

Addendum to the Final Environmental Impact Assessment Report

Bradford Bypass West Detail Design Project

Ministry of Transportation

60731727

April 2026

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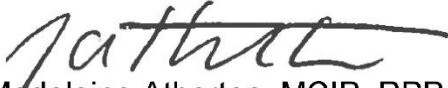
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Revision History

| Rev # | Revision Date | Revised By: | Revision Description |
|-------|---------------|-------------|--------------------------------------------------------------------|
| 1 | 10-21-2025 | AECOM | Draft Addendum to the Final Environmental Impact Assessment Report |
| 2 | 04-10-2026 | AECOM | Final Addendum to the Final Environmental Impact Assessment Report |

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Appendix A. Project Update Materials

1. Introduction

1.1 Project Description

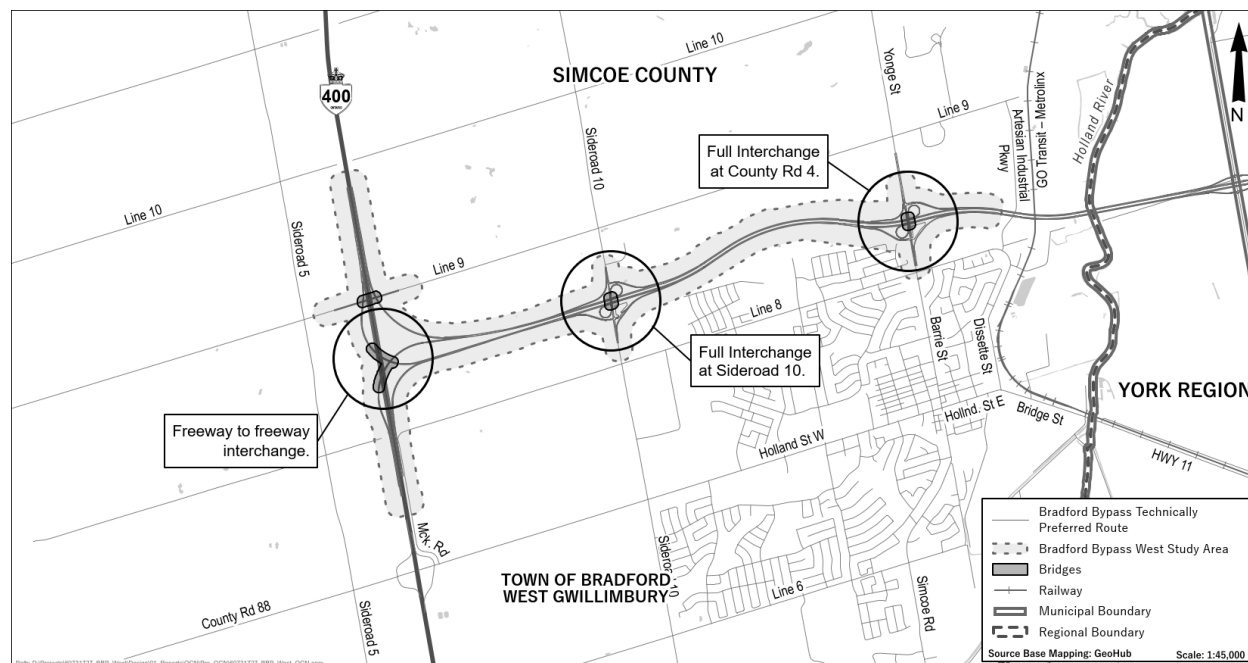
1.1.1 S

The Ontario Ministry of Transportation (the Ministry) has retained AECOM Canada ULC (AECOM) to undertake an Environmental and Detail Design Project for the Bradford Bypass West from Highway 400 to County Road 4 (the Project). The Project is located in the Town of Bradford West Gwillimbury (BWG) in the County of Simcoe (Simcoe).

The Project includes the west portion of the new Bradford Bypass corridor from Highway 400 to west of Artesian Industrial Parkway. The Bradford Bypass West section will include a four-lane rural divided freeway, a freeway-to-freeway interchange at Highway 400/Bradford Bypass, Hwy 400/Line 9 Bridge Replacement, and two new interchanges (Sideroad 10 and County Road 4).

Refer to **Figure 1-1** below for the Project location and Bradford Bypass West Study Area.

Figure 1-1: Key Map of Project Location



1.2 Project Background

Previously, a Route Planning and Environmental Assessment Study for the Highway 400 – Highway 404 Link (Bradford Bypass) was initiated in 1992 culminating in the Environmental Assessment Report published in 1997 which documented the environmental assessment process for the route selection, right-of-way designation and future commitments for the Highway 400 – Highway 404 Link. Upon completion of the Environmental Assessment study and consultation period for the Route Planning Study, a Notice of Approval to proceed with the undertaking was issued by the Minister of Environment and Energy (currently the Ministry of the Environment, Conservation and Parks) on August 28, 2002. Fifteen conditions were issued as part of the approvals process.

In August 2019, the Ministry approved the re-initiation of design activities for the Bradford Bypass. In advance of the Preliminary Design phase, AECOM completed preparatory work relating to updating environmental existing conditions and engineering designs.

In September 2020, the Ministry initiated the Preliminary Design and Assessment of Environmental Impacts phase for the Bradford Bypass based on the 2002 Environmental Assessment approved Technically Preferred Route and alignment. On October 7, 2021, the Ministry of the Environment, Conservation and Parks (MECP) announced that Ontario Regulation 697/21 came into force. The regulation exempts the Bradford Bypass and Early Works components from the Environmental Assessment Act, on the condition that the Ministry complies with the assessment process detailed therein.

In 2021, the Ministry of Transportation commenced the Preliminary Design and Assessment of Environmental Impacts phase of the overall Bradford Bypass Project. This work included assessing refinements of the 2002 alignment based on current design standards and the applicable environmental constraints and considerations. As part of this work the Ministry advanced the Preliminary Design of the works at County Road 4, referred to County Road 4 Early Works. The work included: Early Works design and assessment in accordance with provisions of the Ontario Regulation 697/21 for a grade separated bridge crossing for the future Bradford Bypass at County Road 4 (Yonge Street). A Statement of Completion was issued for this work in May 21, 2022.

For the remaining Bradford Bypass Works, these were assessed, and an Environmental Conditions Report was issued October 27, 2022. Subsequently, the Preliminary Design and Assessment of Environmental Impacts phase of the overall Bradford Bypass Project concluded with the completion of the Final Environmental Impact Assessment Report (EIAR, November 16, 2023). The Environmental Impact Assessment Report was prepared to document the evaluation of alternatives considered for the project, Updated

Technically Preferred Route, environmental impacts, proposed mitigation measures and environmental commitments. The Preliminary Design project concluded with the issuance of the Statement of Completion on June 27, 2024, in accordance with Ontario Regulation 697/21.

In addition, the Ministry of Transportation has decided to proceed with the Detail Design and construction of the Bradford Bypass in phases starting with the West section. The Ministry of Transportation will undertake additional separate Detail Design projects for the Central and East sections of the Bradford Bypass beginning in Fall 2025.

1.3 Project Implementation

The Bradford Bypass West Environmental and Detail Design project is being delivered through a Construction Manager General Contractor delivery model, and AECOM is working collaboratively with the Contractor through the design phase of the Project.

The Bradford Bypass West section is being delivered through various contracts, as outlined below:

- **Contract 1:** works included development of an advanced vegetation removals, preliminary clearing, and erosion and sediment control plan. Works for Contract 1 were completed in Fall 2024.
- **Contract 2:** advancement of works for a small area around 10 Sideroad and involves the construction of a temporary detour for 10 Sideroad which will be located west of the existing 10 Sideroad. Environmental protection measures, temporary lighting, and installation of protection measures for the existing Town of Bradford West Gwillimbury watermain will also take place. The purpose of constructing this detour is to avoid impacts to local traffic using 10 Sideroad during construction of the new 10 Sideroad bridge to be built as part of the Bradford Bypass West section.
- **Contract 3:** the remaining work to be completed including the construction of a new four lane mainline freeway from Highway 400 to west of Artesian Industrial Parkway. Additionally, the work will include a comprehensive Landscape Design for the West Section of the Project. The Landscape Design will include mitigation and restoration measures such as noise walls (where applicable and feasible), and areas where reforestation, edge management, compensation plantings and snow drift measures are anticipated to be implemented.

The larger Bradford Bypass Project is also being delivered as 3 segments, the West section (this Project), the Central section and the East section.

1.4 Addendum Purpose

In accordance with Section 29 of the Ontario Regulation 697/21 (the Regulation), should any Project changes be required during this Detail Design phase that are inconsistent with the Final Environmental Impact Assessment Report (EIAR), an addendum shall be prepared. A significant change to the Bradford Bypass Project is considered to be a noticeable deviation from the Technically Preferred Route and right-of-way selected during the Preliminary Design phase, as documented in the Final EIAR.

This Addendum has been completed in accordance with Section 29 of the Regulation and contains the information outlined in **Table 1-1** below.

Table 1-1: Addendum Contents per Ontario Regulation 697/21: Bradford Bypass Project

| Ontario Regulation 697/21 Section | Requirement | Addendum Section |
|-----------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Section 29 (1) 1. | A description of the change. | Section 2 |
| Section 29 (1) 2. | The reasons for the change. | Section 2, Table 2-1 |
| Section 29 (1) 3. | Identification of the area within the updated technically preferred route to be studied for the purposes of assessing the change. | Figure 2-1 |
| Section 29 (1) 4. | The assessment and comparison of at least two potential alternative options to implement the change within the area of study, and a selection of a preferred option to implement the change. | Section 2, Table 2-1 |
| Section 29 (1) 5. | The proponent's assessment and evaluation of any impacts that the preferred alternative might have on the environment. | Section 2, Table 2-1 |
| Section 29 (1) 6. | A description of any measures proposed by the proponent for mitigating any negative impacts that the preferred alternative might have on the environment. | Section 2, Table 2-1 |
| Section 29 (1) 7. | A description of the means the proponent proposes to use to monitor and verify the effectiveness of the mitigation measures proposed under paragraph 6, including a plan to make the results of the monitoring and verification available on the Project website. | Section 2, Table 2-1 |
| Section 29 (1) 8. | A statement of whether the proponent is of the opinion that the change is a significant change to the early works or the Bradford Bypass Project, as applicable, and the reasons for the opinion, taking into account the results of paragraphs 4 to 7. | Section 3 |

| Ontario Regulation 697/21 Section | Requirement | Addendum Section |
|-----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|
| Section 29 (1) 9. | <p>A consultation record, including,</p> <ul style="list-style-type: none"> - a description of the consultations carried out with Indigenous communities, in accordance with the early works Indigenous Consultation Plan prepared under section 4 or the Indigenous Consultation Plan prepared under section 15, as applicable, and with other interested persons, - a list of the Indigenous communities and interested persons who participated in the consultations, - summaries of the comments submitted by Indigenous communities and interested persons, - a summary of discussions that the proponent had with Indigenous communities, and copies of all written comments submitted by Indigenous communities, - a description of what the proponent did to respond to concerns expressed by Indigenous communities and interested persons, and - any commitments made by the proponent to Indigenous communities and interested persons in respect of the Bradford Bypass Project. | Section 4 |

Work relating to the County Road 4 Early Works are the responsibility of Brennan-MH Design Build Team and are not included as part of the Bradford Bypass West Detail Design. Details relating to the County Road 4 Early Works or any changes that are inconsistent with the Final County Road 4 Early Works Report are therefore not documented in this Addendum.

2. Project Changes

The Detail Design of the Bradford Bypass West has resulted in insignificant changes to the Project. In accordance with Section 29 (1), a description of the Project Changes, rationale, assessment of alternatives for each Project Change, impacts resulting from each Project Change, mitigation measures and monitoring commitments for each change is summarized in **Table 2-1** below. Locations of the Project Changes are shown on **Figure 2-1**.

