees > 10 cm DBH are present in the Study Area and within the proposed area of impact. These trees may be used by bat SAR as maternity habitat. The following mitigation measures are recommended to address bat SAR.

Trees that have the potential to be used as maternity habitat by bat SAR may be present within the areas proposed for vegetation removal. To identify potentially suitable bat SAR trees, follow-up surveys (during Detail Design) are recommended during leaf-off in areas where vegetation removal is proposed. Trees will be surveyed to identify trees that are >10 cm DBH, with cavities or loose, peeling bark and will be completed following the guidance outlined in MECP's survey protocol: *Treed Habitats – Maternity Roost Surveys* (2022), which references the *Bats and Bat Habitats: Guidelines for Wind Power Projects* (MNR 2011). If potential bat trees are identified within the area proposed for removal, acoustic surveys or maternity exit surveys may be needed prior to tree removals.

Additionally, to further reduce the likelihood of harm to bats, removal of trees > 10 cm DBH is recommended to take place outside the period when bats use trees for maternity roosts. Myotis species typically give birth in late-May to early-June, and females fly with newborn young until they become too heavy. Young begin to fly in mid- to late-June, at age three to four weeks. Rearing is completed in August when the bats move to hibernacula (Broders et al. 2006, Cagle and Cockrum 1943, Gerson 1984). Therefore, tree removal should not occur between May 1 to August 31. If tree clearing is required within this window, maternity exit surveys may be conducted prior to the tree removals, as mentioned above. Maternity exit surveys are conducted during the evening and should include visual and acoustic surveys using accepted protocols.

Consultation with MECP is recommended prior to any bat maternity roost tree removals to receive up-to-date guidance on appropriate surveys and mitigation measures to remain compliant under the ESA.

6.2.3.3 Monarch

Construction activities with the potential to harm Monarch eggs, caterpillar, or pupae (e.g., vegetation clearing in meadow areas) should not be undertaken during the larval period which is approximately May 1 to September 30 (Mission-Monarch 2020).

If vegetation clearing will proceed when Monarch larvae may be present (May 1 to September 30), inspection of milkweed plants is recommended to locate Monarch larvae. If larvae are present, they may be moved to a location that is suitable and safe under the direction of a qualified professional. Monarch caterpillars may be moved to other milkweed plants; for other larval stages (i.e., eggs and chrysalis), entire milkweed plants should be transplanted.

Milkweed and nectar producing plants will be included in seed mixes for areas restored to meadow to provide habitat for Monarch. Planting will follow mitigation recommendations from **Section 6.1.2** above.

7.0 Consideration of the Endangered Species Act, 2007

The provincial ESA prohibits the killing, harming, harassing, capturing, or taking of a living member of a species listed as threatened, endangered, or extirpated by the SARO list (O. Reg. 230/08) (S. 9). Damage to habitat (S. 10) is also prohibited except where a permit is issued under S. 17(2) of the same Act or the Activity is registered under the Species at Risk Registry.

Potential habitat for SAR (Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, Eastern Small-footed Myotis, Little Brown Myotis, Northern Myotis and Tri-colored Bat) was identified in the Study Area but could not be confirmed during preliminary field investigations. Targeted surveys for Red-headed Woodpecker and bat SAR are recommended at Detail Design to determine if species and/or habitat is present within Work Zones.

Consultation with MECP is recommended during Detail Design to discuss potential impacts to Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, and bat SAR that may result from the Project after mitigation, and to determine potential authorizations/permits.

8.0 Summary

This *Terrestrial Ecosystems Preliminary Existing Conditions and Impact Assessment Report* evaluated the potential for sensitive natural heritage features, SAR and SOCC within the Highway 62 and Prince Edward County Road 1 Intersection Improvement Study Area using guidance from the *Environmental Reference for Highway Design* (MTO 2013).

Most of the Study Area consists of constructed lands with commercial and residential buildings accompanied with large areas of manicured/mowed grass and planted trees/shrubs. Meadow habitat was present as linear, narrow features adjacent to and/or within the ROW. More natural areas occurred within the southwest corner of the Study Area and included green ash lowland forest (FODM7-2), regenerating thickets (THDM4), meadows (MEMM3), and open aquatic habitat (OAO).

Natural heritage features identified in the Study Area include candidate SWH for bat maternity colonies and candidate habitat for SOCC (Barn Swallow, Eastern Wood-Pewee, Wood Thrush, Eastern Milksnake, Monarch, Snapping Turtle, and Midland Painted Turtle), suitable habitat of endangered or threatened species (Red-headed Woodpecker, Blanding's Turtle, Gray Ratsnake, and bat SAR), and migratory bird nests.

Standard and site-specific mitigation measures are recommended to address the anticipated impacts, including timing restrictions to address protected bird nests as well as tree removals for bats, physical protection measures such as sediment and erosion control or barrier fencing, and post-construction restoration.

Authorization requirements for SAR will be determined at Detail Design, following completion of targeted surveys to confirm species and habitat presence. Long-term, landscape-level effects from the highway and intersection improvements are considered negligible with the implementation of the standard and site-specific environmental protection measures.

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TERRESTRIAL ECOSYSTEMS EXISTING CONDITIONS AND IMPACT ASSESSMENT REPORT
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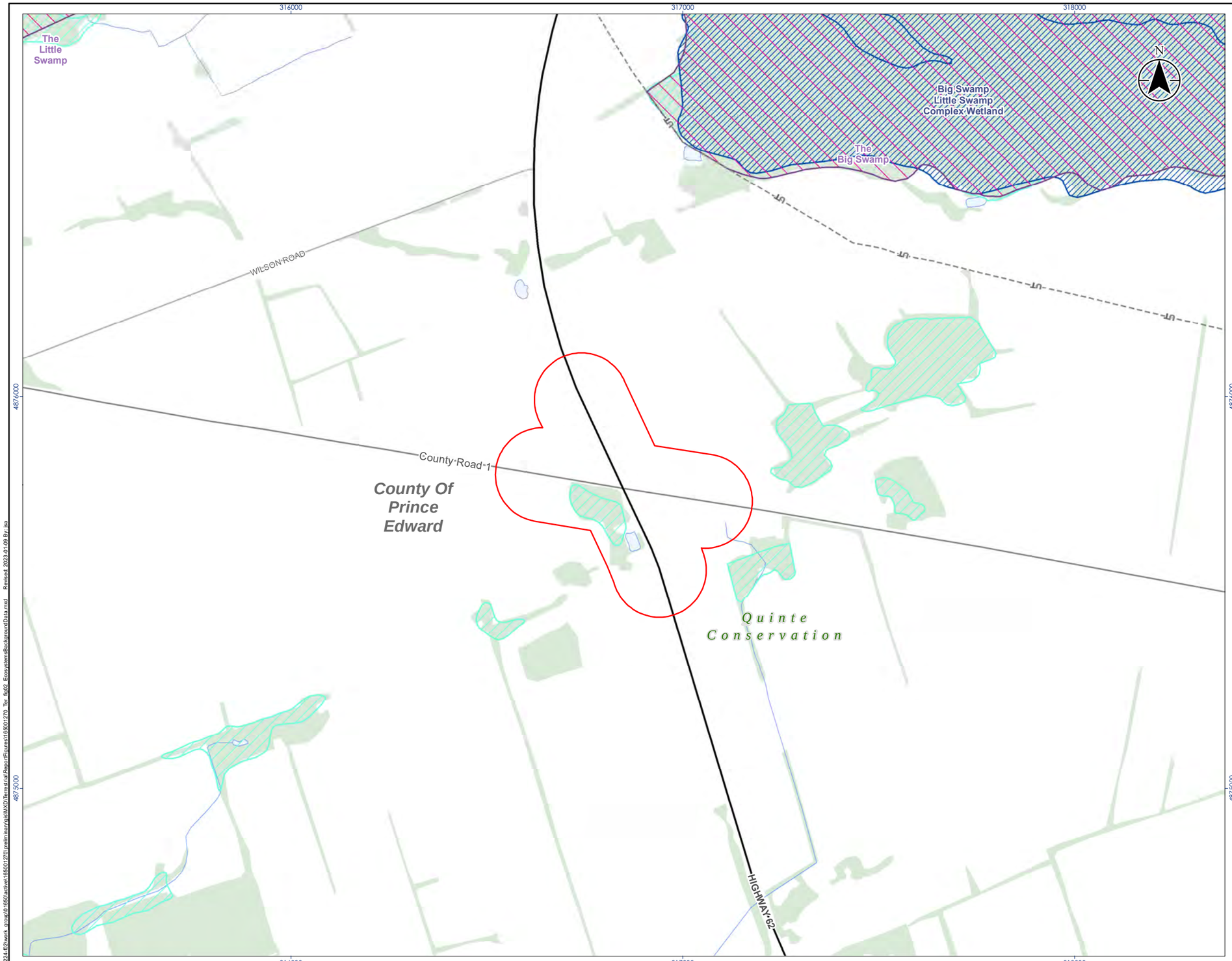
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TERRESTRIAL ECOSYSTEMS EXISTING CONDITIONS AND IMPACT ASSESSMENT REPORT
Highway 62 and Prince Edward County Road 1 Intersection Improvements Preliminary Design and Environmental Assessment Study

