

Contact Information	Issue/Concern	Commitment/Response/Action Taken
<b>Indigenous Communities</b>		
<b>Aamjiwnaang First Nation</b> 978 Tashmoo Avenue Sarnia ON N7T 7H5	<b>Email received on May 27, 2024:</b> New contact information provided.	<b>Contact information updated and Notice of Proposed Transition provided to additional contacts on May 27, 2024.</b>
<b>Chippewas of the Thames First Nation</b> 6247 Indian Lane Lambton Shores ON N0N 1J1	<b>Email received on June 28, 2024:</b> Acknowledged receipt of the Notice of Proposed Transition. Asked how transitioning to the new Class Environmental Assessment process would affect consultation for this project in the future.	<p><b>Response sent via email on June 28, 2024:</b> Thank you for reaching out about the proposed transition of the Highway 4 Widening and Talbotville Bypass/Highway 3 twinning project to the new class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024 Class EA).</p> <p>The transition to the 2024 Class EA means the Detail Design phase is no longer included within the formal EA process. As a result, there are no mandated public consultation milestones. However, the MTO is still required to adhere to Ontario's duty to consult with Indigenous communities when the project may have an adverse impact on constitutionally protected Aboriginal or treaty rights or when Indigenous communities may have a demonstrated interest in the project.</p> <p>The MTO has invited participation from Indigenous communities in monitoring the archaeological work associated with this project starting in April 2023. Chippewas of the Thames First Nation has been actively involved in monitoring the ongoing Stage 2 and 3 archaeological investigations conducted by Stantec Consulting. Monitoring of fieldwork will proceed as weather conditions permit, with ongoing coordination by Stantec with the communities.</p> <p>Please feel free to reach out if you have any further questions or if there's anything else you would like to discuss regarding the proposed transition.</p>
<b>Three Fires Group</b> A-9119 W Ipperwash Road Kettle and Stony Point First Nation N0N 1J1	<p><b>Email received on May 31, 2024:</b> Requested that a meeting with the project team be scheduled to learn more about the project and proposed transition, as they have new team members.</p> <p><b>Meeting held on June 16, 2024.</b></p> <p><b>Email received June 16, 2024:</b> Thanked the project team for the meeting and noted that they would reach out with any questions and look into getting a monitor involved in the work.</p>	<p><b>Response sent via email on May 31, 2024:</b> We would be happy to arrange a meeting with the Three Fires Group to make introductions, discuss the project and the proposed transition. Below, we've provided some dates and times that work well for our team. If these options do not work with your teams' schedule, please let us know.</p> <p>Thursday, June 13th, 2024 – 2pm to 3pm Tuesday, June 18th, 2024 – 11am to 12pm Friday, June 21st, 2024 – 9am to 10am</p> <p>If there is anything specific you would like to discuss related to the project, please let us know!</p> <p><b>Response sent via email on June 17, 2024:</b> Thank you for meeting with the project team yesterday afternoon, I've attached the presentation to this email, as requested. As mentioned, please feel free to contact Darren Kipping, our Project Archaeologist, regarding the opportunity for CKSPFN Archaeology</p>