Table 2-1: Summary of Project Changes

| Change Number | Project element as described in the Final Environmental Impact Assessment Report | Change to the Project identified as part of the Bradford Bypass West Detail Design | Reason for Change | Assessment of Alternatives to the Project Change | New Impacts as a Result of the Project Change | Environmental Commitments, Mitigation Measures and Monitoring |
|---------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Three (3) culverts on Highway 400 identified for extension. | <ul style="list-style-type: none"> Two (2) culverts on Highway 400 will now be replaced. | <ul style="list-style-type: none"> Opportunity to replace the culverts as part of the Bradford Bypass West construction, as there is no other future planned construction in the area. | <ul style="list-style-type: none"> Two (2) alternatives considered include: <ul style="list-style-type: none"> Extending the two (2) culverts, as described in the Final EIA and Preliminary Design drainage design, or Replace the two (2) culverts. Replacing the culverts was determined as most preferred. | <ul style="list-style-type: none"> No new impacts identified. All culverts are located within the right-of-way identified during Preliminary Design and therefore all impacts have already been assessed. | <ul style="list-style-type: none"> Not applicable. |
| 2 | Location of culvert within the Highway 400 and Bradford Bypass Freeway to Freeway Interchange drainage design, as identified during Preliminary Design. | <ul style="list-style-type: none"> Relocation of one (1) culvert within the Highway 400 and Bradford Bypass Freeway to Freeway Interchange. | <ul style="list-style-type: none"> Relocation of culvert provides numerous benefits to the Project. | <ul style="list-style-type: none"> Two (2) alternatives considered include: <ul style="list-style-type: none"> Original location of the culvert, as described in the Final EIA and Preliminary Design phase, or Relocation of the culvert to the new location. Relocation of the culvert was determined as most preferred alternative due to the following Project benefits: <ul style="list-style-type: none"> Provides benefits for staging at the Highway 400 interchange, Provides more clearance for taller culvert, Less property impacts, Reduces number of ramp crossings, Potential for more channel meandering, and Less exposure to direct pavement runoff. | <ul style="list-style-type: none"> No new impacts identified. All culverts are located within the right-of-way identified during Preliminary Design and therefore all impacts have already been assessed. | <ul style="list-style-type: none"> Not applicable. |
| 3 | No impacts to Henderson Soccer Field. | <ul style="list-style-type: none"> Temporary impact to the Soccer Field at Henderson Park. | <ul style="list-style-type: none"> Utility relocations (electrical/sprinkler control box) along Sideroad 10 West require temporary impact to the Soccer Field at Henderson Park. | <ul style="list-style-type: none"> Two locations were assessed for relocation of utilities: <ul style="list-style-type: none"> Along the property line; or At the entrance to Henderson Park soccer field. The entrance to Henderson Park soccer field was determined to be the most feasible as it minimizes impacts to the soccer field and avoids impacts to other existing utilities. | <ul style="list-style-type: none"> No new impacts to the natural environment as there are no features of natural sensitivity within the existing soccer field. Minor temporary impact to Soccer Field at Henderson Park to relocate utility line. Use of the Soccer Field is not anticipated to be impacted. Stage 1-2 Archaeological Assessment completed and the area has been cleared of archaeological potential during Detail Design. | <ul style="list-style-type: none"> Not applicable as impacted area will be restored. |
| 4 | A private access on Sideroad 10 identified as displaced. | <ul style="list-style-type: none"> Reinstatement of the private farm driveway via an entrance on 8th Line has been identified. | <ul style="list-style-type: none"> Existing private driveway access was impacted by the Bradford Bypass West alignment. | <ul style="list-style-type: none"> Five (5) driveway entrance alternatives we assessed based on various criteria including MTO standards, Highway Corridor Management Manual entrance offset requirements, Town/County standards, and avoiding conflicts with ongoing municipal projects. Spacing from interchanges, other existing driveways and utilities were also considered as part of the evaluation. A new rural farm entrance via a driveway on 8th Line was determined to be the most feasible and resulted in the least overall impacts. | <ul style="list-style-type: none"> Minor impacts to the natural environment as the relocated access will cross an existing drainage ditch. No new impacts to the social and cultural environment as the relocated access is located with Town right-of-way for Line 8. All impacts were previously assessed and mitigated during construction of Line 8. | <ul style="list-style-type: none"> Mitigation measures will include minor adjustments to the drainage system in the immediate vicinity of the access. |

| Change Number | Project element as described in the Final Environmental Impact Assessment Report | Change to the Project identified as part of the Bradford Bypass West Detail Design | Reason for Change | Assessment of Alternatives to the Project Change | New Impacts as a Result of the Project Change | Environmental Commitments, Mitigation Measures and Monitoring |
|---------------|----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| 5 | All Stage 1 and 2 archaeological assessments identified as complete. | <ul style="list-style-type: none"> Additional Stage 1 and 2 assessments required in support of other changes such as the temporary impacts to the Soccer Field (as noted above). | <ul style="list-style-type: none"> Additional Stage 1 and 2 assessments required in support of other changes such as the temporary impacts to the Soccer Field (as noted above). | <ul style="list-style-type: none"> See Change #3 above and Figure 2-2. | <ul style="list-style-type: none"> No new impacts to the cultural environment. Stage 1-2 Archaeological Assessment completed and the area has been cleared of archaeological potential during Detail Design. | <ul style="list-style-type: none"> Not applicable. |
| 6 | Inclusion of a stormwater management pond at 10th Sideroad | <ul style="list-style-type: none"> Removal of a stormwater management pond at 10th Sideroad from the Bradford Bypass West design | <ul style="list-style-type: none"> Updated drainage assessment determined that stormwater management pond was not required in this location. | <ul style="list-style-type: none"> Two (2) alternatives considered include: <ul style="list-style-type: none"> Original location of the stormwater management pond, as described in the Final EIAR and Preliminary Design, or Removal of the stormwater management pond. Removal of the stormwater management pond was determined as the most preferred alternative due to: <ul style="list-style-type: none"> All flows already naturally contribute to the headwater features without the pond. Removal will not affect headwater conditions or alter the function of the watercourse. | <ul style="list-style-type: none"> No new impacts identified as the pond is now being removed. | <ul style="list-style-type: none"> Not applicable. |
| 7 | Extension of the noise barrier at NSA05 (north of Crossland Boulevard) | <ul style="list-style-type: none"> The noise barrier to be constructed at NSA05 is longer than the EAIR recommendation and will extend 805 metres | <ul style="list-style-type: none"> Updated traffic noise assessment recommendation and constructability review determined an 805 metre long noise barrier is warranted and can be constructed adjacent to the edge of pavement. | <ul style="list-style-type: none"> Two (2) alternatives considered include: <ul style="list-style-type: none"> Construct original 720 metre long noise barrier; or Construct 805 metre long noise barrier. See Figure 2-3 | <ul style="list-style-type: none"> No new impacts to the environment as the barrier will be constructed within the right-of-way selected during the Preliminary Design phase. | <ul style="list-style-type: none"> Not applicable. |

Figure 2-1: Locations of Project Changes

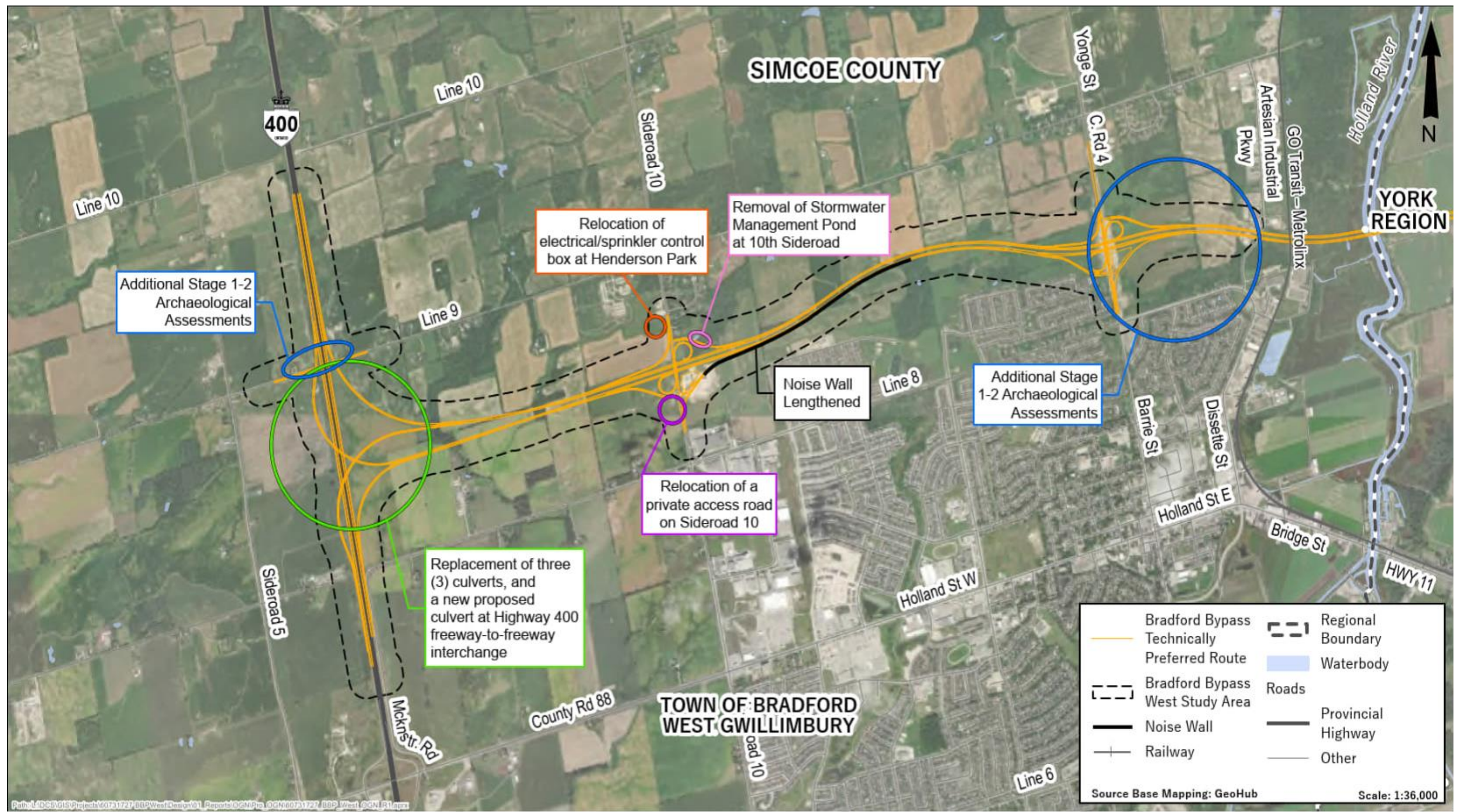


Figure 2-2: Location of Additional Stage 2 Archaeological Assessment along the Bradford Bypass West Corridor