Appendix A
Figures



Stantec

Legend

- Study Area
- Highway
- Major Road
- Minor Road
- Unknown Transmission Line
- Watercourse (Intermittent)
- Watercourse (Permanent)
- ANSI, Life Science
- Wetland, Provincially Significant
- Wetland, Unevaluated
- Waterbody
- Wooded Area

0 250 500 Metres

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Notes

1. Coordinate System: NAD 1983 UTM Zone 18N
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2022.

Project Location
Prince Edward County

165001270 REV4
Prepared by JSa on 2023-01-09
Technical Review by ABC on yyyy-mm-dd
Independent Review by ABC on yyyy-mm-dd

Client/Project
Ministry of Transportation
Highway 62 and Prince Edward County Road 1
GWP 4077-20-00

Figure No.
2

Title
Ecosystems Background Data

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Stantec

Legend

- Potential Bat Maternity Roost Tree
- Common Milkweed
- Study Area
- Watercourse (Permanent)
- ELC

ELC Legend

CVC_1 (Business Sector)
CVI_1 (Transportation)
CVR_4 (Rural Property)
FODM7-2 (Fresh – Moist Green Ash - Hardwood Lowland Deciduous Forest Type)
ME (Meadow)
MEMM3 (Dry - Fresh Mixed Meadow Ecosite)
OAGM1 (Annual Row Crops)
OAO (Open Aquatic)
SA (Shallow Water)
SAGM1 (Vineyard)
SAGM2 (Orchard)
THDM2-6 (Buckthorn Deciduous Shrub Thicket Type)
THDM4 (Dry - Fresh Deciduous Regeneration Thicket Ecosite)
WO (Woodland)
WOD (Deciduous Woodland)

0 100 Metres

1:3,000 (At original document size of 11x17)

Notes

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Project Location
Prince Edward County

165001270 REV4
Prepared by CS on 2023-12-19
Technical Review by ABC on yyyy-mm-dd
Independent Review by ABC on yyyy-mm-dd

Client/Project
Ministry of Transportation
Highway 62 and Prince Edward County Road 1
GWP 4077-20-00

Figure No.
3

Title
Ecological Land Classification and Wildlife Habitat

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Stantec

Legend

- Potential Bat Maternity Roost Tree
- Common Milkweed
- Study Area
- ELC
- Wetland, Unevaluated
- Permanent
- Temporary

ELC Legend

CVC_1 (Business Sector)

CVI_1 (Transportation)

CVR_4 (Rural Property)

FODM7-2 (Fresh – Moist Green Ash - Hardwood Lowland Deciduous Forest Type)

ME (Meadow)

MEMM3 (Dry - Fresh Mixed Meadow Ecosite)

OAGM1 (Annual Row Crops)

OAO (Open Aquatic)

SA (Shallow Water)

SAGM1 (Vineyard)

SAGM2 (Orchard)

THDM2-6 (Buckthorn Deciduous Shrub Thicket Type)

THDM4 (Dry - Fresh Deciduous Regeneration Thicket Ecosite)

WO (Woodland)

WOD (Deciduous Woodland)

0 100 Metres

1:3,000 (At original document size of 11x17)

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3. Orthoimagery: © 2022 Microsoft Corporation © 2022 Maxar ©CNES (2022) Distribution Airbus DS

Project Location
Prince Edward County

165001270 REV4
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Technical Review by ABC on yyyy-mm-dd
Independent Review by ABC on yyyy-mm-dd

Client/Project
Ministry of Transportation
Highway 62 and Prince Edward County Road 1
GWP 4077-20-00

Figure No.
4

Title
Terrestrial Impact Assessment

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Appendix B
Agency Correspondence

From: Formsma, Julie (MNRF)
To: Orr, Andrea
Cc: Giesbrecht, Debbie; Todd, Kathleen; Gazibara, Nevena
Subject: RE: Natural heritage information request_MTO Hwy 62 and County Rd 1
Date: Thursday, November 3, 2022 3:59:02 PM

Hello Andrea,
A review of our records of the requested area was conducted for the Highway 62 and PEC Road 1 area in Peterborough District.
FISH COMMUNITY: unknown. MNRF has no fish community records for the study area, however our records indicate a permanent stream located on the south east portion of the study area and a pond/water feature in the south west portion. Since there is not information available, MNRF is not able to populate the attached Table 1 (i.e. all entries would be "unknown").

NATURAL HERITAGE FEATURES: unevaluated wetland present within study area

DFO: No records of aquatic SAR in the study area. Since there is in water work, please visit DFO's website for projects near water http://www.dfo-mpo.gc.ca/pnw-ppe/index-eng.html.

MECP: Please contact MECP at sarontario@ontario.ca regarding the species at risk identified and their habitat prior to commencing the proposed work.

FISH TIMING WINDOW: unknown

Julie Formsma
Integrated Resource Management Technical Specialist, MNRF, Peterborough District
julie.formsma@ontario.ca Cell: 705-772-9863 Fax: 705-755-3125

From: Orr, Andrea <Andrea.Orr@stantec.com>
Sent: September 16, 2022 5:23 PM
To: phil.prell@ontario.ca; Formsma, Julie (MNRF) <julie.formsma@ontario.ca>
Cc: Giesbrecht, Debbie <debbie.giesbrecht@stantec.com>; Todd, Kathleen <kathleen.todd@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Natural heritage information request_MTO Hwy 62 and County Rd 1

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Phil and Julie,

We would like to submit a natural heritage information request for the project of *Highway 62 and Prince Edward County Road 1 Intersection Improvements – Ministry of Transportation.* This project's location resides in the Peterborough MNRF District.

