

APPENDIX

B RELEVANT AGENCY CORRESPONDENCE



Agency and Stakeholder Comment-Response Tracking Table

Agency	Input Received	Action Taken / Response Sent
Federal Agencies		
Environmental Assessment Program, Ontario Region Transport Canada / Government of Canada	<p>Comment received on November 8, 2019:</p> <p>Greetings,</p> <p>Thank you for your correspondence.</p> <p>Please note Transport Canada does not require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project:</p> <ol style="list-style-type: none"> 1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at www.tbs-sct.gc.ca/dfpr-rbif/; and 2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm. <p>Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 67 of the <i>Canadian Environmental Assessment Act, 2012</i>.</p> <p>If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded <i>electronically</i> to: EnviroOnt@tc.gc.ca with a brief description of Transport Canada's expected role.</p> <p>*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:</p> <ul style="list-style-type: none"> • <i>Canadian Navigable Waters Act (CNWA)</i> – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863. • <i>Railway Safety Act (RSA)</i> – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985. • <i>Transportation of Dangerous Goods Act (TDGA)</i> – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and 	Removed from contact list.



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	<p>gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Enquiries can be directed to TMDOntario@tc.gc.ca or by calling (416) 973-1868.</p> <ul style="list-style-type: none"> • <i>Aeronautics Act</i> – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The <i>Land Use In The Vicinity of Aerodromes</i> publication recommends guidelines for and uses in the vicinity of aerodromes, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Enquires can be directed to at tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230. <p>Please advise if additional information is needed. Thank you,</p>	
Provincial Agencies		
<p>Beth Brown Manager of Property Grand River Conservation Authority</p>	<p>Comment received October 1, 2019:</p> <p>Hi Mr. Velicevic: I received your letter dated September 26, 2019 providing notice of the upcoming information sessions for the bridge replacement. As GRCA-owned lands are located approximately 0.5 km upstream of the bridge, I have no comments on the bridge replacement. Please note that our Planning Department may provide separate comments, and I have copied our Resource Planner for that area, Nathan Garland.</p>	<p>No further action required at this time.</p>
<p>Cory Ostrowka Environmental Specialist Infrastructure Ontario</p>	<p>Comment received October 3, 2019:</p> <p>Good morning,</p> <p>Thank you for sending us the Notice of Community Information Sessions for the Argyle Street Bridge Replacement, in the County of Haldimand.</p> <p>While our initial scan indicates that there are no properties owned by the Minister of Government and Consumer Services within your project's study area, it is the proponent's responsibility to verify if any provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following or variations:</p> <ul style="list-style-type: none"> • Her Majesty the Queen • His Majesty the King • Hydro One • Hydro One Networks Inc. • Management Board Secretariat (MBS) • Minister of Economic Development, Employment and Infrastructure (MEDEI) 	<p>No further action required at this time.</p>

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	<ul style="list-style-type: none"> • Minister of Energy and Infrastructure (MEI) • Minister of Government and Consumer Services (MGCS) • Minister of Infrastructure (MOI) • Minister of Natural Resources and Forestry (MNRF) • Minister of Public Infrastructure Renewal (PIR) • Minister of Public Works • Minister of Transportation (MTO) • Ontario Lands Corporation (OLC) • Ontario Realty Corporation (ORC) <p>If the proponent confirms that no provincial government property exists in the project area, please remove the following stakeholder from the contact list for this project:</p> <p><i>Cory Ostrowka</i> <i>Environmental Specialist</i> Infrastructure Ontario 1 Dundas Street West, Suite 2000 Toronto, ON M5G 2L5 Cory.Ostrowka@infrastructureontario.ca</p> <p>If provincial government property is in the study area but not required for the project, you should continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property</p>	
Stakeholders and Interested Groups		
Kaitlyn Clark Co-Publisher The Haldimand Press	<p>Comment received October 2, 2019:</p> <p>Hi there,</p> <p>I was wondering if it would be possible to get digital copies of whatever information boards/discussion notes you will be presenting at the community sessions in Caledonia on the Argyle Bridge.</p> <p>I don't need this information right now of course, but I figured it would be best to reach out ahead of time to set it up.</p> <p>Let me know if this is possible, and if so when you would be able to get me the info.</p> <p>Thanks for your help,</p>	<p>Response sent on October 3, 2019 by Dawn via email:</p> <p>Hi Kaitlyn,</p> <p>The information boards will be made available on the project website following the October 10th Community Information Session at Haldimand County Caledonia Centre – Remax Room and will be able to be found here: https://argylebridge.ca/consultation/</p> <p>Thanks, Dawn</p>
	<p>Comment received October 11, 2019:</p> <p>Hi Dawn,</p> <p>Would you be able to send me the photos of the 3D renditions of what the bridge might look like?</p>	<p>Response sent on October 15 by Dawn via email:</p> <p>Good morning Kaitlyn, The 3D fly-through animation video has been placed at the bottom of the Consultation page of the project website here: https://argylebridge.ca/consultation/ Let me know if you require anything further.</p>