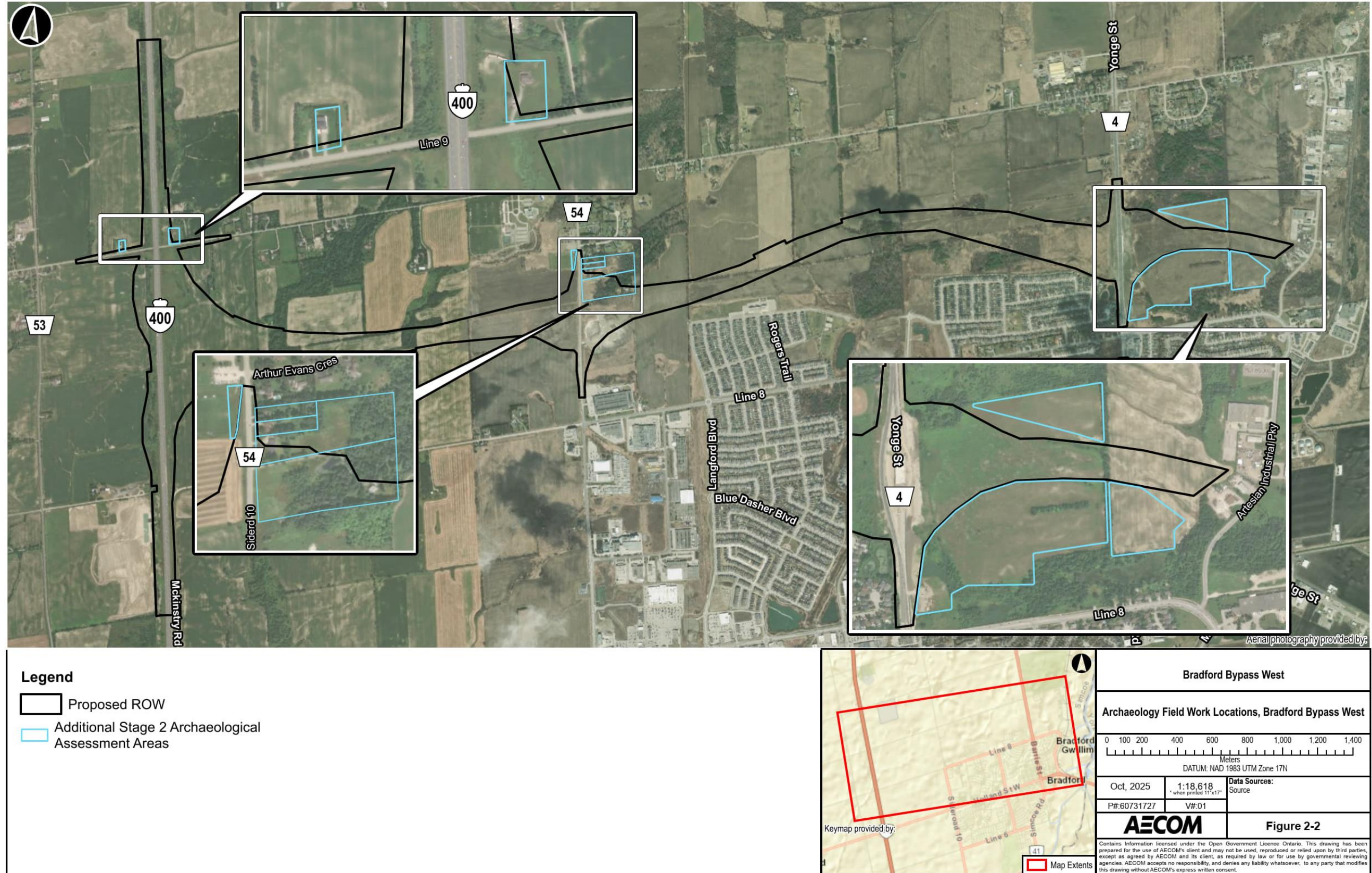
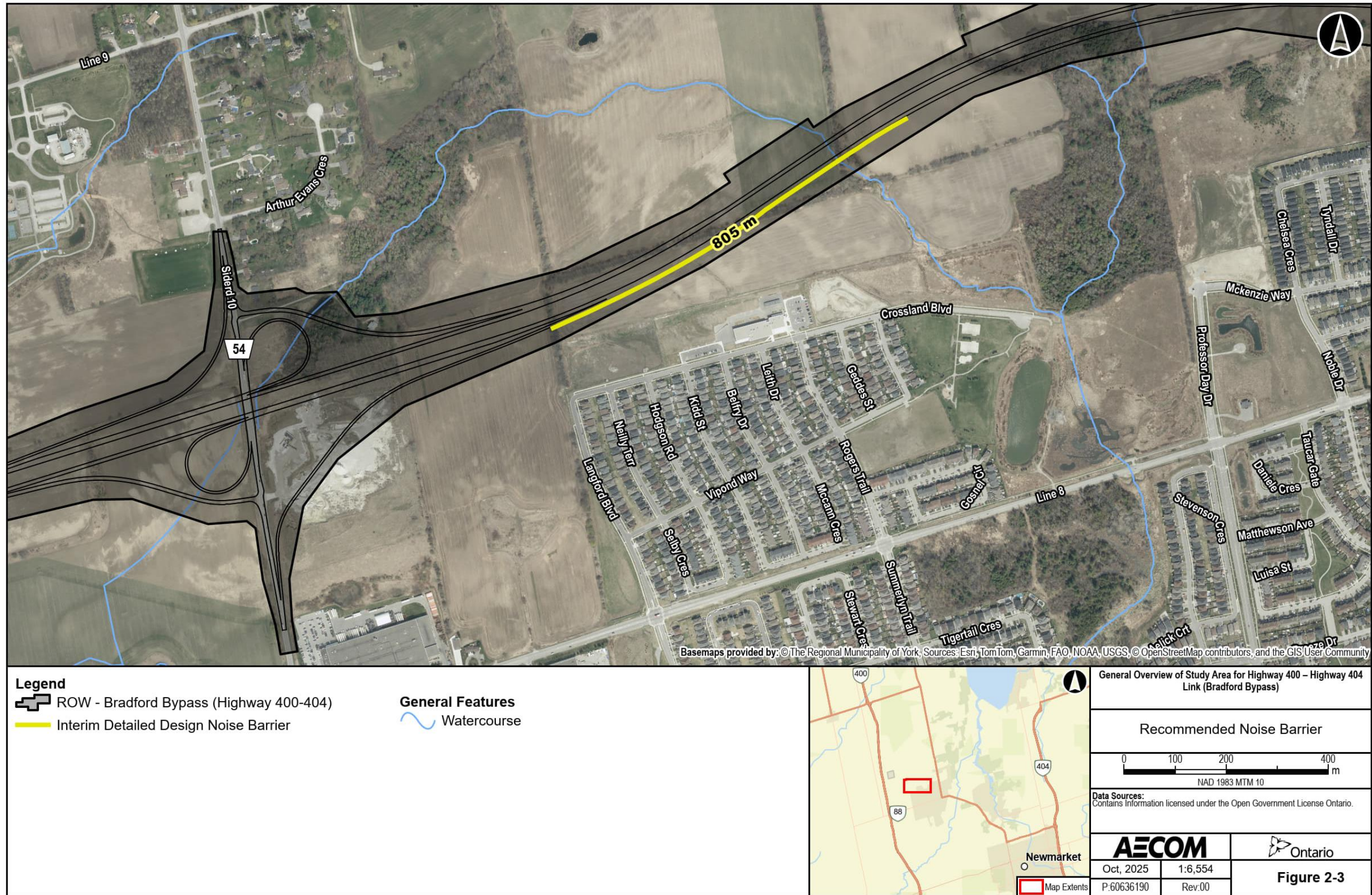


Figure 2-3: Location of Noise Barrier along the Bradford Bypass West Corridor



3. Determination of Significance

In accordance with Section 29(1)8 of the Regulation, all changes identified through the Bradford Bypass West Environmental and Detail Design Project, have been assessed and determined to be **Not Significant** in consultation with affected property owners and Indigenous communities, and based on the minimal impacts associated with each change detailed in **Table 2-1**.

3.1 Non-Significant Addendum

In accordance with Section 29 (3), this Addendum was posted on the Project Website on April 10, 2026.

4. Consultation and Engagement on Project Changes

In accordance with Section 29 (1) 9 of the Regulation, this Section documents the consultation and engagement activities undertaken regarding this Addendum and Project Changes.

4.1 Project Update

On December 3, 2025, a Project Update was posted on the Project Website to document key information and updates to the Project since the start of the Detail Design phase. On the same date, an email was sent to individuals on the Project Contact List to inform that the Project Update was available on the Project Website.

The Project Update included information on:

- Project Background, Update and Overview
- Environmental and Detail Design Process for Bradford Bypass West
- Detail Design of the Bradford Bypass West, including Project Changes
- Environmental Impacts, Mitigation Measures and Anticipated Permits and Approvals
- Construction and Construction Staging
- Project Schedule and Anticipated Construction Timing
- Consultation Activities

A copy of the Project Update materials are available in **Appendix A**.

4.1.1 Engagement with Indigenous Communities

Engagement with the following Indigenous communities is ongoing throughout the Project:

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island First Nation
- Curve Lake First Nation
- Chippewas of Rama First Nation
- Hiawatha First Nation
- Kawartha Nishnawbe First Nation
- Wendat Nation
- Métis Nation of Ontario – Georgian Bay Métis Council

Emails were sent to representatives from the above Indigenous communities on December 3, 2025 to inform that the Project Update was available on the Project Website. No comments were received from Indigenous communities on the work associated with the non-significant addendum outlined in the Project Update.

Consultation with Indigenous communities has taken place since Project initiation, and at milestones associated with the work, for example the initiation of archaeological investigations.

Consultation with Indigenous communities will continue as the Detail Design progresses and additional details regarding mitigation measures is available.

4.1.2 Engagement with the Public, Agencies, Municipalities and Other Stakeholders

Emails were sent to individuals on the Project Contact List on December 3, 2025, to inform them the Project Update was available on the Project Website. Individuals on the Project Contact List that did not have an email address were sent a copy of the email notification content through Canada Post addressed mail.

No comments were received from external agencies, municipalities or Project stakeholders on the work associated with the non-significant addendum outlined in the Project Update.

5. References

AECOM, 2023.

Final Environmental Impact Assessment Report. Available here:

https://www.bradfordbypass.ca/wp-content/uploads/2023/11/RPT_2022-11-16_BBP_FinalEIAR_60636190_AODA_secured_web_resized-compressed.pdf?_gl=1*1rxblr0*_ga*MjAzMDEyODAyNS4xNzU3NTE5NTkw*_ga_7CC7FDEHJS*czE3NTk4NDk2NDckbzkkZzEkdDE3NTk4NDk2NTUkajUyJGwwJGgw

Ontario, 2021:

Ontario Regulation 697/21: Bradford Bypass Project. Available here:

<https://www.ontario.ca/laws/regulation/r21697#BK36>

Appendix A

Project Update Materials



Bradford Bypass West Environmental and Detail Design Project Update

December 2025

Project Update

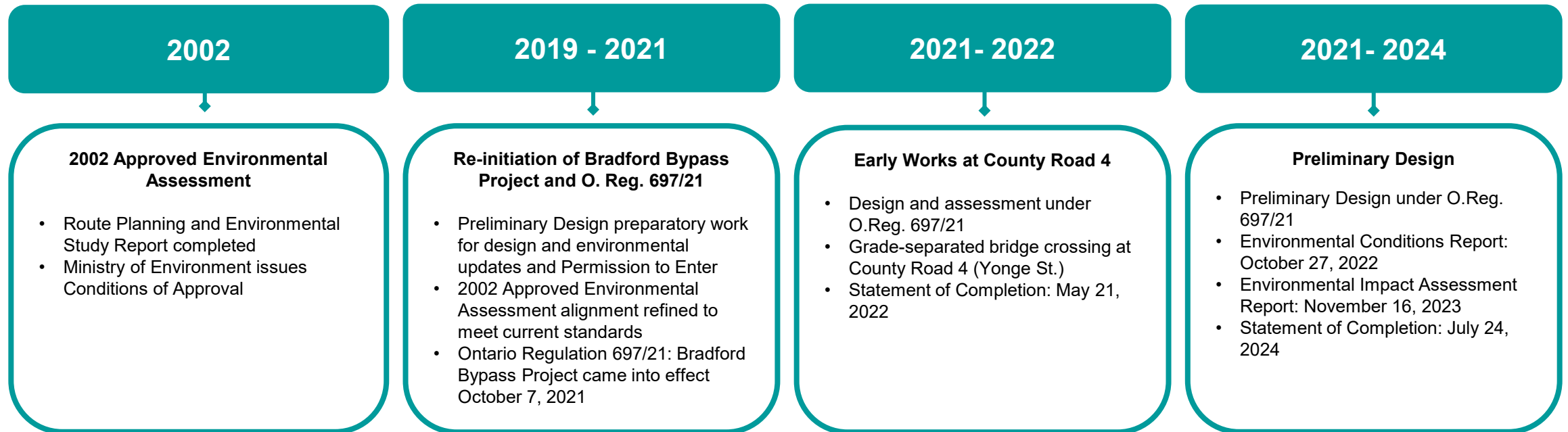
1. Project Background, Update, and Overview
2. Environmental and Detail Design Process for Bradford Bypass West
3. Detail Design of the Bradford Bypass West
4. Environmental Impacts, Mitigation Measures and Anticipated Permits and Approvals
5. Construction and Construction Staging
6. Project Schedule and Anticipated Construction Timing
7. Consultation Activities
8. Next Steps

A video presentation of the Bradford Bypass West Project has also been prepared as part of this Project Update and will be posted on the Project Website: <https://bradfordbypass.ca/>

Project Background, Update, and Overview

Bradford Bypass Project Background

The Bradford Bypass is a 16.3 km, controlled-access freeway between Highway 400 and Highway 404, located within Simcoe County and the Regional Municipality of York. Major project milestones include:

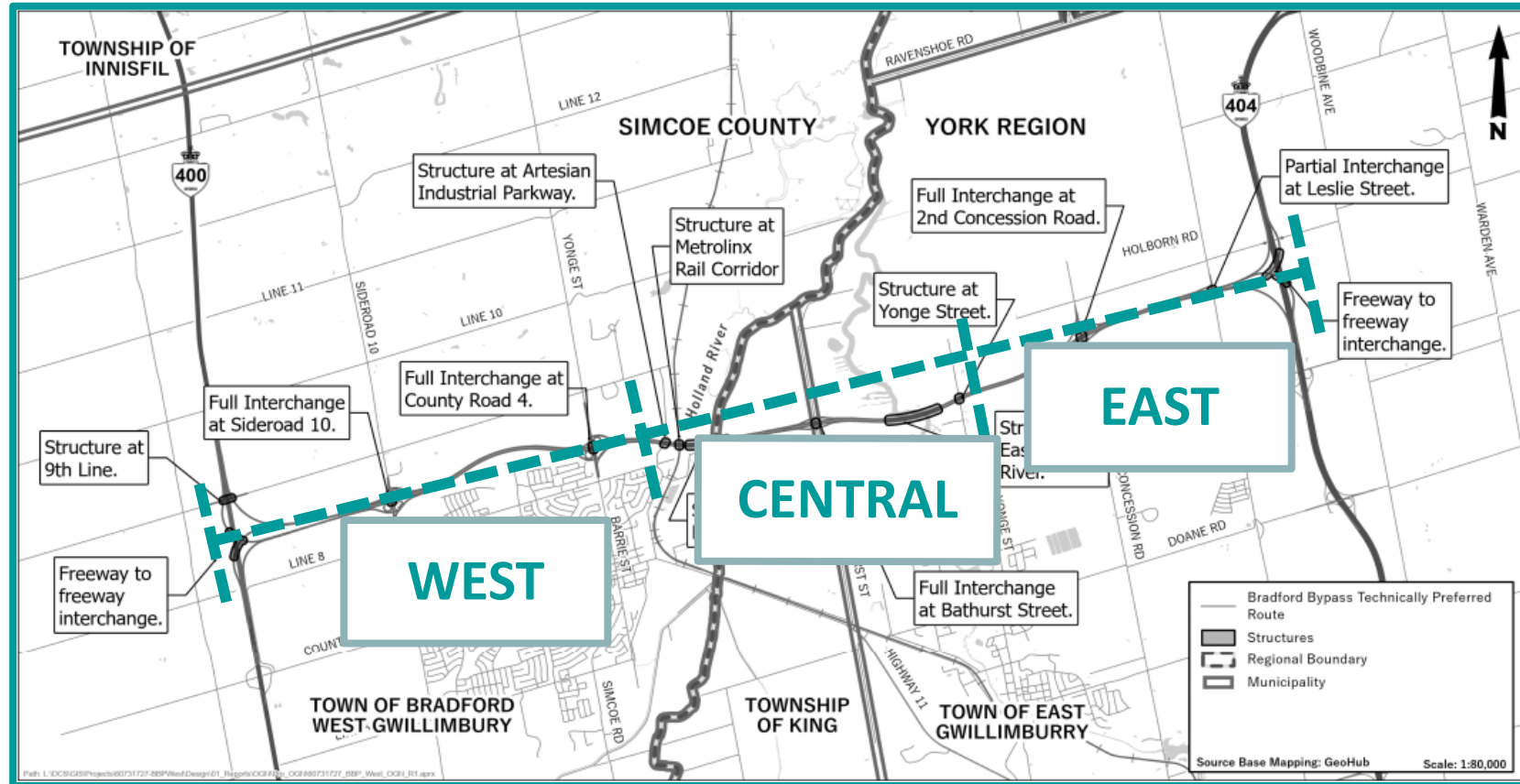


Commitments to future work, analysis and impact mitigation identified during all of the studies completed for the project are being carried forward for completion during Detail Design and construction phases.

Bradford Bypass Project Update

Bradford Bypass West, Central, and East Sections

- Detail Design for the Bradford Bypass West was initiated in May 2024 and is being completed by AECOM.
- Contracts for the Detail Design of the central and east sections of the Bradford Bypass Project are expected to be awarded in Fall 2025.
- MTO is also in the process of retaining a Program Management Consultant to provide support in the oversight, coordination and integration of Detail Design and construction phases of all the three sections. The Program Management Consultant assignment is currently in procurement phase and expected to be awarded in the late Fall 2025.



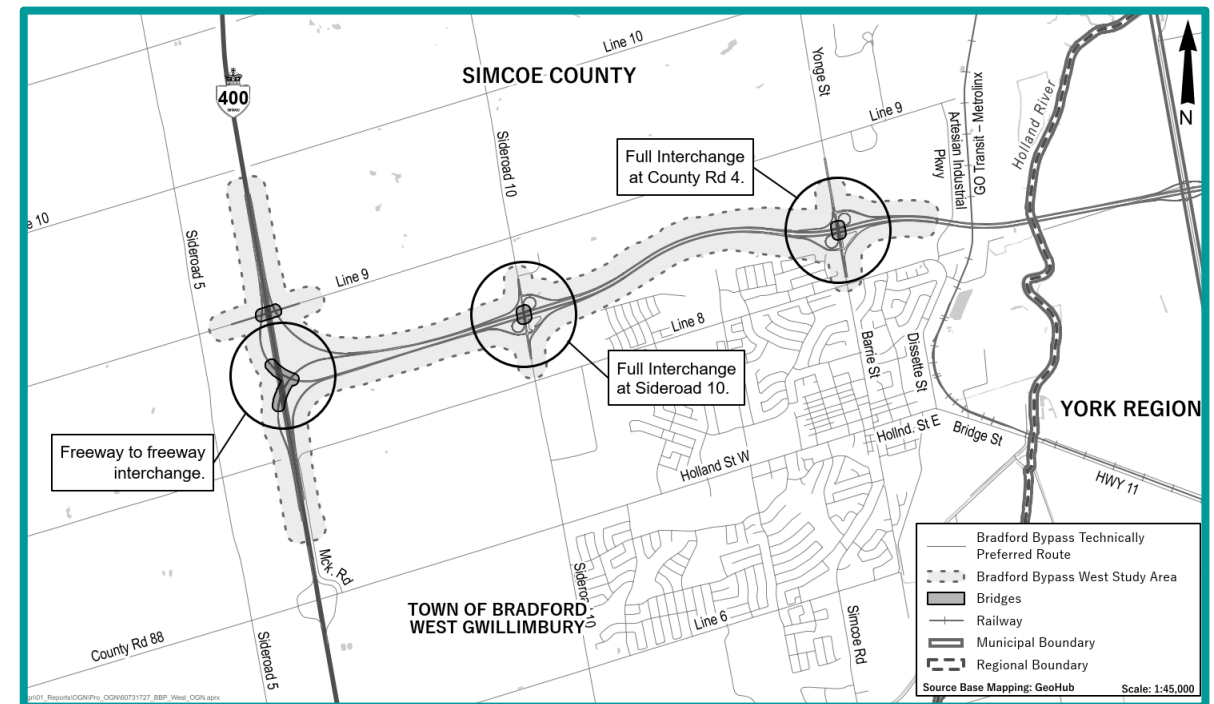
Project updates will continue to be posted to the Project Website as they are available: <https://bradfordbypass.ca/>

Overview of Bradford Bypass West

- Building on the work completed during Preliminary Design, the Detail Design work for the Bradford Bypass West was initiated May 2024.
- The Bradford Bypass West extends from Highway 400 to east of County Road 4 in the Town of Bradford West Gwillimbury.
- A Construction Manager General Contractor (CMGC) delivery model is being used for the Bradford Bypass West. This delivery model:

- ✓ Enhances design via contractor-designer collaboration
- ✓ Expedites construction of lower complexity components of the project through advance contracts – design and construction occur simultaneously, and
- ✓ Reduces risk of re-design and/or construction delay through early contractor involvement.

Bradford Bypass West Study Area



The Study Area generally reflects the Bradford Bypass West right-of-way, plus a 120 metre buffer area where environmental investigations were completed.

Environmental and Detail Design for Bradford Bypass West

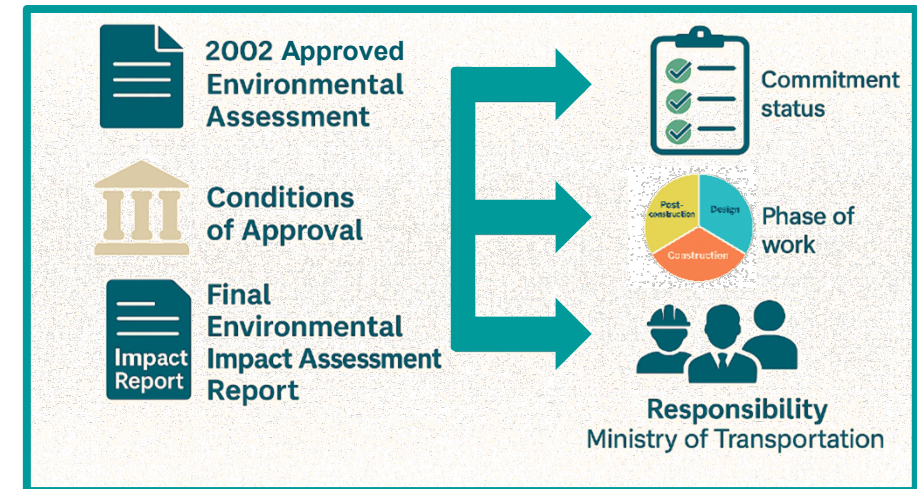
Environmental and Detail Design Work Being Completed

- The following additional environmental analysis, fieldwork and investigations are being completed to support Detail Design:
 - Terrestrial Ecosystems
 - Fish and Fish Habitat
 - Landscaping
 - Archaeology
 - Cultural Heritage
 - Fluvial Geomorphology
 - Soil and Groundwater
 - Waste and Contamination
 - Stormwater and Drainage
 - Air Quality
 - Noise
 - Agriculture
 - Land Use
 - Snowdrift
 - Human Health, and
 - Climate Change
- The environmental investigations support:
 - Impact analysis. As the design advances, environmental impacts are defined in greater detail.
 - Development of a comprehensive Landscape Design including mitigation and restoration measures such as noise walls and areas where reforestation, edge management, compensation plantings and snowdrift measures can be implemented.
 - Obtaining required permits and approvals, e.g. Species At Risk, Fisheries Act, etc.

Environmental Compliance

- During Detail Design, environmental compliance is a key consideration to determine if the project:
 - Is proceeding in accordance with applicable environmental laws, and in accordance with the Regulation (O.Reg 697/21: Bradford Bypass Project), and
 - Meets the commitments, obligations and responsibilities set forth during all previous planning phases for the project including:
 - 2002 Approved Environmental Assessment
 - Applicable conditions from the Ministry of Environment Conditions Of Approval (2002), and
 - 2023 Final Environmental Impact Assessment Report.
- An Environmental Compliance Tracking Report is being prepared at each design milestone to document:
 - Status of each commitment from previous project phases
 - Timing/phase of work in which each commitment must be met
 - Responsibility for compliance with each commitment
 - Project changes, and
 - Deliverable/report in which compliance with each commitment has been demonstrated.
- Additional environmental compliance tracking during Construction will also be required and completed by the Contractor.

Environmental Compliance Tracking



Project Changes

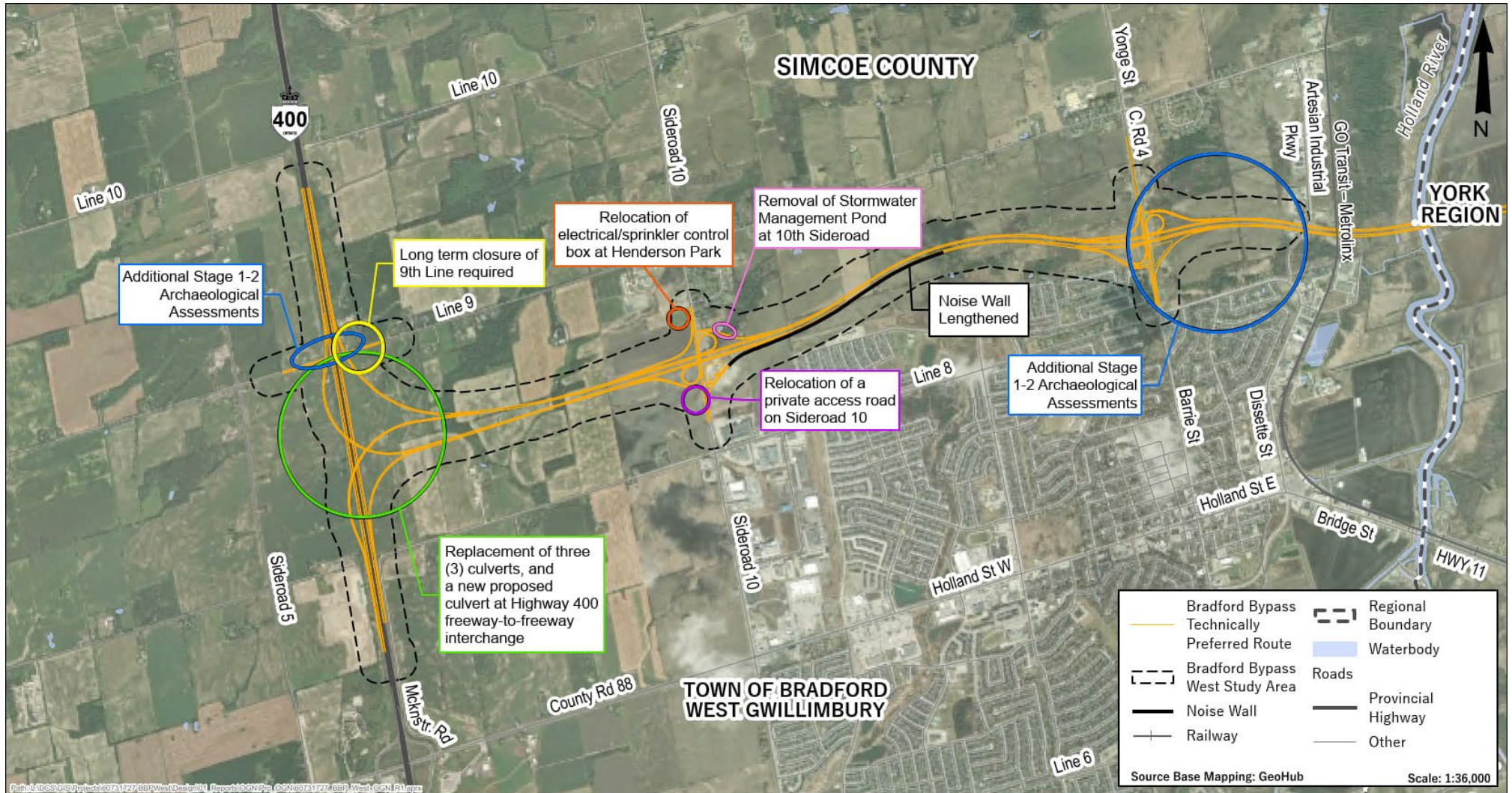
- Compliance with Ontario Regulation 697/21: Bradford Bypass Project (the Regulation) includes the need to track any changes to the Bradford Bypass Project that are inconsistent with the Final Environmental Impact Assessment Report (AECOM, 2023).
- Detail Design of the project has resulted in some changes to the project as summarized in the table below and shown on a map on the next slide.