Attached you will find a letter outlining the details of the project, map of the study area, and preliminary background review for natural features such as, terrestrial and aquatic species at risk, watercourses, and designated sensitive areas that are present or have potential to occur.

Should you have any questions please let me know and I will gladly respond. Thank you for your time and

have a great day.

Sincerely,

Andrea Orr B.Sc., Tech. Dipl.
Terrestrial Ecologist

Direct: 613-725-5539
Mobile: 343-996-3624
andrea.orr@stantec.com

Stantec
300-1331 Clyde Avenue
Ottawa ON K2C 3G4

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Atención: Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

Stantec Consulting Ltd.
300-1331 Clyde Avenue, Ottawa, ON K2C 3G4

September 16, 2022
File: 165001270

Attention: Ministry of Natural Resources and Forestry, Peterborough District
Sent by email: phil.prell@ontario.ca; Julie.formsma@ontario.ca

Dear Mr. Philip Prell / Ms. Julie Formsma,

Reference: Natural Heritage Information Request - Ministry of Transportation Preliminary Design and Class Environmental Assessment
Highway 62 and Prince Edward County Road 1 Intersection Improvements, GWP 4077-20-00

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. to undertake a Preliminary Design and Class Environmental Assessment for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario.

The purpose of this letter is to request your input with respect to existing conditions within the Study Area, and to identify issues, concerns, or approval requirements that the Ministry of Natural Resources and Forestry (MNRF) may have. Stantec has completed a search of the: Land Information Ontario (LIO) database, the Natural Heritage Information Centre (NHIC) Biodiversity Explorer database, Fisheries and Oceans Canada's (DFO) aquatic species at risk mapping tool, and other online sources. Results are summarized below under separate headers for fish and fish habitat, significant species, and natural features and areas. We are requesting updates and/or corrections to the information, as available, to complete our natural heritage review for the project.

FISH AND FISH HABITAT

One mapped watercourse is present east of the intersection (**Table 1**).

As per the Step 2 of the MTO/DFO/MNRF Fisheries Protocol, we are requesting confirmation or updates to the following information related to fish and fish habitat in the Study Area:

- Species/community information from locations within 1 km upstream or downstream of the Study Area (**Attachment A**)
- Watercourse thermal regime and flow regime
- Special habitat features
- Construction timing window
- Significant fish habitat (e.g., groundwater upwelling, spawning areas, refugia, migratory routes)
- MNRF fisheries management objectives, if applicable

A summary of the information we obtained from available sources is provided in **Table 1**.

Table 1 Highway 62 and Prince Edward County Road 1 Intersection Improvements Study Area; Fish and Fish Habitat Information

Waterbody Name	Latitude and Longitude*	Flow Regime / Thermal Regime (MNRF 2022a)	Habitat Information	Historical Fish Community Data	MNRF Fisheries Management Objectives	In-Water Timing Window for Construction
Unnamed Tributary to Bloomfield Creek/ West Lake	43.96574° N 77.27402° W 44.01152° N 77.28162° W	Permanent				

Notes/References:
Highlighted cells represent data gaps where MNRF input is requested
* At mid-point within the watercourse crossing, coordinates given for each potential site
MNRF 2022a. Land Information Ontario database.

Design with community in mind

Design with community in mind

SIGNIFICANT SPECIES

Recent records of Species at Risk and provincially rare species that overlap with the Study Area are summarized below (**Table 2**). Additionally, potential Critical Habitat for the Blanding's Turtle (Great Lakes/St. Lawrence population) was identified within the Study Area (Environment and Climate Change Canada 2018), and we are aware that bat Species at Risk may also be present.

Table 2 Records of Species at Risk

Group	Scientific Name	Common Name	SARO Status	SARA Status	S-Rank
Species at Risk					
BIRDS	*Melanerpes erythrocephalus*	Red-headed Woodpecker	END	END	S4B
	Hirundo rustica	Barn Swallow	THR	THR	S4B
	Contopus virens	Eastern Wood-pewee	SC	SC	S4B
	Hylocichla mustelina	Wood Thrush	SC	THR	S4B
	Ammodramus savannarum	Grasshopper Sparrow	SC	SC	S4B
	Dolichonyx oryzivorus	Bobolink	THR	THR	S4B
	Sturnella magna	Eastern Meadowlark	THR	THR	S4B
REPTILES	*Chelydra serpentina*	Snapping Turtle	SC	SC	S3
	Chrysemys picta marginata	Midland Painted Turtle		SC	S5
	Emydoidea blandingii	Blanding's Turtle	THR	END	S3
	Pantherophis spiloides	Gray Ratsnake (Frontenac Axis population)	THR	THR	S3
	Lampropeltis triangulum	Eastern Milksnake		SC	S3
INSECTS	*Danaus plexippus*	Monarch	SC	SC	S4B, S2N
MAMMALS	*Myotis leibii*	Eastern Small-footed Myotis	END		S2S3
	Myotis lucifugus	Little Brown Myotis	END	END	S4
	Myotis septentrionalis	Northern Myotis	END	END	S3?
	Perimyotis subflavus	Tricolored Bat	END	END	S3?

SARO: Species at Risk in Ontario
SARA: federal Species at Risk Act, 2002
END: Endangered
THR: Threatened
SC: Special Concern

S-Rank: Subnational (provincial) Rank
S-Rank: Subnational Rank
S1: Extremely rare in Ontario, often especially vulnerable to extirpation S2: Very rare in Ontario, vulnerable to extirpation
S3: Rare to uncommon in Ontario
S4: Common and apparently secure in Ontario
S5: Very common and secure in Ontario

Notes/References:
MNRF 2022b. Natural Heritage Information Centre Biodiversity Explorer Database.
DFO 2022. Aquatic Species at Risk Map.

NATURAL FEATURES AND AREAS

Records of natural features and areas that overlap with the Study Area are shown in **Attachment A**. Only one unevaluated wetland is present within the Study Area. No other provincially designated features were identified, such as Provincially Significant Wetlands (PSWs) and Areas of Natural and Scientific Interest (ANSI). However, two natural features were present within 1 kilometer (km) of the Study Area and include The Big Swamp - Life Science ANSI and Big Swamp Little Swamp Wetland Complex - evaluated (non-significant) wetland.

CLOSING

We respectfully request confirmation of the above findings and the identification of any additional natural heritage resources information you may have for the Study Area. Please contact the undersigned if you have any questions regarding this information request.