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	<p>Comment received October 17, 2019:</p> <p>Hi Dawn,</p> <p>Just a couple follow up questions.</p> <ul style="list-style-type: none"> • I see there are designs for both a two and three lane bridge. • In the three lane version, is the middle lane just for turning at either end? • Has it been decided which version will be used? If not do you know when this will be determined? • When you say the construction package may be finalized in summer 2020, does this mean Stage 1 work could begin that summer? • How long is the project expected to take from when construction begins to completion? <p>Thanks for all your help!</p>	<p>Thanks, Dawn</p> <p>Response sent October 21, 2019 sent from Kersondra MTO Communications Coordinator:</p> <ol style="list-style-type: none"> 1. I see there are designs for both a two and three lane bridge. In the three lane version, is the middle lane just for turning at either end? Has it been decided which version will be used? If not do you know when this will be determined? 2. Thank you for your inquiry regarding the Argyle Street Bridge replacement project. In regards to your question about lane configuration, yes, the third lane provides accommodation for extending turning lanes at either end onto the bridge. The Ministry continues to work with Haldimand County Staff to determine the final lane configuration on the bridge. 3. The ministry is still accepting comments following the community information session that took place earlier this month. Additionally, prior to design completion, a Design and Construction Report (DCR) will be prepared and filed for a 30-day public review period. The DCR will outline a description of the recommended design, construction staging, potential environmental impacts and proposed mitigation strategies. The public will be able to provide additional comments at that time as well. 4. When you say the construction package may be finalized in summer 2020, does this mean Stage 1 work could begin that summer? 5. The ministry anticipates beginning construction as early as June 2020. 6. How long is the project expected to take from when construction begins to completion? 7. We anticipate that the project will take four years to complete.
<p>Cathy Atkinson</p> <p>First Student ULC</p>	<p>Comment received October 10, 2019:</p> <p>School bus safety is my concern. Please consider the amount of time the bridge is closed for the transportation of the school kids. Travelling the bypass is considerably more dangerous with the speed and transport truck. Thank you.</p>	<p>Response sent via email on January 21, 2020:</p> <p>Dear Ms. Atkinson,</p> <p>Thank you for your interest in the Argyle Street Bridge Replacement Detail Design and Class Environmental Assessment (EA) Study, and submitting your comments on October 10, 2019. We have added your contact information to our project mailing-list to receive notices and updates concerning this project.</p> <p>Traffic will be generally maintained on the existing bridge during construction except for the third year of construction where passenger cars will be detoured to a new temporary detour bridge while trucks will continue to be detoured to the Highway 6 by-pass. Your safety concern of school buses using the Highway 6 by-pass detour route has been noted by the Project Team and the Ministry will review the feasibility of allowing school buses on the temporary bridge. Full closure of the bridge is unavoidable for approximately 2 weeks in the spring and 3 weeks in late fall during year 3, where all traffic will be detoured to the Highway 6 by-pass. For further details on the proposed construction staging plan, please see the display panels presented at the Community information Centre available on the project website: https://argylebridge.ca/wp-content/uploads/2019/10/Argyle-St-Bridge-Replacement-CIS-Displays.pdf.</p>