| Project as described in the Environmental Impact Assessment Report | Change to the project identified during Detail Design |
|-------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Three (3) culverts (1350mm, 1500mm and 1650mm) on Highway 400 identified for extension | Two (2) culverts (1350mm and 1500mm) on Highway 400 will now be replaced |
| Drainage design within the Highway 400 and Bradford Bypass Freeway to Freeway Interchange | New culvert introduced within the Highway 400 and Bradford Bypass Freeway to Freeway Interchange |
| No impacts to Henderson Soccer Field | Utility relocations on Sideroad 10 require temporary impact to the Soccer Field |
| A private access on Sideroad 10 identified as displaced | Location for reinstatement of the private driveway has been identified |
| All Stage 1 and 2 archaeological assessment identified as complete | Additional Stage 1 and 2 assessments have been required in support of other changes such as the temporary impacts to the Soccer Field |

- All changes identified through the Bradford Bypass West Environmental and Detail Design Project so far have been assessed and determined to be **“Not Significant”**, and will be reflected on the Project Website.

Location of Project Changes

The assessment of environmental impacts and mitigation measures presented in later slides includes impacts associated with these project changes.



Impact Assessment of Project Changes

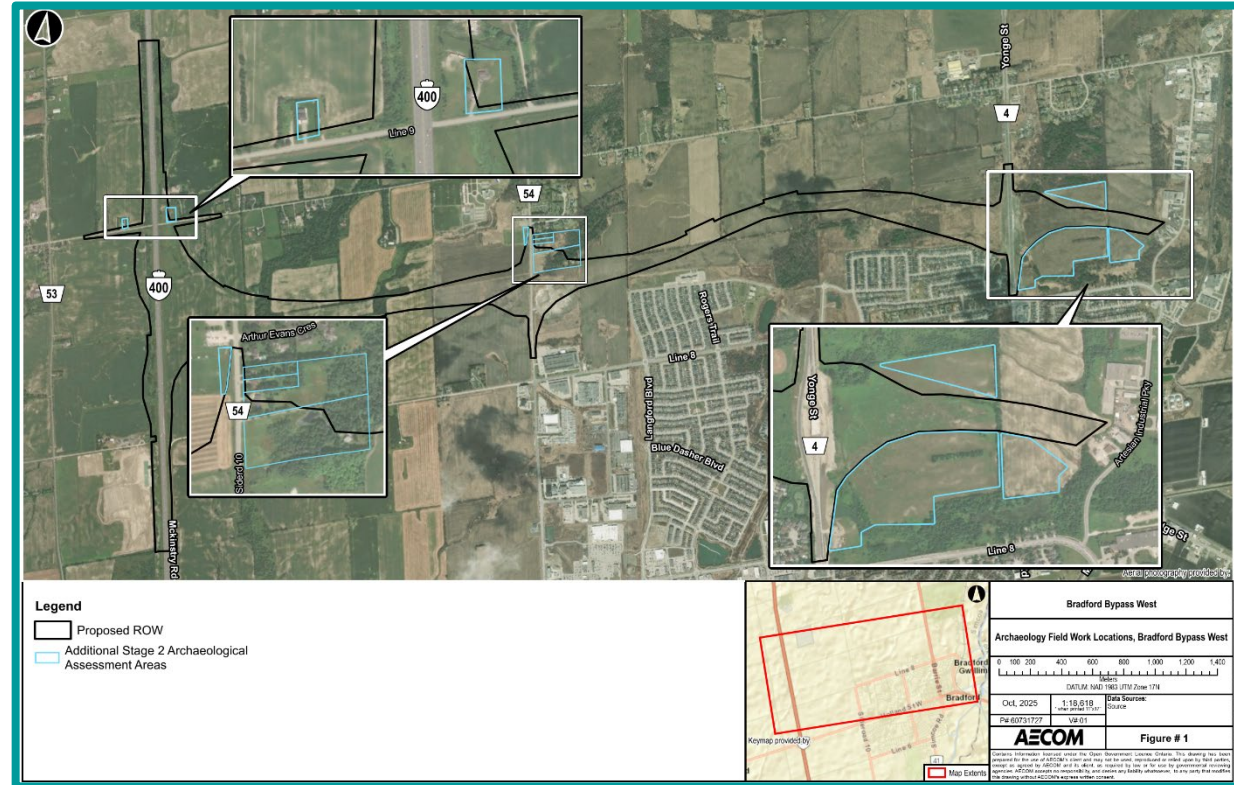
| CHANGE TO THE PROJECT | | | | | | |
|-----------------------|-----------------------------------------------------------------------|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| FACTOR AREA | Replacement (instead of extension) of two (2) culverts on Highway 400 | One (1) new culvert at Highway 400 Interchange | Relocation of a private access road on Sideroad 10 | Relocation of Electrical/Sprinkler Control Box at Henderson Park | Removal of Stormwater Management Pond at 10 th Sideroad | |
| Natural Environment | No new impacts. | No new impacts. | Minor impact. The relocated access will cross an existing drainage ditch. Mitigation will include minor adjustments to the drainage system in the immediate vicinity of the access. | No new impacts. No features of natural sensitivity within existing Soccer Field. | No new impacts identified as the stormwater management pond is now being removed from the Bradford Bypass West design. | |
| Social Environment | | | No new impacts. All culverts are located within the right-of-way identified during Preliminary Design and therefore all impacts have been assessed. | No new impacts. The relocated access is located with Town right-of-way for Line 8. All impacts were previously assessed and mitigated during construction of Line 8. | | Minor temporary impact to Soccer Field to relocate utility line. Impacted area will be restored and use of the Soccer Field is not anticipated to be impacted. |
| Cultural Environment | | | | | | No new impacts. Stage 1-2 Archaeological Assessment completed and the area has been cleared of archaeological potential during Detail Design. |

An **Addendum is being prepared** and will be made available on the Project Website.

Impact Assessment of Project Changes

- Additional Stage 1, 2 and 3 Archaeological Assessment have been completed.
- The additional work has been carried out to complete impact assessment of Project Changes where needed.
- The additional archaeology work has also been completed to support development of Construction Staging Plans.
- Areas where additional archaeological work has occurred during Detail Design are shown below.
 - A small area of Henderson Soccer Field
 - Two (2) areas on 9th Line where building demolitions will require the use of heavy machinery
 - Three (3) areas east of County Road 4 where MTO owned property may be used as storage and laydown areas during construction.

Location of Additional Stage 2 Archaeological Assessment along Bradford Bypass West (AECOM, 2025)



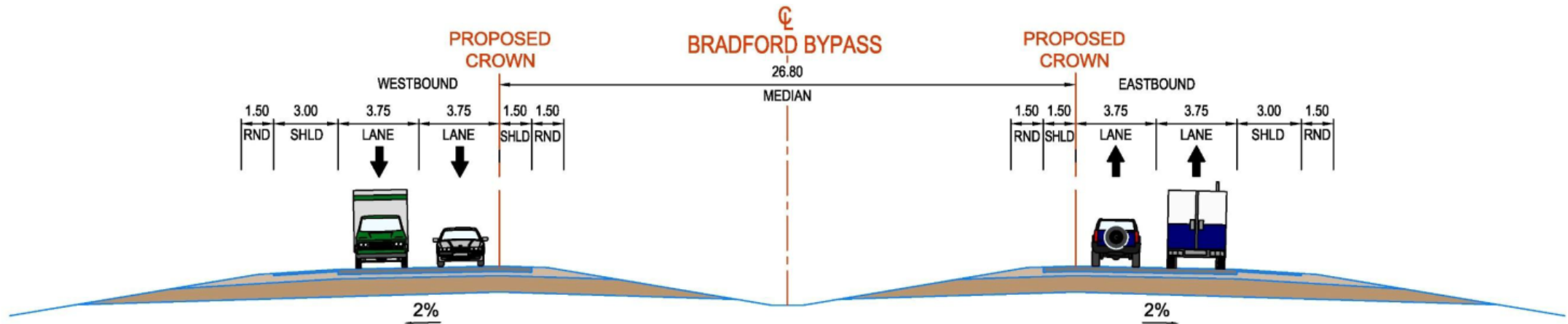
An Addendum Memo will be available on the Project Website with further details of these Project Changes.

Detail Design of Bradford Bypass West

Mainline Design

- The Bradford Bypass West will be implemented in an interim configuration of 4-lanes, with 2 general purpose lanes in each direction.
- The ultimate cross section for the Bradford Bypass is an 8-lane controlled access highway, with a dedicated High Occupancy Vehicle (HOV) lane.
- The ultimate cross section will be implemented by widening into the median, resulting in no change to the right of way.

Interim Configuration of Bradford Bypass West (AECOM, 2025)



- Interchanges will be located at Sideroad 10 and County Road 4.
- A freeway-to-freeway interchange will connect Bradford Bypass to Highway 400.

Crossing Roads and Active Transportation

Crossing Roads and Active Transportation Elements



- Crossings of the Bradford Bypass West will be provided at Sideroad 10 and County Road 4, and crossings of new freeway interchange ramps will be provided at 9th Line.
- Crossings include active transportation elements consistent with municipal transportation planning and active transportation objectives including:
 - Paved shoulders for active transportation users on both sides of 9th Line
 - A boulevard on Sideroad 10 to accommodate a multi-use path to be implemented by the Town in the future, and
 - Reconstruction of the existing multi-use path on Country Road 4 where impacted by construction of Bradford Bypass West.

Carpool Lot

- A carpool lot will be constructed at County Road 4 within the Bradford Bypass West interchange.
- The carpool lot includes:
 - 115 parking spaces
 - Barrier free parking spots, and
 - Future electric vehicle charging spots.
- The design accounts for future transit expansion, including the addition of bus bays.

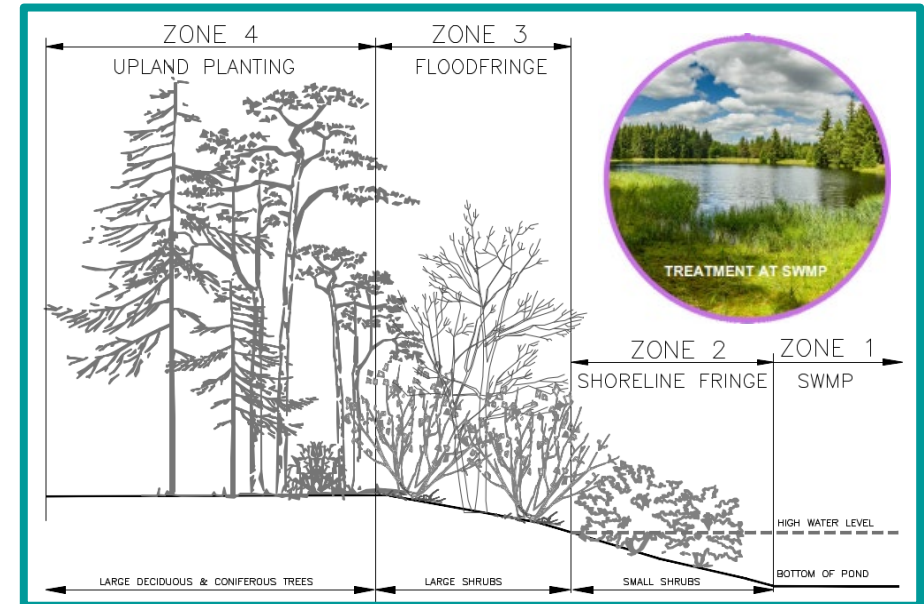
Example of an Existing Carpool Lot at Highway 401 and Brock Road (Whitby GO Station) (AECOM, 2025)



Drainage and Stormwater Design

- Drainage and stormwater management design has been completed in accordance with the Ministry of Environment, Conservation and Parks design standards and guidelines.
- Design achieves or exceeds provincial criteria and local conservation authority guidelines for quality and quantity controls.
- Elements of the drainage and stormwater management design include:
 - Replacement and/or extension of culverts under Highway 400 and 9th Line
 - New culverts to provide drainage across the Bradford Bypass West and the new highway ramps at the proposed interchanges
 - Side ditches and flat-bottom grassed swales/enhanced grassed swales
 - Four new stormwater management ponds and relocation of two existing ponds, and
 - Erosion and sediment control measures.
- Design is closely coordinated with fisheries, fluvial, terrestrial, groundwater, and landscape teams to ensure a holistic approach which minimizes impacts to the environment is developed.