Regards,

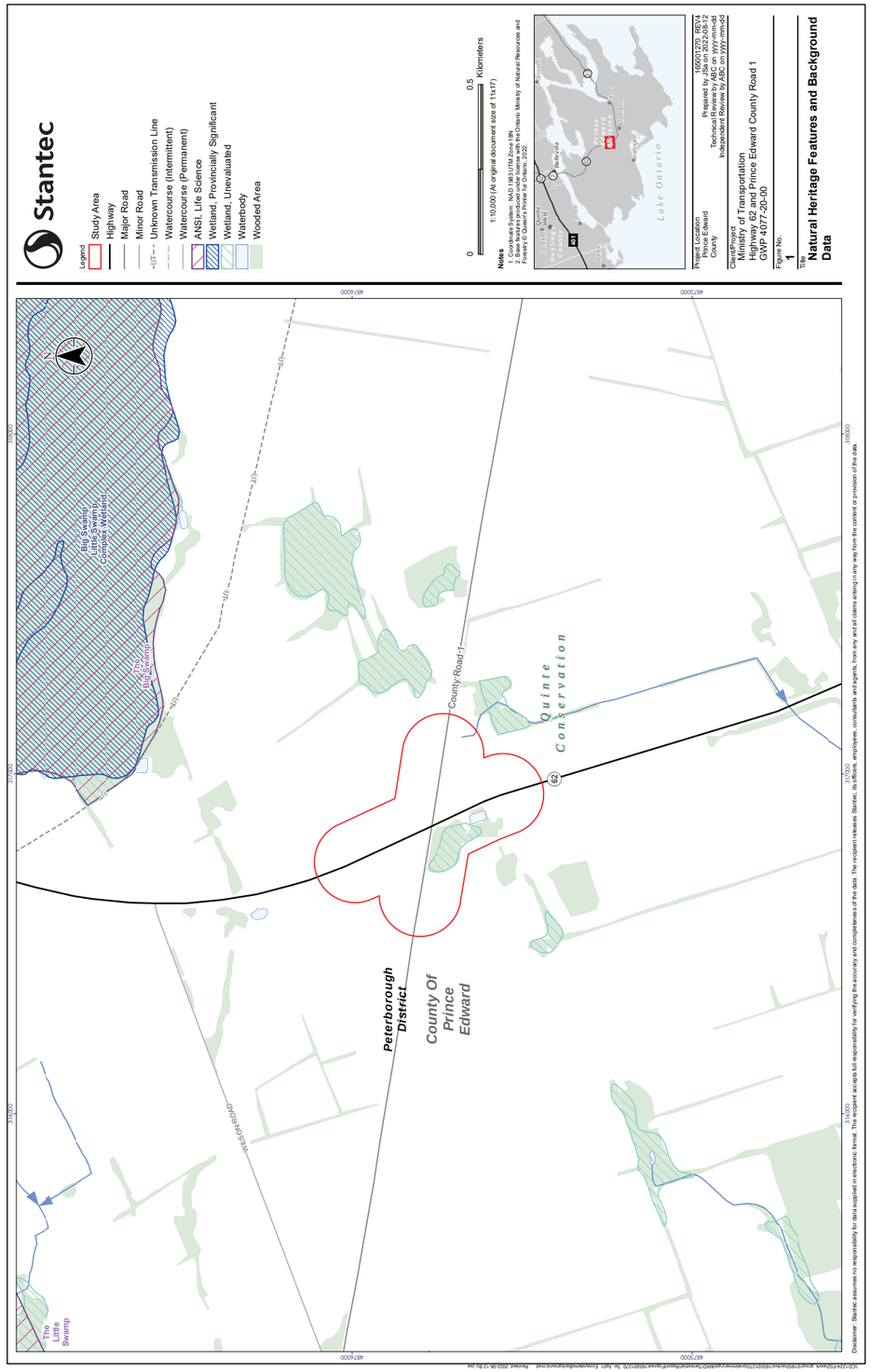
Stantec Consulting Ltd.

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Attachment A: Study Area

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ATTACHMENT A
Study Area



Appendix C
Vascular Plant List

Appendix C: Vascular Plant List

Table C1: Vascular Plants Observed within the Highway 62 and County Road 1 Intersection Study Area

Family[1]	Scientific Name[1]	Common Name[1]	Establishment Means[1]	Coefficient of Conservatism[3]	Wetness Index[3]	Wetland Plant Species[3]	Weediness Index[3]	Provincial Status[2,4]	SARO Status[2]	SARA Status[3]	Global Status[2]
Cupressaceae	Juniperus virginiana virginiana	eastern red cedar	native	1	-?			S5			G5
Anacardiaceae	Rhus typhina	staghorn sumac	native	0	5		-2	S5			G5
Apiaceae	Daucus carota	wild carrot	introduced		5		-2	SE5			GNR
Apiaceae	Pastinaca sativa	wild parsnip	introduced		5		-3	SE5			GNR
Asteraceae	Ambrosia artemisiifolia	common ragweed	native		3			S5			G5
Asteraceae	Arctium minus	common burdock	introduced		5		-2	SE5			GNR
Asteraceae	Cichorium intybus	wild chicory	introduced		5		-1	SE5			GNR
Asteraceae	Cirsium arvense	Canada thistle	introduced		3		-1	SE5			GNR
Asteraceae	Cirsium vulgare	bull thistle	introduced		4		-1	SE5			GNR
Asteraceae	Erigeron annuus	annual fleabane	native	0	1			S5			G5
Asteraceae	Solidago altissima altissima	tall goldenrod	native	1	3			-?	-?		-?
Asteraceae	Solidago canadensis canadensis	Canada goldenrod	native	1	3			-?	-?		-?
Asteraceae	Sonchus arvensis arvensis	field sow-thistle	introduced		-?			-?	-?		-?
Asteraceae	Symphyotrichum novae-angliae	New England aster	native	2	-3			S5			G5
Asteraceae	Taraxacum officinale	common dandelion	introduced		3		-2	SE5			G5
Asteraceae	Tussilago farfara	coltsfoot	introduced		3	T	-2	SE5			GNR
Boraginaceae	Echium vulgare	common viper's bugloss	introduced		5		-2	SE5			GNR
Fabaceae	Lathyrus latifolius	everlasting pea	introduced		5		-1	SE4			GNR
Fabaceae	Lotus corniculatus	garden bird's-foot trefoil	introduced		1		-2	SE5			GNR
Fabaceae	Medicago falcata	yellow alfalfa	introduced	-?	-?	-?	-?	SE4		?	GNRTNR
Fabaceae	Trifolium pratense	red clover	introduced		2		-2	SE5			GNR
Fagaceae	Quercus macrocarpa	bur oak	native	5	1	T		S5			G5
Fagaceae	Quercus rubra	northern red oak	native	6	3			S5			G5
Lythraceae	Lythrum salicaria	purple loosestrife	introduced		-5	I	-3	SE5			G5
Oleaceae	Fraxinus pennsylvanica	red ash	native	3	-3	T		S4			G5
Oleaceae	Syringa vulgaris	common lilac	introduced		5		-2	SE5			GNR

Appendix C: Vascular Plant List

Family[1]	Scientific Name[1]	Common Name[1]	Establishment Means[1]	Coefficient of Conservatism[3]	Wetness Index[3]	Wetland Plant Species[3]	Weediness Index[3]	Provincial Status[2,4]	SARO Status[2]	SARA Status[3]	Global Status[2]
Polygonaceae	Rumex crispus	curled dock	introduced	-?	-?	-?	-?	SE5		?	GNR
Ranunculaceae	Ranunculus acris	common buttercup	introduced		-?	T	-2	SE5			G5
Rhamnaceae	Rhamnus cathartica	European buckthorn	introduced		3	T	-3	SE5			GNR
Rosaceae	Potentilla argentea	silvery cinquefoil	introduced		3		-2	SE5			GNR
Salicaceae	Populus deltoides deltoides	eastern cottonwood	native	4	-1	T		-?	-?		-?
Sapindaceae	Acer negundo	Manitoba maple	native	0	-2	T		S5			G5
Ulmaceae	Ulmus americana	white elm	native	3	-2	T		S5			G5?
Ulmaceae	Ulmus pumila	Siberian elm	introduced		5		-1	SE3			GNR
Vitaceae	Parthenocissus quinquefolia	Virginia creeper	native	6	1			S4?			G5
Vitaceae	Vitis riparia	riverbank grape	native	0	-2			S5			G5
Poaceae	Alopecurus sp.										
Poaceae	Bromus inermis	smooth brome	introduced		5		-3	SE5			G5TNR
Poaceae	Dactylis glomerata	orchard grass	introduced		3		-1	SE5			GNR
Poaceae	Phalaris arundinacea arundinacea	reed canarygrass	native	0	-4	T		S5			G5

