



RECORD OF CONSULTATION POST-TRANSPORTATION ENVIRONMENTAL STUDY REPORT

UPGRADES TO ANACONDA AND PAINTER LAKE ROADS
FROM END OF HIGHWAY 643, NORTHERLY FOR 97 KM

PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT FOR PROVINCIAL
TRANSPORTATION FACILITIES AND MUNICIPAL EXPRESSWAYS (2024) GROUP 'A'
PROCESS

Prepared for MINISTRY OF TRANSPORTATION OF ONTARIO (MTO)
Northwest Region

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1 POST-TESR RECORD OF CONSULTATION

1.1 Overview

The Transportation Environmental Study Report (TESR) for the upgrades to the Anaconda and Painter Lake Roads (APLR) was prepared which documents the environmental assessment process, the evaluation of alternatives, details of the recommended plan, environmental protection plans, and future commitments / next steps.

The TESS was posted for the 30-day public comment period from April 29, 2026 until May 28, 2026. During the 30-day public comment period, the TESS was posted on the project website, distributed to select stakeholders, and available at nearby libraries.

1.2 Post TESS Record of Consultation

The post-TESR record of consultation is a summary of all comments and feedback related to the TESS which were received during the 30-day public comment period, and responses or resolutions that have been provided. Table 1 below documents comments received that relate to the TESS and the responses provided. While additional comments were received during this time, only those that relate to the TESS are documented in Table 1.

In the event comments or feedback warrant changes to the TESS, an Errata would be prepared to document the specific changes. The comments and feedback received during this time were reviewed to determine the need for an Errata. Based on the feedback received on the TESS, MTO determined that an Errata to the TESS was not warranted.

MTO accepts comments on the project at any time and those received after the TESS comment period will be reviewed; however, comments received after this period will be outside of the EA process.

Table 1. Post TESR Record of Consultation

#	Date Comment Received	Commenter	Comment	Date of Response	Response	Change to TESR (Y / N)
1	May 1, 2026	James Tegler BSc, RSE Senior Environmental Coordinator Lands and Resources Department Mushkegowuk Council	Summary of comment: Requested clarification on different Right-of-Way (ROW) widths between APLR and adjacent Ring of Fire road projects.	May 5 2026	Summary of response: APLR ROW width will be 100 m, consistent with Marten Falls Community Access Road (MFCAR) ROW width. Within the ROW, APLR will be cleared of vegetation up to 45 m wide, reduced from the 60 m cleared width proposed for the MFCAR. The Webequie Supply Road has a proposed ROW of 35 m; intent for the APLR upgrading is to match ROW width of MFCAR.	N
2	May 26, 2026	James Tegler BSc, RSE Senior Environmental Coordinator Lands and Resources Department	Summary of comments: 1) upgrading roads to lesser standard may cause	June 2 2026	Summary of responses:	N

