

L.3 Public Information Centre 1



**PUBLIC INFORMATION
CENTRE 1**

DRAFT SUMMARY REPORT

Highway 401 Nagle Road
Interchange Study
September 18, 2019

GWP 4059-17-00



Prepared for:

Ministry of Transportation
Eastern Region
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1.0 Introduction

A combined Public Information Centre (PIC) was held for this study, in conjunction with the Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00. The purpose of PIC 1 was to introduce the project and outline the process being followed, provide background information on the need for improvements, present Nagle Road interchange alternatives to be evaluated as part of this project and seek input on the existing conditions in the study area (i.e. natural, social, economic, and cultural); and answer questions about the studies. The study areas are shown on the Key Plan below. This report covers the Highway 401 Nagle Road Interchange Study portion of the PIC. A separate PIC Summary Report for the Highway 401 Planning Study from Cobourg to Colborne is on file with the MTO.

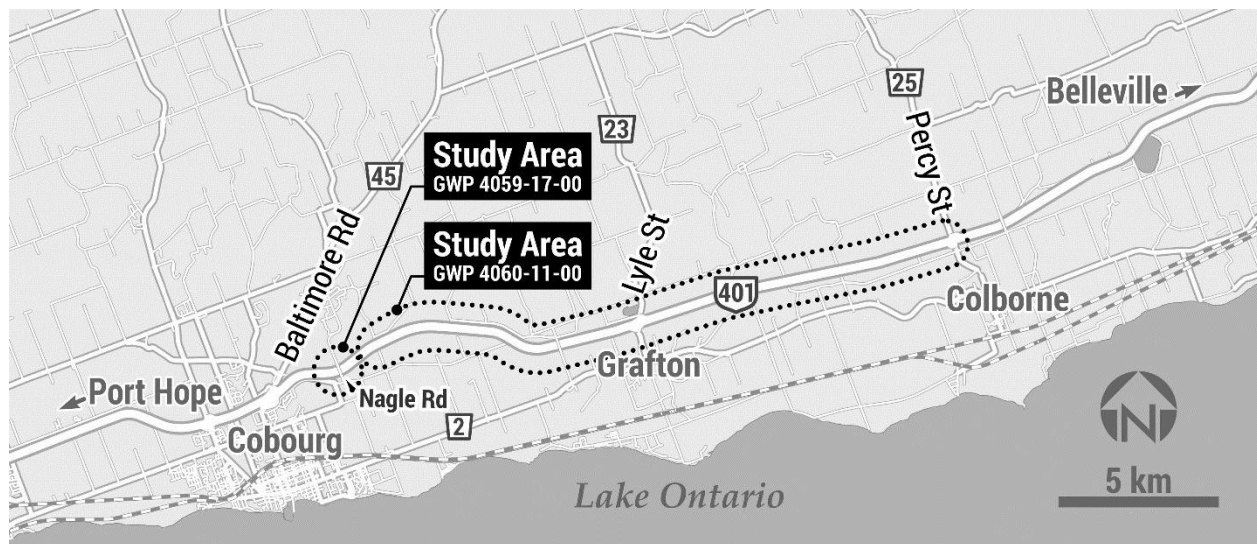


Figure 1: Key Plan

2.0 Purpose

The PIC forms part of the overall consultation plan for the project and is designed to involve stakeholders early and throughout the study to identify concerns and provide opportunities for input.

The purpose of PIC 1 was to provide the public and stakeholders with an opportunity to review the preliminary improvement alternatives and the proposed evaluation criteria and evaluation process, and to comment on project activities to date.

A second PIC will be scheduled later in the study to present the results of the evaluation process, the Recommended Plan, and to answer questions about the study and identify next steps.

3.0 Location, Date, and Time

The first PIC was held on Wednesday, September 18, 2019, at the Cobourg Lions Community Centre, located at 157 Elgin Street East, Cobourg, Ontario. External agencies and municipal staff were invited to attend an External Agency Drop-In Meeting prior to the PIC from 3:00 PM to 4:00 PM. The general public session was held at the same location from 4:00 PM to 8:00 PM.

4.0 Notification

Notification letters providing information about the first PIC (combined notification for Highway 401 Planning Study from Cobourg to Colborne), including the date and time for the meeting, were sent to one MPP on Tuesday, August 27, 2019, and 76 external agency contacts, 37 businesses and stakeholders, 41 potentially impacted property owners, and 2 members of the general public on Tuesday, September 4, 2019. The Ontario Government Notice for the PIC was sent to approximately 5814 residents and business owners during the week of September 4, 2019 via Canada Post unaddressed admail. In addition, notifications were sent via email to 5 external agency contacts, and 33 members of the general public and property owners on Tuesday, September 4, 2019. Indigenous notifications were sent to the following communities / organizations on August 28, 2019 directly by MTO:

Indigenous Communities

- Chief Kelly LaRocca, Mississaugas of Scugog Island First Nation
- Mr. Dave Mowat, Consultation, Lands and Membership Supervisor, Mississaugas of Scugog Island First Nation
- Chief James Marsden, Alderville First Nation
- Chief Phyllis Williams, Curve Lake First Nation
- Ms. Julie Kapyrka, Lands and Resources Consultation Liaison, Curve Lake First Nation
- Ms. Kaitlin Hill, Lands and Resources Consultation Liaison, Curve Lake First Nation
- Chief Laurie Carr, Hiawatha First Nation
- Chief Stacey LaForme, Mississaugas of the New Credit First Nation
- Chief R. Donald, Maracle, Mohawks of the Bay of Quinte
- Métis Consultation Unit, Métis Nation of Ontario Head Office
- Chief Ava Hill, Six Nations of the Grand River,
- Lonny Bomberly, Lands and Resources Director, Six Nations of the Grand River
- Karry Sandy McKenzie, Claims Coordinator, Williams Treaties First Nations

Notices to advise the public of the first PIC were published in the following papers:

- *Northumberland News* (in English, on Thursday, September 5, 2019)
- *Brighton Independent* (in English, on Thursday, September 5, 2019)

Copies of the newspaper notices and notification letters are provided in **Appendix A**.

5.0 Staff Attendance

Key Ministry and Consultant staff in attendance at the first Public Information Centre included:

MTO

- Mohammed Waseem
- Erin Pipe
- Lori Brake
- Charlene Leslie
- Joe Workentin
- Melissa Buelow
- Prabin Sharma
- Trenton Flick
- Deidre Taylor
- Naveen Prasad

Stantec

- Gregg Cooke
- Tim Belliveau
- Nevena Gazibara
- Julie Werner

Town of Cobourg

- Terry Hoekstra

6.0 Reference Materials and Handouts

The following displays were presented at the PIC:

- Welcome
- About the Project
- Problem and Opportunity
- Alternatives to the Undertaking
- Environmental Assessment Process
- Evaluation Process / Preliminary evaluation criteria
- Nagle Road interchange alternatives 1, 2, 3, 4
- Nagle Road interchange alternatives 5, 6, 7, 8
- Thank you for attending

The PIC displays are included in **Appendix B**.

7.0 Format

The PIC was organized as a drop-in format. Text panels and displays were available for review, and members of the Project Team were available at the PIC to answer questions about the study. A separate external agency session took place from 3:00 PM to 4:00 PM. Reference materials including previous studies and reports and existing conditions reports were also made available at the PIC. Comment sheets were provided, and attendees were encouraged to return them either in the comment sheet box at the meeting, or by mail, fax, or e-mail until the October 18, 2019, deadline.

The information available at the PIC, including the displays and text panels and a copy of the comment sheet is provided in **Appendix B**.

There were twelve (12) representatives from external agencies present at the PIC, and 42 members of the general public in attendance expressing specific interest in the Nagle Road Interchange Study.

8.0 Comments Received

In total, 14 comment sheets and emails were received for the Nagle Road Interchange Study following the PIC up to the submission date of October 18, 2019. Copies of the comment forms are presented in **Appendix C**. All personal information has been removed, consistent with the *Freedom of Information and Protection of Privacy Act*.

An overview of comments received at, or following the PIC and responses provided is in **Table 1**. All names and addresses from the comment sheets and visitor register were added or updated on the project mailing list.

Table 1: Public Input Received and Response Provided/Action Taken

Comment	Response Provided and/or Action Taken
Cyclists	
<ul style="list-style-type: none"> ▪ IC at Burnham and Division/City Road 45 are not bicycle friendly ▪ Cyclists use the bridges on Ontario & Nagle to cross 401 ▪ Although not opposed to developing an IC at Nagle – consideration should be given to have it remain a cycling route. ▪ Bike lanes on the bridge are a good start, but access to ramps should also take cyclists into account 	<p>The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan, which was approved by Cobourg Council in 2005. The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review) which was adopted by Cobourg Council in 2010, approved by the Ministry of Municipal Affairs and Housing in 2011 and approved by the Ontario Municipal Board in 2017. The potential future Highway 401 interchange at Nagle Road is also identified in the Township of Hamilton Official Plan Schedule 'A' – Land Use (July 2012).</p> <p>Within the interchange footprint, Nagle Road will be designed according to Ministry of Transportation design standards. The cross-section will include four 3.5 m wide lanes, two 1.5 m wide bicycle lanes, and a sidewalk on one side. Outside of the interchange footprint, Nagle Road is under the jurisdiction of the Town of Cobourg (south of Highway 401) and the Township of Hamilton (north of Highway 401).</p> <p>Upon the completion of this interchange study, additional planning studies may be required by the Township of Hamilton and/or Northumberland County to determine if additional improvements are required to the municipal road network. The project team will be scheduling a meeting with the Town of Cobourg, Township of Hamilton, and Northumberland County to discuss coordination issues and potential future studies related to Nagle Road.</p>
Property Impacts	
<ul style="list-style-type: none"> ▪ Oppose proposed Nagle Road IC – PARCLO A4 East – slide 6 is the only possibility ▪ Negative impacts to property (9108 Danforth Road) financially, housing value, enjoyment of property ▪ Is house at risk of expropriation? 	<p>The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan, which was approved by Cobourg Council in 2005. The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review) which was adopted by Cobourg Council in 2010, approved by the Ministry of Municipal Affairs and Housing in 2011 and approved by the Ontario Municipal Board in 2017. The potential future Highway 401 interchange at Nagle Road is also identified in the Township of Hamilton Official Plan Schedule 'A' – Land Use (July 2012).</p> <p>Several design alternatives will be developed and evaluated as part of this Preliminary Design study to determine the Recommended Plan. As part of the evaluation process, property impacts will be considered and avoided/minimized where possible. Once the Recommended Plan is selected, property plans will be developed which will identify properties required for acquisition</p>

Comment	Response Provided and/or Action Taken
<ul style="list-style-type: none"> ▪ Not impressed with taking valuable farmland, and with growing communities this is a valuable asset ▪ Property on Nagle Road and feels this will greatly reduce the value of her home ▪ Plan 2 will destroy 2 or 3 houses ▪ Plan 7 seems to cost the least and not as destructive to our houses ▪ Absolutely not A4 or AB ▪ We love our homes and area; money unfortunately is the factor that makes a difference ▪ Plan 2 – Parclo A4 would impact his residence ▪ Plan 7 to the east would be his preference; would also be the least cost ▪ Requesting copy of property plan showing her property at 9234 Danforth Road East 	<p>during future study stages. If you have questions regarding the property acquisition process for the Nagle Road Interchange Study, please contact Terry Hoekstra at the Town of Cobourg at thoekstra@cobourg.ca or 905-372-9971 ext. 4371.</p> <p>During the next phase of the study, a detailed evaluation of alternatives will be completed to identify a Recommended Plan that is cost-effective and provides safe operations, while minimizing impacts to the natural, social, and cultural environments. This will be accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the alternatives. The Recommended Plan will be presented at the second Public Information Centre.</p> <p>As per your information request following the Public Information Centre for the above-mentioned study, please find attached preliminary figures showing your property boundary and the Nagle Road Interchange Alternatives that were presented at the first PIC.</p>
Safety / Traffic / Noise	
<ul style="list-style-type: none"> ▪ Danforth Road East (Hamilton Twp) – traffic has already increased exponentially in the last 10 years ▪ Road does not have shoulders; children walk on the roadway to catch school bus (already not ideal) ▪ Hamilton Twp should be involved in study / process and decision making 	<p>Your concerns regarding safety, noise, and traffic have been noted by the project team.</p> <p>The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan, which was approved by Cobourg Council in 2005. The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review) which was adopted by Cobourg Council in 2010, approved by the Ministry of Municipal Affairs and Housing in 2011 and approved by the Ontario Municipal Board in 2017. The potential future Highway 401 interchange at Nagle Road is also identified in the Township of Hamilton Official Plan Schedule 'A' – Land Use (July 2012).</p>

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<ul style="list-style-type: none"> ▪ Changes to Danforth Road E need to consider the rural and agricultural aspects ▪ Traffic Concerns along Danforth Road ▪ Lives east of the proposed IC and worries about future traffic, which has already seen a major increase coming from the east (ie Grafton); going west this would increase with the option to get on the highway at Nagle ▪ Safety Concerns and Noise/Traffic concerns for Baltimore ▪ Transport trucks would need to use Van Luven Road – full of tight turns and pedestrians ▪ With this IC, traffic lights and sidewalks would need to be installed to ensure the safety of Baltimore Residents ▪ People move to Baltimore for a quieter way of life, but Baltimore would become an unpleasant, noise, busy place and people will wonder why they ever moved there ▪ A lot of people will not be enthusiastic about this decision – although everyone is saying it will help the town in the long run ▪ Better understanding of future plans after to speaking to reps and that it may not happen for 20 years ▪ Safety of residents as traffic moves North to connect with Hwy 45 (no sidewalks, streetlights) 	<p>Within the interchange footprint, Nagle Road will be designed according to Ministry of Transportation design standards. The cross-section will include four 3.5 m wide lanes, two 1.5 m wide bicycle lanes, and a sidewalk on one side. Outside of the interchange footprint, Nagle Road is under the jurisdiction of the Town of Cobourg (south of Highway 401) and the Township of Hamilton (north of Highway 401).</p> <p>Upon the completion of this interchange study, additional planning studies may be required by the Township of Hamilton and/or Northumberland County to determine if additional improvements are required to the municipal road network. The project team will be scheduling a meeting with the Town of Cobourg, Township of Hamilton, and Northumberland County to discuss coordination issues and potential future studies related to Nagle Road.</p> <p>In addition, as part of the study, Stantec is completing a series of environmental investigations. A detailed noise assessment will be conducted to determine existing conditions and potential impacts caused by the proposed improvements. Mitigation measures to reduce noise impacts will be recommended, if warranted by the identified potential impacts.</p> <p>Your concerns with regard to property have been noted by the project team. Several design alternatives have been developed and will be evaluated as part of these Preliminary Design studies to determine the Recommended Plans. As part of the evaluation processes, property impacts will be considered and avoided/minimized where possible. Once the Recommended Plans are selected, property plans will be developed which will identify properties required for acquisition during future study stages. If you have questions regarding the property acquisition process for the Nagle Road Interchange Study, please contact Terry Hoekstra at the Town of Cobourg at thoekstra@cobourg.ca or 905-372-9971 ext. 4371.</p>

Comment	Response Provided and/or Action Taken
<ul style="list-style-type: none"> ▪ Noise, pollution and garbage will become a constant concern (air brakes, exhaust fumes, garbage thrown out) ▪ Large trucks (dump trucks and 18 wheelers) will use the residential area for convenience ▪ Public access to our homes (vandalism and theft) ▪ Speed will be a concern (winding roads that quickly lead to homes) people already go way too fast ▪ Farmland being used to create IC ▪ People accessing the community as a meeting spot, drop off/pickup (putting safety of children at risk) ▪ Roads were not created for the amount of traffic it will create (narrow spots, with terrible sight lines) ▪ Concerns about increased traffic on Nagle Road as it approaches VanLuven at 45 – currently a quiet residential area – increased traffic will have a significant impact ▪ Junction of Nagle for VanLuven with 45 would require upgrading with traffic lights and turn lanes ▪ Leaving Nagle as it is and moving the IC further east needs to be considered – further east and proposed 5-8 ▪ Streetlights should be installed at Nagle and VanLuven – there are several stop sign blowers and it is a high dump truck area as well 	

Comment	Response Provided and/or Action Taken
<ul style="list-style-type: none"> ▪ Transport truck access from 45 to VanLuven to Nagle also needs to be addressed ▪ Increase in traffic in a firehall area ▪ Offramps are designed to omit 90° turns for semis – how will this affect the 90° on 45 and the 90° on the VanLuven/Nagle stop? ▪ What about Jake brakes at a quiet sleeping area? ▪ With a new subdivision on McCarthy Lane, would also like to see a set of lights installed on McCarthy Lane to VanLuven and 45; lengthy wait times to cross or turn ▪ A resident of the Baltimore subdivision directly north of the proposed Nagle Rd interchange and has concerns about traffic, cultural, and societal impacts to her neighbourhood that were not addressed at the PIC on 09/18/19 	
General	
<ul style="list-style-type: none"> ▪ Concern due to high tension power lines on the west side of Nagle ▪ Assuming that the IC crosses Nagle at the existing location, all additional traffic lanes would have to be added to the east (due to cost and disruption) 	No response requested
<ul style="list-style-type: none"> ▪ Email September 19,2019 ▪ Thanks to Tim & Nevena for your note, and taking the time to speak to him at the PIC – has tremendous anxiety over the impact of 	<p>Please find an FTP site link below that has the Nagle Road Interchange alternatives presented at the Public Information Centre in Cobourg with higher resolution satellite imagery included, as per your request.</p> <p>Login Information Browser link: https://tmpsftp.stantec.com</p>

Comment	Response Provided and/or Action Taken
<p>any development of a new IC “on” or “near” Nagle Road</p> <ul style="list-style-type: none"> ▪ Requesting confirmation that the following concerns are noted and, on the record ▪ As we discussed last night, I live in Northumberland and have a number of active and philanthropic interests in the community, but I do work in Toronto. In my view, any future PIC(s) should be held on a weekend or should be handled in 2 parts – one during the week and another during the weekend. This must be done to ensure that the community is fully engaged in these Studies. I spent over 2 hours in terrible traffic yesterday trying to get to yesterday's PIC without any pre-disclosure of the “alternatives” and did so at great expense to me. ▪ As discussed with Tim, I would like to obtain proper electronic copies of the 8 different interchange alternatives, so that they can each be critically reviewed and considered as soon as possible. ▪ I would invite you and anyone else for that matter to do a tour with me of the area, so that you can benefit from a resident's perspective as it relates to these Studies. It became patently clear to me last night that there is little to no engagement with the Township and that this is a Cobourg-driven initiative. Some of the staff on hand did not overtly understand that this study impacts more than residents of Cobourg. I had to explain on 2 separate occasions the difference between Cobourg and Hamilton 	<p>FTP Client Hostname: tmppsftp.stantec.com Port: 22 (can be used within an FTP client to view and transfer files and folders; e.g., FileZilla)</p> <p>Login name: s1011101143</p> <p>Password: 6467725</p> <p>Disk Quota: 2GB</p> <p>Expiry Date: 10/11/2019</p>

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<p>Township. The reality is that only a stub piece of Nagle Road (to the South of the 401) is in Cobourg – a vast majority of the road (which is not a county or provincial road) is within the Township of Hamilton and from what I saw it is those residents who will be most impacted by any work to be undertaken on Nagle Road.</p> <ul style="list-style-type: none"> Finally, I heard last night that certain letters were sent to all residents (Cobourg for sure and possibly some Township residents) directly impacted by the Studies. At no time did any such letters make their way to us. Our mailing address is on record with the Township and because we are a rural property without mail service, we maintain a PO Box in Cobourg. Regardless of that, I want to receive e-copies of all such communications as soon as possible for proper review and consideration. It is still shocking to me that we had to somehow initiate contact with you rather than the other way around notwithstanding being one of a very small number of properties in the epicentre of the Studies. 	
<ul style="list-style-type: none"> Thanks for sending the 8 alternatives to me, Nevena. I have begun the process of analyzing what you sent along and continue to seek input from a variety of sources. A few questions have arisen thus far, and I expressly reserve all rights to submit further queries. 1. Can you let me know if the Township of Hamilton was involved in the development of these alternatives and whether it has 	<p>Your concerns regarding consultation have been noted. A joint consultation program has been developed for this project and the Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00). The consultation program includes public meetings, agency meetings, Municipal Advisory Committee meetings, a dedicated joint project website, and extensive project notification via mail and newspaper advertisements. The consultation process for these projects will inform all interested parties of the projects and provide an opportunity for input to the studies and decision-making processes. The findings of each stage of work will be presented to the public, and ongoing discussions with various government agencies and ministries, local municipalities, non-government interest groups, and property owners will take place.</p>