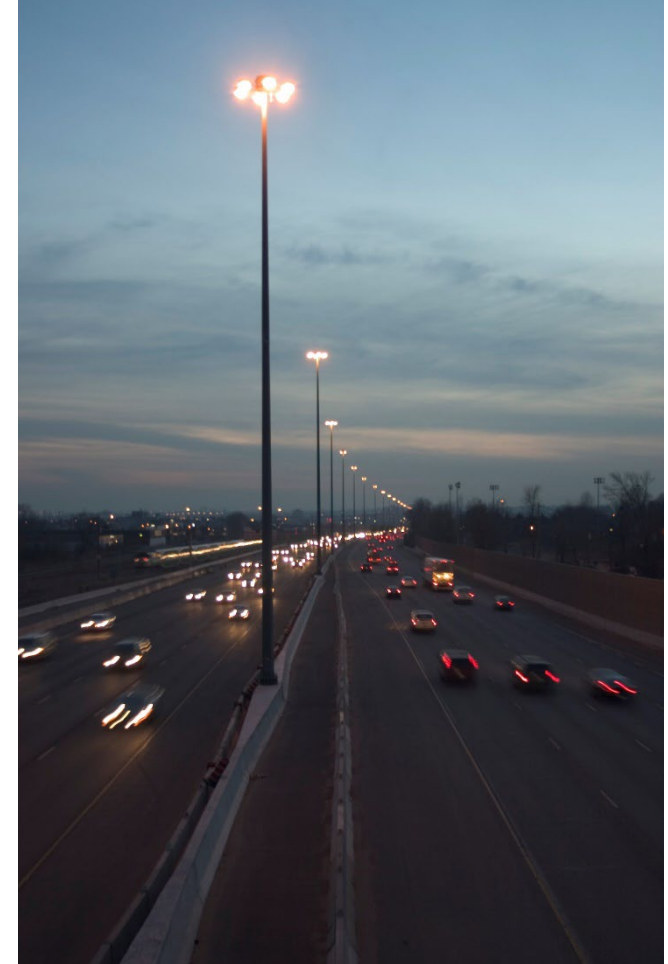
Stormwater Management Pond Typical Cross Section (AECOM, 2025)



Traffic Signals and Lighting

- Traffic and electrical design has been completed to determine locations and requirements for:
 - Lighting:
 - Full illumination will be provided at the freeway-to-freeway interchange, and
 - Partial illumination will be provided at Sideroad 10 and County Road 4.
 - Traffic Signals:
 - Signals will be located at the ramp terminals on Sideroad 10 and County Road 4.
 - Closed Circuit Television.
 - Variable Message Signs.

Example of lighting along Highway 401, looking west from Harwood Avenue (AECOM, 2025)



Environmental Impacts and Mitigation Measures

Environmental Impacts and Mitigation Measures

Fish and Fish Habitat

- Construction of the Bradford Bypass West will result in impacts to fish and fish habitat.
- In consultation with the Department of Fisheries and Oceans (DFO), a Fisheries Act Authorization is being pursued to address these impacts.
- Offsetting measures are being developed in consultation with DFO.
- Proposed offsetting measures include:
 - Habitat restoration and enhancement (natural channel design)
 - Habitat creation where possible and by adding more channel length, seasonal wetted areas or ponds
 - Fish passage improvements, and
 - Riparian plantings.

Channel flowing through a forest feature, facing upstream (AECOM, 2024)



Environmental Impacts and Mitigation Measures

Terrestrial Environment

- Impacts to terrestrial features will include vegetation removal, disturbing or removing potential faunal habitat and floral species.
- Butternut and Bat Species At Risk have been confirmed as present in the Study Area of Bradford Bypass West.
- Approval under the provincial amended Endangered Species Act (2007) is being pursued, during the interim period before the Species Conservation Act (2025) takes effect.
- Measures have been developed to mitigate impacts to species at risk in consultation with the Ministry of Environment, Conservation and Parks.
- Measures have been included in the Landscape Design and include:
 - Edge management plantings adjacent to natural heritage features
 - Restoration of impacted areas through plantings of native tree and shrub species
 - Use of specific seed mixes which reflect adjacent uses and natural heritage features
 - Replacement of Species At Risk Habitat.

Fresh – Moist White Cedar Coniferous Forest Type (FOC4-1) vegetation community within the Bradford Bypass West Study Area (AECOM, 2025).



Environmental Impacts and Mitigation Measures

Hydrogeology and Groundwater

- Groundwater monitoring wells have been placed throughout the Bradford Bypass West Study Area to confirm hydrogeologic conditions.
- Conditions are being documented in Hydrogeological Investigation Reports which will also include clear requirements for management of groundwater during construction to minimize impacts to groundwater quality and quantity:
 - Based on known conditions in the Study Area, a water taking approval is anticipated to be required.
- Review and update / additions to the Water Well Surveys completed during Preliminary Design is also ongoing.
- A Construction Dewatering Plan will be developed by the Contractor to include details of where and when groundwater will be encountered and require management.
- The Construction Dewatering Plan will include a protocol in the event public concerns about well interference are provided to the Contractor or MTO.

Borehole Investigations and Monitoring Well Installation (AECOM, 2025)

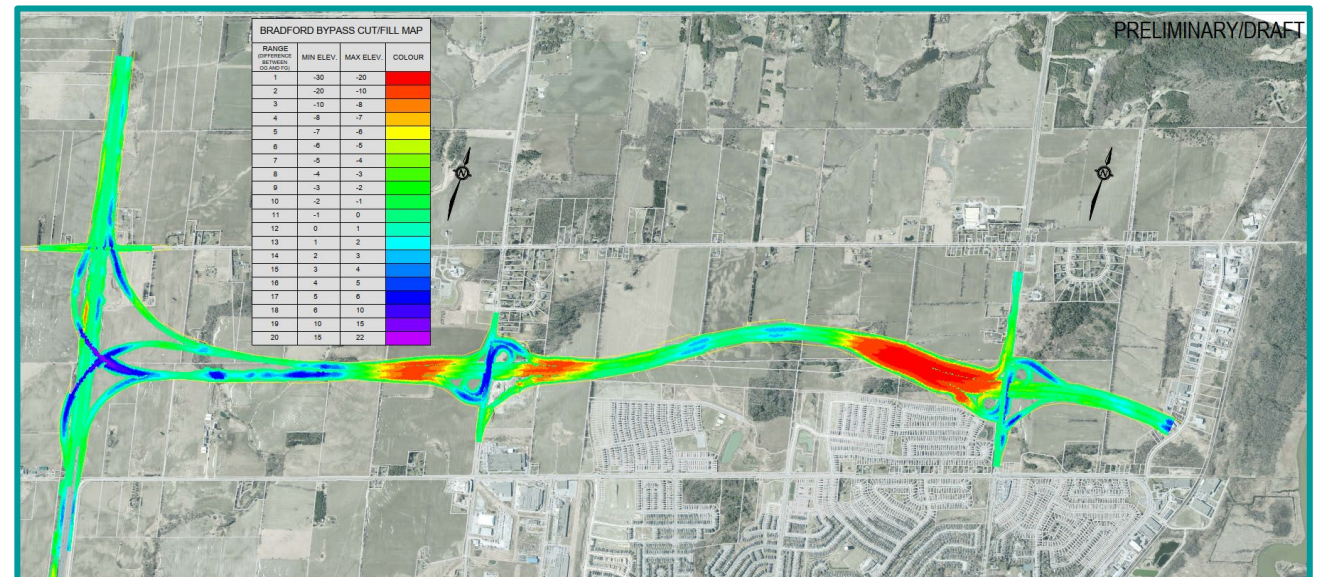


Environmental Impacts and Mitigation Measures

Waste and Contamination

- Investigations throughout the corridor have taken place to confirm soil and water quality.
- Additional investigations have also confirmed locations where designated substances or hazardous materials may be encountered.
- Design of the Bradford Bypass West requires more excavation (cut) of soil than areas of fill and a large volume of surplus soil is expected to be generated.
- When suitable, surplus materials will be re-used on future MTO projects including the Central and East sections of the Bradford Bypass.
- Materials unsuitable for reuse will be retrieved, handled, transported, and disposed of in accordance with the appropriate regulations and standards.
- An Earth Management Plan is also being prepared and will include design, monitoring, and maintenance requirements for the surplus soils which will be stockpiled on MTO property within the Study Area.

Excavations (red/yellow) and Fills (blue/purple) required to construct the Bradford Bypass West Section (AECOM, 2025)

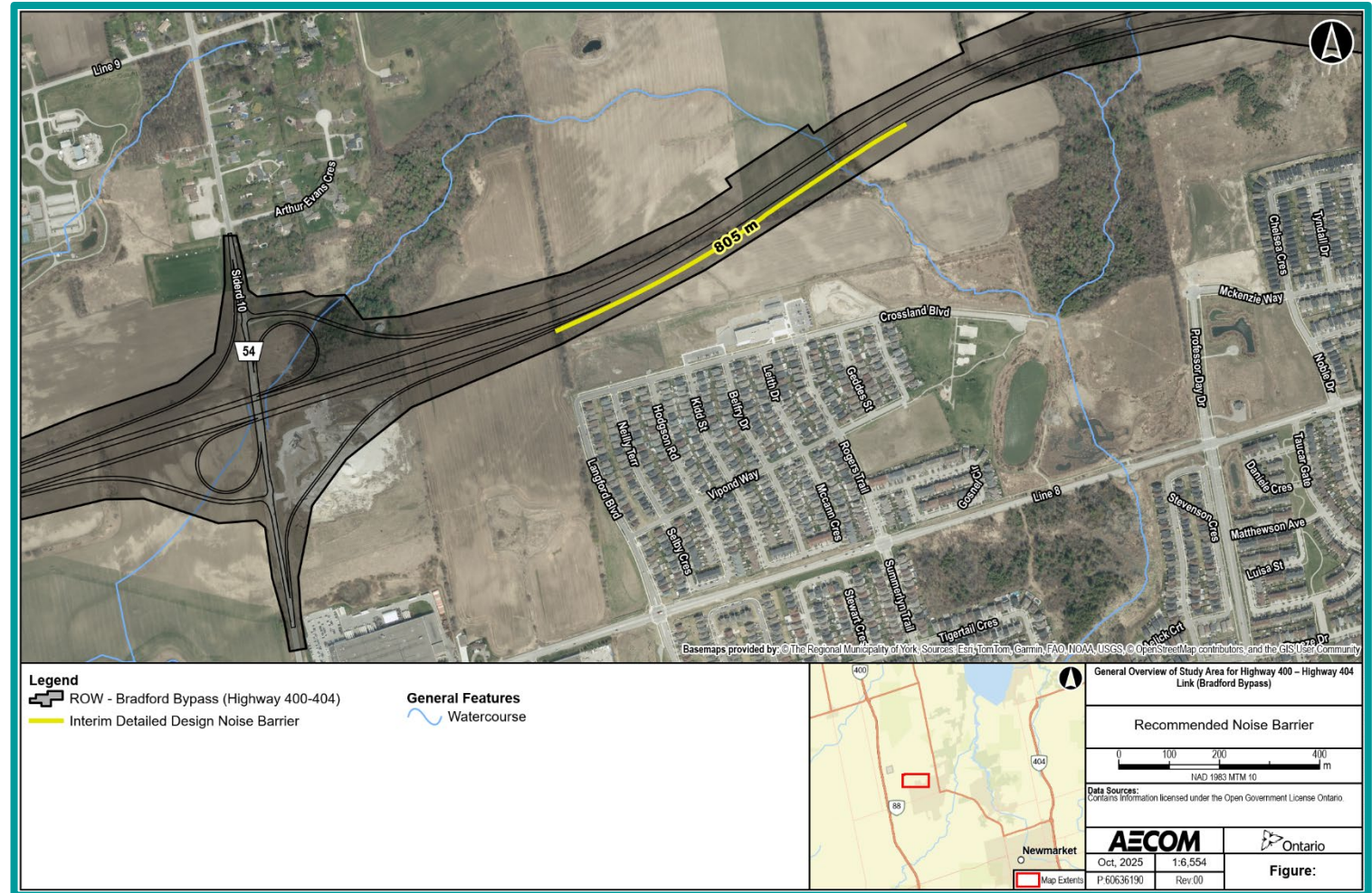


Environmental Impacts and Mitigation Measures

Noise

- The Traffic Noise Impact Assessment completed during Preliminary Design was reviewed and an update was completed using the Detail Design road geometry and information on noise barriers installed by residential developers within the Study Area.
- The noise assessment confirmed feasibility of a noise wall on the north side of Line 8 surrounding Rogers Trail consistent with the EIAR is suitable for the interim traffic conditions and 4-lane scenario.
- A Construction Noise Report has also been prepared to identify mitigation measures that minimize noise effects during construction.
- The Construction Noise Report also includes a protocol in the event public concerns about noise are provided to the Contractor or the MTO during construction.