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		<p>Community Field Liaisons during upcoming archaeological field work. We've informed him that Three Fires Group will be in touch.</p> <p>The Transportation Environmental Study Report (TESR), public consultation notices and additional materials can be found at: <a href="http://Documentation (highway3elgin.ca)">Documentation (highway3elgin.ca)</a>. If there are any specific items you would like from the team, please let us know.</p> <p>It was nice to meet with you and we look forward to working with the Three Fires Group on this and future projects.</p>
<b>Haudenosaunee Confederacy Chiefs Council</b> <b>Haudenosaunee Development Institute</b>  16 Sunrise Court, Suite 407 P.O. Box 714 Ohsweken ON N0A 1M0	<p><b>Email received on July 3, 2024:</b>  Acknowledged receipt of the Notice of Proposed Transition. Noted that, in their initial review of the linked webpage and supporting sources, the proposed project will impair, infringe and interfere with Haudenosaunee rights and interests.</p> <p>Requested information on how and when engagement with respect to Haudenosaunee Treaty rights will occur. Noted that they require, at a minimum, engagement, consent and in upholding established Haudenosaunee treaty rights, which exist over the entirety of the Elgin County.</p> <p>Indicated that they look forward to sitting down with the project team and discussing how and when the obligation to uphold the honor of the crown as well as the specific engagements required for a comprehensive process. Noted that this would include their engagement in developing the terms of reference, with which they presently have significant concerns.</p> <p>Indicated that they need to consider the following projects, where engagement has not occurred. Noted that they would also like to sit down and discuss the Projects set out at the Official Plan (link below) and the Transportation Master Plan (link below) as they are all proceeding without engagement with the County of Elgin.</p>	<p><b>Response sent via email on July 9, 2024:</b>  Thank you for confirming that HDI has received the Notice of Transition. We acknowledge your concerns regarding the potential impacts of the Hwy 4 Widening and Talbotville Bypass/Hwy 3 Widening project on Haudenosaunee rights and interests and have taken note of your request for engagement and consent in alignment with established Haudenosaunee treaty rights. As previously mentioned, we have been in communication with HCCC/HDI regarding this project throughout May, June, July and November of 2023, as well as January of this year.</p> <p>The MTO has invited participation from Indigenous communities in monitoring the archaeological work associated with this project starting in April 2023. HDI has been actively involved in monitoring the ongoing Stage 2 and 3 archaeological investigations conducted by Stantec Consulting. Monitoring of fieldwork will proceed as weather conditions permit, with ongoing coordination by Stantec with the communities.</p> <p>Please note that the projects outlined in the Official Plan and the Transportation Master Plan are overseen by the County of Elgin and fall outside the scope of MTO's responsibilities. For discussions relating to these plans, we kindly suggest contacting Peter Dutchak at <a href="mailto:pdutchak@elgin.ca">pdutchak@elgin.ca</a> at the County. However, if you are interested in discussing the details of the Hwy 4 Widening &amp; Talbotville Bypass/Hwy 3 Twinning - Notice of Proposed Transition, we are happy to arrange a meeting.</p> <p>Please let us know if such a meeting would interest you.</p>

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<b>External Agencies</b>		
Joe Gordon, Manager of Planning and Development <b>Kettle Creek Conservation Authority</b> 44015 Ferguson Line St. Thomas ON N5P 3T3	<p><b>Email Received May 29, 2024:</b>            Indicated that Kettle Creek Conservation Authority's floodplain mapping for a portion of the Dodd Creek subwatershed, which includes lands associated with the Highway 3 Twinning EA, has recently been approved and updated.</p> <p>Provided links to copies of their Hydraulic and Hydrologic Modelling Report and updated floodplain mapping.</p>	<b>No action required.</b>
Patrick Anckaert, Senior Project Manager <b>City of St. Thomas</b> 545 Talbot Street, P.O. Box 520 St. Thomas ON N5P 3V7	<p><b>Email May 30, 2024:</b>            Requested to be added to the project mailing list.</p>	<b>Contact information was on mailing list previously. No action required.</b>
<b>General Public</b>		
General Public 1	<p><b>Email received on May 29, 2024</b>            Asked what the plans for noise barriers are along McBain Line.            Asked if there will be any impacts to current fencing in that area.</p> <p><b>Email received on June 10, 2024:</b>            Asked what "within the MTO right of way" means.</p>	<p><b>Response sent via email on June 10, 2024:</b>            Thank you for your comments on the study.</p> <p>A noise impact assessment was completed as part of this study and is summarized within the Transportation Environmental Study Report (TESR). A noise barrier is proposed to be installed within the MTO right-of-way behind a section of properties along McBain Line, as presented in <u>Appendix C</u> of the Highway 3 Twinning TESR. The noise assessment used current and future traffic data to model the sound levels caused by road traffic with and without the proposed improvements. The work was based on the Ministry of the Environment, Conservation and Parks (MECP) recently published draft NPC-306, Methods to Determine Sound Levels Due to Road and Rail Traffic, dated December 2021.</p> <p>Please let us know if you have any further questions.</p> <p><b>Response sent via email on July 26, 2024:</b>            The right-of-way is referring to the existing property surrounding the road which is owned by the Ministry. Therefore, the noise barrier is proposed to be installed on existing MTO property.</p> <p>Please let us know if you have any further questions.</p>
General Public 2	<p><b>Email received on May 29, 2024:</b>            Asked if the notice means that the environmental study has not yet begun and if that means that it will begin on July 1 after the period for comment is over. Indicated that they were under the impression that the environmental study was already underway.</p>	<p><b>Response sent via email on June 10, 2024:</b>            Thank you for your comments on the study.</p> <p>Preliminary Design and Environmental Assessment is complete. The Notice of Transition is occurring between the Preliminary Design and Detail Design phases. You are correct with your understanding that the study was already underway. The recent notice sent out was to provide information about the intent to transition this project to the <i>Class Environmental</i></p>