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		<p>Traffic impacts from the Argyle Street Bridge project will begin in 2022 (based on a 2020 construction start) and two-way traffic will be maintained, aside from a two-week period in spring of 2022 and three weeks in the late fall of 2022 in order to establish detours, relocate storm sewers, and slide the bridge. School boards and school bus operators will be consulted and made aware of impacts ahead of time to ensure safe detouring.</p> <p>Should you require any additional information regarding this study, please visit the project website (www.argylebridge.ca) and feel free to contact the Project Team at project-team@argylebridge.ca.</p> <p>Kindest regards, Argyle Street Bridge Project Team</p>
<p>Michele Stonehouse (Bella & Coop)</p>	<p>Comment received October 10, 2019:</p> <p>While the progress of the bridge is exciting and necessary – as a local business, we have significant concerns regarding the impact to our business during the 3 year period – an impact that could have a very deterrent effect.</p> <ol style="list-style-type: none"> 1. Losing significant Parking during construction to the construction crew behind scotia bank. This summer we were negatively impacted by the lack of parking for our customers due to the high traffic of the pool. Customers will not circle around indefinitely and look for parking and we have received a lot of feedback from our customer this past summer who have not been able to come in and shop. I believe at the very least – a row or two of signed and designated parking (1 hour limit) for businesses should be implemented to support our local customer coming to see us and shop (while it may be hard to enforce 0 it will at least be deterrent). We are very concerned at the approx. 5 weeks of bridge closure in year three. <p>While I understand why it need to happen. It will no doubt literally reduce our business those weeks by at least 70%-80%. It will probably not be worth being open.</p> <p>However, if this was to take place in late October into November. This will have a very serious impact on our year. Over 60% of our annual business takes place from mid-October until end of December. If we lose any of these vital weeks. It will not be feasible for us to balance out our year and remain viable.</p> <p>We ask that the 3 week closure be in early to end September if at all possible as we cannot survive the impact of a closure October onwards.</p>	<p>Response sent via email on January 21, 2020:</p> <p>Dear Ms. Stonehouse,</p> <p>Thank you for your interest in the Argyle Street Bridge Replacement Detail Design and Class Environmental Assessment (EA) Study, and submitting your comments on October 10, 2019. We have added your contact information to our project mailing-list to receive notices and updates concerning this project.</p> <p>The Project Team understands you have concerns with business impacts associated with loss of parking spaces and bridge closures. Please note the widening of the municipal parking lot was completed to mitigate the portion of the parking lot to be utilized for the bridge construction. As a requirement of the Argyle Street Bridge contract, the parking lot beyond the fenced staging area will not be utilized for construction crew parking. The municipal parking lot is under the jurisdiction of Haldimand County, therefore any further modification to the parking lot would be undertaken by Haldimand County.</p> <p>The Project Team has noted your preference for the required bridge closures to occur outside of October and November. While the Ministry cannot guarantee that bridge closures will occur before October because the construction schedule is developed by the construction contractor and may not be feasible, your preference will be considered by the Ministry.</p> <p>MTO has a process in place to address claims from businesses that are impacted by construction. Claims are considered on a case-by-case basis. MTO does not typically compensate for claims related to inconveniences related to construction, such as noise, dust and traffic delays.</p> <p>MTO will consider claims provided that losses are documented and demonstrated to the satisfaction of the MTO after completion of the construction work. In the case of alleged business loss, MTO would typically want to see financial statements</p>