Appendix C: Vascular Plant List

Table C2: Summary of Vascular Plants Observed within the Highway 62 and County Road 1 Study Area

Species Diversity		Total	
Vascular Plants Listed		40	
Identified to species or ssp/var		39	
Identified to Genus (not included in calculations below)		1	
Provincial Status	**Definition**	**Total Number**	**Percentage**
S1-S3 Species	Rare in Ontario	0	0%
S4 Species	Uncommon in Ontario	2	5%
S5 Species	Common in Ontario	11	28%
Other		22	56%
Not listed		0	0%
Not defined ("-?")		4	10%
Means of Establishment		**Total Number**	**Percentage**
Native Species		16	41%
Introduced Species		23	59%
Not listed		0	0%
Not defined ("-?")		0	0%
Co-efficient of Conservatism (C) and Floristic Quality Index (FQI)	**Definition**	**Total Number**	**Percentage**
C 0 to 3	Lowest sensitivity	11	28%
C 4 to 6	Moderate sensitivity	4	10%
C 7 to 8	High sensitivity	0	0%
C 9 to 10	Highest sensitivity	0	0%
Not listed		22	56%
Not defined ("-?")		2	5%
Average C		*2.1*	
FQI		*12.1*	
Presence of Weedy & Invasive Species	**Definition**	**Total Number**	**Percentage**
Weediness = 0	Not invasive	0	0%
Weediness = -1	Low potential invasiveness	6	15%
Weediness = -2	Moderate potential invasiveness	10	26%
Weediness = -3	High potential invasiveness	4	10%
Not listed:		17	44%

Appendix C: Vascular Plant List

Species Diversity		Total	
Not defined ("-?")		2	5%
Average weediness		-1.9	
Wetness (W) Index	**Definition**	**Total Number**	**Percentage**
Upland	W of 5	10	26%
Facultative upland	W of 4, 3 or 2	12	31%
Facultative	W of 1, 0 or -1	5	13%
Facultative wetland	W of -2, -3 or -4	6	15%
Obligate wetland	W of -5	1	3%
Not listed		0	0%
Not defined ("-?")		5	13%
Average wetness value		2.0	
Presence of Wetland (W) Species		**Total Number**	**Percentage**
Total Wetland Tolerant (T) Plant Species as identified in OWES Manual		9	23%
Total Wetland Indicator (I) Plant Species as identified in OWES Manual		1	3%
Not listed		27	69%
Not defined ("-?")		2	5%

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[1] Brouillet L, Desmet P, Coursol F, Meades SJ, Favreau M, Anions M, Bélisle P, Gendreau C, Shorthouse D, and contributors (2010+). Database of Vascular Plants of Canada (VASCAN). Online at http://data.canadensys.net/vascan and http://www.gbif.org/dataset/3f8a1297-3259-4700-91fc-acc4170b27ce, released on 2010-12-10. Version [xx]. GBIF key: 3f8a1297-3259-4700-91fc-acc4170b27ce. Data paper ID: doi: http://doi.org/10.3897/phytokeys.25.3100 [accessed on April 18, 2016]

[2] Ontario Ministry of Natural Resources and Forestry. 2015. Ontario Vascular Plants. Online at from https://www.ontario.ca/page/get-natural-heritage-information. Accessed on May 3, 2016.

[3] Newmaster, S. G., A. Lehela, Peter W. C. Uhlig, Sean McMurray and Michael J. Oldham. 1998. Ontario Plant List. Forest Research Information Paper No. 123, Ontario Forest Research Institute, Ontario Ministry of Natural Resources, Sault Ste. Marie, Ontario

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Appendix D
SAR and SOCC Assessment

Appendix D: SAR and SOCC Habitat Assessment for the ROW and Study Area

Group	Common Name	Scientific Name	SARO Status	SARA Status	Provincial Status (S-rank)	Source of Record	Habitat Description	Habitat Assessment for the Study Area
Species at Risk								
Birds	Red-headed Woodpecker	*Melanerpes erythrocephalus*	END	END	S4B	OBBA	Occupies a wide range of habitats, but most are characterized by open areas for feeding, snags for roosting, and a secure food supply. This species requires multiple snags for nesting, roosting, and foraging. The range of the habitats used include open deciduous and riparian woodlands, orchards, parks, savanna-like grasslands, beaver ponds with snags, forest edges, burned forests, and flooded bottomland forests. Habitats are similar in both breeding and wintering range, but winter distribution is determined by presence of food. May move north in winter if mast of fruits and nuts are heavy (NAS 2012).	Present: Deciduous and riparian woodlands with snag trees are present in the Study Area.
Birds	Bobolink	*Dolichonyx oryzivorus*	THR	THR	S4B	NHIC, OBBA	Generally, prefers open grasslands and hay fields. In migration and in winter uses freshwater marshes and grasslands (COSEWIC 2010b).	Absent: Large grasslands and hayfields are absent from the Study Area.
Birds	Eastern Meadowlark	*Sturnella magna*	THR	THR	S4B	NHIC, OBBA	Generally, prefers grassy pastures, meadows and hay fields. Nests are always on the ground and usually hidden in or under grass clumps (COSEWIC 2011).	Absent: Large grasslands and hayfields are absent from the Study Area.
Reptiles	Blanding's Turtle	*Emydoidea blandingii*	THR	END	S3	ORAA	Inhabits shallow lakes, ponds and wetlands with clean water and mucky bottoms. Hibernates in the soft bottoms of water bodies.	Present: May use the pond and watercourse in the Study Area as a movement corridor and nest in exposed areas, including gravel highway shoulders, and other disturbed areas.
Reptiles	Gray Ratsnake (Frontenac)	*Pantherophis spiloides*	THR	THR	S3	ORAA	Requires a variety of habitats including deciduous forest and woodlands, wetlands, rocky outcrops, and agricultural fields. Hibernates in natural or artificial underground features that extend below the frost line including bedrock crevices and rocky slopes.	Present: Deciduous forest and agricultural fields are present in the Study Area. However, hibernacula features were not observed within the Study Area.
Mammals	Eastern Small-footed Myotis	*Myotis leibii*	END	Not listed	S2S3	AMO	Overwintering habitat: Caves and mines that remain above 0 degrees Celsuis; Maternal Roosts: primarily under loose rocks on exposed rock outcrops, crevices and cliffs, and	Present: Forest communities in the Study Area may provide suitable roosting habitat for bats. One suitable roost tree