Comment	Response Provided and/or Action Taken
<p>made any submissions in connection with same? If so, I would like to receive copies of all particulars as soon as possible, including access to any and all submissions made in that regard.</p> <ul style="list-style-type: none"> • 2. It appears to us that all of the alternatives presented at the first PIC and attached in your email below involve directly or indirectly Nagle Road, yet none of the depictions depict what happens to Nagle Rd beyond our property is to the north. Can you provide drawings, renderings, studies and/or reports of what precisely is involved in that regard? • 3. Nagle Road, as the various depictions note, is not level. In fact, Nagle Road is a meandering road with multiple twists and turns, along with significant undulations, as it progresses in a northerly direction beyond Fieldstone Farm and through the residential community immediately to the south of the firehall. In my view, which is supported by the views of various residents of and near Nagle Road with whom I have spoken, it is not possible and indeed it is unreasonable to consider any of these alternatives without analyzing and understanding all of the implications - direct, indirect, consequential and otherwise - on these residents. What plans are in force and effect to undertake this necessary and required impact analyses? • 4. Nagle Road is neither a provincial road nor county route. To accommodate a proper interchange, whether on Nagle a road or otherwise, what are the minimum and industry standards (width, elevation, safety 	<p>Residents and businesses in each study area were provided with the respective notice of study commencement via unaddressed admail. Ontario Government Notices were sent to notify agencies, stakeholders, and Indigenous communities of the study commencement for each project. Newspaper notices were also placed in the Northumberland News and Brighton Independent.</p> <p>A Notice of Study of Commencement for this Nagle Road interchange study was sent to the Township of Hamilton in February 2019. The project team subsequently met with staff from all municipalities within the study area on May 16, 2019 to present the preliminary alternatives. A presentation to Township of Hamilton Council was delivered on September 10, 2019.</p> <p>Please note that the potential future Highway 401 interchange at Nagle Road is identified in the Township of Hamilton Official Plan Schedule 'A' – Land Use (July 2012). The purpose of this current study is to identify a preferred Highway 401 interchange configuration at or near Nagle Road. The study limits include the areas that are potentially impacted by the Nagle Road interchange alternatives that were presented at Public Information Centre 1 on September 18, 2019.</p> <p>The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan, which was approved by Cobourg Council in 2005. The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review) which was adopted by Cobourg Council in 2010, approved by the Ministry of Municipal Affairs and Housing in 2011 and approved by the Ontario Municipal Board in 2017. The potential future Highway 401 interchange at Nagle Road is also identified in the Township of Hamilton Official Plan Schedule 'A' – Land Use (July 2012).</p> <p>Within the interchange footprint, Nagle Road will be designed according to Ministry of Transportation design standards. Outside of the interchange footprint, Nagle Road is under the jurisdiction of the Town of Cobourg (south of Highway 401) and the Township of Hamilton (north of Highway 401).</p> <p>Upon the completion of this interchange study, additional planning studies may be required by the Township of Hamilton and/or Northumberland County to determine if additional improvements are required to the municipal road network. The project team will be scheduling a meeting with the Town of Cobourg, Township of Hamilton, and Northumberland County to discuss coordination issues and potential future studies related to Nagle Road.</p> <p>In addition to Public Information Centre 1 held on September 18, 2019, the study will include a second Public Information Centre in the spring of 2020, and a Transportation Environmental</p>

Comment	Response Provided and/or Action Taken
<p>measures, etc.) required for a road like Nagle Road in the context of an interchange?</p> <ul style="list-style-type: none"> • 5. Will any analysis involve a thorough consideration of the impact - direct, indirect and consequential - of any alterations to Nagle Road from a safety perspective, particularly for the benefit of the residents that live on or near Nagle Road? Given the number of residents that do reside on or near Nagle Road - which include children and elderly alike, as well as bikers and other nature enthusiasts - there are profound concerns around safety. Can you share with me any analyses or reports that have been commissioned by you in relation to resident safety matters? ▪ 6. In light of the above, please confirm that residents - all residents whether of Cobourg or the Township - will be afforded the opportunity to make submissions or raise questions beyond October 15, 2019. In light of the lack of engagement an involvement of and lack of analysis on the residents of Nagle Road, it would be helpful to know that the October 15, 2019 will be extended to ensure proper, thorough and considered analyses of all impacts. 	<p>Study Report to be published in the fall of 2020. Members of the public may submit comments at any time during the study.</p>
<ul style="list-style-type: none"> ▪ The information provided seems to focus on the Town of Cobourg and very little on Hamilton Township ▪ The maps on display should have shown more of Nagle Road and the Village of Baltimore. Nagle Road is the winding rural road leading to a very large residential area 	<p>The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan, which was approved by Cobourg Council in 2005. The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review) which was adopted by Cobourg Council in 2010, approved by the Ministry of Municipal Affairs and Housing in 2011 and approved by the Ontario Municipal Board in 2017. The potential future Highway 401 interchange at Nagle Road is also identified in the Township of Hamilton Official Plan Schedule 'A' – Land Use (July 2012).</p>

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<p>in Baltimore. It is an area where the residents of all ages walk and bicycle. I am very concerned about the increased traffic and how it will impact this quiet area with its narrow roads.</p> <ul style="list-style-type: none"> ▪ Anyone driving westbound on the 401 would not exit at Nagle to go into Cobourg. Anyone driving eastbound would take the Highway 45 exit to go north. I just don't see the necessity for a 401-interchange leading into Baltimore. ▪ Your next meeting should offer more information regarding the impact to Baltimore, including the restructuring of Nagle Road. ▪ The Baltimore Community Centre would be an excellent location for that meeting. 	<p>Within the interchange footprint, Nagle Road will be designed according to Ministry of Transportation design standards. The cross-section will include four 3.5 m wide lanes, two 1.5 m wide bicycle lanes, and a sidewalk on one side. Outside of the interchange footprint, Nagle Road is under the jurisdiction of the Town of Cobourg (south of Highway 401) and the Township of Hamilton (north of Highway 401).</p> <p>Upon the completion of this interchange study, additional planning studies may be required by the Township of Hamilton and/or Northumberland County to determine if additional improvements are required to the municipal road network. The project team will be scheduling a meeting with the Town of Cobourg, Township of Hamilton, and Northumberland County to discuss coordination issues and potential future studies related to Nagle Road.</p>
<ul style="list-style-type: none"> • Thank you for the presentation on September 18 in Cobourg on the Environmental Assessment Review for the Highway 401 expansion plans from Nagle Road on the west to Colborne on the east. It is apparent that there is a need for three lanes in each direction given the busyness of traffic through this primary east-west thoroughfare through Southern Ontario. I think many people are surprised that the plans envisage an allowance for four lanes in each direction at this time. I understand that the extent of replacement bridges and structural concrete culverts construction makes it economical to build infrastructure to accommodate four lanes in each direction in the future even if only three are installed presently. I do not personally favour the 	<p>Your support for the expansion of Highway 401 to six total lanes and your opposition for the expansion to eight lanes in the immediate future have been noted by the project team.</p> <p>The purpose of this study is to establish the future Highway 401 footprints for six and eight lanes, to ensure an appropriate design of the replacement bridges.</p> <p>The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan, which was approved by Cobourg Council in 2005. The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review) which was adopted by Cobourg Council in 2010, approved by the Ministry of Municipal Affairs and Housing in 2011 and approved by the Ontario Municipal Board in 2017. The potential future Highway 401 interchange at Nagle Road is also identified in the Township of Hamilton Official Plan Schedule 'A' – Land Use (July 2012).</p> <p>Upon the completion of this interchange study, additional planning studies may be required by the Township of Hamilton and/or Northumberland County to determine if additional improvements are required to the municipal road network. The project team will be scheduling a meeting with the Town of Cobourg, Township of Hamilton, and Northumberland County to discuss coordination issues and potential future studies related to Nagle Road.</p>

Comment	Response Provided and/or Action Taken
<p>installation of four lanes in each direction in the immediate future. I believe that to do so would only increase the rate of excessive speed of travel in the segment where there are four lanes in each direction and result in traffic bottlenecks at each end where there are just three lanes in each direction presently.</p> <p>Proposed Highway 401 - Nagle Road Interchange (Study GWP 4059-17-00)</p> <ul style="list-style-type: none"> I do not support the creation of a new interchange at Nagle Road at this time. Although such an additional interchange might be necessary in the distant future (perhaps 20 years), the connecting road infrastructure at Nagle Road is highly inadequate to support significant volumes of traffic at this time. An interchange at that point would, no doubt, result in heavy transport commercial traffic on the connecting roads, all of which go through residential areas and rural roads. Some of that prospective heavy vehicle traffic would find its way north on Nagle Road through the subdivision at Van Luven Road and some would find its way south on either: i) Brook Road North where there is a busy four-track level railway crossing; or ii) Workman Road, which passes through a small subdivision near Highway 2 and where the connection to Highway 2 at the railway overpass there creates a significant traffic bottleneck, particularly by slow-moving heavy trucks. Some of that heavy commercial traffic would also find its way east on Danforth Road East 	<p>Your question regarding property requirements between Nagle Road and Danforth Road has been noted; however, at this time, property impacts and requirements have yet to be determined and will vary between design alternatives. Several design alternatives will be developed and evaluated as part of these Preliminary Design studies to determine the Recommended Plans. As part of the evaluation processes, property impacts will be considered and avoided/minimized where possible. Property owners who have the potential to be impacted will be contacted by the project team to discuss the improvements and impacts specific to their property. Stantec and its sub-consultants may require access to some private property to undertake field investigation work in support of the studies. In these locations, permission to enter will be requested from the property owners. The Ministry's staff, consultant, or sub-consultants will not enter private property without prior consent from the property owner.</p> <p>As part of the two studies Stantec is completing a series of environmental investigations including terrestrial, aquatic, migratory birds, species at risk, archaeology, built and cultural heritage, contamination, groundwater, air quality, and noise. Existing conditions will be documented in specialty-specific reports, along with an impact assessment for the Recommended Plans. These reports may be provided upon their completion for your review and consideration.</p> <p>Regarding your concerns about your historical property, the Criteria for Evaluation Potential for Built Heritage Resources and Cultural Heritage Landscapes will be completed and included in final environmental documentation at the end of the studies. Built heritage and cultural heritage landscapes will be considered during the evaluation of alternatives and determination of the Recommended Plans. Efforts will be made to avoid/minimize the impacts to these resources, and mitigation measures for heritage resources will be recommended for the Recommended Plans. Cultural Heritage Assessment Reports (CHAR) have been completed as required by the Environmental Guide for Built Heritage and Cultural Heritage Landscapes. The CHARs identify potential built heritage resources and cultural heritage landscapes within the study areas for consideration during the development and evaluation of alternatives.</p> <p>In regard to your other information requests and as noted in our most recent response email to you, the project team will prepare a package of available information and where information is not available, we will provide you with appropriate agency contacts for you to request that information.</p>

Comment	Response Provided and/or Action Taken
<p>on a rural, Township of Hamilton road which has a very high number of obscured driveways from the unrestrained housing severances which have developed in the area. There are major hills along Danforth Road which already create significant traffic concerns with the present level of traffic, much of which travels at excessive speeds as it makes 'short cuts' to the east on roads which were never intended nor designed to handle the present level of traffic, let alone an increased amount of traffic if there were to be an interchange at Nagle Road.</p> <ul style="list-style-type: none"> • I do not believe that adequate traffic studies have been completed to determine the effects of a new Highway 401 interchange at Nagle Road. <p>Highway 401 Corridor</p> <ul style="list-style-type: none"> • Is the plan for the Highway 401 Expansion to stay within existing 90 metre / 300 foot highway corridor between Nagle Road and the Eagleson (Danforth) Road overpass? If not, what are the plans for landowners on this section? Given the steepness of the grades at the north end of our property abutting the 401 corridor, I wonder what engineering will be required to stabilize these slopes. <p>Environmental Review</p> <ul style="list-style-type: none"> ▪ As part of the Environmental Studies of the proposed work on the Highway 401 Expansion Plan, I would like to see baseline study data for several points of reference: 	

Comment	Response Provided and/or Action Taken
<p>i) baseline water quality study data for the waterways that cross the 401 right-of-way along the route of the highway expansion corridor. For example, Shelter Valley Creek is a very important waterway through this region, even though it is not a voluminous waterway. More specifically, I wish to see baseline water quality study data for two creeks which cross our family property, and which are bisected by the 401 corridor. These creeks have historically provided surface water for livestock on our property and no doubt influence the groundwater aquifers throughout this region and our family farm property specifically. The groundwater quality factors will be evident in maple sap and syrup production on our land during the period of construction and continuing perpetually into the future. It is not possible to benchmark these influences without solid baseline water quality study data.</p> <p>ii) additionally, these same water quality issues will have effects on fish, other aquatic species, and other wild terrestrial species populations in the area. It is necessary, therefore, that there be baseline study data of fish populations in waterways and other wild species populations throughout the region and particularly in areas crossed by the 401 corridor. In particular, I wish to see baseline study data on deer populations in the region over a period of many years in the past and continuing into the future.</p>	

Comment	Response Provided and/or Action Taken
<p>iii) I know that the incidence of impact collisions involving deer along this stretch of the 401 corridor is very high, from my personal observations over a period of about 50 years, but I have never seen statistics compiled on these occurrences. Certainly, the incidence of deer impact collisions in the future can only go up with three or four traffic lanes in each direction as opposed to the present two. I would strongly recommend the construction of an underpass to accommodate north-south deer (and other wildlife) passages across the 401 corridor, and I would be willing to negotiate allowances for such a wildlife passageway onto and through our family property. I believe one of the main deer path routes across the 401 corridor in this specific area is from Northumberland Heights Road and the associated ravines which bisect the ridges to the north of the 401 at approximately kilometre marks 480 - 481 of Highway 401. To the south of the 401, I know that there are significant deer passages across our family farm property and the adjoining neighbour's (McNichol) property connects near its northeast corner to the Ron Harden Road road allowance on the south side of the 401 corridor adjacent to Northumberland Heights Road on the north side of the 401.</p> <p>iv) depending on the ultimate choice made in respect to a prospective deer underpassageway across the 401 corridor, high (perhaps 10 foot high chain link) fences at the margins of the highway right-of-way to contain deer and other wild animal</p>	

Comment	Response Provided and/or Action Taken
<p>populations from entering the highway corridor should be considered.</p> <ul style="list-style-type: none"> ▪ I have reviewed the Ontario Provincial Standards Specifications for fences for highway margins, but I do not see information on the process for selection of the type of fencing or barriers in various circumstances. Therefore, I presume that the selection process for such fences or barriers is somewhat arbitrary, unless, perhaps, it is specifically requested by abutting landowners. ▪ At a minimum, replacement 'page'-wire fences must be installed to offer some degree of control of wildlife and humans and domestic farm animals from easily accessing the highway corridor. If page wire is ultimately used, I request an additional single strand of barbed wire to be added above the 'page'-wire, at least on the boundary of our property. There are numerous instances of trespassing onto our property by travellers on the Highway 401 corridor. While a strand of barbed wire is not a complete deterrent to entry, it might reduce such occurrences. ▪ The Ontario Ministry of Transportation and its agents have not done a thorough job in the recent past of maintaining the existing fences along the highway right-of-way margins. There are areas where the fences are broken down with broken posts and breaks or cuts in the wire. For farmers aiming to contain livestock, this is not a 	

Comment	Response Provided and/or Action Taken
<p>satisfactory defence against animals potentially getting out onto highways.</p> <p>v) The recessional moraine ridge rising more than 150 feet above the 401 highway level immediately on the north side of the 401 behind our family farm property causes significant microclimate weather patterns in this specific area, particularly during winter storms. While no amount of earthworks can likely mitigate these severe weather effects, some extra level of study to determine the appropriate landscaping and wind barrier protection alongside the highway in this area is, no doubt, warranted. Perhaps the tall concrete barriers used in more densely-developed residential areas should be considered for use in this area. Such barriers would somewhat reduce windage in this section of the 401 and would help to contain road noise and to control deer and other wildlife passage into the highway 401 corridor.</p> <p>Historical Factors</p> <ul style="list-style-type: none"> • Our home on Danforth Road is the oldest designated historic property in this part of Northumberland County. What considerations are given for historical properties on land abutting the Highway 401 corridor? ▪ Does not agree with the Nagle Study ▪ There is no need for a new interchange at Nagle Road – there will not be enough traffic to warrant the interchange 	

Comment	Response Provided and/or Action Taken
<ul style="list-style-type: none"> ▪ The proposed interchange is too close to other existing interchanges ▪ There have been lots of accidents on Highway 401 in the Nagle study area ▪ There are significant terrain challenges in the study area ▪ The proposed interchange alternatives impact a number of properties where people live ▪ The interchange would increase noise impacts and crime ▪ The interchange would impact watercourses and the water table and potentially impacts the proposed school site ▪ There is an ancient first nations burial ground closer to the Town south of Highway 401 	

9.0 External Agency Participation

An invitation to attend the meeting was sent to external agencies on the project mailing list on Tuesday, September 4, 2019. External Agencies and stakeholders that were represented at the PIC include: Ontario Provincial Police; Town of Cobourg; Willow Beach Field Naturalists; Northumberland County; Town of Cobourg; Cramahe Township; and Township of Hamilton. Table 2 provides an overview of comments received from External Agencies at or following the second PIC.

Table 2: External Agency Input Received and Response Provided/Action Taken

Agency	Comment	Response Provided and/or Action Taken
Hamilton Township	<ul style="list-style-type: none"> • Emailed (October 1, 2019) indicated that the township is receiving calls from local residents, mostly on Nagle Road North, regarding the study and interchange, with their major concern being traffic • Indicated that Nagle Road North leads to a well-developed sub-division, and that there are significant horizontal and vertical bends • Asked what studies have been or will be completed for impacts to traffic and other items due to the interchange construction 	<p>Please see additional information regarding the need for the Nagle Road Interchange Study as well as planned traffic studies and meetings below to be shared with residents that contact the Township regarding the study.</p> <p>The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan, which was approved by Cobourg Council in 2005. The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review) which was adopted by Cobourg Council in 2010, approved by the Ministry of Municipal Affairs and Housing in 2011 and approved by the Ontario Municipal Board in 2017. The potential future Highway 401 interchange at Nagle Road is also identified in the Township of Hamilton Official Plan Schedule 'A' – Land Use (July 2012).</p> <p>This current interchange study includes traffic analysis to help identify the preferred interchange configuration at Nagle Road. Upon completion of this study, additional planning studies may be required by Hamilton Township and/or Northumberland County to determine if additional improvements are required to the municipal road network.</p> <p>The project team will be scheduling a meeting with the Town of Cobourg, Hamilton Township, and Northumberland County in the near future to discuss these coordination issues.</p>

Comments were noted by the project team for consideration when moving forward in the study.

All names and addresses from the comment sheets and visitor register were added or updated on the project mailing list.

10.0 Next Steps

Specific responses to all formal questions and comments received as a result of the first PIC will be prepared and forwarded to the commenting party. Consultation will be ongoing, and all relevant agencies will be regularly informed of the project status.

A second PIC is anticipated to be undertaken in spring 2020. The purpose of the second PIC is to present and seek input on the evaluation of alternatives, the Preferred Plan, and proposed mitigation and protection measures, and to obtain feedback on the Preferred Plan.

Following the second PIC, all comments received will be addressed and the Preferred Plan will be updated, if required. A Transportation Environmental Study Report (TESR) will be prepared to document the study and the Recommended Plan and it will be made available for a 30-day public review period. A separate TESR will be prepared for the Highway 401 Planning Study from Cobourg to Colborne.

Any concerns brought to the attention of the Project Team will be responded to and an attempt to reach a resolution will be made.

APPENDIX A

Notification Materials

To:	M. Waseem, E. Pipe	From:	Nevena Gazibara
	MTO Eastern Region		Stantec
File:	1650.01106 / 1090	Date:	August 2, 2019

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 401 from Cobourg to Colborne, GWP 4060-11-00 and Nagle Road
Interchange Study (GWP 4059-17-00)
Public Information Centre 1 Timing Strategy**

Please find attached the final Public Information Centre 1 timing strategy for the above-mentioned project.

KEY STAGE	DATE
Draft Materials sent to MTO	August 2, 2019
MTO Advertisement Approval	August 9, 2019
PIC Dry Run	August 15, 2019
Notice to Queens Park	August 22, 2019
Notice to MPP (on MTO Letterhead)	August 27, 2019
External Agency Mailing (Letter, Flyer and Comment Sheet)	September 4, 2019
Businesses, Property Owners and Stakeholder Mailing (Flyer)	September 4, 2019
Mailing to Indigenous groups (on MTO Letterhead)	August 28, 2019
Canada Post Unaddressed Admail	September 4, 2019
<i>Highway 401 Website updated with Notice</i>	September 5, 2019
<i>Northumberland News</i>	September 5, 2019
<i>Brighton Independent</i>	September 5, 2019

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 401 from Cobourg to Colborne, GWP 4060-11-00 and Nagle Road Interchange Study
(GWP 4059-17-00)
Public Information Centre 1 Timing Strategy**

Township of Alnwick/Haldimand Council Meeting	September 5, 2019 (12:30pm)
Township of Cramahe Council Meeting	September 17, 2019 (7:00pm)
Township of Hamilton Committee of the Whole Meeting	September 10, 2019 (1:00pm)
Northumberland County Council Meeting	September 18, 2019 (9:30am)
Public Information Centre – External Agency Session	September 18, 2019 (3:00pm- 4:00pm)
Public Information Centre	September 18, 2019 (4:00pm-8:00pm)
External Agency Comments requested by:	October 18, 2019

STANTEC CONSULTING LTD.



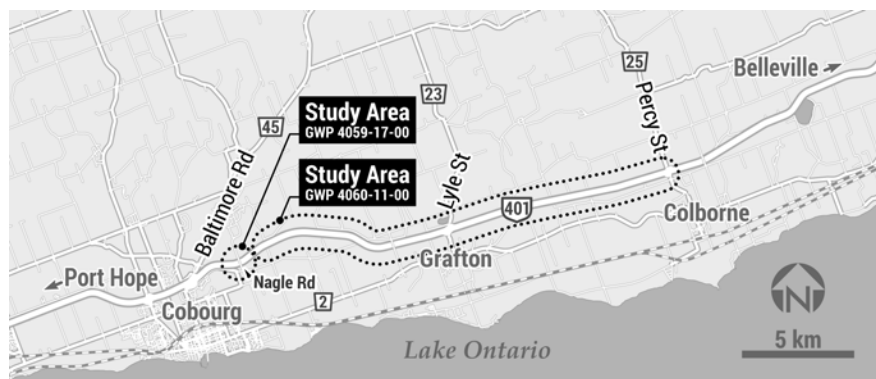
Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

c. G. Cooke, T. Belliveau – Stantec Consulting Ltd.