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		<p>covering the two to three years prior to construction, the time during construction, and one to two years after construction to see trends in the business.</p> <p>Businesses can begin the formal claim process by contacting the MTO Property Section in the regional office. Contact information is provided below:</p> <p>Ms. Amy Viragos Head, Property Section Provincial Highways Management Ministry of Transportation, West Region 659 Exeter Road, 4th Floor London, ON N6E 1L3 Tel: 519.281.4690 Fax: 519.873.4388 Email: amy.viragos@ontario.ca</p> <p>Should you require any additional information regarding this study, please visit the project website (www.argylebridge.ca) and feel free to contact the Project Team at project-team@argylebridge.ca.</p> <p>Kindest regards, Argyle Street Bridge Project Team</p>
<p>Remi Stonehouse</p> <p>Bella & Coop</p>	<p>Comment received October 10, 2019:</p> <p>While we recognize that this construction is necessary, as a local business, we have many concerns about how this will impact our business over the 4 year period. Much of our annual revenue comes from the holiday season, so we are extremely concerned regarding the second closure in 2022 as any closure/restriction of the bridge from the end of October – December would be detrimental to our business, so the earlier in the year the closure can be, the better, and a lot of advance notice would be appreciated. Additionally, the construction of the new bridge taking place in the parking lot behind Scotiabank will occupy a large portion of our customer parking, particularly in the summer when our customers already struggle to find parking, as traffic from the pool occupies the vast majority of that lot. We have had explicit customer feedback this lack of parking is a serious deterrent to visiting our business so we hope that some solution can be proposed / discussed to mitigate the parking issue the construction will create.</p>	<p>Response sent via email on January 21, 2020</p> <p>Dear Ms. Stonehouse,</p> <p>Thank you for your interest in the Argyle Street Bridge Replacement Detail Design and Class Environmental Assessment (EA) Study, and submitting your comments on October 10, 2019. We have added your contact information to our project mailing-list to receive notices and updates concerning this project.</p> <p>Widening of the municipal parking lot was completed to mitigate the portion of the parking lot to be utilized for the bridge construction. The municipal parking lot is under the jurisdiction of Haldimand County, therefore any modification to the parking lot would be undertaken by Haldimand County.</p> <p>The Project Team has noted your preference for the required bridge closures to occur outside of October and November. While the Ministry cannot guarantee that bridge closures will occur before October because the construction schedule is developed by the construction contractor and may not be feasible, your preference will be considered by the Ministry.</p> <p>Advanced signage will be provided prior to the start of construction and maintained for the duration of construction. The Ministry will also install 'Businesses are Open' signs to encourage tourism during construction.</p>

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		<p>MTO has a process in place to address claims from businesses that are impacted by construction. Claims are considered on a case-by-case basis. MTO does not typically compensate for claims related to inconveniences related to construction, such as noise, dust and traffic delays.</p> <p>MTO will consider claims provided that losses are documented and demonstrated to the satisfaction of the MTO after completion of the construction work. In the case of alleged business loss, MTO would typically want to see financial statements covering the two to three years prior to construction, the time during construction, and one to two years after construction to see trends in the business.</p> <p>Businesses can begin the formal claim process by contacting the MTO Property Section in the regional office. Contact information is provided below:</p> <p>Ms. Amy Viragos Head, Property Section Provincial Highways Management Ministry of Transportation, West Region 659 Exeter Road, 4th Floor London, ON N6E 1L3 Tel: 519.281.4690 Fax: 519.873.4388 Email: amy.viragos@ontario.ca</p> <p>Should you require any additional information regarding this study, please visit the project website (www.argylebridge.ca) and feel free to contact the Project Team at project-team@argylebridge.ca.</p> <p>Kindest regards, Argyle Street Bridge Project Team</p>
<p>Kathy Marshall Coordinator Caledonia BIA</p>	<p>Comment received on October 24, 2019:</p> <p>Good Afternoon –</p> <p>The Caledonia BIA operates under the directive of a Board of Directors and two Committees - Marketing and Beautification.</p> <p>Following the bridge Community Information Session, the Committees would like to share the following:</p> <p>1. Marketing</p> <p>The Marketing Committee requests that the contracted bridge replacement companies partner with the BIA and sponsor bridge themed community/tourism events such as "Bridge Closing" and "Bridge Opening" Parties.</p> <p>The Marketing Committee is supportive of any initiatives that can be taken regarding customer parking for the Caledonia north businesses. For example, it has been suggested</p>	<p>Response sent via email on January 21, 2020</p> <p>Dear Ms. Marshall,</p> <p>Thank you for your interest in the Argyle Street Bridge Replacement Detail Design and Class Environmental Assessment (EA) Study, and submitting your comments on October 24, 2019. We have added your contact information to our project mailing-list to receive notices and updates concerning this project.</p> <p>The Ministry is willing to consider "Bridge Closing/Retirement" and/or "Bridge opening/Commissioning" parties. The hosting organization/committee would need to coordinate timing and logistics with Haldimand County and MTO so as to not adversely affect construction.</p> <p>Widening of the municipal parking lot was completed to mitigate the portion of the parking lot to be utilized for the bridge construction. The municipal parking lot is</p>

