

APPENDIX I – ARCHAEOLOGICAL SCREENING MEMO



Past Recovery

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May 7th, 2025

Nathan Farrell
Senior Environmental Planner
EGIS Canada Ltd.

**Re: MTO NER #5023-E-0006 PD and DD of 5 New Rest Areas -
Kapuskasing/Opasatika (GWP 5133-22-00)
Archaeological Site Selection Ranking - Technical Memo**

Dear Nathan:

The following is a brief summary of the results of the site selection ranking for a new rest area in Kapuskasing/Opasatika from an archaeological potential perspective. No site inspections were undertaken within private property.

Summary of Information Related to Alternative Locations

1. Kapuskasing/Opasatika: Alternative 6

Factors affecting archaeological potential:

Archaeological Sites: There are no registered sites located within 1 km.

Environmental Factors: Small parts of the northern edge of this property are within buffers from land mapped as wetland on provincial datasets. The remainder of the property does not lie within environmental archaeological potential buffers.

Historical Mapping: The National Transcontinental Railway was constructed within 50 m of the southern edge of the study area in 1910, and is considered a historical transportation corridor. No other features are shown on historical mapping within the study area.

Previous Archaeological Assessments: No previous archaeological assessments have been undertaken within 50 m of this property.

Site Inspection and Previous Disturbances: The only observed disturbances on this property were two ATV/snowmobile trails across the west end, one heading west and one heading north from opposite Cumming Road, and a very localized cabin off of Highway 11 on the private property in the southeastern quadrant.

Ranking: 2 - Apart from the buffer from the railway and small pockets within wetland buffers along the northern edge, this property lies beyond buffers from features indicating archaeological potential.

2. Kapuskasing/Opasatika: Alternative 4

Factors affecting archaeological potential:

Archaeological Sites: There are no registered sites located within 1 km.

Environmental Factors: The west end of the study area in the vicinity of Duclos Creek has been mapped as wetland on provincial datasets, with resulting buffers of potential extending further to the east on the property. There is also a small waterbody to the east of the study area that has buffers extending slightly into the east end of the property. The remainder of the property does not lie within environmental archaeological potential buffers.

Historical Mapping: The National Transcontinental Railway was constructed within 50 m of the southern edge of the study area in 1910, and is considered a historical transportation corridor. The first edition 1:50,000 topographic map published in 1968 shows two structures just to the northeast of the study area, the foundations of which can be seen in a small clearing on current satellite images. No other features are shown on historical mapping within the study area.

Previous Archaeological Assessments: The western half of this property has been previously assessed as part of a large-scale Stage 1 study by Archaeological Services Inc. undertaken in 2018 for Infrastructure Ontario and Lands Corporation related to Crown property with potential for livestock-rearing. This study found that land within buffers from Duclos Creek (near the southwest corner of Option 4) and the railway line require Stage 2 testing at 5 m intervals, while the remainder of the property requires survey to confirm archaeological potential (ASI 2018). A Stage 1 archaeological assessment for a culvert replacement on Highway 11 located c. 1 km westwards from this study area (GWP 163-98-00) determined that the area around the culvert had been disturbed or was low and wet and required no further assessment (Woodland Heritage Services Ltd. 2016).

Site Inspection and Previous Disturbances: A logging route has recently been constructed through the western half of this study area on a northeast to southwest axis, consisting of extensive disturbance through tree removal and the addition of fill. Another smaller road/trail leads through the centre of the property from the highway to the clearing abutting the northern edge of the property that once held what were likely farm buildings. There is another small clearing with what appears to be a soil borrow pit at the eastern end of the study area close to the highway.

Ranking: 4 - While the western end of this property has been mapped as wetland indicating low archaeological potential and there are corridors or pockets of deep disturbance, large sections lie within buffers from the wetland, the railway and the former farm structures in the clearing to the north, which would require Stage 2 assessment.

3. Kapuskasing/Opasatika: Alternative 3

Factors affecting archaeological potential:

Archaeological Sites: There are no registered sites located within 1 km.

Environmental Factors: The property does not lie within environmental archaeological potential buffers.

Historical Mapping: The National Transcontinental Railway was constructed within 50 m of the southern edge of the study area in 1910, and is considered a historical transportation corridor. No other features are shown on historical mapping within the study area.

Previous Archaeological Assessments: No previous archaeological assessments have been undertaken within 50 m of this property. A Stage 1 archaeological assessment for a culvert replacement on Highway 11 located c. 280 m eastwards from this study area (GWP 163-98-00) determined that the area around the culvert had been disturbed or was low and wet and required no further assessment (Woodland Heritage Services Ltd. 2016).

Site Inspection and Disturbances: No disturbances are evident on this property.

Ranking: 1 - Apart from the buffer from the railway, this property lies beyond buffers from features indicating archaeological potential.

4. Kapuskasing/Opasatika: Alternative 7

Factors affecting archaeological potential:

Archaeological Sites: There are no registered sites located within 1 km.

Environmental Factors: The east end of the study area lies adjacent to the Opasatika River, with a resulting buffer of archaeological potential. Part of the northeast quadrant has been mapped as wetland on provincial datasets, with resulting buffers of potential extending further to the south and west on the property. Parts of the northwestern quadrant of this parcel do not lie within environmental archaeological potential buffers.

Historical Mapping: The National Transcontinental Railway was constructed within 50 m of the southern edge of the study area in 1910, and is considered a historical transportation corridor. The first edition 1:50,000 topographic map published in 1968 shows two structures near the river northwest of the highway bridge. No other features are shown on historical mapping within the study area.