Location of Noise Barrier along Bradford Bypass West (AECOM, 2025)



Environmental Impacts and Mitigation Measures

Air Quality and Human Health

- A Screening Level Human Health Risk Assessment was completed to evaluate the potential health impacts of increased emissions arising from the Bradford Bypass.
- The assessment examined a 500m Study Area around the Bradford Bypass and considered the effects from traffic use in areas adjacent to the project in addition to the effects of the Bradford Bypass Project.
- The results indicated that, even under worst-case conditions, most airborne emissions of contaminants from the Bradford Bypass would not result in an unacceptable increase in health risk to communities surrounding the proposed corridor.
- To minimise potential effects to the extent possible, landscaping is recommended, where feasible, within MTO's right of way.

Agriculture

- A review of the Preliminary Design Agricultural Impact Assessment Report was completed to determine if any updates to the impacts or proposed mitigation measures were warranted as a result of the Bradford Bypass West Detail Design.
- The review concluded that there were no changes in the project footprint since Preliminary Design, and therefore no additional impacts to agricultural resources are anticipated.

Snowdrift

- A review of the Preliminary Design Snowdrift Analysis Report was completed to determine if any updates to the snowdrift modelling, snowdrift impacts, and proposed mitigation measures were needed as a result of the Bradford Bypass West Detail Design. It was determined that no updates were required.
- Measures to minimize snowdrift are included in the Landscape Design.

Environmental Impacts and Mitigation Measures

Cultural Heritage

Built Heritage Resource: View of the rear tree line and field to be impacted by Bradford Bypass West (AECOM, 2025)



- Building on the Cultural Heritage Evaluation Reports prepared during Preliminary Design, a Heritage Impact Assessment (HIA) was completed for a Built Heritage Resource (BHR 5) within the Study Area for Bradford Bypass West.
- Impacts are limited to the displacement of a tree line and area of agricultural field at the rear of the property with no impacts to the buildings associated with this heritage resource.
- Mitigation of impacts has been proposed with reinstatement of the existing conditions along the new property line proposed as part of the Landscape Design.

Environmental Impacts and Mitigation Measures

Archaeology

- Stage 4 Archaeological Assessments at the following sites within Bradford Bypass West have been completed during Detail Design and to ensure compliance with the Stage 3 Archaeological Assessments completed during Preliminary Design:
 - Wheatfield Site (BaGV-113)
 - Bradford Ridge Site (BaGv-115)
- In addition, Stage 1, 2, and 3 Archaeological Assessment has been completed for the Sutherland Wesleyan Methodist Cemetery to clearly define the limits of the Cemetery and avoid impacts during construction of the freeway-to-freeway interchange.
- Stage 1, 2 and 3 Archaeological Assessments have also been completed for additional MTO property adjacent to the Bradford Bypass West right of way and where ground disturbance is anticipated as buildings are demolished, storage of construction materials potentially occurs or where mitigation measures are being implemented.

Archaeology Stage 2 Test Pitting



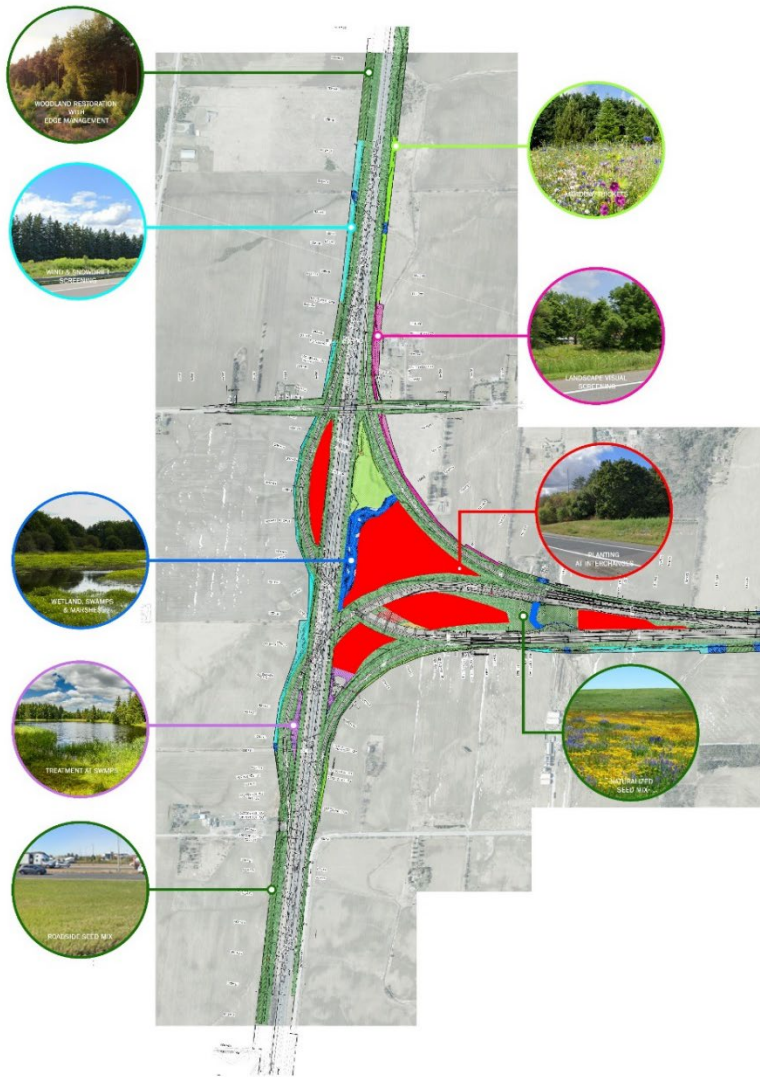
Environmental Impacts and Mitigation Measures

Landscape Design

- A comprehensive Landscape Design including mitigation and restoration measures such as noise walls and areas where reforestation, edge management, compensation plantings and snow drift measures can be implemented.
- Key elements to developing the Landscape Design have included:
 - Field investigations to confirm existing conditions
 - Offsetting measures and recommendations to mitigate impacts to fisheries throughout the corridor
 - Measures have been developed to mitigate impacts to Species at Risk, and
 - Coordination with all environmental disciplines to delineate Environmentally Sensitive Areas and identify areas for:
 - Vegetation and site restoration
 - Landscape designs and plantings have been recommended in consideration of adjacent land uses including heritage resources and urban areas, and
 - Wildlife crossings and Landscape Design elements which encourage wildlife movement via structural openings and culverts.

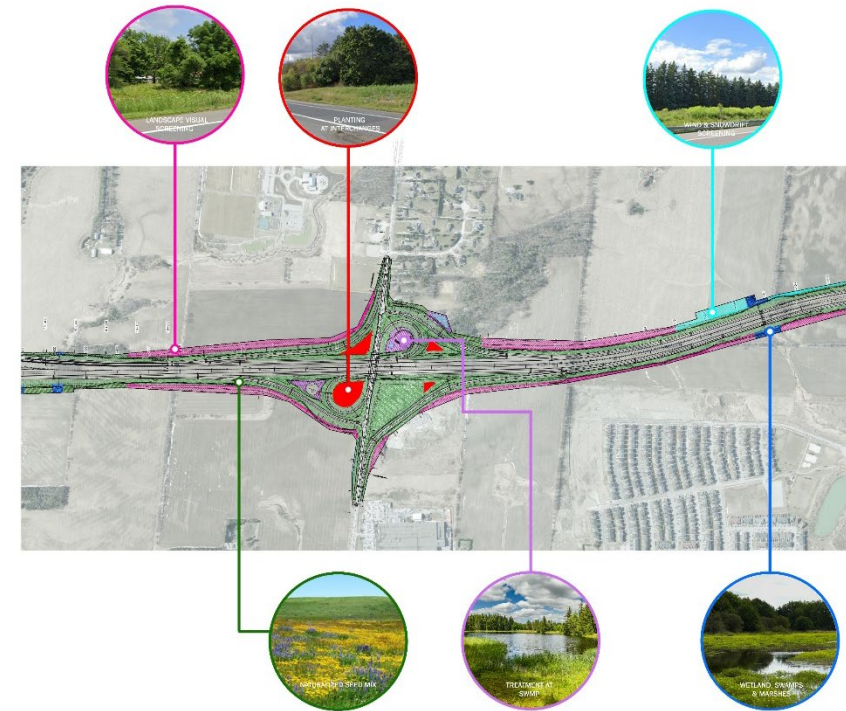
Landscape Design – Highway 400 to Sideroad 10

DRAFT



- LEGEND**
- ROW
- RESTORATION OPPORTUNITIES:**
- WETLANDS, SWAMPS & MARSHES
 - WOODLAND RESTORATION WITH EDGE MANAGEMENT
 - MEADOWS/THICKETS
 - SWIM PONDS
- LANDSCAPE ENHANCEMENT TREATMENTS:**
- PLANTING AT INTERCHANGES LARGE DECIDUOUS AND CONIFEROUS TREES WITH SHRUB PLANTING AT THE EDGES
 - LANDSCAPE VISUAL SCREENING
 - WIND & SNOWDRIFT SCREENING
 - SEEDING

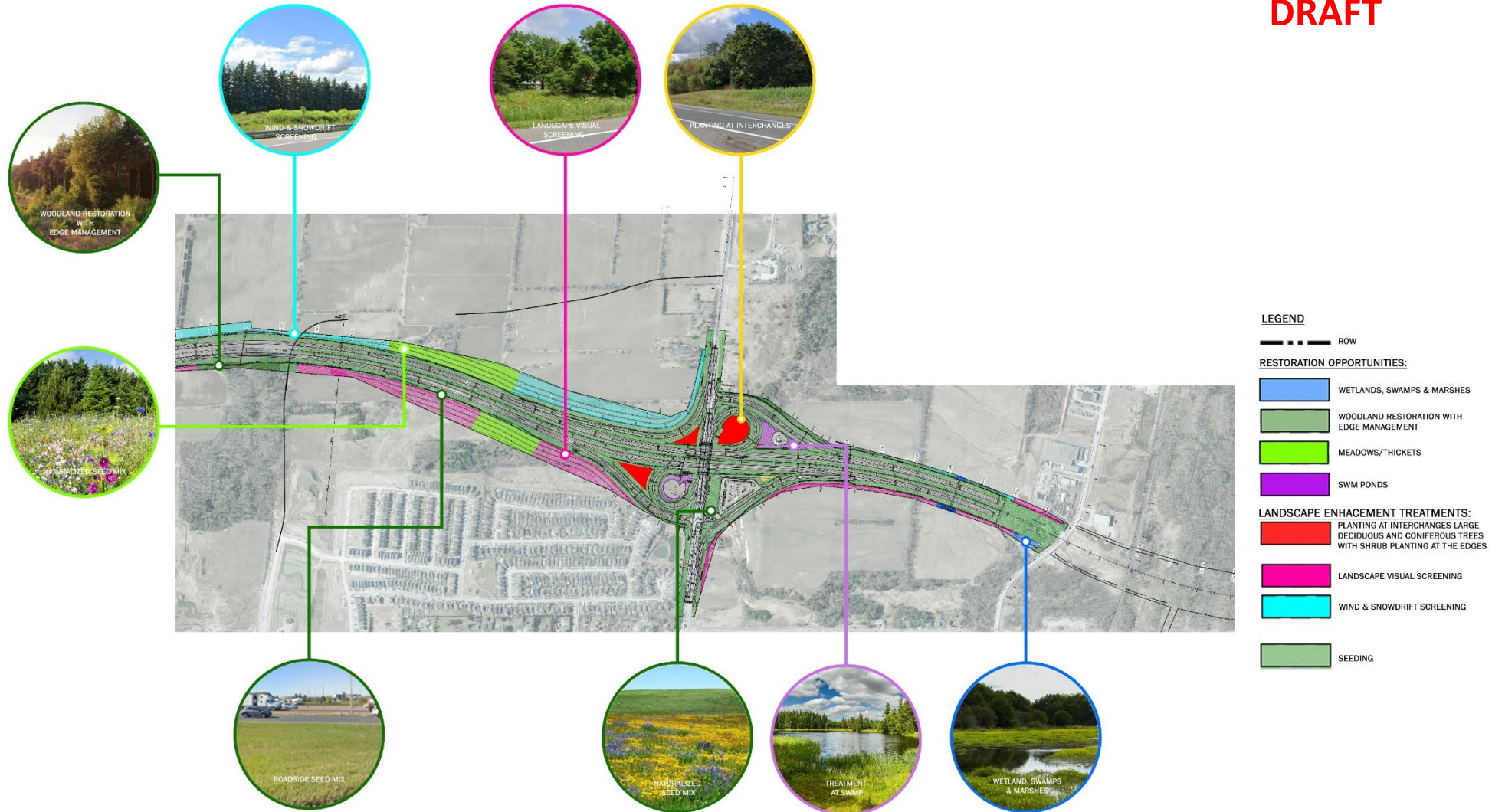
- LANDSCAPE TREATMENTS PLAN VIEWS:**
- WOODLAND RESTORATION WITH EDGE MANAGEMENT
USE OF LARGE MEDIUM SIZE AND CONIFEROUS TREES WITH UNDERGROWTH TO RECREATE QUICKLY FOREST
 - WIND & SNOWDRIFT SCREENING
COMBINATION OF LARGE AND MEDIUM SIZE CONIFEROUS TREES AND LARGE SHRUBS AND BERRIES
 - LANDSCAPE VISUAL SCREENING
COMBINATION OF LARGE AND SMALL BROWNS/DECIDUOUS TREES CONIFEROUS TREES AND BERRIES
 - WETLANDS, SWAMPS & MARSHES
COMBINATION OF CONIFEROUS AND SMALL BROWNS/DECIDUOUS TREES SHRUBS AND BERRIES TO CREATE PLANT PLANES