NOTICE OF PUBLIC INFORMATION CENTRE 1
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for the replacement and rehabilitation of structures, interchange modifications, establishing the footprint of future six and eight lanes to ensure an appropriate design of the replacement bridges, and commuter parking lot improvements, from 2 kilometres east of Nagle Road to 800 metres east of Percy Street (approximately 18 kilometres). The MTO and the Town of Cobourg have also retained Stantec to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for a new interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton. The interchange study is the Town of Cobourg's initiative and is being completed concurrently with the MTO's Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00).



The MTO and the Town of Cobourg have also retained Stantec to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for a new interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton. The interchange study is the Town of Cobourg's initiative and is being completed concurrently with the MTO's Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00).

This notice is to announce the first combined Public Information Centre (PIC) for these two studies. The purpose of PIC 1 is to display and seek input on the preliminary improvement alternatives; display and seek input on the existing conditions in the study areas (i.e. natural, social, economic, and cultural); and answer questions about the studies.

The PIC will be a drop-in format and is scheduled for:

Date: Wednesday, September 18, 2019

Location: Cobourg Lions Community Centre, 157 Elgin Street East, Cobourg, Ontario

Time: 4:00 PM to 8:00 PM

THE PROCESS

Both studies are "Group B" projects under the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) and include undertaking environmental and engineering field investigations and seeking input from the public, local municipalities, external ministries/agencies, and businesses. Two Public Information Centres (PICs) are planned, and notices of the PICs will be placed in local newspapers and sent to the project mailing list.

Upon completion of preliminary design, a separate Transportation Environmental Study Reports (TESR) for each study, will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TESR public review periods.

COMMENTS

You are encouraged to participate in the studies and to provide comments in writing to the project team. If you wish to have your name added to the project mailing list or have questions about the studies, please contact:

Mr. Gregg Cooke, P.Eng.

Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
Fax: (905) 385-3534
Call Collect: (905) 385-3234
comments@highway401cobourgcoborne.ca

Mr. Muhammad Waseem, P.Eng.

Project Engineer
Ministry of Transportation Eastern
Region
1355 John Counter Boulevard, Postal
Bag 4000
Kingston ON K7L 5A3
Tel: (613) 449-2615
Fax: (613) 540-5106
Toll-free: 1-800-267-0295 Ext. 4701
comments@highway401cobourgcoborne.ca

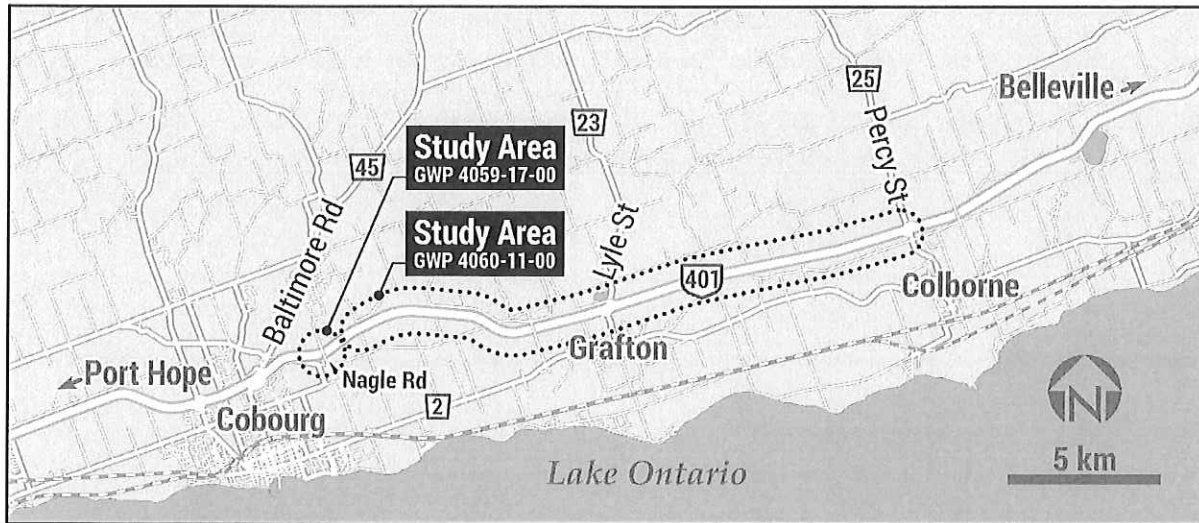
Mr. Terry Hoekstra, C.E.T.

Manager of Engineering and Capital
Projects
Town of Cobourg
740 Division Street, Building 7
Cobourg ON K9A 0H6
Tel: (905) 372-9971 ext. 4371
comments@highway401cobourgcoborne.ca

You are encouraged to visit the project website, www.highway401cobourgcoborne.ca, where project information including study notices, background information, PIC displays, and the TESRs will be made available as the studies progress. You can also submit comments to the project team on the project website.

If you have any accessibility requirements in order to participate in these projects, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the studies and, with the exception of personal information, may be included in study documentation and become part of the public record.

HIGHWAY 401 PLANNING STUDY (GWP 4060-11-00) & NAGLE ROAD INTERCHANGE STUDY (GWP 4059-17-00) STUDY AREAS



Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 449-2615
1-800-267-0295
Fax: 613-540-5106

Section de la planification et de la
conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 449-2615
1-800-267-0295
Téléc. 613-540-5106



August 27, 2019

Mr. David Piccini, MPP
Northumberland-Peterborough South
117 Peter St.
Port Hope, ON L1A 1C5
Fax 905-885-0050

Dear Mr. Piccini:

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne,
GWP 4060-11-00 & Highway 401 Nagle Road Interchange Study,
GWP 4059-17-00
Notice of Public Information Centre 1**

Stantec Consulting Ltd. has been retained by the Ontario Ministry of Transportation (MTO) to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for the replacement and rehabilitation of structures, interchange modifications, establishing the footprint of future six and eight lanes to ensure an appropriate design of the replacement bridges, and commuter parking lot improvements, from 2 kilometres east of Nagle Road to 800 metres east of Percy Street (approximately 18 kilometres).

The MTO and the Town of Cobourg have also retained Stantec to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for a new interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton. The interchange study is the Town of Cobourg's initiative and is being completed concurrently with the MTO's Highway 401 Planning Study from Cobourg to Colborne (GWP4060-11-00). The Town of Cobourg is bearing the full cost associated with the preliminary design of this new interchange. Both studies will share the same Public Information Centres (PIC) and Municipal Advisory Committees (MAC), however a separate TESR will be published for each study.

The purpose of this letter is to advise you of the combined first Public Information Centre (PIC), for these studies, scheduled on **September 18, 2019 from 4:00 PM to 8:00 PM** at the **Cobourg Lions Community Centre, 157 Elgin Street East, Cobourg, Ontario**. External agencies and municipal staff are invited in advance of the PIC between **3:00 PM to 4:00 PM**, to attend an External Agency Drop-In Meeting, at the above-mentioned date and location.

The session will provide you with an opportunity to review the preliminary improvement alternatives and proposed evaluation criteria, provide comments, and address questions or concerns directly with representatives of the project team.

The Notice of Public Information Centre 1 will appear in the *Northumberland News* and *Brighton Independent* on September 5, 2019.

Should you have any questions regarding the studies, please contact the undersigned.

Sincerely,

A handwritten signature in black ink, appearing to be 'MW' with a stylized flourish extending to the right.

Muhammad Waseem, P.Eng.
MTO Project Engineer, Eastern Region
Tel: (613) 449-2615
Toll-free: 1-800-267-0295 Ext. 4701
Fax: (613) 540-5106
muhammad.waseem@ontario.ca

c. E. Pipe – Ministry of Transportation
T. Hoekstra- Town of Cobourg
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Attachments:

Study Areas Map
Notice of Public Information Center

Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
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1-800-267-0295
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CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 449-2615
1-800-267-0295
Télééc. 613 540-5106



August 28, 2019

Attention: Chief Kelly LaRocca

Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry ON L9L 1B6

Dear Chief LaRocca,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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The purpose of this letter is to advise you of the combined first Public Information Centre (PIC) planned for the two studies and to advise you of an opportunity to review the preliminary improvement alternatives, existing environmental conditions map, and proposed evaluation process and criteria to be used to identify the Recommended Plans.

You are invited to view the PIC displays in advance of the public on **September 18, 2019**, from **3:00 PM to 4:00 PM**, at the **Cobourg Lions Community Centre, 157 Elgin Street East, Cobourg, Ontario**. The session will provide you with an opportunity to review the preliminary improvement alternatives and provide comments, and address questions or concerns directly with representatives of the project team.

August 28, 2019
Page 2 of 2

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
Notice of Public Information Centre 1**

If you are unable to attend the meeting and would like further information regarding the studies, please contact either the undersigned or one of the project team members named in the enclosed notice.

The study team will keep you up-to-date on the status of the studies as the projects progress. We invite and encourage your input. You are also encouraged to visit the project website, www.highway401cobourgcolborne.ca, to obtain current project information and to submit comments to the project team.

Should you have any questions, please contact me at (613) 449-2615 or 1-800-267-0295 Ext. 4701, or by email at muhammad.waseem@ontario.ca. If you would prefer a meeting with ministry staff, that can also be arranged. Please contact me at your earliest convenience if you are interested in such a meeting.

Yours Truly,



Muhammad Waseem, P.Eng.
MTO Project Engineer, Eastern Region
Tel: (613) 449-2615
Toll Free: 1-800-267-0295 Ext. 4701
Fax: (613) 540-5106
muhammad.waseem@ontario.ca

c. E. Pipe – Ministry of Transportation, T. Hoekstra – Town of Cobourg
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Attachments:

Study Areas Map
Notice of Public Information Center

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Kingston (Ontario) K7L 5A3
Tél.: 613 449-2615
1-800-267-0295
Télec. 613 540-5106



August 28, 2019

Attention: Mr. Dave Mowat, Consultation, Lands and Membership Supervisor
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry ON L9L 1B6

Dear Mr. Mowat,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
Notice of Public Information Centre 1**

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Yours Truly,



Muhammad Waseem, P.Eng.
MTO Project Engineer, Eastern Region
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Toll Free: 1-800-267-0295 Ext. 4701
Fax: (613) 540-5106
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c. E. Pipe – Ministry of Transportation, T. Hoekstra – Town of Cobourg
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Attachments:

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August 28, 2019

Attention: James Marsden, Chief

Alderville First Nation
11696 Line Rd 2
Roseneath ON K0K 2X0

Dear Chief Marsden,

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Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
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August 28, 2019

Attention: Phyllis Williams, Chief
Curve Lake First Nation

mail to: phyllisw@curvelake.ca

copy to: consultationclerk@curvelake.ca

Dear Chief Williams,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
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Téléc. 613 540-5106



August 28, 2019

Attention: Julie Kapyrka, Lands and Resources Consultation Liaison
Curve Lake First Nation

mail to: juliek@curvelake.ca

Dear Ms. Kapyrka,

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August 28, 2019

Attention: Kaitlin Hill, Lands and Resources Consultation Liaison
Curve Lake First Nation

mail to: kaitlinh@curvelake.ca

Dear Ms. Hill,

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August 28, 2019

Attention: Laurie Carr, Chief

Hiawatha First Nation
123 Paudash Street, RR 2
Keene ON K0L 2G0

Dear Chief Carr,

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August 28, 2019

Attention: Stacey LaForme, Chief
Mississaugas of the New Credit First Nation
2789 Mississauga Road, RR 6
Hagersville ON N0A 1H0

Dear Chief LaForme,

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August 28, 2019

Attention: Chief R. Donald Maracle

Mohawks of the Bay of Quinte
24Meadow Drive
Tyendinaga Mohawk Territory, ON K0K 1X0

Dear Chief Maracle,

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Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 449-2615
1-800-267-0295
Fax: 613-540-5106

Section de la planification et de la
conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 449-2615
1-800-267-0295
Téléc. 613 540-5106



August 28, 2019

Métis Consultation Unit
Métis Nation of Ontario Head Office
Suite 1100 – 66 Slater Street
Ottawa ON K1P 5H1

Dear Sir / Madam,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
Notice of Public Information Centre 1**

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for the replacement and rehabilitation of structures, interchange modifications, establishing the footprint of future six and eight lanes to ensure an appropriate design of the replacement bridges, and commuter parking lot improvements, from 2 km east of Nagle Road to 800 m east of Percy Street (approximately 18 km).

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Yours Truly,



Muhammad Waseem, P.Eng.
MTO Project Engineer, Eastern Region
Tel: (613) 449-2615
Toll Free: 1-800-267-0295 Ext. 4701
Fax: (613) 540-5106
muhammad.waseem@ontario.ca

c. E. Pipe – Ministry of Transportation, T. Hoekstra – Town of Cobourg
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August 28, 2019

Attention: Ava Hill, Chief
Six Nations of the Grand River
1695 Chiefswood Road
PO Box 5000
Ohsweken ON N0A 1M0

Dear Chief Hill,

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Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
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c. E. Pipe – Ministry of Transportation, T. Hoekstra – Town of Cobourg
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August 28, 2019

Attention: Lonny Bomberry, Lands and Resources Director

Six Nations of the Grand River
2498 Chiefswood Road
PO Box 5000
Ohsweken ON N0A 1M0

Dear Mr. Bomberry,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
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MTO Project Engineer, Eastern Region
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c. E. Pipe – Ministry of Transportation, T. Hoekstra – Town of Cobourg
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August 28, 2019

Attention: Karry Sandy-McKenzie, Claims Coordinator

Williams Treaties First Nations
8 Creswick Court
Barrie ON L4M 2J7

Dear Ms. Sandy-McKenzie,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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c. E. Pipe – Ministry of Transportation, T. Hoekstra – Town of Cobourg
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

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Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Laura Hatcher, Heritage Planner

Ministry of Tourism, Culture and Sport, Heritage Program Unit

401 Bay Street

Suite 1700

Toronto ON M7A 0A7

Dear Ms. Hatcher,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Regards,

STANTEC CONSULTING LTD.



Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Nicholle Eichenberger, Environmental Management Co-op

Infrastructure Ontario

1 Dundas St West

Suite 2000, 22nd Floor, 22-051

Toronto ON M5G 2L5

Dear Ms. Eichenberger,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Attention: Planning Coordinator

Infrastructure Ontario

1 Dundas St West

Suite 2000

Toronto ON M5G 2L5

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Encl: OGN



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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Henry Penyk, Land Use Planning Assistant

Ministry of Natural Resources and Forestry, Peterborough District

300 Water Street

South Tower, 1st Floor

Peterborough ON K9J 8M5

Dear Mr. Penyk,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Elizabeth Spang, District Planner

Ministry of Natural Resources and Forestry, Peterborough District
300 Water Street
South Tower, 1st Floor
Peterborough ON K9J 8M5

Dear Ms. Spang,

Reference: Preliminary Design and Class Environmental Assessment

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A handwritten signature in black ink, appearing to read 'Nevena Gazibara', with a long horizontal flourish extending to the right.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

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T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Vicki Mitchell, Environmental Resource Planner & EA Coordinator

Ministry of the Environment, Conservation and Parks

1259 Gardiners Road

Unit 3

Kingston ON K7P 3J6

Dear Ms. Mitchell,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

Notice of Public Information Centre 1

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Regards,

STANTEC CONSULTING LTD.



Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: David Bradley, Manager

Ministry of the Environment and Climate Change - Peterborough District
300 Water Street Robinson Place, South Tower
2nd Floor
Peterborough ON K9J 8M5

Dear Mr. Bradley,

Reference: Preliminary Design and Class Environmental Assessment

**Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Jon Orpana, Environmental Planner
Ministry of the Environment, Conservation and Parks
1259 Gardiners Road
Unit 3
Kingston ON K7P 3J6

Dear Mr. Orpana,

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Stephen Peacock, Chief Administrative Officer

Town of Cobourg

55 King Street West

Cobourg ON K9A 2M2

Dear Mr. Peacock,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Brent Larmer, Municipal Clerk & Manager of Legislative Services

Town of Cobourg

55 King Street West

Cobourg ON K9A 2M2

Dear Mr. Larmer,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Laurie Wills, Director of Public Works

Town of Cobourg

740 Divison Street

Building 7, Northam Industrial Park

Cobourg ON K9A 0H6

Dear Ms. Wills,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Wendy Gibson, Economic Development Officer

Town of Cobourg

212 King Street West

Dressler House

Cobourg ON K9A 2N1

Dear Ms. Gibson,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Glenn McGlashon, Director of Planning and Development

Town of Cobourg

55 King Street West

Cobourg ON K9A 2M2

Dear Mr. McGlashon,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Julie Oram, Clerk

Township of Cramahe

1 Toronto Street

P.O. Box 357

Colborne ON K0K 1S0

Dear Ms. Oram,

Reference: Preliminary Design and Class Environmental Assessment

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& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Craig Brooks, Chief Administrative Officer

Township of Cramahe

1 Toronto Street

P.O. Box 357

Colborne ON K0K 1S0

Dear Mr. Brooks,

Reference: Preliminary Design and Class Environmental Assessment

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Township of Cramahe
1 Toronto Street
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Colborne ON K0K 1S0

Dear Ms. Hamilton,

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Regards,

STANTEC CONSULTING LTD.



Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Arthur Anderson, Chief Administrative Officer

Hamilton Township
8285 Majestic Hills Drive
P.O. Box 1060
Cobourg ON K9A 4W5

Dear Mr. Anderson,

Reference: Preliminary Design and Class Environmental Assessment

**Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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T. Hoekstra – Town of Cobourg
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Kate Surerus, Director of Corporate Services/Municipal Clerk

Hamilton Township

8285 Majestic Hills Drive

P.O. Box 1060

Cobourg ON K9A 4W5

Dear Ms. Surerus,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

Notice of Public Information Centre 1

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T. Hoekstra – Town of Cobourg
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Don Hamly, Public Works Foreman

Hamilton Township
8285 Majestic Hills Drive
P.O. Box 1060
Cobourg ON K9A 4W5

Dear Mr. Hamly,

Reference: Preliminary Design and Class Environmental Assessment

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& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Sandra Stothart, Planning Co-ordinator

Hamilton Township
8285 Majestic Hills Drive
P.O. Box 1060
Cobourg ON K9A 4W5

Dear Ms. Stothart,

Reference: Preliminary Design and Class Environmental Assessment

**Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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Environmental Planner
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T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Paul Heffernan, Manager, Operational Support & Infrastructure

Hamilton Township

8285 Majestic Hills Drive

P.O. Box 1060

Cobourg ON K9A 4W5

Dear Mr. Heffernan,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Tim Jeronimus, Chief Building Official

Hamilton Township
8285 Majestic Hills Drive
P.O. Box 1060
Cobourg ON K9A 4W5

Dear Mr. Jeronimus,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Jennifer Current, Municipal Planner

Alnwick/Haldimand Township

10836 County Road 2

P.O. Box 70

Grafton ON K0K 2G0

Dear Ms. Current,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Robin van de Moosdyk, Municipal Clerk

Alnwick/Haldimand Township

10836 County Road 2

P.O. Box 70

Grafton ON K0K 2G0

Dear Mrs. van de Moosdyk,

Reference: Preliminary Design and Class Environmental Assessment

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& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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T. Hoekstra – Town of Cobourg
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Troy Gilmour, Superintendent of Public Works

Alnwick/Haldimand Township

10836 County Road 2

P.O. Box 70

Grafton ON K0K 2G0

Dear Mr. Gilmour,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Mobushar Pannu, Director, Transportation, Waste & Facilities

Northumberland County

555 Courthouse Road

Cobourg ON K9A 5J6

Dear Mr. Pannu,

Reference: Preliminary Design and Class Environmental Assessment

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Regards,

STANTEC CONSULTING LTD.



Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Zahid Hossain, Project Engineer, Transportation, Waste & Facilities

Northumberland County

555 Courthouse Road

Cobourg ON K9A 5J6

Dear Mr. Hossain,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

**Attention: Brooke Gillispie, Traffic & ROW Management Supervisor,
Transportation, Waste and Facilities Management**

Northumberland County

555 Courthouse Road

Cobourg ON K9A 5J6

Dear Ms. Gillispie,

Reference: Preliminary Design and Class Environmental Assessment

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& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Denise Marshall, Manager, Project Engineering

Northumberland County

555 Courthouse Road

Cobourg ON K9A 5J6

Dear Ms. Marshall,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

**Attention: Dan Borowec, Director,
Economic Development, Land Use Planning and Tourism**
Northumberland County
555 Courthouse Road
Cobourg ON K9A 5J6

Dear Mr. Borowec,

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Nancy MacDonald, Legislative Services Manager/Clerk

Northumberland County, County Clerk Office

555 Courthouse Road

Cobourg ON K9A 5J6

Dear Ms. MacDonald,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Jennifer Moore, Chief Administrative Officer

Northumberland County

555 Courthouse Road

Cobourg ON K9A 5J6

Dear Ms. Moore,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Ken Thajer, Planning and Regulations Coordinator

Ganaraska Conservation Authority

2216 County Road 28

Port Hope ON L1A 3V8

Dear Mr. Thajer,

Reference: Preliminary Design and Class Environmental Assessment

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& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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A handwritten signature in black ink, appearing to read 'Nevena Gazibara', with a long horizontal flourish extending to the right.

Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

c. M. Waseem, E. Pipe – Ministry of Transportation
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Leah Stephens, Environmental Planner/ Regulations Officer

Lower Trent Conservation Authority

714 Murray Street

RR1

Trenton ON K8V 5P4

Dear Ms. Stephens,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Warren Coulter, Environmental Planner/ Regulations Officer

Lower Trent Conservation Authority

714 Murray Street

RR1

Trenton ON K8V 5P4

Dear Mr. Coulter,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: John Henderson, Mayor

Town of Cobourg

55 King Street West

Cobourg ON K9A 2M2

Dear Mayor Henderson,

Reference: Preliminary Design and Class Environmental Assessment

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Regards,

STANTEC CONSULTING LTD.



Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Bill Cane, Mayor

Hamilton Township
8285 Majestic Hills Drive
P.O. Box 1060
Cobourg ON K9A 4W5

Dear Mayor Cane,

Reference: Preliminary Design and Class Environmental Assessment

**Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
Notice of Public Information Centre 1**

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: John Logel, Mayor

Alnwick/Haldimand Township

10836 County Road 2

P.O. Box 70

Grafton ON K0K 2G0

Dear Mayor Logel,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Mandy Martin, Mayor

Township of Cramahe

1 Toronto Street

P.O. Box 357

Colborne ON K0K 1S0

Dear Mayor Martin,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Lisa Darling, Detachment Commander

Ontario Provincial Police, Northumberland Detachment (Cobourg)

1165 Division Street

Cobourg ON K9A 4J9

Dear Insp. Darling,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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T. Hoekstra – Town of Cobourg
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Lisa Darling, Detachment Commander

Ontario Provincial Police

Northumberland Detachment (Brighton)

95 Dundas Street

Brighton ON K0K 1H0

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Reference: Preliminary Design and Class Environmental Assessment

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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Kai Lui, Chief

Cobourg Police Service

107 King Street West

Cobourg ON K9A 2M4

Dear Chief Lui,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Mike Vilneff, Chief

Cobourg Fire Department

111 Elgin Street East

Cobourg ON K9A 1A1

Dear Chief Vilneff,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Kelly Serson, Director of Emergency Services / Fire Chief
Hamilton Township Fire Department

kserson@hamiltontownship.ca

Dear Chief Serson,

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Allen Mann, Fire Chief

Alnwick/Haldimand Fire Rescue

2267 County Road 23

Grafton ON K0K 2G0

Dear Chief Mann,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Brandon Northrup, Fire Chief

Township of Cramahe

232 Purdy Road

Colborne ON K0K 1S0

Dear Chief Northrup,

Reference: Preliminary Design and Class Environmental Assessment

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Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: William Detlor, Director/Chief of Paramedic Services

Northumberland Paramedics

600 William Street

Suite 300

Cobourg ON K9A 3A5

Dear Chief Detlor,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Ken Stubbings, Health and Safety/Emergency Planning Manager

Northumberland County

600 William Street

Suite 300

Cobourg ON K9A 3A5

Dear Mr. Stubbings,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Jennifer Leclerc, Director of Education

Kawartha Pine District School Board

1994 Fisher Drive

Peterborough ON K9J 6X6

Dear Ms. Leclerc,

Reference: Preliminary Design and Class Environmental Assessment

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& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

**Attention: Kevin Hickey, Manager of Purchasing,
Planning and Facility Administration**

Peterborough Victoria Northumberland Clarington Catholic District School Board
1355 Lansdowne Street West
Peterborough ON K9J 7M3

Dear Mr. Hickey,

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Andre Blais, Directeur de l'éducation et secrétaire trésorier

Conseil Scolaire Catholique MonAvenir

716, route Gordon Baker

Bureau 202

Toronto ON M2H 3B4

Dear Mr. Blais,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec

Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Martin Bertrand, Director of Education

Conseil Scolaire Viamonde

116, Cornelius Parkway

Toronto ON M6L 2K5

Dear Mr. Bertrand,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Joel Sloggett, Chief Administrative Officer

Student Transportation Services of Central Ontario

885 Clonsilla Avenue

Peterborough ON K9J 5Y2

Dear Mr. Sloggett,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Kevin Ward, President and CEO
Northumberland Central Chamber of Commerce
278 George Street
Cobourg ON K9A 3L8

Dear Mr. Ward,

**Reference: Preliminary Design and Class Environmental Assessment
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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Northumberland County Economic Development
600 William Street
Cobourg ON K9A 3A5

Dear Sir / Madam,

**Reference: Preliminary Design and Class Environmental Assessment
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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Jonathan Blackham

c/o Karen McDowell

Ontario Trucking Association

555 Dixon Road

Toronto ON M9W 1H8

Dear Mr. Blackham,

Reference: Preliminary Design and Class Environmental Assessment

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nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Greyhound Canada Transportation Corp.
1111 International Boulevard
Suite 700
Burlington ON L7L 6W1

Dear Sir / Madam,

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
Notice of Public Information Centre 1**

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Regards,

STANTEC CONSULTING LTD.



Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Coach Canada
2015 Fisher Drive
Unit 101
Peterborough ON K9J 7B1

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Environmental Planner
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Neil Currie, General Manager

Ontario Federation of Agriculture

100 Stone Road West, Suite 206

Guelph ON N1G 5L3

Dear Mr. Currie,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

Notice of Public Information Centre 1

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Environmental Planner
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Northumberland Federation of Agriculture

nfa.lisam@gmail.com

Dear Sir/Madam,

**Reference: Preliminary Design and Class Environmental Assessment
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Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Cobourg Historical Society
P.O. Box 911
Cobourg ON K9A 4W4

Dear Sir / Madam,

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Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Willy Elzner

Ganaraska Freewheelers Cycling Club

ganaraskafreewheelers@gmail.com

Dear Mr. Elzner,

**Reference: Preliminary Design and Class Environmental Assessment
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Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019
File: 165001090 & 165001106

Pine Ridge Hiking Club
Northumberland ON

info@pineridgehikingclub.ca

Dear Sir / Madam,

**Reference: Preliminary Design and Class Environmental Assessment
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Encl: OGN



Stantec

Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Gudrun "Gigi" Ludorf-Weaver,
Sustainable Cobourg
Cobourg ON

sustainablecobourg@gmail.com

Dear President Ludorf-Weaver,

**Reference: Preliminary Design and Class Environmental Assessment
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T. Hoekstra – Town of Cobourg
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Willow Beach Field Naturalists
P.O. Box 421
Port Hope ON L1A 3Z3

Dear Sir / Madam,

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Highway of Heroes Living Tribute
7856 Fifth Line South
Milton ON L9T 2X8

Dear Sir / Madam,

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Steve Horner, President

Great Pine Ridge Snowmobile Association

251 Barlow Road

Castleton ON K0K 1M0

Dear Mr. Horner,

Reference: Preliminary Design and Class Environmental Assessment

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Regards,

STANTEC CONSULTING LTD.

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Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
nevena.gazibara@stantec.com

- c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Jie Han, Manager, Engineering

Eastern Ontario Power

P.O. Box 1179

Cornwall ON K6H 5V3

Dear Mr. Han,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Distribution Planning Department

Enbridge Gas Distribution

500 Consumers Road

North York ON M2J 1P8

Dear Sir / Madam,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Eastern Region Crossing

Enbridge Pipelines Inc.
500 Consumers Road
North York ON M2J 1P8

Dear Sir / Madam,

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Laura Howell, District Engineer

Union Gas

1653 Venture Drive

Kingston ON K7P 0E9

Dear Ms. Howell,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Richard Austria, Outside Plant Engineer

Rogers Communications

8200 Dixie Road

Brampton ON L6T 0C1

Dear Mr. Austria,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Chris Lockyer, Implementation Manager

Bell Canada

450 Princess Street

Kingston ON K7L 1C2

Dear Mr. Lockyer,

Reference: Preliminary Design and Class Environmental Assessment

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Jim Moon, Manager

Hydro One

171 Centre Street

Belleville ON K8N 4W8

Dear Mr. Moon,

Reference: Preliminary Design and Class Environmental Assessment

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& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: Guy Lafrance, Lead Hand - Network System Planning

Cogeco Inc.

517 Pitt Street

Cornwall ON K6J 3R4

Dear Mr. Lafrance,

Reference: Preliminary Design and Class Environmental Assessment

Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00

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Encl: OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Lakefront Utilities Inc.
207 Division Street
P.O. Box 577
Cobourg ON K9A 4L3

Dear Sir / Madam,

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

[REDACTED]

[REDACTED]

Alnwick/Haldimand ON K0K 2G0

Dear [REDACTED],

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Attachments:

Study Areas Map
OGN



Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

Attention: [REDACTED]
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Dear Sir / Madam,

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Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

[REDACTED]
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Dear [REDACTED],

**Reference: Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00
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Time: 4:00 PM to 8:00 PM

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Environmental Planner
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nevena.gazibara@stantec.com

c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Attachments:

Study Areas Map
OGN



Stantec

Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

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Dear [REDACTED],

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Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
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nevena.gazibara@stantec.com

c. M. Waseem, E. Pipe – Ministry of Transportation
T. Hoekstra – Town of Cobourg
G. Cooke, T. Belliveau – Stantec Consulting Ltd.

Attachments:

Study Areas Map
OGN



Stantec

Stantec Consulting Ltd.

200-835 Paramount Drive, Stoney Creek Ontario L8J 0B4

September 4, 2019

File: 165001090 & 165001106

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED]

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Mailing List - Businesses**

Public Information Centre 1
Notice Only
September 4, 2019

Businesses							
Title	Organization	Address	Address 2	City	Province	Postal Code	Telephone
Sir/Madam	Chan Buddhist Society of Canada	2016 Ron Harnden Road		Cobourg	ON	K9A 4J8	416-816-6630
Sir/Madam	ThriveBody	631 Northumberland Heights		Cobourg	ON	K9A 4J8	905-396-0986
Sir/Madam	Carol's Car Care	255 Craig Road		Cobourg	ON	K9A 4J8	905-373-0616
Sir/Madam	Rock Ridges Landscape Supply Yard	10173 Danforth Road East		Cobourg	ON	K9A 4J8	905-375-9131
Sir/Madam	Tenzin Infinite Auto Repair Shop	230 Massey Road		Alnwick/Haldimand	ON	K0K 2G0	416-455-8137
Sir/Madam	Material Recovery Facility c/o Northumberland County,	555 Courthouse Road		Cobourg	ON	K9A 5J6	905-349-3900
Sir/Madam	Shelter Valley Pines Golf Club	1806 Shelter Valley Road		Grafton	ON	K0K 2G0	905-349-3427
Sir/Madam	Shelter Valley Park	1806 Shelter Valley Road		Grafton	ON	K0K 2G0	905-349-2037
Sir/Madam	Shelter Valley Creek Golf Course	1225 Shelter Valley Road		Grafton	ON	K0K 2G0	905-349-3003
Sir/Madam	Greydafton Farms	866 Wicklow Road		Grafton	ON	K0K 2G0	
Sir/Madam	Uneda Cab	185 Herron Road		Colborne	ON	K0K 1S0	905-355-5888
Sir/Madam	Steel Guitars of Canada	566 Dudley Road		Colborne	ON	K0K 1S0	905-355-3056
Sir/Madam	Nite Life Limousine Service	587 Dudley Road		Colborne	ON	K0K 1S0	905-355-2060
Sir/Madam	Oakcrest Equestrian Centre	892 Dudley Road		Colborne	ON	K0K 1S0	905-355-3684
Sir/Madam	The Big Apple	262 Orchard Road		Cramahe	ON	K0K 1S0	905-355-2574
Sir/Madam	Ultramar	301 Big Apple Drive		Colborne	ON	K0K 1S0	905-355-3036
Sir/Madam	Tim Horton's	289 Big Apple Drive		Colborne	ON	K0K 1S0	905-355-1470
Sir/Madam	Steady Gary Dismantling Ltd.	176 County Road 25	RR 5	Colborne	ON	K0K 1S0	905-355-5528
Sir/Madam	Twindmills Markets	114 Purdy Road		Colborne	ON	K0K 1S0	905-355-3715
Sir/Madam	Durham Transport Ltd.	289 Big Apple Drive		Colborne	ON	K0K 1S0	905-355-2520
Sir/Madam	Anixter Power Solutions	188 Purdy Road		Colborne	ON	K0K 1S0	905-355-2474
Sir/Madam	Phillips Farm Supplies	151 Industrial Park Road		Colborne	ON	K0K 1S0	613-475-2040
Sir/Madam	Cam Tran Co.	203 Purdy Road		Colborne	ON	K0K 1S0	905-355-3224
Sir/Madam	Larry's Custom Trailer Manufacturing Inc.	133 Industrial Park Road		Colborne	ON	K0K 1S0	905-355-5154
Sir/Madam	Lakeport Power Ltd.	169 Industrial Park Road		Colborne	ON	K0K 1S0	905-355-3281
Sir/Madam	Truss-Worthy Construction Systems	221 Industrial Park Road		Colborne	ON	K0K 1S0	905-355-1919
Sir/Madam	Tim's Auto Repair	237 Industrial Park Road		Colborne	ON	K0K 1S0	905-355-3388
Sir/Madam	Superior Flexible Conduits Inc.	P.O. Box 665		Cobourg	ON	K9A 4R5	905-355-2959
Sir/Madam	Upper Canada Steel	253 Industrial Park Road	P.O. Box 917	Colborne	ON	K0K 1S0	905-355-1494
Sir/Madam	A.C. Grinding Machine and Tools	165 Elgin Street North		Colborne	ON	K0K 1S0	905-355-1099
Sir/Madam	Beaudry Towing	174 Elgin Street North		Colborne	ON	K0K 1S0	905-355-3960
Sir/Madam	Hasiuk Trailers and Containers	183 Elgin Street North	P.O. Box 722	Colborne	ON	K0K 1S0	905-355-5333
Sir/Madam	Hoselton Studio Limited	124 Percy Street		Colborne	ON	K0K 1S0	905-355-3933
Sir/Madam	Northumberland Veterinary Services	86 Percy Street		Colborne	ON	K0K 1S0	905-355-1622
Sir/Madam	CCC Plastics Manufacturing Plant/Distribution Centre	263 Purdy Road	P.O. Box 10	Colborne	ON	K0K 1S0	905-355-3226



Neighbourhood Mail Distribution Plan by Delivery Installation

C168968313

Mailed by: 8162546 STANTEC CONSULTING LTD.
Mailed on Behalf of: 8162546 STANTEC CONSULTING LTD.
Customer Reference: 165001090

Deposit Date: 2019/09/04 Deposit Location: HAMILTON STN LCD 1								
DI Postal Code	Secondary DI name	Reference #1 or #2	Title of Mail Piece	Delivery Start Date	Containers	Pieces	Version Spec.	Trans. Req.
K0K1C0	BALTIMORE		1090 PIC 1	Upon receipt	1	1,093	No	Yes
K0K1S0	COLBORNE		1090 PIC 1	Upon receipt	1	2,388	No	Yes
K0K2G0	GRAFTON		1090 PIC 1	Upon receipt	1	849	No	Yes
K9A1M0	COBOURG		1090 PIC 1	Upon receipt	1	1,484	No	Yes

Your Targeting Report

Mailing Campaign Details

08-12-2019

STANTEC CONSULTING LTD.

Mailing ID MBCA184473622446762



Thank you for taking advantage of our targeting service - a one stop solution designed to help you get the most out of your Smartmail Marketing™ campaigns.

- Anonymous Precision Targeter users will have their reports saved and accessible for 30 days from the day the report has been generated.
- Signed-In Precision Targeter users will have their reports saved and accessible for 13 months from the day the report has been generated.

Inside, find comprehensive insight into your selected trade area, including:

Variables	
Address Attributes	Houses, Apartments, Farms and Businesses
Number of Mail Pieces	5806
Urban / Rural	All
Estimated Delivery Cost	\$952.18
Delivery Mode (Route Type)	Letter Carrier (LC), Rural Route (RR), Suburban Service (SS), General Delivery (GD), Lock Box (LB), Call For (CF), Motorized Route (MR), Direct (DR)
Valid for Mailings From	19-07-12 To 19-08-15
Householder Types	Consumer's Choice

Not only does the attached report provide an in-depth look at your chosen trade area, it also harnesses the power of data analytics to help maximize your return on investment (ROI) by providing you with:

- A Route Ranking report that prioritizes your postal route selections based on your demographic criteria, enabling you to deliver your message to the people most likely to respond;
- A Postal Station Summary report that indicates the facilities responsible for your mailing;
- Maps, Impact Assessment, and many other campaign-enhancing resources.

Do you want to further improve your Smartmail Marketing™? Take advantage of our suite of data and targeting solutions:

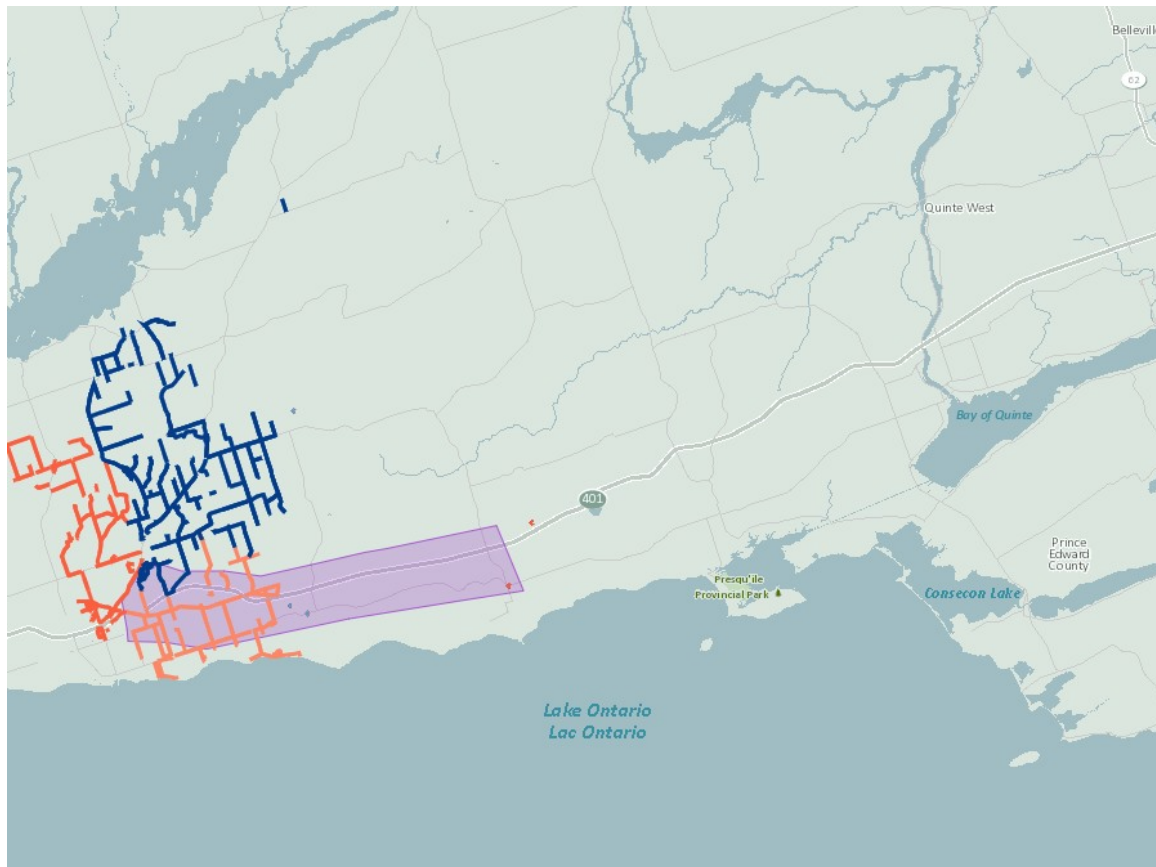
Canada Complete Lists	Data Management Services	Analytics
Canada Complete lists provide one of the largest reach in Canada, drawing from Canada Post's mail delivery database of over 13 million residential addresses and close to a million business addresses. With our additional targeting filters, supplement your list by pinpointing specific audiences that best match what your best prospects look like.	With the help of Canada Post's Data Management Services, you can improve your address accuracy, identify movers, and suppress duplicate records. This will ensure clean, current, and accurate mail files - in doing so, you will have less undeliverable mail and an improved ROI.	Our analytics experts will work with you to ensure your consumer data delivers optimal results. For example, we can help identify highest-potential customers and prospects through penetration analysis, location intelligence, segmentation, modeling and profiling.

Questions? Contact your Canada Post Sales Representative or our Commercial Service Network at 1-866-757-5480.

Your Targeting Report

Route Ranking Report

Reaching the right people with the right message is a key driver of campaign success. The map below shows your selected trade area and the routes that make up your coverage. The routes are colour coded according to the penetration of your selected demographic variable(s) to show how closely it matches your ideal prospect.



Your Targeting Report

Route Ranking Report



Below you will find your Route Ranking Report, which provides you with a tabular view of the routes within your trade area ranked according to the value of the selected demographic variable(s). By looking at the "Cumulative Penetration" and the "Cumulative Points of Call" columns, you can easily determine which routes you need to target in order to meet your desired quota.

STANTEC CONSULTING LTD.

