

Transportation Environmental Study Report Addendum

The scope of this assignment involves providing new twin structures that carry three lanes in each direction, with consideration of future widening to the ultimate 10-lane configuration. More than 5 years have passed since the completion of the Highway 400 Planning and Preliminary Design Study from the South Canal Bridge to 1.0 km South of Highway 89, therefore a Transportation Environmental Study Report (TESR) review is required.

* In response to a request from a person or party to review the status of a project, the Minister of the Environment and Climate Change (MOECC) may order the proponent of a project to comply with Part II of the Environmental Assessment Act (EAA). Such an order from the Minister is referred to as a "Part II Order", or also commonly called a "bump-up" in the status of the project. Part II of the EAA addresses what is referred to as an Individual Environmental Assessment (Individual EA). An Individual EA requires that the proponent of a project define a planning and design process specifically for that proposed project and submit it to the MOECC for approval prior to carrying out an Environmental Assessment.

In the table below, only **bold** items are eligible for a Part II Order *

Design Element	2003 TESR Recommendations (Preliminary Design)	Pre-detail Design Recommendations
<i>Horizontal alignment</i>	Project limits from the South Canal Bridge to 1.0 km south of Highway 89.	Project limits are within original study area.
<i>Vertical alignment</i>	No change in vertical alignment.	Minor profile change to Highway 400 at bridge (400 mm)
<i>Highway drainage</i>	Stormwater Management (SWM) Pond, adjacent to Wist Road. Rehabilitate or replace the Holland River Culvert under Highway 400.	Low Impact Development (LID) ditches with sediment control features. Additional alternative under review includes abandoning Holland River Culvert.
<i>Bridge</i>	Rehabilitate and widen existing Highway 400 structures over Canal Road and North Canal.	Replace existing Highway 400 structures over Canal Road and North Canal.
<i>Canal Road ramps</i>	Closure of the Canal Road access from Highway 400.	Closure of the Canal Road access from Highway 400.
<i>Wist Road and Davis Road</i>	Concepts for realignment and profile changes to Wist Road and Davis Road.	Wist Road and Davis Road will be realigned to accommodate widening of the Highway 400 embankment.
<i>Canal Road</i>	No change or impact to Canal Road.	Canal Road realigned and lowered. Canal Road closed under the bridge during construction.
<i>North Canal</i>	No changes to North Canal alignment within the MTO right-of-way.	Realignment of the North Canal further north. Additional property acquisition required.