		Mushkegowuk Council	additional environmental risk 2) Question whether Terrier Lake culvert will be upgraded to provide fish passage 3) Question whether Species at Risk and habitat is per Bill 5 definitions 4) Question on ownership of existing bridges 5) Clarification on use of existing / abandoned road and access to tourist lodges 6) Suggestion for mitigation for reptiles / amphibians / other wildlife crossings 7) Clarification on definition of project area		1) Upgrades will be to an improved standard which will include environmental mitigation plans 2) Terrier Lake culvert will be replaced to provide fish passage 3) Species at Risk and habitat considered in the study was as per the former <i>Endangered Species Act</i> provisions [note that future work will be advanced under the Species Conservation Act, 2025] 4) Bridges are Crown or SFL-owned 5) New access road will be provided to lodges to the new APLR alignment, existing alignment will be retained but not upgraded or maintained by MTO 6) MTO will evaluate opportunities for wildlife passage during detail design 7) Project area consists of MTO's 100 m wide ROW 8) TESR focusses on upgrading as standalone project, does not include	
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			8) Concern for lack of consideration for cumulative effects the upgrading project will cause to remote areas / biodiversity 9) Question on soil compaction of abandoned roadway sections 10) Question on gross weight of vehicles the road will accommodate		cumulative effects assessment for adjacent developments, consistent with the Class EA framework. However, MTO acknowledges the broader regional development context and will continue coordinating, where applicable, with adjacent initiatives. Upgrades will be on existing roads with few realignments, no impacts to remote wilderness areas. Additional direct impacts to woodland caribou are anticipated to be limited given the existing corridor. Upgrades are not expected to increase impacts from existing conditions as forest harvesting operations are approved to continue within the project area as per the forest management plans. 9) Abandoned roadway sections will be restored, plans to be developed during detail design 10) 63,500 kg	
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3	May 28, 2026	Kady Kaurin Environmental Resource Planner/EA Coordinator Ministry of the Environment, Conservation and Parks Environmental Assessment Branch kady.kaurin2@ontario.ca	Summary of Comments: Climate Change • TESR should include more detail about climate change • Lacks technical climate analysis Species at Risk • MECP can provide review of Class EA related to O.Reg 60/26 Surface Water / Groundwater TESR lacks details on: • Technical studies for surface water and groundwater conditions • Detailed impact assessments to	June 30, 2026	Summary of Responses: Climate Change • A detailed technical analysis was not completed • Climate resilience (e.g., culvert sizing, drainage capacity) will be incorporated at the detail design stage • Details sufficient for preliminary design level Species at Risk • MECP review of Class EA related to O. Reg 60/26 was not provided • MTO will consider MECP's input and assess the applicability of O. Reg. 60/26 to determine the appropriate compliance pathway Surface / Groundwater • Given the project is largely within an existing road corridor, impacts are anticipated to be limited and manageable. Potential interactions	N
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			surface water / groundwater • Required permitting for dewatering during construction • Recommendations to include details on above items Road / Watercrossings • Recommended guides / standards to follow for design of roads and watercrossings Mitigation • Report lacks detailed environmental mitigation measures General • Provide requirements for erosion and		(e.g., drainage modifications, temporary dewatering) will be confirmed through site-specific investigations at detail design and addressed through standard permitting and mitigation measures. • Existing drainage system is substandard resulting in roadway washouts, beaver dams, erosion • Upgrades to the road will be improving drainage infrastructure which presently exists Road / Watercrossing Designs • Road and watercrossing upgrades will be designed as per MTO standards for a secondary highway. • Applicable OPSS will be identified during detail design and included in the construction contract. Environmental Mitigation / General	
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			sediment control, dewatering, temporary flow passage systems, earth and waste management, and spills during construction		- Detailed environmental protection measures will be developed in detail design as per MTO standards. - This includes mitigation for erosion and sediment control measures, dewatering and temporary flow control, details of required permits needed during construction.	
4	June 12, 2026	Ginoogaming First Nation (GFN)	GFN provided comments and concerns related to environmental values, such as caribou and their habitat, lake sturgeon, archeology and cumulative effects assessment.		Comments provided by GFN are not documented in the public record because they include sensitive information. MTO has shared responses with GFN and consultation is ongoing. MTO expects that some comments will be addressed during subsequent phases of the project.	N

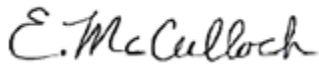
2 STATEMENT ON ENVIRONMENTAL IMPACT ASSESSMENT

The comments received during the TESR comment period did not warrant changes or updates to the TESR. As such, there are no changes to the environmental impacts, recommended mitigation measures, evaluation criteria, or preferred design features. The overall conclusions regarding the feasibility, environmental effects, and commitments to mitigation remain unchanged.

3 CLOSING

If you have any questions, please do not hesitate to contact the undersigned at 807-624-5160 (Toll-Free 1-866-624-8378).

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