FSA	Delivery Mode (Route)	Depot	All Points Of Call	Cumulative Points of Call
K0K	LB0001	COLBORNE PO	933	933
K9A	RR0006	COBOURG LCD MAIN	876	1809
K9A	RR0005	COBOURG LCD MAIN	606	2415
K0K	RR0002	COLBORNE PO	603	3018
K0K	RR0003	COLBORNE PO	557	3575
K0K	RR0002	BALTIMORE PO	501	4076
K0K	RR0001	BALTIMORE PO	377	4453
K0K	RR0001	GRAFTON PO	351	4804
K0K	RR0004	COLBORNE PO	294	5098
K0K	LB0001	GRAFTON PO	255	5353
K0K	RR0002	GRAFTON PO	239	5592
K0K	LB0001	BALTIMORE PO	213	5805
K0K	GD0001	COLBORNE PO	1	5806

Your Targeting Report

Postal Station Summary



To avoid transportation charges, you may want to deposit your Neighbourhood Mail™ directly at each postal station responsible for your mailing. The table below provides you with a list of post offices where you need to induct your mailing, and how many pieces must be deposited at each location.

HOUSES	APARTMENTS	FARMS	BUSINESSES	TOTAL POINTS OF CALL
--------	------------	-------	------------	----------------------

BALTIMORE PO BALTIMORE ON K0K 1C0

TOTAL	1052	4	24	11	1091
--------------	------	---	----	----	------

COLBORNE PO34 KING ST COLBORNE ON K0K 1S0

TOTAL	2187	103	79	19	2388
--------------	------	-----	----	----	------

GRAFTON PO10827 COUNTY ROAD 2 GRAFTON ON K0K 2G0

TOTAL	794	17	13	21	845
--------------	-----	----	----	----	-----

COBOURG LCD MAIN39 QUEEN ST COBOURG ON K9A 1M0

TOTAL	1362	56	16	48	1482
--------------	------	----	----	----	------

GRAND TOTAL	5395	180	132	99	5806
--------------------	------	-----	-----	----	------

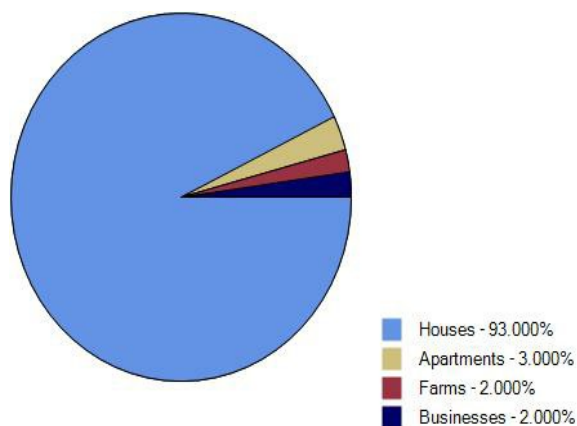
Your Targeting Report

Trade Area Marketing Insights



Below, you will find some insights to your trade area. The provided charts give a simple visual representation of some key characteristics of your target area in order to help you better understand the dynamics of your market.

Address Attributes



This chart provides you with a breakdown of various delivery points within your trade area, based on your selected address attributes.

The majority of your area is characterized by:
Houses

Did you know...

We can help you discover and harvest untapped market potential? We do so by generating a list of additional high value routes, typically located just outside your selected trade area, that meet or exceed your targeting criteria. To take advantage of this offering, simply accept our high value walk suggestions within the online application or request this feature when having an analysis run by our team of geospatial analysts.

Your Targeting Report

Powerful Data & Targeting



Looking for more ways to harvest the campaign-boosting powers of data and analytics? We have options...



It's time to be more direct. Reach more prospects with Canada Complete lists from Canada Post

Canada's best list just got even better. Our lists provide one of the largest reach in Canada, drawing from our mail delivery database of over 13 million residential addresses and close to a million business addresses. By customizing your mail with a name and/or an address you can provide an instant boost to open rates and responses. With our additional targeting filters, supplement your list by pinpointing specific audiences based on geographic, demographic, and lifestyle criteria that best match what your best prospects look like.

Why choose Canada Complete?

- We have more addresses than anyone else and with the best market penetration in the country
- Gain access to the most complete list that can provide nationwide access to apartments and suite numbers
- Validated addresses that you know are deliverable - save money by reducing returned mail
- Exclude existing customers by suppressing addresses you already have - only pay for the records you need
- Canada's best list for accessing Canadian New Movers - a segment that spends \$11B annually
- Enhance your list with a range of unique and exclusive targeting filters to reach your best audience

Ensure your mailing list is valid

Is bad address data hindering your campaign performance? Thanks to our **Smart Data Cleaner**, it doesn't have to. This easy-to-use online tool lets you clean and update your customer and prospect mailing lists. Not sure if your list needs a scrub? Get a free diagnostic first.

Reach people by name and boost response

Neighbourhood Mail™ is a powerful and effective marketing solution. To take your targeting to a whole new level use Canada Post Personalized Mail™, and reach Canadians by name and address at their place of residence or work. Studies have shown that 87% of Canadians are likely to read mail that is addressed to them personally, and that Personalized Mail™ garners three times as much attention as Neighbourhood Mail™.

Turn your customer data into actionable insight with our Advanced Analytics Services

Data is the fuel that drives campaign performance, but it can sometimes be a challenge to analyze and take action on it. That's where our dedicated team of analytics experts comes in. Through **penetration analysis, location intelligence, segmentation, modeling and profiling** they can help enhance your response potential by identifying your highest potential prospects.

Want to learn more about our powerful Data & Targeting Solutions?

Visit our website: www.canadapost.ca/datatargetingsolutions

email us at: data.targetingsolutions@canadapost.ca

If you wish to speak with one of our Data and Targeting specialists, call us at **1-877-281-4137**

1. **Address Attributes:** Describes the types of buildings present in your trade area, whether they are houses, apartments, farms, and/or businesses.
2. **All Points of Call:** The total number of physical locations (points of call) receiving your mailing on a given letter carrier's route, which can be houses, apartments, farms and/or businesses based on your selection criteria.
3. **Average Value:** The average value (%) of the chosen Statistics Canada demographic variables that can be associated with the letter carrier's route, which provides you with insight into your recipients.
4. **Cumulative Penetration:** The cumulative percentage of penetration associated with the letter carrier's routes based on the selected demographic variables.
5. **Cumulative Points of Call:** The cumulative point of call count associated with the letter carrier's routes, which has been calculated by adding the previous Delivery Mode rows in the report.
6. **Delivery Mode:** The area served by a letter carrier.
7. **Depot:** A postal facility established for the processing and delivery of mail. Example: Etobicoke, Ontario.
8. **Forward Sortation Area (FSA):** The first three characters (alpha-numeric-alpha) of a Postal Code ^{OM}, which represent a geographic area. Example: M9W
9. **Postal Station Summary:** This report indicates which postal stations are responsible for your targeted routes. The count of each point of call type (houses, apartments, farms, and/or businesses) is displayed for each depot. The total point of call count, listed at the end of the report, denotes the number of houses, apartments, farms, and/or businesses associated with each postal station.
10. **Route ID:** This represents the identifier assigned to each letter carrier's route. Its primary use is for the coordination of the mail delivery.
11. **Target Variables:** A report can have a minimum of one to a maximum of three Statistics Canada demographic variables selected. These variables are displayed in the value columns as a percentage (%) that can be associated with that entire Delivery Mode.
12. **Total Points of Call:** The total number of houses, apartments, farms, and/or businesses (based on your selection) associated with the depot in your Postal Station Summary. This number indicates how many pieces are required for each depot.
13. **Total:** This row represents the sum of each dwelling type (houses, apartments, farms, and/or businesses) within a depot.
14. **Valid for Mailings From:** Due to monthly route restructures, the results found within this report are valid between these dates. Mailing outside of these dates could cause delivery problems or pose a risk of non-delivery.

OPP INVESTIGATING ATV THEFT

BRIGHTON - The Northumberland detachment of the OPP is investigating the theft of an all-terrain vehicle (ATV) and various other items stolen from a property on Logging Trail Road.

It's believed the theft happened between 5 p.m. on Aug. 11 and 9 a.m., on Aug. 17. Various items stolen, in addition to the ATV, include multiple rail cams, a generator, two helmets and a bow and arrow set stolen from a trailer on the property.

The ATV is a 2007 red and black CANA, license plate 1LV11 and is described as a racing style ATV with a homemade backrest welded onto the rear seat.

Northumberland OPP are asking for public assistance with the ongoing investigation and ask anyone with information to call their nearest OPP detachment or Crime Stoppers at 1-800-222-8477.

■ NEWS

TEMPORARY CLOSURE FOR RECYCLING CENTRE

COBOURG - Residents are advised that the Bewdley Community Recycling Centre (CRC) will undergo a temporary closure.

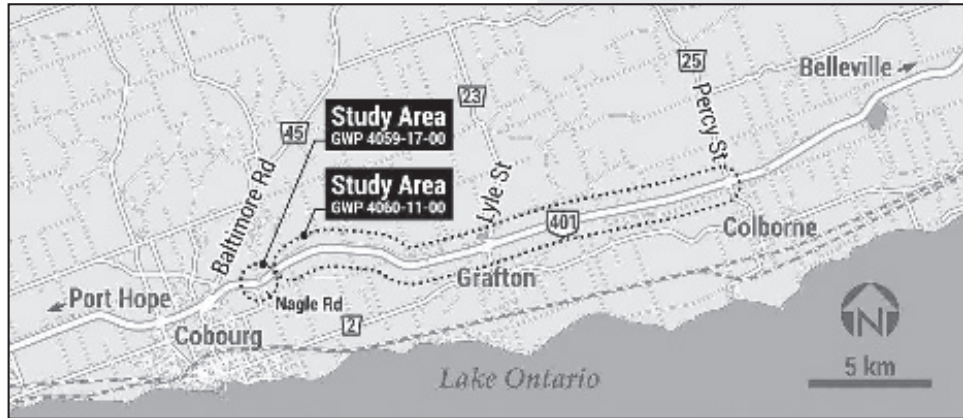
From Sept. 16 to 22, the CRC will have site improvements implemented to further enhance safety for residents and staff.

The county advises residents that during the closure, the Brighton or Seymour CRCs will be available if they require waste disposal services.

Questions can be emailed to wastedept@northumberland-county.ca or directed to the County Waste Hotline at 1-888-293-8379.

Notice of Public Information Centre 1

Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00



The Ontario Ministry of Transportation (MTO) has retained **Stantec Consulting Ltd.** to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for the replacement and rehabilitation of structures, interchange modifications, establishing the footprint of future six and eight lanes to ensure an appropriate design of the replacement bridges, and commuter parking lot improvements, from 2 kilometres east of Nagle Road to 800 metres east of Percy Street (approximately 18 kilometres). The MTO and the Town of Cobourg have also retained Stantec to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for a new interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton. The interchange study is the Town of Cobourg's initiative and is being completed concurrently with the MTO's Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00).

This notice is to announce the first combined Public Information Centre (PIC) for these two studies. The purpose of PIC 1 is to display and seek input on the preliminary improvement alternatives; display and seek input on the existing conditions in the study areas (i.e. natural, social, economic, and cultural); and answer questions about the studies.

The PIC will be a drop-in format and is scheduled for:

Date: Wednesday, September 18, 2019
Location: Cobourg Lions Community Centre
157 Elgin Street East, Cobourg, ON
Time: 4:00 p.m. to 8:00 p.m.

THE PROCESS

Both studies are "Group B" projects under the *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000) and include undertaking environmental and engineering field investigations and seeking input from the public, local municipalities, external ministries/agencies, and businesses. Two Public Information Centres (PICs) are planned, and notices of the PICs will be placed in local newspapers and sent to the project mailing list. Upon completion of preliminary design, a separate Transportation Environmental Study Report (TESR) for each study, will be prepared and made available for public review. Notices will be published in local newspapers to advise the public of the TERS public review periods.

COMMENTS

You are encouraged to participate in the studies and to provide comments in writing to the project team. If you wish to have your name added to the project mailing list or have questions about the studies, please contact:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive, Stoney Creek, ON L8J 0B4
tel: 905-381-3227 / call collect: 905-385-3234
fax: 905-385-3534
e-mail: comments@highway401cobourgcoborne.ca

Mr. Muhammad Waseem, P.Eng.
Project Engineer
Ministry of Transportation - Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston, ON K7L 5A3
tel: 613-449-2615 / toll-free: 1-800-267-0295, ext. 4701
fax: 613-540-5106
e-mail: comments@highway401cobourgcoborne.ca

Mr. Terry Hoekstra, C.E.T.
Manager of Engineering and Capital Projects
Town of Cobourg
740 Division Street, Building 7, Cobourg, ON K9A 0H6
tel: 905-372-9971, ext. 4371
e-mail: comments@highway401cobourgcoborne.ca

You are encouraged to visit www.highway401cobourgcoborne.ca where project information including study notices, background information, PIC displays, and the TERSs will be made available as the studies progress. You can also submit comments to the project team on the project website.

If you have any accessibility requirements in order to participate in these projects, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the studies and, with the exception of personal information, may be included in study documentation and become part of the public record.

MAN FACING WEAPONS CHARGE

PORT HOPE - A man is facing several charges after police say he entered his estranged wife's home with a knife.

The Port Hope Police Service issued a release about the alleged incident on Aug. 28, saying a 38-year-old west-end man has been charged with several offences.

Police say on Aug. 27, shortly after 9 p.m., the man located the woman in the house and threatened her at knifepoint. He is said to have then left the home.

"Police were called immediately and attended the area, (where) they located the man not far from the house. He was subsequently arrested."

Police say they are not identifying the accused in order to protect the identity of the victim.

The man is charged with possession of a weapon for a dangerous purpose, being unlawfully in a dwelling, three counts of failing to comply with a probation order and uttering threats.

He was held in custody pending a show cause hearing, said police.

MAN ARRESTED FOR KNIFE POSSESSION

COBOURG - A man has been arrested after police say they found he was in possession of a spring activated knife.

On Aug. 30 at 1:10 a.m., members of the Cobourg Police Service say they arrested a man who they discovered was also on court-imposed conditions for possessing a prohibited weapon.

Blair Spencer, 29, of Toronto, was arrested and charged with unauthorized possession of a prohibited weapon and possession contrary to order.

He was released on a promise to appear with a court date in November.

Notice of Public Information Centre 1

Preliminary Design and Class Environmental Assessment
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00



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fax: 613-540-5106
e-mail: comments@highway401cobourgcolborne.ca

Mr. Terry Hoekstra, C.E.T.
Manager of Engineering and Capital Projects
Town of Cobourg
740 Division Street, Building 7, Cobourg, ON K9A 0H6
tel: 905-372-9971, ext. 4371
e-mail: comments@highway401cobourgcolborne.ca

You are encouraged to visit www.highway401cobourgcolborne.ca where project information including study notices, background information, PIC displays, and the TERS will be made available as the studies progress. You can also submit comments to the project team on the project website.

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Highway 401 Planning Study from Cobourg to Colborne, and Highway 401 Nagle Road Interchange Study



Highway 401 Planning Study

Welcome to the Highway 401 Planning Study from Cobourg to Colborne. The Ministry of Transportation, Ontario (MTO) has retained Stantec Consulting Ltd. (Stantec) to complete a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for the replacement and rehabilitation of structures, interchange modifications, future widening of the highway, and commuter parking lot expansions, from 2 km east of Nagle Road to Percy Street (approximately 18 km).

Nagle Road Interchange Study

Welcome to the Highway 401 Nagle Road Interchange Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for a new interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton (GWP 4059-17-00). The interchange study is the Town of Cobourg's initiative and is being completed concurrently with the MTO's Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00).

News for: Highway 401 Planning Study

2019-09-19 The exhibits for Public Information Centre 1 are now available for download. ([PDF, 60MB](#))

2019-09-04 A Notice of Public Information Centre 1, for the Highway 401 Planning Study ([PDF](#)) has been posted in local newspapers and distributed to stakeholders.

2018-04-26 A Notice of Study Commencement for the Highway 401 Planning Study ([PDF](#)) has been posted in local newspapers and distributed to stakeholders. At this time the project team is gathering existing information about the study area.

News for: Nagle Road Interchange Study

2019-09-19 The exhibits for Public Information Centre 1 are now available for download. ([PDF, 7.5MB](#))

2019-09-04 A Notice of Public Information Centre 1, for the Nagle Road Interchange Study ([PDF](#)) has been posted in local newspapers and distributed to stakeholders.

2019-02-06 A Notice of Study Commencement for the Nagle Road Interchange ([PDF](#)) has been posted in local newspapers and distributed to stakeholders. At this time the project team is gathering existing information about the study area.

Contact the Project Team

- If you wish to be added to the mailing list
- If you have any comments or questions
- If you have any accessibility requirements in order to participate in this study

APPENDIX B

Public Information Centre 1 Displays and Comment Sheet



highway401cobourgcoborne.ca

Highway 401

Nagle Road Interchange

Planning, Preliminary Design, and
Class Environmental Assessment Study

GWP 4059-17-00





sign-in



chat

with the project team



accessibility

Let us know how we can help



take a
comment sheet

When you're done, drop it
in the comment box

Welcome to

Public Information Centre 1

September 18, 2019

This is the first Public Information Centre for the
Highway 401 Nagle Road Interchange Study



PIC 1 Objectives

- introduce the project and outline the process being followed
- provide background information on the need for the improvements
- present Nagle Road interchange alternatives that will be evaluated as part of this project
- seek input on the existing conditions in the study area (i.e. natural, social, economic, cultural)
- answer questions about the study



About the Project

The Ontario Ministry of Transportation (MTO) and the Town of Cobourg have retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study on Highway 401 for a new interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton. The purpose of the study is to identify a Recommended Plan that addresses future transportation and planning needs in the study area. The interchange study is the Town of Cobourg's initiative and is being completed concurrently with the MTO's Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00).

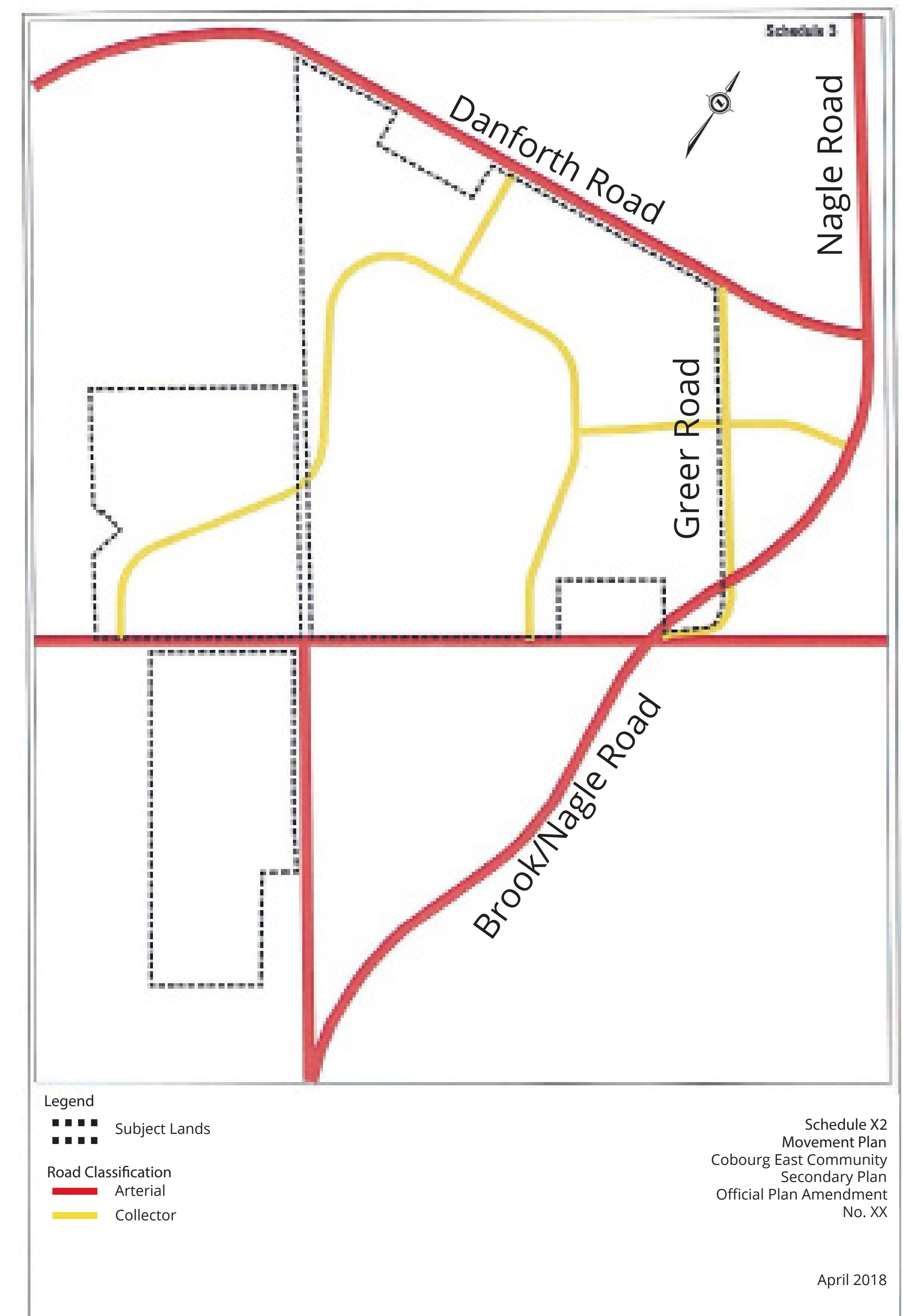
As part of the interchange study, the existing Nagle Road bridge is also being assessed. The Nagle Road bridge was constructed in 1959. It is a concrete structure and carries two lanes of traffic over Highway 401. Due to its age, the bridge is approaching the end of its planned service life and will need to be rehabilitated or replaced. Ultimately, the bridge will need to accommodate the future Highway 401 6 and 8 lane footprints

Problem and Opportunity

The need for an interchange at Nagle Road with Highway 401 was identified in the Cobourg East Community Secondary Plan, which was approved by Cobourg Council in 2005. The proposed interchange supports the transportation objectives identified in Section 15.7 of the Town of Cobourg Official Plan (5 Year Review) which was adopted by Cobourg Council in 2010, approved by the Ministry of Municipal Affairs and Housing in 2011 and approved by the Ontario Municipal Board in 2017. The Cobourg East Community Secondary Plan was amended by Cobourg Council in July of 2018 via Official Plan Amendment No. 76 to reflect a modified land use plan and transportation network in the northern sector of the planning area.