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	<p>that parking spaces / areas could be reserved for business customers only. Kinsmen Park and pool patrons could potentially be directed to the more westerly Kinsmen parking lot.</p> <p>2. Beautification</p> <p>Don Smith and the Beautification Committee would like to offer a suggestion regarding design.</p> <p>Please advise - Is it possible to construct a path under the north side of the bridge similar to the path on the south side?</p> <p>If the toll house property is expropriated, could the River Walk path (north west) be extended under the bridge and connect with an existing path that leads to the Fairgrounds and the Exhibition Centre?</p> <p>In addition to enhancing Caledonia's River Walk, a path on the north side would provide a safe alternative for pedestrians attempting to cross at Argyle and Caithness. (In my personal opinion) this intersection is not pedestrian friendly. Particularly for children and those with barriers, a safe path under the north side of the bridge would be most beneficial. The Beautification Committee would like to extend their compliments regarding bridge design and accent lighting.</p> <p>Thank you for your consideration. The BIA Committee members look forward to your response.</p> <p>Comment received on January 22, 2020:</p> <p>Wonderful! My thanks to the Ministry. I will consult Haldimand County on how to proceed. Thank you for sharing the logic behind not installing a north end pedestrian trail.</p> <p>Thank you</p> <p>Kathy Marshall Caledonia BIA</p>	<p>under the jurisdiction of Haldimand County, therefore any modification to the parking lot would be undertaken by Haldimand County.</p> <p>Following construction of the new structure, the pedestrian trail at the south end of the bridge and the River Walk gateway at the northwest approach will be reinstated. A pedestrian trail at the north end of the bridge will not be constructed, in part due to the outlet of a storm sewer at that location.</p> <p>Should you require any additional information regarding this study, please visit the project website (www.argylebridge.ca) and feel free to contact the Project Team at project-team@argylebridge.ca.</p> <p>Kindest regards, Argyle Street Bridge Project Team</p>
<p>Chris Leousis</p> <p>Haldimand House Market and the Oasis</p>	<p>Comment received on October 30, 2019:</p> <p>Many thanks for a thorough presentation on the Caledonia Bridge strategy and design plans. I am quite pleased with the plan but have a few observations that may be considered by the MTO and Haldimand County.</p> <p>Item 1 - Timelines as set out through 2020 and 2022 provide for periodic lane closures on the bridge and some five weeks for bridge closure in 2021. Apparently there is a penalty component that is built in with the contractors performance of planned time lines. My hope is that Haldimand County will be the recipient of such financial penalties income as may arise. The reason for this is that any extension of closures will have a huge economic impact on the community, especially business. Perhaps such funds if applicable, may be extended out to property tax rebates etc., both business and residential.</p>	<p>Response sent via email on January 21, 2020:</p> <p>Dear Mr. Leousis,</p> <p>Thank you for your interest in the Argyle Street Bridge Replacement Detail Design and Class Environmental Assessment (EA) Study, and submitting your comments on October 30, 2019. We have added your contact information to our project mailing-list to receive notices and updates concerning this project.</p> <p>We understand you have concerns about impacts to traffic and business as a result of construction associated with the replacement of the Argyle Street Bridge. Any penalties for delays in construction received by the Ministry of Transportation (MTO) from the contractor are used towards the cost of administering the project, and no additional funds are retained from the contractor.</p>