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		<p><i>Assessment for Provincial Transportation Facilities and Municipal Expressways (2024) from the Class Environmental Assessment for Provincial Transportation Facilities (2000).</i></p> <p>Transitioning to the new Class EA process will improve the planning process of projects beyond preliminary design stage, bringing MTO into alignment with best practices observed in other Class EA frameworks. Construction will follow Detail Design.</p> <p>A summary of the study process, including the identification and evaluation of alternatives, the Recommended Plan, anticipated environmental impacts, proposed mitigation measures, and consultation activities carried out as part of this study, was documented within two Transportation Environmental Study Reports (TESRs), one for the Highway 4 Widening and Talbotville Bypass (GWP 3042-22-00), and one for Highway 3 Twinning (GWP 3041-22-00). The TESRs were made available for public comment between February 5 and March 5, 2024, and remain available on the project website <a href="http://www.highway3elgin.ca">www.highway3elgin.ca</a> under the <u>Documentation</u> tab.</p> <p>Please let us know if you have any further questions.</p>
General Public 3	<p><b>Email received on May 29, 2024:</b>            Asked what improvements are proposed at the Highway 3/Ford Road intersection. Asked how motorists wanting to travel to London via Wonderland Road would do so in the Study Area with the proposed improvements.</p>	<p><b>Response sent via email on June 10, 2024:</b>            Thank you for your comments on the study.</p> <p>The Highway 4 Widening and Talbotville Bypass Transportation Environmental Study Report (TESR) documented the Recommended Plan for Ron McNeil Line/Wonderland Road. A new Parclo A interchange will be constructed, and Ford Road will be closed with a cul-de-sac. A copy of the Recommended Plan is available in <u>Appendix C</u> of the Highway 4 Widening and Talbotville Bypass TESR.</p> <p>Please let us know if you have any further questions.</p>
General Public 4	<p><b>Email received on May 29, 2024:</b>            Inquired as to the timing of construction.</p>	<p><b>Response sent via email on June 10, 2024:</b>            Thank you for your comments on the study.</p> <p>Construction may commence as early as 2025 subject to approvals. A preliminary construction staging sequence was presented at Public Information Centre (PIC) #2 in November 2023. The construction staging sequence presents the anticipated construction timeline for the improvements throughout the study area. The <u>PIC 2 presentation</u> is available to reference on the project website, <a href="http://www.highway3elgin.ca">www.highway3elgin.ca</a>.</p> <p>Please let us know if you have any further questions.</p>

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General Public 5	<p><b>Email received on May 30, 2024:</b>  Noted support of the improvements; however, indicated that the bypass does not connect to Highway 3 in Aylmer. Attached a letter received from the Premier of Ontario.</p>	<p><b>Response sent via email on June 10, 2024:</b>  Thank you for your comments on the study.</p> <p>This study focused on Highway 4, south of Clinton Line to Highway 3 at Centennial Ave.</p> <p>In relation to your questions and comments about the east end of the study area, the City of St. Thomas initiated a Municipal Class Environmental Assessment to review the transportation needs to accommodate growth and development, and to provide access to the proposed industrial subdivision. More information on the study is available on the City's website: <a href="http://www.stthomas.ca/MajorArterialEA">http://www.stthomas.ca/MajorArterialEA</a>.</p> <p>The Ministry is also looking to undertake a Planning, Preliminary Design and Environmental Assessment Study for Highway 3 east of St. Thomas. The timing of this study will be subject to funding and approvals. No information on the timing or extent of the study is available at this time.</p> <p>Please let us know if you have any further questions.</p>
General Public 6	<p><b>Email received on May 29, 2024:</b>  Asked if another public meeting would be hosted for the project. Requested that plans showing the proposed improvements at Longhurst Line/Clinton Line and Highway 4 intersection be uploaded to the project website. Noted that they have requested turning lanes from Highway 4 onto Longhurst Line as part of the proposed improvements and want to know if they have been incorporated into the design.</p>	<p><b>Response sent via email on July 26, 2024:</b>  Thank you for your comments on the study.</p> <p>Currently, there are no scheduled public sessions as the Talbotville Bypass and Kettle Creek Bridge projects are advancing into the Detail Design (i.e., Implementation) phase. However, additional meetings may be scheduled in the future as other project portions progress in design.</p> <p>Construction will follow Detail Design. As new information becomes available, it will be shared on the project website, <a href="http://www.highway3elgin.ca">www.highway3elgin.ca</a>.</p> <p>The Recommended Plan for the Talbotville Bypass and Highway 4 Widening (GWP 3042-22-00) project is provided in <u>Appendix C</u> on the project website. The Recommended Plan identified intersection improvements at Highway 4 and Longhurst Line/Clinton Line, including potential realignment of the existing Longhurst Line/Clinton Line. The timing of these improvements will be determined in a future MTO study and are not part of the current Highway 4 widening and bypass project.</p> <p>Please let us know if you have any further questions.</p>