Additional information about the Official Plan and Cobourg East Community Secondary Plan can be found on the Town's website at www.cobourg.ca. The potential future Highway 401 interchange at Nagle Road is also identified in the Township of Hamilton Official Plan Schedule 'A' - Land Use (July 2012).

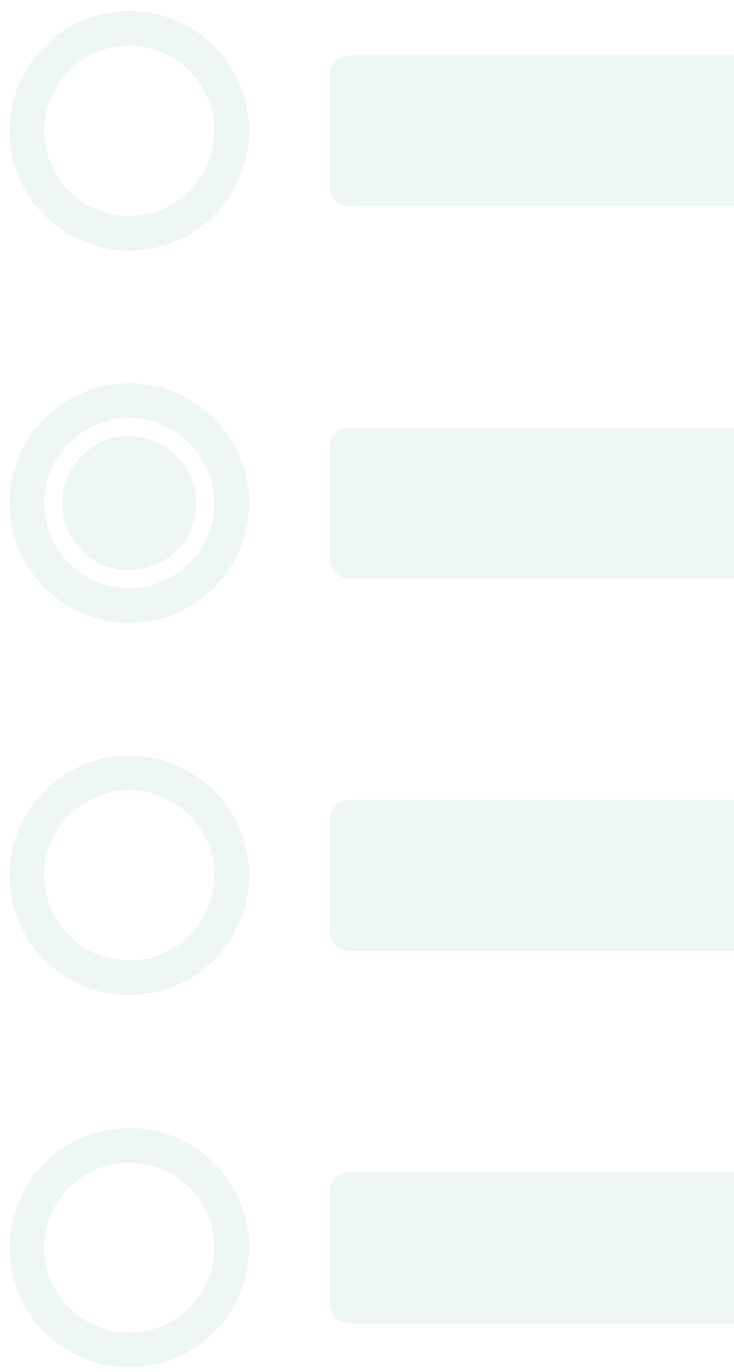
The road network and the future interchange are conceptually shown on Schedule X2 of the Cobourg East Community Secondary Plan (2018).



Alternatives to the Undertaking

The Class EA process requires that ‘reasonable alternatives’ be considered to address identified problems. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the Alternative Methods of Carrying out the Undertaking can be studied.

The Alternatives to the Undertaking identified for this study are listed below.



Alternatives to the Undertaking

Sufficiency

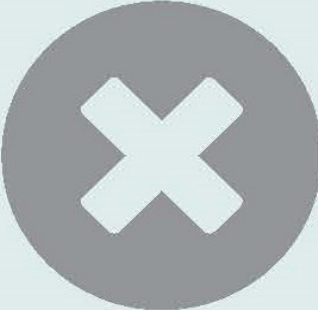
On its own, does it address the identified transportation problems?

Carry forward

for further consideration?

Do Nothing

Nagle Road crosses over Highway 401 on a bridge with no direct access to Highway 401.



New Interchange

Interchange ramps are constructed at or near Nagle Road to provide direct access between Highway 401 and the lands adjacent to Nagle Road in the Town of Cobourg and Hamilton Township.



Alternative interchange configurations at or near Nagle Road (Alternative Methods) have been carried forward for further consideration.

Environmental Assessment Process

This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which has been approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process which is completed for major improvements to existing provincial transportation facilities.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review.

Class Environmental Assessment Process for Group 'B' Projects

Ongoing Transportation Needs Assessment



Ongoing Public Consultation

Need Identified

Preliminary Design

Data collection

Review available background information and conduct field investigations as required to identify existing conditions in the study area

Generate & evaluate

Develop preliminary design alternatives to address structural needs, improve the highway safety and operations, and consider potential impacts to the existing natural, social, and cultural environment to identify a preferred plan

Select

Identify the preferred plan and mitigation measures to address potential impacts

Refine

Complete preliminary design of the preferred plan including a potential implementation strategy

Report

Document the process leading to the preferred plan

Clearance

The Class EA requirements are met and the project is cleared to proceed to detail design

Consultation during Preliminary Design



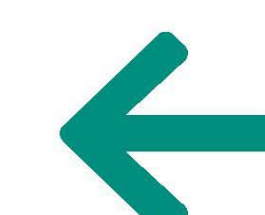
Notifications and project website



Municipal Advisory Committee Meeting 1



Public Information Centre 1



we are here



Municipal Advisory Committee Meeting 2



Public Information Centre 2



Transportation Environmental Study Report
30-day public review period

Future Stages

Detail Design



Consultation during Detail Design

Construction



Consultation during Construction

Evaluation process

A detailed evaluation of alternatives will be carried out to identify an improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

A second PIC will be scheduled following PIC 1 to present the evaluation of the alternatives and a recommended plan for the Highway 401 Nagle Interchange Study.

The recommended plan

The concluding step in the analysis and evaluation process is the selection of a recommended plan.

This process includes:

- reviewing the results of the analysis and evaluation based on specialist work and input received during the study
- determining which criteria have the most influence on the outcome of the evaluation process
- considering the sensitivity of the weightings
- confirming the ranking of the alternatives
- considering public/stakeholder response to the evaluation process



Identify Criteria

Evaluation Criteria are established through:

- public input
- similar projects
- provincial guidelines
- existing conditions



Weigh Criteria

Each criterion is assigned a weight factor that best reflects its relative importance.



Evaluate Alternatives

The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the recommended plan



The highest scoring alternative

Preliminary evaluation criteria

Engineering

Traffic Operations

- ... consider projected future traffic from the Cobourg East Community Secondary Plan
- ... consider Level of Service (LOS) on Highway 401

Geometrics & Safety

- ... consider design standards for provincial highways and interchanges
- ... consider potential for collisions on Highway 401
- ... consider pedestrian and cyclists accommodations

Constructability

- ... consider construction techniques

Community

Property

- ... consider impacts to private property

Noise & Air Quality

- ... consider noise impacts at Noise Sensitive Receivers (NSR's)
- ... consider impacts to air quality

Land Use

- ... consider impacts to sensitive land uses
- ... consider existing and future development plans

Built & Cultural Heritage

- ... consider impacts to existing cultural and built heritage features within the study area

Archaeology

- ... consider impact on archaeological resources
- ... consider impacts on areas of archaeological potential

Contamination

- ... consider impact on potentially contaminated land

- ... consider geotechnical and foundation conditions
- ... consider traffic flow and operations, including local access and out-of-way travel

Utilities

- ... consider impacts to utilities

Cost

- ... consider total cost including utility relocations and property acquisition

Environment

Terrestrial Ecosystem

- ... consider impacts on wildlife habitat
- ... consider impacts on significant trees or vegetation

Fish & Fish Habitat

- ... consider impacts to creeks and water bodies
- ... consider impacts to fish and fish habitat

Species of Conservation Concern

- ... consider impacts to Species-at-Risk or habitat associated with Species-at-Risk

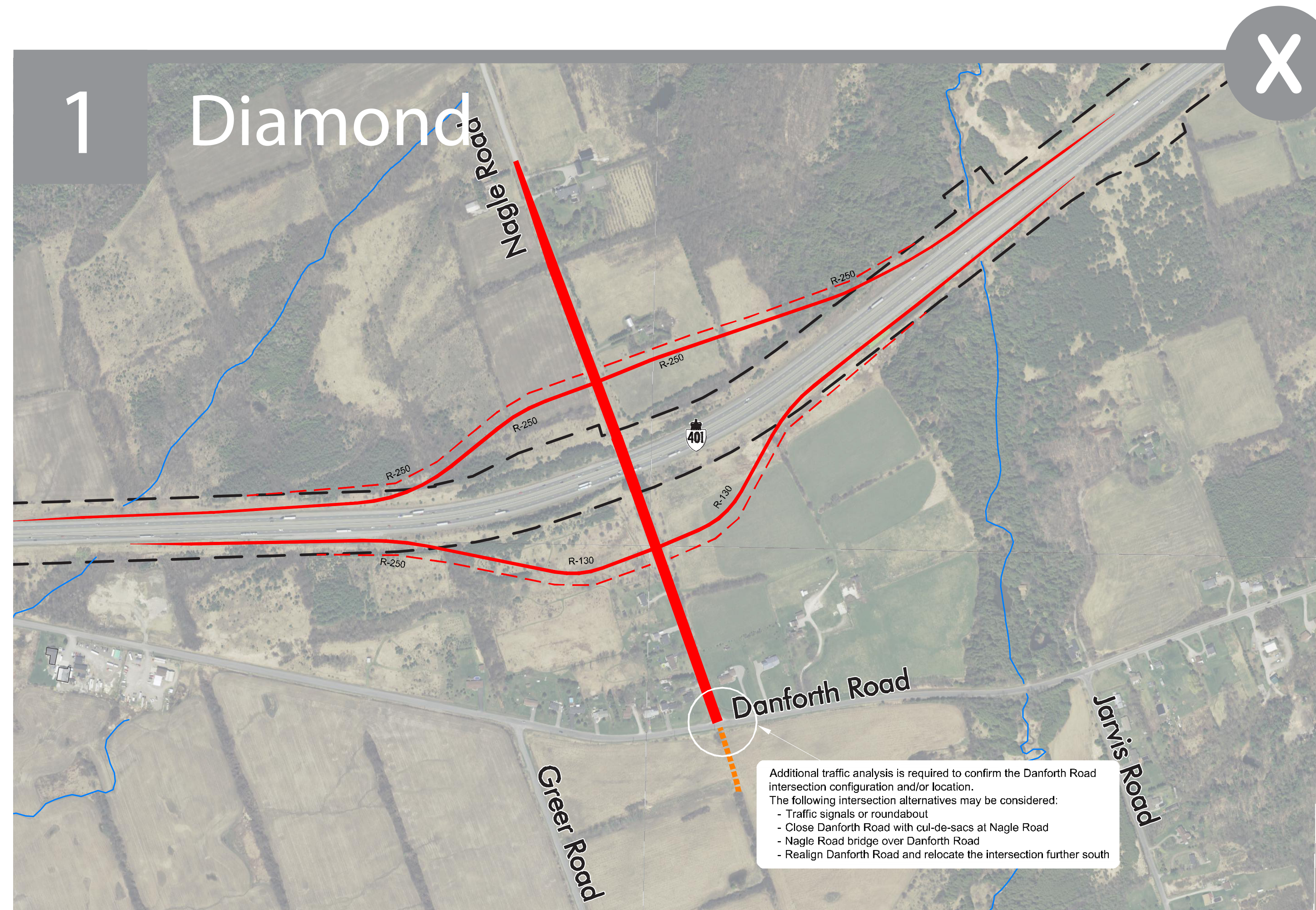
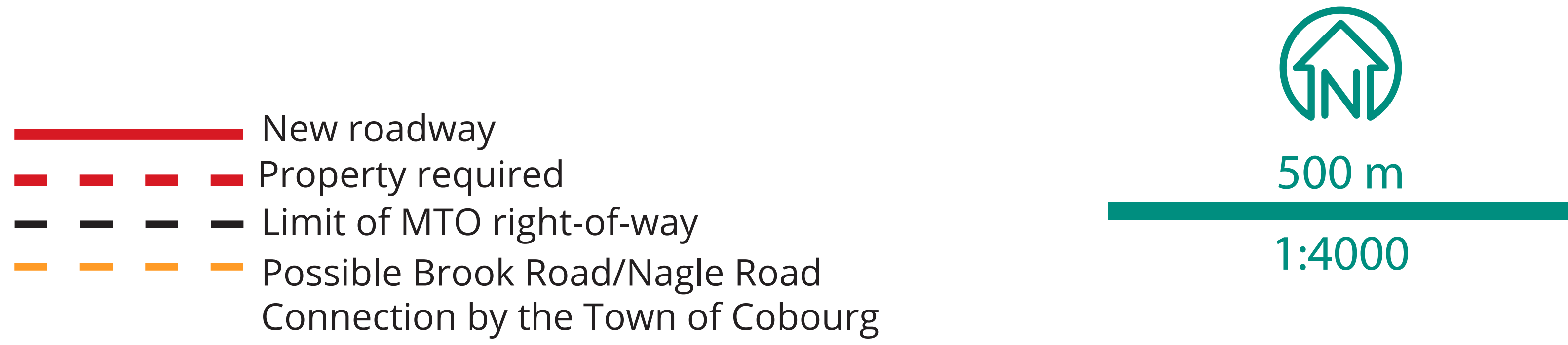
Environmentally Sensitive Areas, Designated Areas

- ... consider impacts to the Brook Creek Environmental Constraint Area
- ... consider impacts to Sourcewater Protection Areas

N

Nagle Road

Interchange alternatives: 1, 2, 3, 4



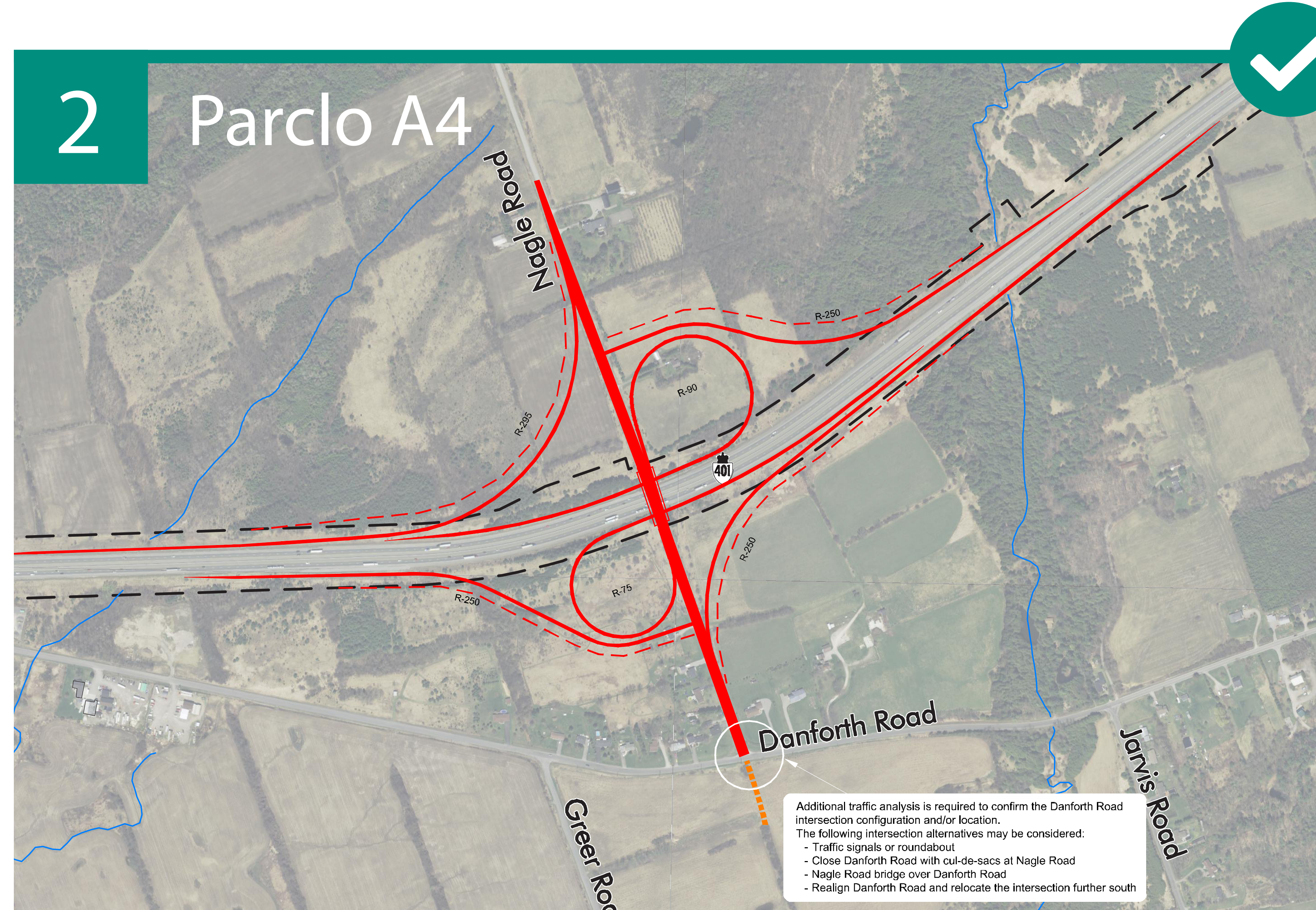
Advantages

- Requires less property than Parclo interchange
- Lower construction cost when compared to a Parclo interchange
- The bridge can be replaced in advance of the interchange construction if required
- Fewer environmental impacts when compared to interchange alternatives located east of Nagle Road (Alternatives 5, 6, 7, 8)

Disadvantages

- Lower traffic capacity than a Parclo interchange
- Potential for “wrong-way” movements from side road to exit ramps
- Increased traffic conflicts at ramps intersections with Nagle Road
- Requires closure of Nagle Road during construction
- The distance between the south ramp terminal and Danforth Road is 280 m, and may require a bridge over Danforth Road; or closure of Danforth Road at Nagle Road; to provide sufficient intersection separation from the south ramp terminal
- The distance between the Nagle Road Interchange and Division Street interchange ramps is 915 m (EB) and 645 m (WB).