Appendix D: SAR and SOCC Habitat Assessment for the ROW and Study Area

Group	Common Name	Scientific Name	SARO Status	SARA Status	Provincial Status (S-rank)	Source of Record	Habitat Description	Habitat Assessment for the Study Area
							occasionally in buildings, under bridges and highway overpasses and under tree bark.	was observed adjacent to Highway 62.
Mammals	Little Brown Myotis	*Myotis lucifugus*	END	END	S4	AMO	Overwintering habitat: Caves and mines that remain above 0 degrees Celsius; Maternal Roosts: Often associated with buildings (attics, barns etc.). Occasionally found in trees (25-44 cm dbh) (COSEWIC 2013).	Present: Forest communities in the Study Area may provide suitable roosting habitat for bats. One suitable roost tree was observed adjacent to Highway 62.
Mammals	Northern Myotis	*Myotis septentrionalis*	END	END	S3?	AMO	Overwintering habitat: Caves and mines that remain above 0 degrees Celsius; Maternal Roosts: Often associated with cavities of large diameter trees (25-44 cm dbh). Occasionally found in structures (attics, barns etc.) (COSEWIC 2013).	Present: Forest communities in the Study Area may provide suitable roosting habitat for bats. One suitable roost tree was observed adjacent to Highway 62.
Mammals	Tri-colored Bat	*Perimyotis subflavus*	END	END	S3?	AMO	The Tri-colored Bat roosts in colonies in tree cavities in a wide variety of deciduous and coniferous forest stands. It is strongly associated with forest watercourses and streamside vegetation (COSEWIC 2013).	Present: Forest communities in the Study Area may provide suitable roosting habitat for bats. One suitable roost tree was observed adjacent to Highway 62.
Plants	Butternut	*Juglans cinerea*	END	END	S2	None (species has range overlap)	Usually grows alone or in small groups in deciduous forests. Prefers moist, well-drained soil and is often found along streams. Also found on well-drained gravel sites, does not do well in shade, and often grows in sunny openings and near forest edges.	Absent: No Butternut trees were observed within the Study Area.
Plants	American Ginseng	*Panax quinquefolius*	END	END	S2	NHIC	Rich, moist, but well-drained, and relatively mature deciduous woods dominated by Sugar Maple, White Ash, and American Basswood. Deep, nutrient rich soil over limestone or marble bedrock.	Absent: Mature deciduous forests are absent from the Study Area.
Species of Conservation Concern								
Birds	Barn Swallow	*Hirundo rustica*	SC	THR	S4B	NHIC, OBBA	The Barn Swallow commonly nests on walls or ledges of barns, bridges, culverts, or other manufactured structures (Cadman et al. 2007).	Present: Suitable breeding habitat is present within the Study Area in the form of rural buildings adjacent to meadow and riparian habitats. No Barn Swallow nests were observed

Appendix D: SAR and SOCC Habitat Assessment for the ROW and Study Area

Group	Common Name	Scientific Name	SARO Status	SARA Status	Provincial Status (S-rank)	Source of Record	Habitat Description	Habitat Assessment for the Study Area
								on any structures within the Study Area.
Birds	Eastern Wood-Pewee	*Contopus virens*	SC	SC	S4B	OBBA	Associated with deciduous and mixed forests. Nests within mature and intermediate age stands and prefers areas with little understory vegetation as well as forest clearings and edges (Cadman et. al. 2007).	Present: Forest communities in the Study Area may provide suitable nesting habitat for Eastern Wood-Pewee.
Birds	Grasshopper Sparrow	*Ammodramus savannarum*	SC	SC	S4B	OBBA	Prefers short, sparse grass with patches of exposed ground in rough or unimproved pastures and in drier, sparsely vegetated grasslands at least 30 ha in size (Cadman et al. 2007).	Absent: Large meadows with sparse vegetation are absent from the Study Area.
Birds	Wood Thrush	*Hylocichla mustelina*	SC	THR	S4B	OBBA	Nests mainly in second-growth and mature deciduous and mixed forests with saplings and well-developed understory layers. Prefers large forest mosaics but may also nest in small forest fragments (Cadman et. al. 2007).	Present: Forest communities in the Study Area may provide suitable nesting habitat for Wood Thrush.
Insects	Monarch Butterfly	*Danaus plexippus*	SC	SC	S4B, S2N	OBA	Are present primarily wherever milkweed plants and other wildflowers grow; abandoned farmland, along roadsides, and other open meadow spaces (COSEWIC 2016).	Present: Common Milkweed plants were observed within the Study Area, which may provide suitable foraging habitat for Monarch.
Reptiles	Eastern Milksnake	*Lampropeltis triangulum*	NAR	SC	S3	ORAA	Generally, occur in rural areas, where it is most frequently reported in and around buildings, especially old structures. It is also found in a wide variety of habitats, from prairies, pastures, and hayfields to rocky hillsides and a wide variety of forest types. They must also be in proximity of water, and suitable locations for basking and egg-laying (COSEWIC 2014).	Present: There were no potential snake hibernacula features observed in the Study Area. However, building foundations in the Study Area have potential to provide overwintering habitat for snakes. Species may occur within the work zone as they are naturally attracted to roadways for thermoregulation.

Appendix D: SAR and SOCC Habitat Assessment for the ROW and Study Area

Group	Common Name	Scientific Name	SARO Status	SARA Status	Provincial Status (S-rank)	Source of Record	Habitat Description	Habitat Assessment for the Study Area
Reptiles	Snapping Turtle	*Chelydra serpentina*	SC	SC	S3	NHIC, ORAA	Generally, inhabits shallow waters where individuals can hide under the soft mud and leaf litter. Nesting sites usually occur on gravely or sandy areas along streams. Snapping Turtles often take advantage of man-made structures for nest sites, including roads (especially gravel shoulders), dams and aggregate pits (COSEWIC 2018).	Present: May use the pond and watercourse in the Study Area as a movement corridor and nest in exposed areas, including gravel highway shoulders, and other disturbed areas.
Reptiles	Midland Painted Turtle	*Chrysemys picta marginata*	NAR	SC	S5	ORAA	Inhabit waterbodies, such as ponds, marshes, lakes, and slow-moving creeks, that have a soft bottom and provide abundant basking sites and aquatic vegetation. These turtles often bask on shorelines or on logs and rocks that protrude from the water. The Midland Painted Turtle hibernates on the bottom of waterbodies (Ontario Nature 2018).	Present: May use the pond and watercourse in the Study Area as a movement corridor and nest in exposed areas, including gravel highway shoulders, and other disturbed areas.

FISH AND FISH HABITAT EXISTING CONDITIONS MEMO

Stantec

Memo

To:	Nevena Gazibara Stantec – Hamilton Office	From:	Kathleen Todd Stantec – Waterloo Office
Project/File:	165001270	Date:	August 10, 2023

Reference: Highway 62 and Prince Edward County Road 1, Intersection Improvements (GWP 4077-20-00) - Fish and Fish Habitat Memo

Introduction

The Ministry of Transportation Ontario (MTO) has retained Stantec Consulting Ltd. (Stantec) to complete the Preliminary Design and Class Environmental Assessment (EA) Study for intersection improvements at Highway 62 and County Road 1 (Schoharie Road), in Prince Edward County, Ontario (Figure 1).