Previous Archaeological Assessments: No previous archaeological assessments have been undertaken within 50 m of this property.

Site Inspection and Disturbances: There are large areas of disturbance on this property, particularly in the east end where there is a lane, boat launch and parking area adjacent to the Opatatika River. This area has clearly been bulldozed, and as stated above once contained two structures. There is a trail/laneway running east-west through the centre of the property, and also some disturbance related to infrastructure associated with a baseball diamond at the west end, though the extent of disturbance caused related to the actual field could not be determined from the desktop study.

Ranking: 3 – This property has deep disturbance over parts of its extent, and also contains areas mapped as wetland. There were, however, two historical structures adjacent to the river that may be of archaeological significance if portions survive below the current boat launch area, and the buffers from the wetland area, railway and river extend into large portions of the property indicating extensive Stage 2 assessment will be required, though it is likely that more disturbance will be encountered in some areas such as the baseball field.

Archaeological Ranking Summary

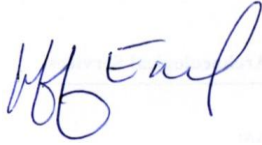
The four alternatives have been ranked below from 1 (least archaeological concern) to 4 (most archaeological concern):

1. Alternative 3
2. Alternative 6
3. Alternative 7
4. Alternative 4

The preliminary archaeological potential determination for each alternative can be seen in Figure 1.

We very much appreciate having been involved with this project. Please do not hesitate to contact us should you require additional information.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "Jeff Earl". The signature is fluid and cursive, with the first name "Jeff" and the last name "Earl" clearly distinguishable.

Jeff Earl, M.Soc.Sc.
Principal Archaeologist

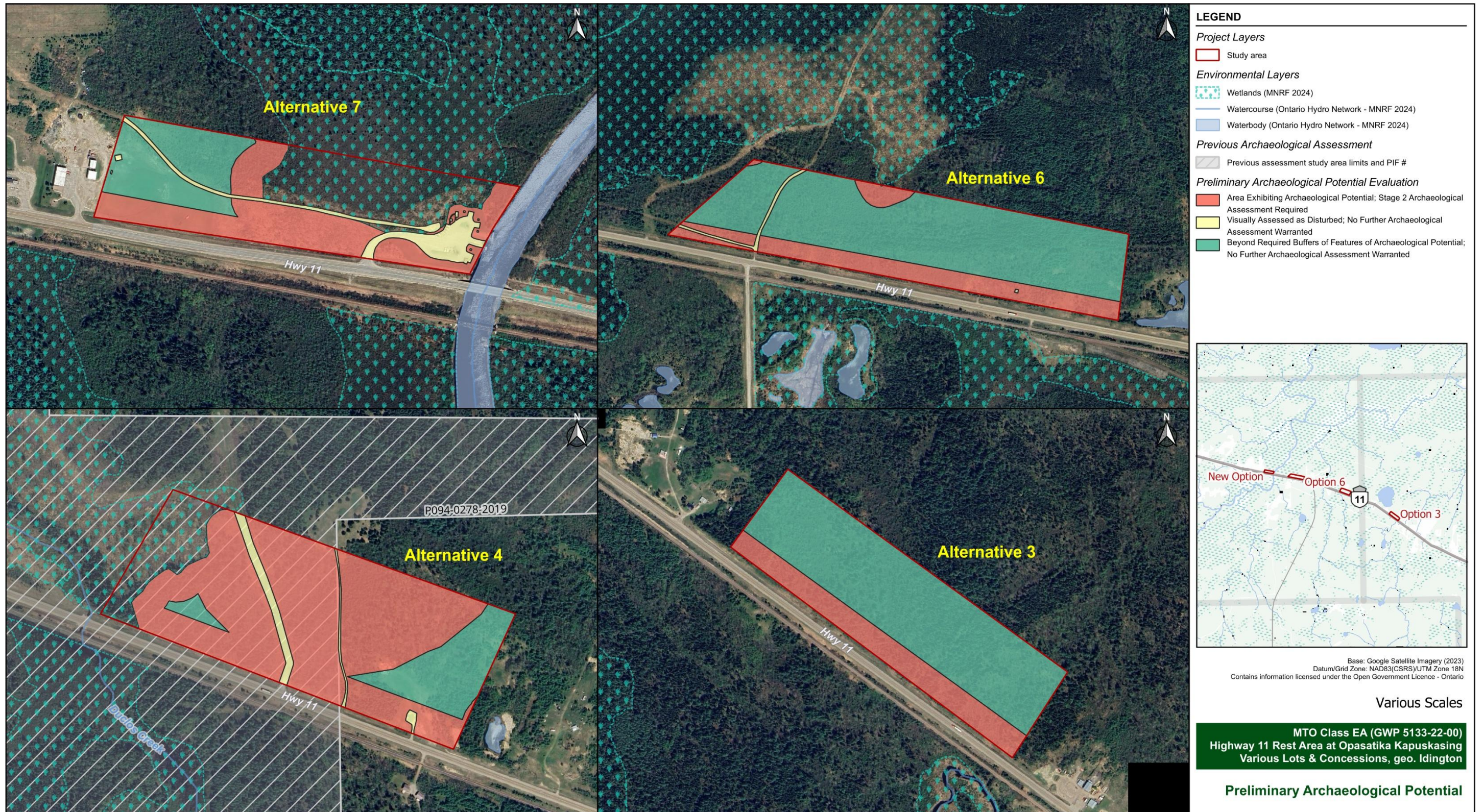


Figure 1. Preliminary archaeological potential determination for the four Kapuskasing/Opatatika alternatives.