Alternative 1 is screened-out from further consideration because the interchange configuration cannot accommodate the anticipated traffic volumes

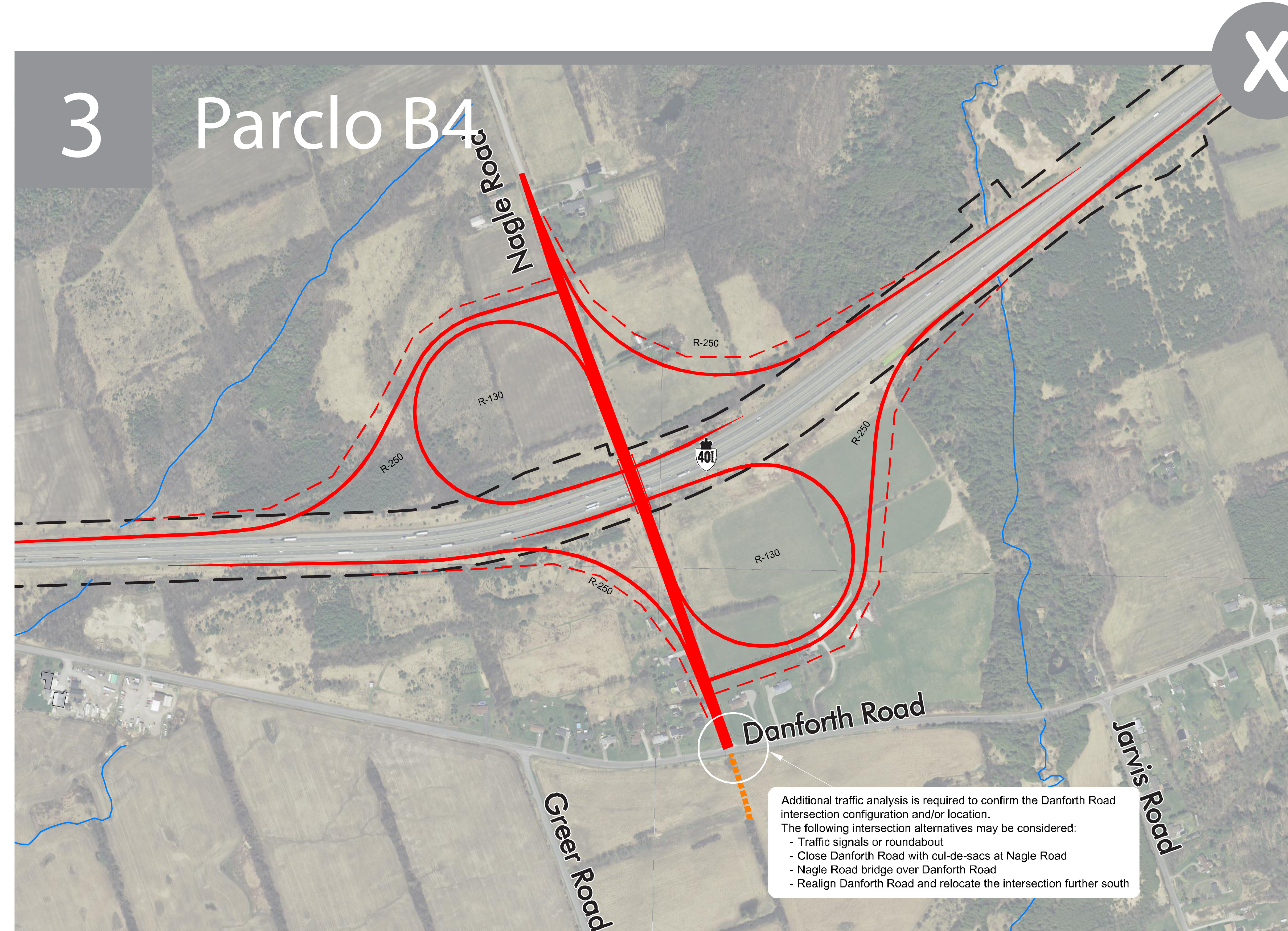


Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to other interchange alternatives
- Interchange is a standard configuration with inherent safety features (i.e. minimal conflicts)
- Fewer environmental impacts when compared to interchange alternatives located east of Nagle Road (Alternatives 5, 6, 7, 8)
- The bridge can be replaced in advance of the interchange construction if required

Disadvantages

- Higher construction costs when compared to Diamond interchange
- Requires more property than a Diamond interchange
- The distance between the south ramp terminal and Danforth Road is 260 m, and may require a bridge over Danforth Road; or closure of Danforth Road at Nagle Road; to provide sufficient intersection separation from the south ramp terminal
- The distance between the Nagle Road interchange and Division Street interchange ramps is 1010 m (EB) and 575 m (WB)
- Requires closure of Nagle Road during construction



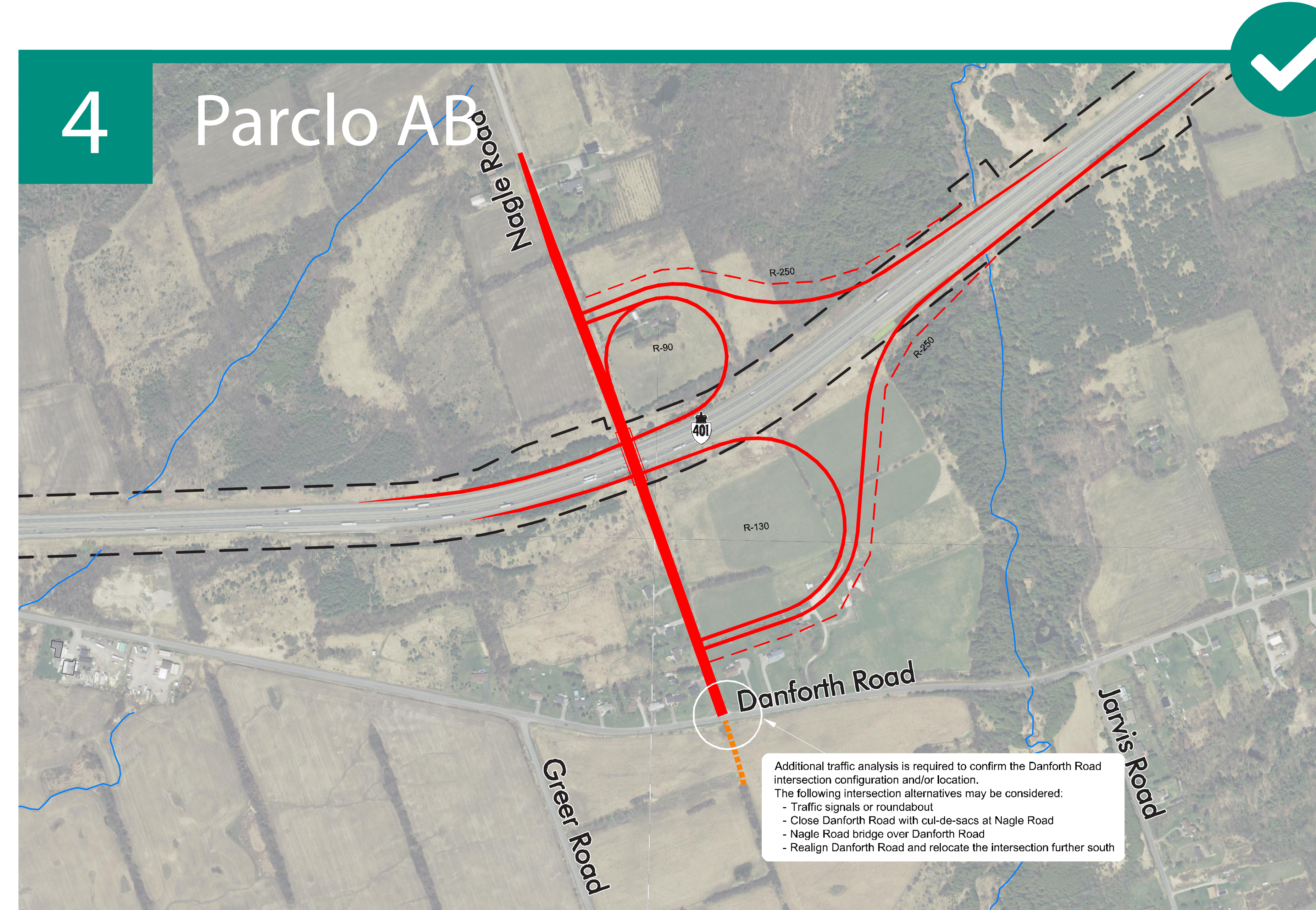
Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to Diamond interchange
- The bridge can be replaced in advance of the interchange construction if required
- Fewer environmental impacts when compared to interchange alternatives located east of Nagle Road (Alternatives 5, 6, 7, 8)

Disadvantages

- Requires more property than other interchange alternatives
- Loop ramp exits on freeways are less desirable than direct ramps
- Typically higher construction costs than other interchange alternatives
- Requires closure of Nagle Road during construction
- The distance between the south ramp terminal and Danforth Road is 110 m, and may require a bridge over Danforth Road; or closure of Danforth Road at Nagle Road; to provide sufficient intersection separation from the south ramp terminal
- The distance between the Nagle Road interchange and Division Street interchange ramps is 975 m (EB) and 470 m (WB)

Alternative 3 is screened-out from further consideration because it has significant property impacts in the NW and SE quadrants, and it is less desirable to have exit loop ramps on Highway 401



Advantages

- Additional traffic capacity when compared to Diamond interchange
- Fewer environmental impacts when compared to interchange alternatives located east of Nagle Road (Alternatives 5, 6, 7, 8)
- The distance between the Nagle Road interchange and Division Street interchange ramps is 1415 m (EB) and 1160 m (WB)
- The bridge can be replaced in advance of the interchange construction if required

Disadvantages

- Requires more property than a Diamond or Parclo A4 interchange
- Reduced traffic capacity and safety when compared to a Parclo A interchange
- Higher construction costs when compared to a Diamond interchange
- Loop ramp exits on freeways are less desirable than direct ramps
- The distance between the south ramp terminal and Danforth Road is 110 m, and may require a bridge over Danforth Road; or closure of Danforth Road at Nagle Road; to provide sufficient intersection separation from the south ramp terminal
- Requires closure of Nagle Road during construction

N

Nagle Road

Interchange alternatives: 5, 6, 7, 8

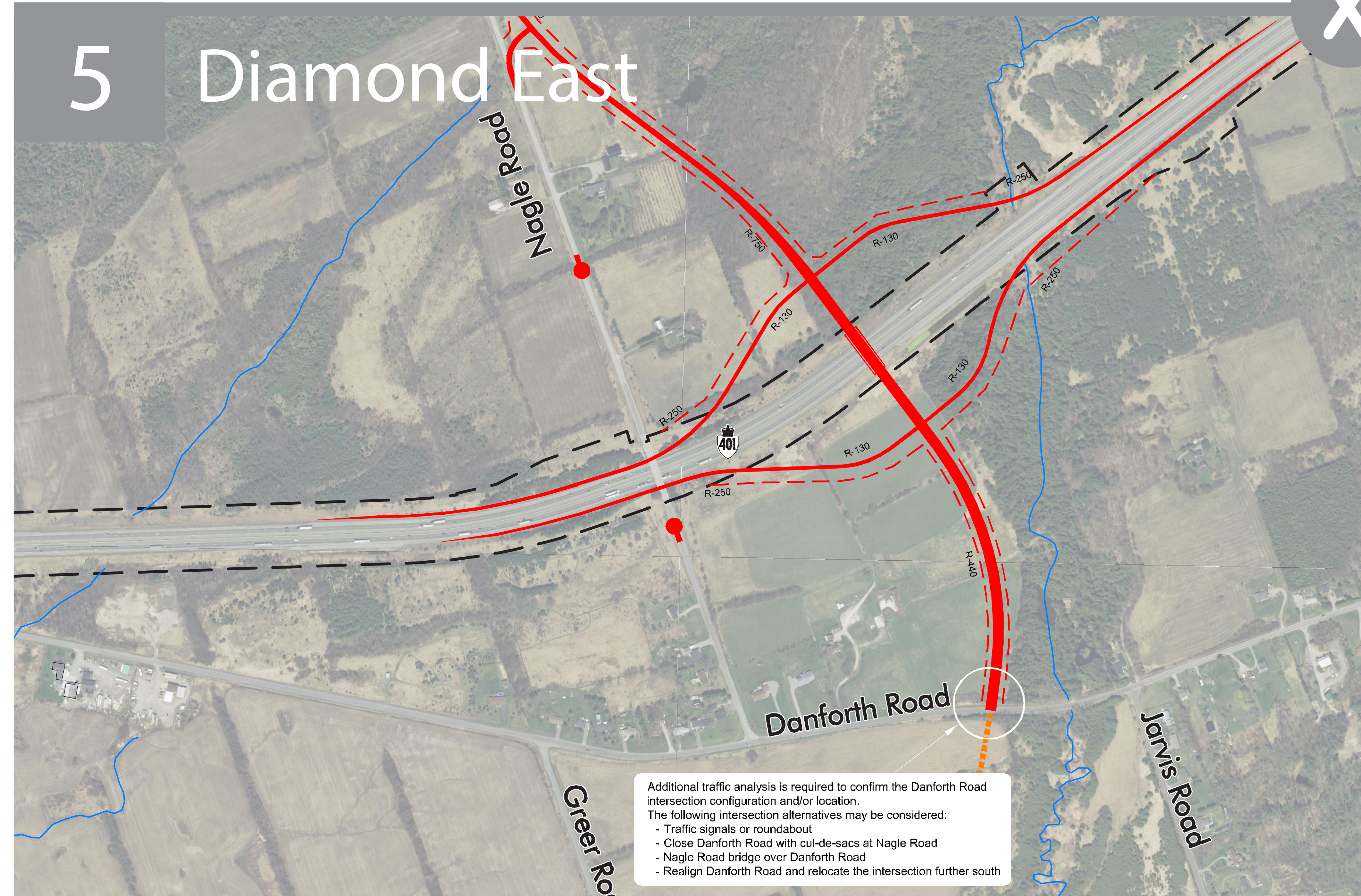
— New roadway
- - Property required
- - Limit of MTO right-of-way
- - Possible Brook Road/Nagle Road
Connection by the Town of Cobourg



500 m

1:4000

5 Diamond East



Advantages

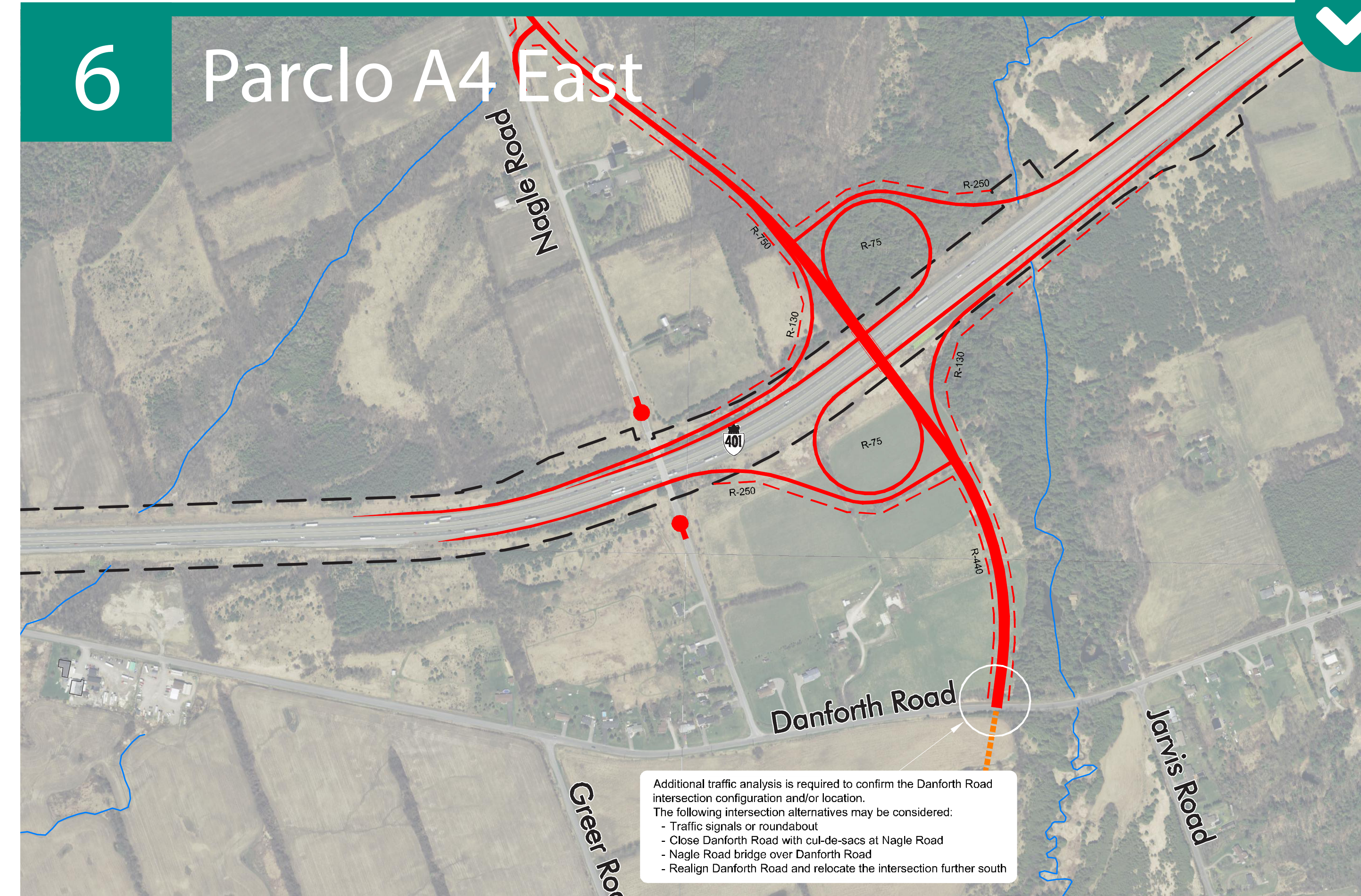
- Requires less property than a Parclo interchange
- Lower construction cost when compared to a Parclo interchange
- Shifting Nagle Road to the east increases the separation between the Division Street interchange ramps (1350 m EB, and 1080 m WB)
- Simpler construction staging when compared to alternatives on the existing alignment (Alternatives 1, 2, 3, 4)

Disadvantages

- Lower traffic capacity than a Parclo interchange
- Potential for “wrong-way” movements from side road to exit ramps
- Increased traffic conflicts at ramp intersections with Nagle Road
- Minor impacts to Brook Creek Environmental Constraint Area
- Requires approximately 1.15 km of realignment of Nagle Road
- A new bridge must be constructed in conjunction with realigned Nagle Road, which could be in advance of the need for the interchange
- The realigned Nagle Road has relatively steep grades through the interchange
- The distance between the south ramp terminal and Danforth Road is 430 m, and may require a bridge over Danforth Road; or closure of Danforth Road at Nagle Road; to provide sufficient intersection separation from the south ramp terminal

Alternative 5 is screened-out from further consideration because the interchange configuration cannot accommodate the anticipated traffic volumes

6 Parclo A4 East



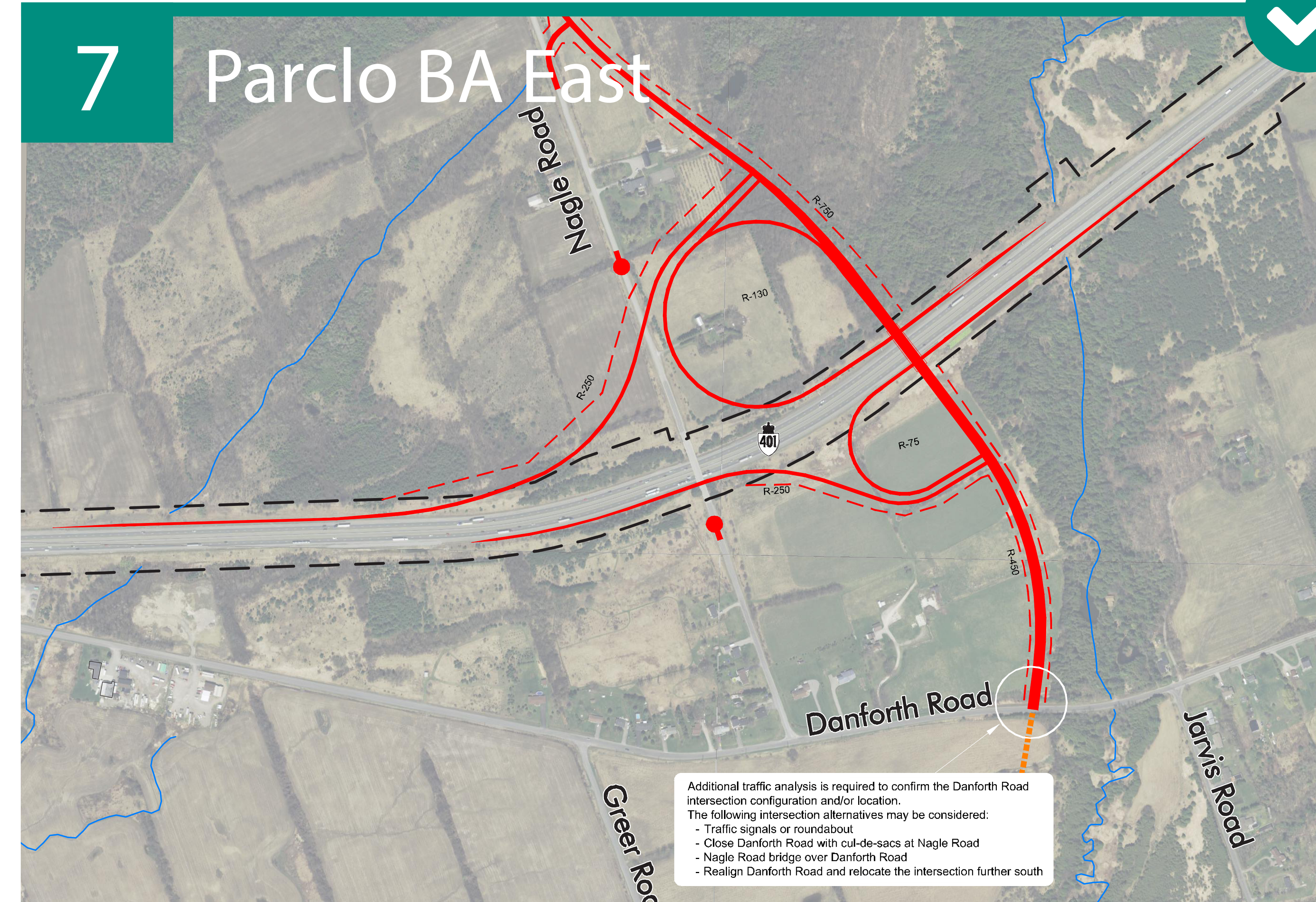
Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to other interchange alternatives
- Simpler construction staging when compared to alternatives on the existing alignment (Alternatives 1, 2, 3, 4)
- Shifting Nagle Road to the east increases the separation between the Division Street interchange ramps (1420 m EB, and 1125 m WB)