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	<p>Item 2 - While in discussion with Clarissa Tiede, Project Manager, it was mentioned that the MTO had a provision for economic loss, mainly business loss. Naturally that is a wonderful provision, if it is actually possible to demonstrate the loss and receive compensation. The key issue is the process for this. Transparency of this process in advance of construction commencement and of any eventual claims is essential for the business community to appreciate whether the option for recovery is realistic. I would ask the MTO to lay out for the County of Haldimand a hypothetical case of loss, where the process, submitted documentation and decision criteria process path is clear. This will help demonstrate to the business community what type of report has to be filed for consideration and the decision process involved by the MTO (depts, involved etc.) to determine successful qualification for compensation. Clearly if a business can demonstrate actual business loss from previous years, then that should be sufficient on its own. What percentage of business loss will be paid, etc.? My sense is in the past such claim process is not transparent and is actually not based on any business loss but by an insurance due diligence process determination. This needs to be clear. If the MTO is offering a compensation plan, what is it and how is it determined and what can be expected by those businesses that are effected.</p> <p>Item 3 – Signage before, during and after the construction period. Essentially this is not the first time Caledonia has gone through Argyle St. Bridge construction, but definitely the longest. Typically it would appear the MTO would prefer to have as little traffic flow as possible while going through the bridge replacement process. Conversely the business community and residents need an accessible bridge. The business community clearly can not relocate. It is situated as it is, some more vulnerable then others to adjusted traffic patterns. I can declare that consumers will not go out of their way to get to their desired destination. Basically if the bridge is to be open and flow through traffic is not to be impacted, then it should be business as usual.</p> <p>Signage on both the North and South entrances to Caledonia, should clearly draw in consumers not deter them from coming through the community. Such signage should work in conjunction with the County of Haldimand, BIA, Chamber of Commerce and the business community at large. This is over a two year span, which will potentially impact tens of millions of dollars of economic impact to the community. Lets do more then just small electronic signs that say Businesses are open. I would suggest that the County should have opportunity to negotiate with the MTO placement of actual Billboards as well as various electronic signs that draw consumers into the community and minimize signs that direct traffic around the community and warn them to avoid long lines ups and traffic delay.</p> <p>Thank you for the opportunity to speak to this matter. Generally I am very pleased with the plan and am thankful for the bridge replacement as it is essential to the success of our core and community at large. I trust this will assist in discussion with the Community of Caledonia and County of Haldimand.</p> <p>Sincerely Chris Leousis 2399203 Ontario Ltd.</p>	<p>MTO has a process in place to address claims from businesses that are impacted by construction. Claims are considered on a case-by-case basis. MTO does not typically compensate for claims related to inconveniences related to construction, such as noise, dust and traffic delays.</p> <p>MTO will consider claims provided that losses are documented and demonstrated to the satisfaction of the MTO after completion of the construction work. In the case of alleged business loss, MTO would typically want to see financial statements covering the two to three years prior to construction, the time during construction, and one to two years after construction to see trends in the business.</p> <p>Businesses can begin the formal claim process by contacting the MTO Property Section in the regional office. Contact information is provided below:</p> <p>Ms. Amy Viragos Head, Property Section Provincial Highways Management Ministry of Transportation, West Region 659 Exeter Road, 4th Floor London, ON N6E 1L3 Tel: 519.281.4690 Fax: 519.873.4388 Email: amy.viragos@ontario.ca</p> <p>Changeable message signage will be installed to notify pedestrians and motorists of construction and detour route and maintained during construction. Signage indicating “Businesses are Open” will also be installed by the contractor, however, the Ministry is open to working with the County for enhanced signage to promote business / tourism during construction.</p> <p>Should you require any additional information regarding this study, please visit the project website (www.argylebridge.ca) and feel free to contact the Project Team at project-team@argylebridge.ca.</p> <p>Kindest regards, Argyle Street Bridge Project Team</p>