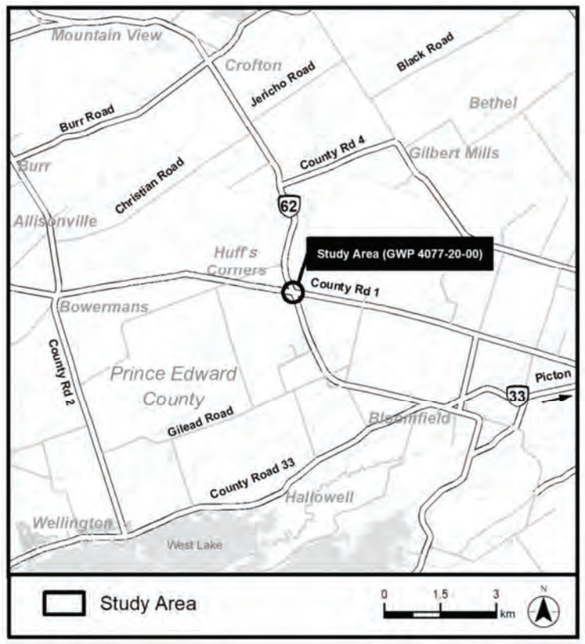


Figure 1: Study Area

The study includes reviewing existing conditions, developing, and evaluating intersection improvement alternatives, and developing environmental protection and mitigation measures. A Recommended Plan will be confirmed and designated at the completion of the study. This study is following the approved planning process for a Group 'B' project in accordance with the Class EA for Provincial Transportation Facilities (2000) (MTO 1999).

This Fish and Fish Habitat Memo provides supporting documentation for GWP 4077-20-00, and documents fish habitat associated with surface water features in the study area, as illustrated in Figure 1 and Figure 2 (Attachment 1). The memo was completed in accordance with the MTO/DFO/MNRF Fisheries Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings (the Protocol) (MTO 2020a) and the Interim Environmental Guide for Fisheries (MTO 2020b) (the Fish Guide).

Existing Conditions

There is one mapped watercourse in the study area (a tributary to Bloomfield Creek) (Figure 2, MNRF 2022a). Based on agency correspondence (MNRF 2022b), no fish community data are available.

On September 30, 2022, the MTO Watercourse Field Collection Form was completed, and photographs were taken at the upper extent of the tributary to Bloomfield Creek at Prince Edward County Road 1. The field investigation was conducted by a crew of two Stantec biologists, overseen by a RAQS-approved Fisheries Assessment Specialist. Due to the absence of water at the location assessed, field investigations were modified from the Protocol (MTO 2020a) and the Fish Guide (MTO 2020b) (i.e., there are no water quality data and no habitat data). According to Stantec's field investigations at the tributary to Bloomfield Creek, there was no defined channel bed or banks within the right-of-way of Prince Edward County Road 1, and no water was present (see Attachment 2).

During field investigations conducted by Stantec surface water engineers on August 18, 2022, to assess culvert drainage conditions within the study area, no culverts associated with surface water features that support fish habitat were identified (see Attachment 3).

Closure

The study area does not support fish and fish habitat. Due to the absence of surface water features or features that may support fish and fish habitat, in-water timing windows or other standard mitigation measures for working in or within 30 m of fish and fish habitat are not applicable. The project does not require in-water work and, therefore, a fisheries assessment was not required for GWP 4077-20-00.

Regards,

STANTEC CONSULTING LTD.

Prepared by Digitally signed by Todd, Kathleen
Date: 2023.08.10 17:25:44 -04'00'

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Attachments: Attachment 1 – Figure 2
Attachment 2 – MTO Watercourse Field Collection Form
Attachment 3 – Culvert Inspection Table and Photos

References

Ontario Ministry of Natural Resources and Forestry (MNRF). 2022a. Land Information Ontario database. Available online: http://mnr.gov.on.ca/MNR/en/Business/LIO/. Accessed September 2022.

Ontario Ministry of Natural Resources and Forestry (MNRF). 2022b. Email to Stantec (Andrea Orr) from Peterborough District MNRF (Julie Formsma, Integrated Resource Management Technical Specialist) in response to a request for natural heritage information. November 3, 2022.

Ontario Ministry of Transportation (MTO). 1999. Class Environmental Assessment for Provincial Transportation Facilities. October 6, 1999 (Amended July 14, 2000). Planning and Environmental Office, Environmental Policy and Standards Branch. Ministry of Transportation, St. Catharines, Ontario.

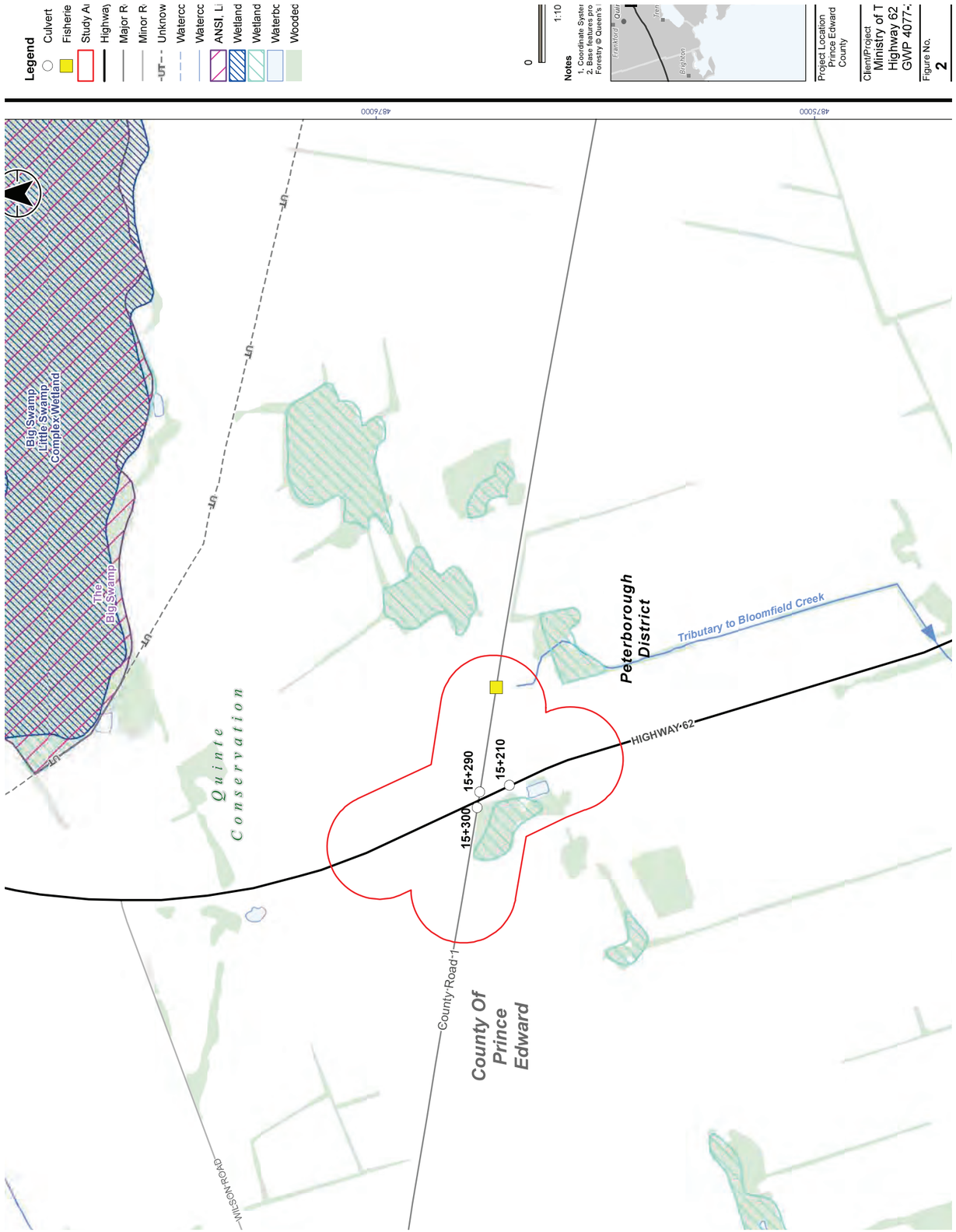
Ontario Ministry of Transportation (MTO). 2020a. MTO/DFO/MNRF Protocol for Protecting Fish and Fish Habitat on Provincial Transportation Undertakings. Version 4, 2020.

