

11.0 NEXT STEPS

This Transportation Environmental Study Report (TESR) has been filed with the Ministry of the Environment and Climate Change and is available for a 30-day public review period. Review locations are noted on **page i** of this report and notice has been provided via direct mail and/or email to all contacts on the study contact list, published in local newspapers, and posted on the project website (www.qewgcs.ca).

Interested persons are encouraged to review this TESR and provide comments. Refer to **Section 2.4** for additional information about comment submissions and Part II Order (“bump up”) requests during the 30-day review period.

Once it has been determined that there are no outstanding or successful Part II Orders, Environmental Clearance may be issued for right-of-way designation and property acquisition, and MTO may proceed to Detail Design as outlined in MTO’s *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

Detail Design

The Detail Design process advances the recommended Preliminary Design to the level of accuracy required to construct the project. Some of the field investigations undertaken during the Preliminary Design are repeated in a greater level of detail during this phase. These additional field investigations provide more data that is specific to the recommended design.

During Detail Design, a final property plan will be prepared to identify the property required for construction.

Detail Design will conclude with the publication of a Design and Construction Report (DCR), which will document the detail design of the Recommended Plan described in this TESR (including detail design for rehabilitation of the existing bridge), the updated existing conditions information, public and agency consultation and comments received during Detail Design, key features of the design, potential environmental effects and proposed mitigation. The DCR will be made available for a 30-day public review period. More than one DCR may be prepared if the work is divided into separate contracts.

Construction

The construction phase is the implementation of the project. During construction, the construction mitigation measures and commitments identified through the Class EA documentation are addressed. Construction works are completed by a Contractor and are overseen by a Contract Administrator.

Following the completion of the current study, MTO looks forward to proceeding with Detail Design, which will help MTO determine the timing of construction. The timing of construction commencement for the QEW Garden City Skyway is subject to obtaining all approvals, acquiring all required properties, completing Detail Design, and availability of funding. Total construction duration, including construction of the new bridge and rehabilitation of the existing bridge, is estimated to take up to five years. The duration of construction will be confirmed during Detail Design.

11.1 Changes to the Project

This TESR identifies the impacts, mitigation measures and commitments to future work associated with the Recommended Plan, including the property envelope and navigational (Welland Canal / St. Lawrence Seaway) and aeronautical (Niagara District Airport) clearances within which the works can feasibly be constructed. As discussed in **Section 7.2**, the bridge type and associated design will be determined during Detail Design.

If there are no significant changes to the original concept of the project as described in the TESR a Design and Construction Report (DCR) will be prepared to document the Detail Design.

A TESR Addendum is required if **significant** changes are made to the commitments or project concepts identified in the TESR. The TESR Addendum would be made available for a 30-day public review period with the opportunity for Part II Order requests.

Only changes identified in a TESR Addendum would be eligible for a Part II Order (see **Section 2.4** for details regarding Part II Order requests).

As noted above, the warrant for a TESR Addendum is based on the assessment of the significance of the change to the project. The determination of significance is made by the proponent (MTO) and informed by project-specific circumstances.

Examples of potential changes to this project may include:

- ▶ the addition of piers within the Welland Canal;
- ▶ impacts of final bridge type selected during detail design; and
- ▶ the new bridge extending outside the identified navigational and/or aeronautical clearances.

A change to the project may not be considered significant (i.e. TESR Addendum not warranted) if the most affected stakeholders (external agencies and interested persons) are in agreement with the change or if the proponent determines the change is not considered significant. Non-significant changes would be documented in the DCR. Any additional permits or approvals related to such a change would be obtained during Detail Design and would be documented in the DCR.