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General Public 7	<p><b>Email received on May 30, 2024:</b>            Indicated support for noise barrier in the Study Area and requested information as to whether noise barriers would be included as part of the proposed improvements.</p>	<p><b>Response sent via email on June 10, 2024:</b>            Thank you for your comments on the study.              A noise impact assessment was completed as part of this study and is summarized within the TESR. The noise assessment used current and future traffic data to model the sound levels caused by road traffic with and without the proposed improvements. The work was based on the Ministry of the Environment, Conservation and Parks (MECP) recently published draft NPC-306, Methods to Determine Sound Levels Due to Road and Rail Traffic, dated December 2021. Noise barriers are proposed to be installed along sections of Highway 3, as presented in <u>Appendix C</u> of the Highway 3 Twinning TESR.              Please let us know if you have any further questions.</p>
General Public 8	<p><b>Email received on April 4, 2024:</b>            Asked why an overpass is proposed at the railway west of Ford Road and noted that the railway is not currently in use. Asked if the railway would be repaired and used in the future and suggested that, if not, the property be bought to avoid construction of an overpass.</p>	<p><b>Response sent via email on July 26, 2024:</b>            Thank you for your interest and comment on the project.              Even though it is not currently in use, the railway is property of CN Rail and continues to be maintained as part of their overall network. Therefore, an overpass is required to avoid impacts to the railway.              Please let us know if you have any further questions.</p>
General Public 9	<p><b>Phone call with MTO on May 9, 2024.</b>    <b>Email received on May 25, 2024:</b>            Requested a response from the project team.</p>	<p><b>Response sent via email on May 27, 2024:</b>            I did try to call a couple of times but wasn't able to connect. Are there some times this week that work for you that I could schedule a call?    <b>Phone Call June 4, 2024:</b>            Noted that the property owner was looking for specific information about impacts to their property. The project team member spoke with them about the noise barrier and widening of the shoulder in the vicinity of their property but noted that property request plans had not been finalized. The property owner indicated that they had talked to someone from MTO Property at Public Information Centre 2 but did not get a follow up call. The property owner is hoping to speak with someone from MTO Property about the process going forward. The project team member noted that MTO would be in touch about specifics at their property. The property owner requested preliminary information.</p>

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General Public 10	<p><b>Email received on May 29, 2024:</b>  Noted that it appears as if Longhurst Line is being joined with Clinton Line. Asked where the roads would connect.</p>	<p><b>Response sent via email on July 26, 2024:</b>  Thank you for your interest and comment on the project.  The Recommended Plan for the Talbotville Bypass and Highway 4 Widening (GWP 3042-22-00) project is provided in <a href="#">Appendix C</a> on the project website. The Recommended Plan identified intersection improvements at Highway 4 and Longhurst Line/Clinton Line, including potential realignment of the existing Longhurst Line/Clinton Line. The timing of these improvements will be determined in a future MTO study and are not part of the current Highway 4 widening and bypass project.  Please let us know if you have any further questions.</p>
General Public 11	<p><b>Email received on June 19, 2024:</b>  Requested an update for the residents on Joyce Street.</p>	<p>MTO Property representatives met with the property owners and their tenants on June 27, 2024, to discuss project details and property requirements. The owner sought specific information about property impacts and construction timing. Communications with the owner continue via email and phone.</p>
General Public 12	<p><b>Email received on July 1, 2024:</b>  Indicated support for a multi-use sidewalk and roadway lighting on Burwell Road at the bypass. Provided background and context for their request, including information on existing infrastructure, previous studies, funding, etc.</p>	<p><b>Response sent via email on July 22, 2024:</b>  Thank you for your email regarding the need for a multi-use sidewalk and roadway lighting on Burwell Road. There are no planned changes to the cross-section of Burwell Road as part of this project. New bridges will be constructed over Highway 3 at Ron McNeil Line and Wellington Road as part of this project. The Ministry is discussing the need for pedestrian/cycling facilities on the proposed bridges. Pedestrian or multi-use trails that are grade separated from Highway 3, outside of these bridges, would need to be initiated and funded by the municipalities. The improvements as part of this project do not preclude those types of grade separations but are outside the scope of this assignment at this time. Your comments have been forwarded to the City of St. Thomas for their consideration.  For more details and updates on the project, please visit the study website at <a href="https://www.highway3elgin.ca/">https://www.highway3elgin.ca/</a>.</p>