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Jim Hosmar Calvin Christian School	<p>Comment received on November 8, 2019: Please add me to the email list. I am most interested in time frames when traffic will be compromised as I organize transportation for Calvin Christian School and we have depend on the bridge for our transportation services.</p>	<p>Response sent via email on January 21, 2020:</p> <p>Dear Mr. Hosmar,</p> <p>Thank you for your interest in the Argyle Street Bridge Replacement Detail Design and Class Environmental Assessment (EA) Study, and submitting your comments on November 8, 2019.</p> <p>Prior to start of construction, the construction start date and final construction staging plan will be sent to you for your information. Traffic will be generally maintained on the existing bridge during construction except for the third year of construction where passenger cars will be detoured to a new temporary detour bridge while trucks are detoured to the Highway 6 by-pass. In year 3, a full closure of the bridge is unavoidable, and is currently expected to be 2 weeks in the spring and 3 weeks in late fall where all traffic will be detoured to the Highway 6 by-pass. For further details on the proposed construction staging plan, please see the display panels presented at the Community information Centre available on the project website: https://argylebridge.ca/wp-content/uploads/2019/10/Argyle-St-Bridge-Replacement-CIS-Displays.pdf.</p> <p>We have added your contact information to our project mailing-list to receive notices and updates concerning this project. Should you require any additional information regarding this study, please visit the project website (www.argylebridge.ca) and feel free to contact the Project Team at project-team@argylebridge.ca.</p> <p>Kindest regards, Argyle Street Bridge Project Team</p>
Stacey Stevens Manager of Member and Partner Relations Trout Unlimited Canada	<p>Comment received on November 8, 2019:</p> <p>Good morning! We received some print correspondence this morning addressed to Jack Imhof/Trout Unlimited Canada related to the Argyle Street Bridge Replacement.</p> <p>We recently moved and I wanted to provide you with our new postal address for your records:</p> <p>Trout Unlimited Canada 304-100 Stone Rd W Ontario AgriCentre Guelph ON N1G 5L3</p> <p>Thanks, Stacey</p>	<p>Response sent via email on January 22, 2020:</p> <p>Dear Ms. Stevens,</p> <p>Thank you for your interest in the Argyle Street Bridge Replacement Detail Design and Class Environmental Assessment (EA) Study, and submitting your comments on November 8, 2019. We have updated your contact information in our project mailing-list to receive notices and updates concerning this project.</p> <p>Should you require any additional information regarding this study, please visit the project website (www.argylebridge.ca) and feel free to contact the Project Team at project-team@argylebridge.ca.</p> <p>Kindest regards, Argyle Street Bridge Project Team</p>
Ellie Joseph Two Row on the Grand	<p>Comment received on December 1, 2019:</p> <p>Good afternoon,</p>	<p>Response sent via email on January 21, 2020</p> <p>Dear Mr. Joseph,</p>



Agency	Input Received	Action Taken / Response Sent
	<p>Please add me to your mailing list for updates.</p> <p>I plan an historical event on the Grand River with Canoes and Kayaks called Two Row on the Grand.</p> <p>www.tworowonthegrand.com</p> <p>100- 125 Canoes and kayaks will be paddling on the Grand River on the afternoon of July 27 from Six Nations Reserve to Caledonia Fairgrounds to camp overnight.</p> <p>I am the main organizer of the event and I need to be informed on changes for boat/watercraft during construction.</p> <p>Thank you, Ellie Joseph</p>	<p>Thank you for your interest in the Argyle Street Bridge Replacement Detail Design and Class Environmental Assessment (EA) Study, and submitting your comments on December 1, 2019. We have added your contact information to our project mailing-list to receive notices and updates concerning this project.</p> <p>Construction to replace the Argyle Street Bridge in Caledonia is expected to begin in 2020. Please note initial construction of causeway pods will begin in the summer of 2020. Causeway pods are rock platforms in the river to allow the contractor to access the bridge piers/foundations for construction. This will not impact the navigability of the river to small boats such as kayaks and canoes. The Contractor shall be notified of the Two Row on the Grand event and shall contact you prior to the start of construction to discuss construction and the event and ensure you are kept informed on any changes to navigability of the Grand River within the study area.</p> <p>Should you require any additional information regarding this study, please visit the project website (www.argylebridge.ca) and feel free to contact the Project Team at project-team@argylebridge.ca.</p> <p>Kindest regards, Argyle Street Bridge Project Team</p>