- LEGEND**
- ROW
- RESTORATION OPPORTUNITIES:**
- WETLANDS, SWAMPS & MARSHES
 - WOODLAND RESTORATION WITH EDGE MANAGEMENT
 - MEADOWS/THICKETS
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 - LANDSCAPE VISUAL SCREENING
 - WIND & SNOWDRIFT SCREENING
 - SEEDING

Landscape Design – County Road 4

DRAFT



Environmental Permits and Approvals

- The Project Team is consulting with agencies to confirm the permitting requirements for the project. Anticipated permits include:

| Agency / Approval Authority | Permit / Approval |
|-----------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
| Fisheries and Oceans Canada | Temporary Crossings of Watercourses |
| Fisheries and Oceans Canada | Fisheries Act Authorizations |
| Ministry of the Environment, Conservation and Parks | Endangered Species Act Approval* |
| Environment Canada | Schedule 1 Migratory Birds Convention Act |
| Ministry of the Environment, Conservation and Parks | Ontario Water Resources Act Registration |
| Bereavement Authority of Ontario | Cemetery Investigation Authorization |
| Ministry of Citizenship and Multiculturalism | Archaeological Concurrence and Acceptance of Reporting |
| Ministry of Transportation | Environmental Clearance for Initial Vegetation Removals; Sideroad 10 Temporary Detour and Bradford Bypass West |

*the Species Conservation Act, 2025 was enacted as part of Bill 5 (Protect Ontario by Unleashing our Economy Act, 2025), and should it come into force, would replace the Endangered Species Act, 2007.

Construction of Bradford Bypass West

Construction Manager General Contractor Model

- A CMGC delivery model is being used for Bradford Bypass West.
- Under this delivery model, Detail Design and construction can occur simultaneously as components of the project advance and environmental clearances are issued.
- The CMGC Model:
 - Enhances design via contractor-designer collaboration
 - Expedites construction of least complex components of the project, i.e. design and construction occur simultaneously, and
 - Reduces risk of re-design and/or construction delay through contractor involvement.
- The CMGC model has allowed for construction of Bradford Bypass West to begin with work split into 3 stages.

Construction Stages

Fall 2024 – Initial Vegetation Removals

- By Fall 2024, environmental investigations and design had advanced to allow for initial vegetation removals.
- This work was carried out in late Fall.

Fall 2025 – Sideroad 10 Temporary Detour

- Construction of a temporary detour of Sideroad 10 to minimize traffic impacts and allow for construction of the Sideroad 10 bridge.
- Work began Summer 2025 to relocate utilities.
- Design includes environmental protection measures to be employed during construction to protect the environment.

Spring 2026 – Bradford Bypass West

- Construction of the Bradford Bypass West is anticipated to begin in Spring 2026.
- Design of Bradford Bypass West summarized in this Project Update includes environmental protection measures to be employed during construction.
- Environmental protection measures are required during all construction stages.
- These measures protect the environment and delineate areas where work / entry is not permitted as a result of property limits, proximity to sensitive environmental features or where a permit is needed before work begins.

Erosion and Sediment Control Fence
Protection of Adjacent Watercourse



Erosion and Sediment Control Fence
delineating the Work Area



Construction Staging - Traffic

- Construction staging plans have been developed and maintain existing traffic patterns and access, where possible.
- Staging plans have been developed in consultation with municipal and regional staff as well as Emergency Service Providers.
- Local access to private properties will be maintained during construction.
- Where closures are required, advance notices of lane closures will be provided.

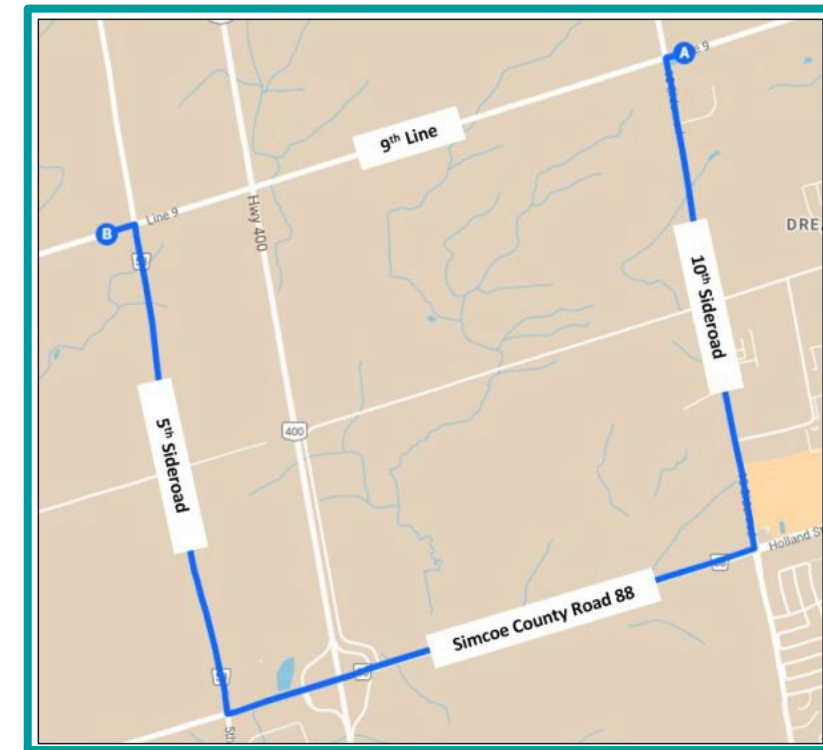
9th Line Closure and Detour

- Due to the various structures to be constructed at 9th line, a multi-year closure and detour of traffic on 9th Line is required:
 - Local property access will be maintained.
 - Traffic will be detoured via 10th Sideroad, County Road 88, and 5th Sideroad.
 - Traffic analysis has been completed and the closure / detour is not anticipated to have significant impacts on traffic operations in the surrounding road network.
 - Signal timing plans at the intersections along the proposed detour route will be optimized.
 - Truck turnarounds have been accommodated at 9th Line for winter plowing operations, garbage collection, etc.
 - Detour signage will be provided.

Highway 400 Closures

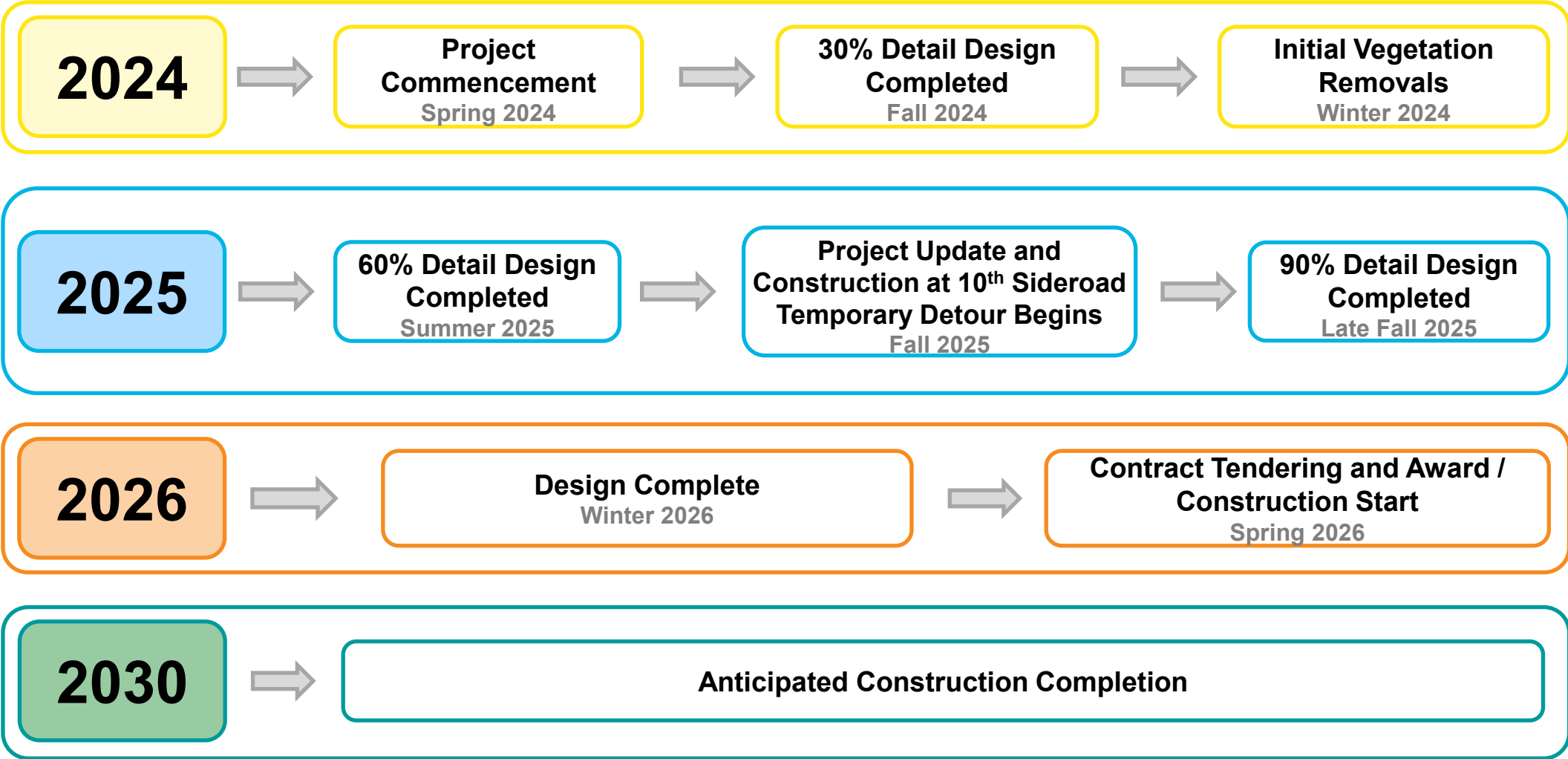
- Due to structural works taking place directly above Highway 400, a full closure of the highway is required:
 - Four (4) closures in each direction are anticipated.
 - Each closure will occur at night for approximately five (5) hours.
 - Advance notification of the closures will be provided.

9th Line Closure and Detour



Schedule and Next Steps for Bradford Bypass West

Bradford Bypass West Project Schedule



Sign up to receive all project updates via the Project Website: <https://bradfordbypass.ca/>

Thank You

A **video presentation** of the Bradford Bypass West Detail Design will be available on the Project Website as part of this Study Update.

Please Contact Us with any comments or requests for additional information.

We are committed to providing accessible services as set out in the Accessibility for Ontarians with Disabilities Act, 2005. If you have any accessibility needs, please contact our Accessibility Coordinator as soon as possible by emailing projectteam@bradfordbypass.ca. If you require documents in formats other than conventional print, or if you have specific accommodation needs, please let us know so we can make arrangements in advance.

Comments are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the study and may be included in Project documentation. 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.

Telephone



1-877-247-6036

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Project Website



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Next Steps



- Following this Study Update, the Project Team will:
 - Incorporate feedback received into the Bradford Bypass West Detail Design
 - Continue engineering design, fieldwork and environmental studies, including development of impacts and mitigation measures, and
 - Complete fieldwork, investigations and the Detail Design of the Bradford Bypass West.

Thank you!