Ontario Ministry of Transportation (MTO). 2020b. Interim Environmental Guide for Fisheries; Version 3. Provincial and Environmental Planning Office, Ministry of Transportation, St. Catharines, Ontario.

August 10, 2023
Nevena Gazibara

Reference: **Highway 62 and Prince Edward County Road 1, Intersection Improvements (GWP 4077-20-00) - Fish and Fish Habitat Memo**

Attachment 1: Figure 2



Attachment 2: MTO Watercourse Field Collection Form

Site: Bloomfield Creek

Ministry of Transportation

Ontario

WATERCOURSE FIELD COLLECTION FORM

GENERAL INFORMATION

Project #	Project Description:	Date:
6500970	Highway 62 / Highway 1 Preliminary Design	Sept. 30/22.

Is Stream Realignment required for this section:
O Yes O No ● Unknown

Collectors:	Time Started:	Time Finished:
J. Mansell	1200 hrs.	1600 hrs.

Weather Conditions:
See CW-0022-0054108

Air Temp (°C):	Dissolved Oxygen (mg/L)	Water Temp (°C):	Conductivity (µS/cm):	Velocity (m/s):
15°.	n/a	n/a	n/a	*No n/a flow

Photos Numbers And Descriptions:
See Field Maps Survey Suite 03 - Paddy.

LOCATION

Name of Waterbody:	Drainage System:	Crossing #:	Station #:
Unnamed Tributary to Bloomfield Creek.	n/a	n/a	n/a

Location Of Crossing:
● 18T 371055E, 4875714N

GPS Coordinates:	MTO Chainage:
South of Highway 1	n/a
Township:	**MNRF District:**
Prince Edward County	Peterborough.

LAND USE AND POLLUTION	
Surrounding Land Use: Transportation, CNR	Sources of Pollution: Road Maintenance

EXISTING STRUCTURE TYPE

Bridge	Box Culvert	Open Foot Culvert	CSP	N/A
O	O	O	O	●

Other ● (Describe) No crossing.	Size: (w x h) m^2 N/A

SECTION TYPE AND MORPHOLOGY

Section (Reach) Identifier: N/A	Section Location: (Include On Habitat Map) See Field Maps
Associated Wetland None	

Stream / River	Channelized	Permanent	Intermittent	Ephemeral
O	O	O	O	●

Total Section (Reach) Length (m): N/A

Sub-Sections:	Run	Pool	Riffle	Flats	Culvert	Other
	O	O	O	O	O	●
Percentage of Area:						*N/A HDC
Mean wetted depth (m)						
Mean wetted width (m)						
Mean bankfull depth (m)						
Mean bankfull width (m)						
Substrate (type & %)						

Bedrock (Br)	*Boulder (Bo)*	*Cobble (Co)*	*Gravel (Gr)*	*Sand (Sa)*	*Silt (Si)*	*Clay (Cl)*	*Muck (Mu)*	*Detritus (D)*
-	-	-	-	-	-	-	-	-

* Code from Lower.

BANK STABILITY

	Stable	Slightly Unstable	Moderately Unstable	Unstable
Left Bank	O	O	●	O
Right Bank	O	O	●	O
	Deposition Zone	Protected Bank	Vulnerable Bank	Eroding Bank
Left Bank	O	O	●	O
Right Bank	O	O	●	O

HABITAT

In-Stream Cover (% surface area):

Undercut banks:	Boulders:	Cobbles:	Organic Debris:	None
				●

Vascular Macrophytes:	Woody Debris:
Instream:	Instream:
Overhanging: None	Overhanging: None

Shore Cover (% stream shaded):

100-90%	89-60%	59-30%	29-1%	None
O	O	O	●	O

Vegetation Type:

Vegetation Type (%)	Submergent:	Floating:	Emergent:	None
				●
Predominant Species:				

Ministry of Transportation

Ontario

MIGRATORY OBSTRUCTIONS		
Permanent	Seasonal	None
Not Fish Habitat	✓	✓
POTENTIAL CRITICAL HABITAT		
Spawning	Groundwater	Other
None	None	✓

POTENTIAL ENHANCEMENT OPPORTUNITIES

Riparian plantings on residential property

ADDITIONAL COMMENTS

None

Additional Notes Appended? ● No ○ Yes Number of Pages 4

Attachment 3: Culvert Inspection Table and Photos

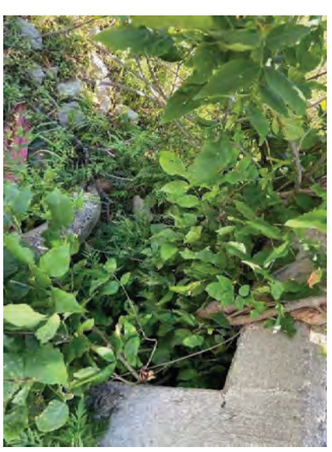
	Physical Characteristics					Observations	
ownship	Type	Material	Shape	Diam. /Span (mm)	Height (mm)		
Hallowell	Entrance	CSP	Circular	450		not found, possibly buried	Replace
Hallowell	Entrance	CSP	Circular	450		Poor material condition, erosion and distortion. No flow	Replace
Hallowell	Entrance	CSP	Circular	450		Fair material condition, distortion at both ends of barrel, no flow	Retain
Hallowell	Entrance	CSP	Circular	450		Poor material condition, minor erosion, shape distortion.	Replace
Hallowell	Entrance	CSP	Circular	450		Fair material condition, distortion at both ends of barrel, no flow	Retain
Hallowell	Centreline	Concrete	Box	910	610	Good material condition. Vegetation build up at both ends.	Retain
Hallowell	Sideroad	CSP	Circular	450		Good material condition, no flow	Retain
Hallowell	Sideroad	CSP	Circular	500		Good material condition, no flow	Retain
Hallowell	Entrance	CSP	Circular	450		Poor material condition, no flow, outlet buried	Replace
Hallowell	Entrance	CSP	Circular	500		not found, large diameter rip-rap near ends of possible culvert, possibly buried	Replace
Hallowell	Entrance	CSP	Circular	450		Fair material condition, no flow	Retain
Hallowell	Entrance	CSP	Circular	450		Barrel at half capacity, heavily vegetated inlet	Replace
Hallowell	Entrance	CSP	Circular	450		Poor material condition. No flow	Replace
Hallowell	Entrance	CSP	Circular	300		Fair material condition. No flow	Retain
Hallowell	Entrance	CSP	Circular	450		Fair material condition. No flow	Retain

Highway 62 / Scoharie Road









Highway 62
Station 15+210 - RT End

Highway 62

Station 15+210 - LT End







Highway 62 / Scoharie Road

Highway 62 at Scoharie Road

Station 15+290 RT









Highway 62 / Scoharie Road

Highway 62 at Scoharie Road

Station 15+300 LT









Highway 62 / Scoharie Road