

Project General Information

What are the proposed improvements of the Hawkesbury Bridge Replacements Project?

Key components of the proposed improvements include:

- replacement of the bridge structures;
- modifications to the east bound off-ramp and west bound on-ramp at the County Road 17 and Highway 34 interchange; and
- short duration road closures (required to minimize property impacts and reduce the overall duration of construction), during which traffic will be detoured.

Environmental

What is a Class Environmental Assessment?

A Class Environmental Assessment (EA) is a decision-making framework under the Ontario Environmental Assessment Act that applies to a range of similar, or class of, projects. A Class EA is used when potential environmental impacts and the proposed mitigation techniques are predictable and/or similar to other projects within that same class. MTO's "Class EA for Provincial Transportation Facilities" document was developed in consultation with the Ministry of the Environment, and it defines and documents the process to be followed when conducting the EA study as well as requirements for public participation.

Where is this Project in the Environmental Assessment process?

In November 2020, the Class EA Study for the Hawkesbury Bridge Replacements Project (the Project) was completed. A Transportation Environmental Study Report (TESR) was posted for public review, documenting a Preferred Alternative Method for the Project including anticipated environmental impacts, road closures, and proposed mitigation measures.

Between 2021 and 2023, additional feasibility studies and agency consultation was completed that identified additional interchange configuration options and associated construction staging alternatives. Based on this work, it has been determined that a TESR Review and Addendum is required to reassess and confirm the Preferred Alternative Method for the Project.

Currently, the Project is returning to the process of identifying and assessing Alternative Methods (i.e. design options), which will be consulted on with the public, stakeholders and Indigenous Groups. The results of the Alternative Methods evaluation and consultation will be documented in a TESR Addendum.

What is a TESR Addendum and why is it needed?

In accordance with MTO's Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000), any significant modification to the Project which occurs after the Notice of Completion of the TESR must be reviewed by the proponent (TESR Review) and the proponent must prepare a TESR Addendum in respect of the change. In this case, the proponent is Dillon and Jacobs on behalf of MTO.

Upon completion of the TESR Review, a TESR Addendum will be made available on the project website for a 30-day review period and will include:

- A description of the study area
- Circumstances necessitating the change(s)
- The identification, comparison and systematic evaluation of alternatives
- Consultation summary
- Changes made to the design concept, the net environmental impacts, and/or the commitments that differ from those documented in the original TESR
- The anticipated environmental impacts associated with the change(s), and any mitigation and commitments to future action for construction and operation, including external approvals known to be required

Will there be a Public Information Centre (PIC)?

Yes, two PICs will be held during the Project at key milestones in the Project: one early on to provide a project update and gather feedback on Alternatives, and one later to consult on the Recommended Plan. Advance notification of PICs will be distributed to everyone on the Project Contact List and through newspaper notices.

Go to [Contact Us](#) page to sign up to our Contact List and received advance notification of all PICs.

How will environmental effects be assessed and mitigated?

Appropriate mitigation measures have been recommended/developed based on the potential effects of the Project. Measures previously recommended in the 2020 TESR will be carried forward and updated as needed for implementation during construction, and new measures will be included in the TESR Addendum as appropriate for design changes, along with any additional regulatory and permitting requirements. Mitigations will cover areas such as noise, natural environment, traffic and archaeology.

Construction

When will construction begin?

Construction of the Project is anticipated to begin in 2027 pending permits and approvals.

When will construction be completed?

The Project is anticipated to take two years, with works completed in 2029.

How will the public be notified of road closures and construction impacts?

Should a lateral slide prevail as the preferred construction alternative, County Road 17 will be closed completely for up to 4 weeks. Additionally, for all construction options evaluated, there will be short term road closures during off peak times (e.g. weekends). Full road closures will be timed to avoid major community events, and all road closures and associated detours will be advertised in advance and include appropriate signage. Notification of road closures and associated detours will go directly to Emergency Medical Services (EMS).