Disadvantages

- Minor impacts to Brook Creek Environmental Constraint Area
- Higher construction costs when compared to a Diamond interchange
- Requires more property than a Diamond interchange but less property than other interchange alternatives
- Requires approximately 1.15 km of realignment of Nagle Road
- A new bridge must be constructed in conjunction with realigned Nagle Road, which could be in advance of the need of an interchange
- The realigned Nagle Road has relatively steep grades through the interchange
- The distance between the south ramp terminal and Danforth Road is 420 m, and may require a bridge over Danforth Road; or closure of Danforth Road at Nagle Road; to provide sufficient intersection separation from the south ramp terminal

7 Parclo BA East



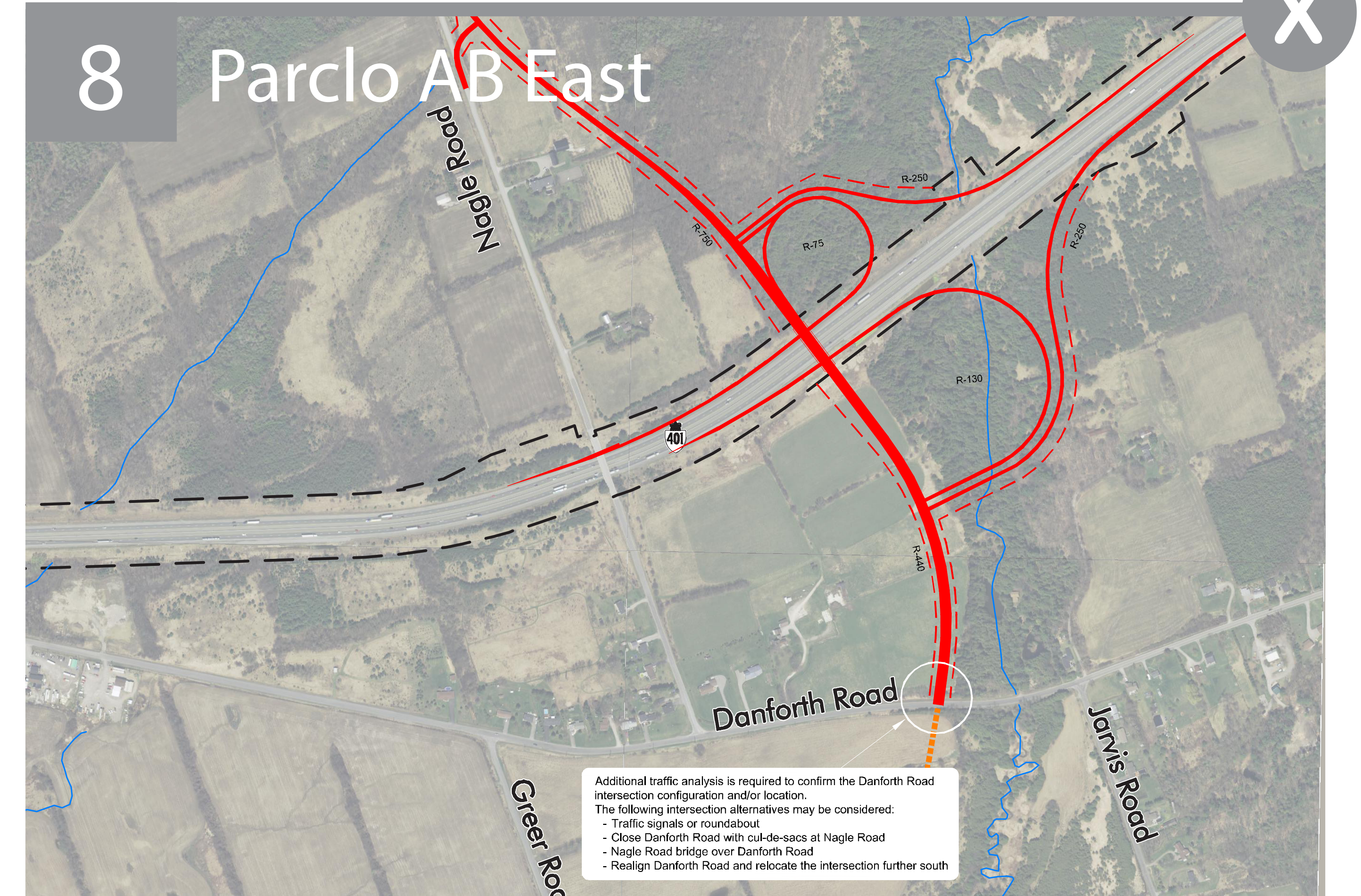
Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchange
- Minimizes impacts to the Brook Creek Environmental Constraint Area
- Shifting Nagle road to the east increases the separation between the Division Street interchange ramps (1420 m EB, and 650 m WB)

Disadvantages

- Requires more property than other interchange alternatives
- Lower traffic capacity and safety when compared to a Parclo A interchange
- Typically higher construction costs than other interchange alternatives
- Requires approximately 1.15 km of realignment of Nagle Road
- A new bridge must be constructed in conjunction with realigned Nagle Road, which could be in advance of the need for the interchange
- The realigned Nagle Road has relatively steep grades through the interchange
- The distance between the south ramp terminal and Danforth Road is 420 m, and may require a bridge over Danforth Road; or closure of Danforth Road at Nagle Road; to provide sufficient intersection separation from the south ramp terminal
- Loop ramp exits on freeways are less desirable than direct ramps

8 Parclo AB East



Advantages

- Locating all ramps on the east side of the interchange increases the separation between the Division Street interchange ramps (1765 m EB, and 1430 m WB)
- Additional traffic capacity when compared to a Diamond interchange

Disadvantages

- Significant impacts to Brook Creek Environmental Constraint Area
- Requires more property than a Diamond interchange or Parclo A4 interchange
- Reduced traffic capacity and safety when compared to a Parclo A interchange
- Higher construction costs when compared to a Diamond interchange
- Requires approximately 1.15 km of realignment of Nagle Road
- Loop ramp exits on freeways are less desirable than direct ramps
- A new bridge must be constructed in conjunction with realigned Nagle Road, which could be in advance of the need for the interchange
- The realigned Nagle Road has relatively steep grades through the interchange
- The distance between the south ramp terminal and Danforth Road is 280 m, and may require a bridge over Danforth Road; or closure of Danforth Road at Nagle Road; to provide sufficient intersection separation from the south ramp terminal

Alternative 8 is screened-out from further consideration because it has significant environmental impacts in the NE and SE quadrants

Thank you for attending

Your input is important

3 ways to provide your comments:



Fill out a comment sheet and place it in the box



Email comments@highway401cobourgcoborne.ca



Or, mail your comments to:

Ms. Nevena Gazibara, B.Sc., MREM, ENV SP
Environmental Planner
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
☎ tel: 905-381-3249

Mr. Muhammad Waseem, P.Eng.
MTO Project Manager
Ministry of Transportation Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston ON K7L 5A3
☎ tel: 613-449-2615

We would appreciate receiving your comments by
October 18, 2019



Freedom of Information and Protection of Privacy Act
Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.



highway401cobourgcoborne.ca

COMMENT FORM

Your comments will help us to understand what is important to people in the study area. Please provide your comments and use the back of this sheet if you need more space. Visit the project website at www.highway401cobourgcoborne.ca for project information and to submit additional comments. The PIC displays will also be available on the project website.

[illegible]

COMMENT FORM

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and extend across the width of the page. There are no margins, text, or other markings on the paper.☐ Response Requested

☐ Response Not Required

Please leave your completed comment sheet in the drop box provided or submit **(by October 18, 2019)** to:

Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

Stantec Consulting Ltd.

200-835 Paramount Drive

Stoney Creek ON L8J 0B4

Tel. (905) 381-3249 Email: comments@highway401cobourgcoborne.ca

Name and Address (optional) PLEASE PRINT

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

APPENDIX C

Comments Received at Public Information Centre 1

Comments Received

External Agencies

From: Lucas Kelly <lkelly@hamiltontownship.ca>

Sent: Tuesday, October 1, 2019 1:57 PM

To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>

Subject: RE: Follow-Up: Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00) & Highway 401 Nagle Road Interchange Study (GWP 4059-17-00) Municipal Advisory Committee Meeting # 1

Good Morning Nevena

We are receiving multiple calls from local residents regarding this Study and Interchange. Most live on Nagle Road North.

The major concern is traffic. The north end of Nagle Road leads into a well developed sub-division, which comes There are significant horizontal and vertical bends.

What studies have been completed or will be completing due to the traffic impacts and other items due to the interchange construction

Thanks

Lucas Kelly
Manager of Public Works

The Corporation of the Township of Hamilton

P O Box 1060

COBOURG ON K9A 4W5

905-342-2810 X 119

905-342-2818 Fax

www.hamiltontownship.ca

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Comments Received

General Public

From: [REDACTED]
Sent: Tuesday, October 8, 2019 11:45 AM
To: comments@highway401cobourgcoborne.ca
Subject: HIGHWAY 401 PLANNING STUDY

Re; HIGHWAY 401 PLANNING STUDY, GWP-4060-11-00' and
HIGHWAY 401 NAGLE ROAD INTERCHANGE STUDY, GWP-4059-17-00

Mr. Muhammad Waseem, P. Eng.
Project Engineer
Ontario Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Kingston, Ontario
K7L 5A3

Dear Sir,

Thank you for the presentation on September 18 in Cobourg on the Environmental Assessment Review for the Highway 401 expansion plans from Nagle Road on the west to Colborne on the east. It is apparent that there is a need for three lanes in each direction given the busyness of traffic through this primary east-west thoroughfare through Southern Ontario. I think many people are surprised that the plans envisage an allowance for four lanes in each direction at this time. I understand that the extent of replacement bridges and structural concrete culverts construction makes it economical to build infrastructure to accommodate four lanes in each direction in the future even if only three are installed presently. I do not personally favour the installation of four lanes in each direction in the immediate future. I believe that to do so would only increase the rate of excessive speed of travel in the segment where there are four lanes in each direction and result in traffic bottlenecks at each end where there are just three lanes in each direction presently.

Proposed Highway 401 - Nagle Road Interchange (Study GWP 4059-17-00)

I do not support the creation of a new interchange at Nagle Road at this time. Although such an additional interchange might be necessary in the distant future (perhaps 20 years), the connecting road infrastructure at Nagle Road is highly inadequate to support significant volumes of traffic at this time. An interchange at that point would, no doubt, result in heavy transport commercial traffic on the connecting roads, all of which go through residential areas and rural roads. Some of that prospective heavy vehicle traffic would find its way north on Nagle Road through the subdivision at Van Luven Road and some would find its way south on either:
i) Brook Road North where there is a busy four-track level railway crossing; or ii) Workman Road, which

passes through a small subdivision near Highway 2 and where the connection to Highway 2 at the railway overpass there creates a significant traffic bottleneck, particularly by slow-moving heavy trucks. Some of that heavy commercial traffic would also find its way east on Danforth Road East on a rural, Township of Hamilton road which has a very high number of obscured driveways from the unrestrained housing severances which have developed in the area. There are major hills along Danforth Road which already create significant traffic concerns with the present level of traffic, much of which travels at excessive speeds as it makes 'short cuts' to the east on roads which were never intended nor designed to handle the present level of traffic, let alone an increased amount of traffic if there were to be an interchange at Nagle Road. I do not believe that adequate traffic studies have been completed to determine the effects of a new Highway 401 interchange at Nagle Road.

Highway 401 Corridor

Is the plan for the Highway 401 Expansion to stay within existing 90 metre / 300 foot highway corridor between Nagle Road and the Eagleson (Danforth) Road overpass? If not, what are the plans for landowners on this section? Given the steepness of the grades at the north end of our property abutting the 401 corridor, I wonder what engineering will be required to stabilize these slopes.

Environmental Review

As part of the Environmental Studies of the proposed work on the Highway 401 Expansion Plan, I would like to see baseline study data for several points of reference:

- i) baseline water quality study data for the waterways that cross the 401 right-of-way along the route of the highway expansion corridor. For example, Shelter Valley Creek is a very important waterway through this region, even though it is not a voluminous waterway. More specifically, I wish to see baseline water quality study data for two creeks which cross our family property and which are bisected by the 401 corridor. These creeks have historically provided surface water for livestock on our property and no doubt influence the groundwater aquifers throughout this region and our family farm property specifically. The groundwater quality factors will be evident in maple sap and syrup production on our land during the period of construction and continuing perpetually into the future. It is not possible to benchmark these influences without solid baseline water quality study data.
- ii) additionally, these same water quality issues will have effects on fish, other aquatic species, and other wild terrestrial species populations in the area. It is necessary, therefore, that there be baseline study data of fish populations in waterways and other wild species populations throughout the region and particularly in areas crossed by the 401 corridor. In particular, I wish to see baseline study data on deer populations in the region over a period of many years in the past and continuing into the future.
- iii) I know that the incidence of impact collisions involving deer along this stretch of the 401 corridor is very high, from my personal observations over a period of about 50 years, but I have never seen statistics compiled on these occurrences. Certainly the incidence of deer impact collisions in the future can only go up with three or four traffic lanes in each direction as opposed to the present two. I would strongly recommend the construction of an underpass to accommodate north-south deer (and other wildlife) passages across the 401 corridor, and I would be willing to negotiate allowances for such a wildlife passageway onto and through our family property. I believe one of the main deer path routes across the 401 corridor in this specific area is from Northumberland Heights Road and the associated ravines which bisect the ridges to the north of the 401 at approximately kilometre marks 480 - 481 of Highway 401. To the south of the 401, I know that there are significant deer passages across our family farm property and the adjoining neighbour's (McNichol) property connects near its northeast corner to the Ron Harden Road road allowance on the south side of the 401 corridor adjacent to Northumberland Heights Road on the north side of the 401.
- iv) depending on the ultimate choice made in respect to a prospective deer under-passageway across the 401 corridor, high (perhaps 10 foot high chain link) fences at the margins of the highway right-of-way to contain deer and other wild animal populations from entering the highway corridor should be considered.

I have reviewed the Ontario Provincial Standards Specifications for fences for highway margins but I do not see information on the process for selection of the type of fencing or barriers in various circumstances. Therefore, I presume that the selection process for such fences or barriers is somewhat arbitrary, unless, perhaps, it is specifically requested by abutting landowners.

At a minimum, replacement 'page'-wire fences must be installed to offer some degree of control of wildlife and humans and domestic farm animals from easily accessing the highway corridor. If page wire is ultimately used, I request an additional single strand of barbed wire to be added above the 'page'-wire, at least on the boundary of our property. There are numerous instances of trespassing onto our property by travellers on the Highway 401 corridor. While a strand of barbed wire is not a complete deterrent to entry, it might reduce such occurrences.

The Ontario Ministry of Transportation and its agents have not done a thorough job in the recent past of maintaining the existing fences along the highway right-of-way margins. There are areas where the fences are broken down with broken posts and breaks or cuts in the wire. For farmers aiming to contain livestock, this is not a satisfactory defence against animals potentially getting out onto highways.

- v) The recessional moraine ridge rising more than 150 feet above the 401 highway level immediately on the north side of the 401 behind our family farm property causes significant microclimate weather patterns in this specific area, particularly during winter storms. While no amount of earthworks can likely mitigate these severe weather effects, some extra level of study to determine the appropriate landscaping and wind barrier protection alongside the highway in this area is, no doubt, warranted. Perhaps the tall concrete barriers used in more densely-developed residential areas should be considered for use in this area. Such barriers would somewhat reduce windage in this section of the 401 and would help to contain road noise and to control deer and other wildlife passage into the highway 401 corridor.

Historical Factors

Our home on Danforth Road is the oldest designated historic property in this part of Northumberland County. What considerations are given for historical properties on land abutting the Highway 401 corridor?

Thank you for your attention to my input regarding the proposed Highway 401 expansion plan. I request a written response to my input.

[Sent from Yahoo Mail on Android](#)

COMMENT FORM

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

I would like a copy of the property plan for my property

☒ Response Requested

☐ Response Not Required

Please leave your completed comment sheet in the drop box provided or submit

(by October 18, 2019) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

Stantec Consulting Ltd.

200-835 Paramount Drive

Stoney Creek ON L8J 0B4

Tel. (905) 381-3249 Email: comments@highway401cobourgcoborne.ca

Name and Address (optional) PLEASE PRINT

COMMENT FORM
Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

The two existing Cobourg interchanges (Burnham St. & Division/City Rd 45) are not bicycle friendly. Cyclists use the bridges on Ontario & Nagle to cross the 401. I am not against developing an interchange at Nagle. However, consideration should be given to have it remain as a cycling route. Bicycle lanes on the bridge are a good start but design of access to ramps should also take cyclists into account.

☒ Response Requested

☐ Response Not Required

Please leave your completed comment sheet in the drop box provided or submit (by October 18, 2019) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

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COMMENT FORM

Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

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Comments:

We live at [REDACTED] We oppose the
proposed Nagle Rd. Interchange.
PARCLO A4 EAST - Slide #6 is the only possibility
we would consider. It would impact us
in a negative fashion - financially / housing value/
enjoyment of our property.
Is our house at risk of expropriation?

COMMENT FORM
Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

Increase in traffic is a concern on Danforth Rd.E. in Hamilton Township. Traffic has already increased exponentially in the last 10 years. This road does not have shoulders, children walk on the roadway to catch the school bus. which is currently not ideal and a safety issue. Hamilton Township needs to be involved in this study / process and decisions.

~~Any~~ Any changes along this roadway (Danforth Rd.E.) needs to consider the rural and agricultural aspects of the community.

☐ Response Requested

☒ Response Not Required

Please leave your completed comment sheet in the drop box provided or submit (by **October 18, 2019**) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

Stantec Consulting Ltd.

200-835 Paramount Drive

Stoney Creek ON L8J 0B4

Tel. (905) 381-3249 Email: comments@highway401cobourgcoborne.ca

Name and Address (optional) PLEASE PRINT

COMMENT FORM
Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

I Am very concerned about the traffic volume along Danforth Rd. I live east of the proposed interchange and am very worried about the future traffic. I have already seen an increase in traffic coming from East (i.e. Grafton) going west this would increase if the option to get on the highway at Nagle.

☐ Response Requested

☐ Response Not Required

Please leave your completed comment sheet in the drop box provided or submit
(by **October 18, 2019**) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

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COMMENT FORM

Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

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Comments:

• We found out about this meeting after it was held from friends/neighbours as we did not receive information about this important event. We will be directly affected by construction/future traffic/environmental effects (noise, less wildlife, less trees, more erosion) as we live [REDACTED]

• We have also been informed that if this is a Ministry of Transportation project - that the interests/voices of the public are irrelevant as the decision to create this interchange has already been made. These sessions inform the public but rarely take into account "what is important to the people in the study area".

• We consider it not a "study area" but where we live - a community -

This community does not need an interchange.

• Why was there not a local environmental planner involved - who also lives/works in this community? (a more personal vested interest)

COMMENT FORM

Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

• Who benefits from this interchange?
We believe that Cobourg does – certainly not
the community of Baltimore

☒ Response Requested

☐ Response Not Required

Please leave your completed comment sheet in the drop box provided or submit
(by **October 18, 2019**) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

Stantec Consulting Ltd.

200-835 Paramount Drive

Stoney Creek ON L8J 0B4

Tel. (905) 381-3249 Email: comments@highway401cobourgcoborne.ca

Name and Address (optional) PLEASE PRINT

COMMENT FORM
Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

Assuming that one of the interchange proposals for Nagle Road is one that crosses Nagle at the existing location, then because of the high tension power lines on the west side of Nagle, that all additional traffic lanes would have to be added east. (due to cost and disruption)

☐ Response Requested

☒ Response Not Required

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Environmental Planner

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I feel that the decision made might benefit Cobourg, but it will highly affect Baltimore. In Baltimore, we do not have any traffic lights, or sidewalks. By installing this interchange, you are risking the safety of Baltimore residents. Transport trucks would be going through Van Loven Road, full of tight turns and pedestrians. If you're going to be building this ~~ext~~ interchange, you should build traffic lights or sidewalks to ensure safety to the residents of Baltimore. People move to Baltimore for a quieter way of life. That's why my family moved there. You would be losing a selling point for the area, and it would disturb quite a few of residents. A lot of people will not be enthusiastic about this decision. Everyone is telling me that this decision will help us in the long run, but what about the safety of future generations? Baltimore would be an unpleasant, noisy busy place. And people will wonder why they made this terrible move.

☒ **Response Requested**

☐ **Response Not Required**

Please leave your completed comment sheet in the drop box provided or submit (by **October 18, 2019**) to:

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Environmental Planner

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COMMENT FORM

Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

After speaking with 2 representatives this evening, I have a clearer understanding of future plans for this purposed interchange. I am a resident of Baltimore, Nagle / Van Loven area. While I understand that this may not happen for 20 years... I still have my concerns.

1. Safety of residents as the traffic moves North to connect with Hwy 45 (we do not have sidewalks or street lights to keep our children and adults safe)
2. Noise, pollution and garbage will become a constant concern (air brakes, exhaust fumes + garbage thrown out)
3. Large trucks (dumptucks and 18 wheelers) will use the residential area for the convenience
4. Public access to our homes (vandalism and theft)
5. Speed will be a huge concern (winding roads that quickly lead into homes) * people already go way to fast! →

☒ Response Requested

☐ Response Not Required

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Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

Stantec Consulting Ltd.

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Stoney Creek ON L8J 0B4

Tel. (905) 381-3249 Email: comments@highway401cobourgcoborne.ca

Name and Address (optional) PLEASE PRINT

COMMENT FORM

Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

Your comments will help us to understand what is important to people in the study area. Please provide your comments and use the back of this sheet if you need more space. Visit the project website at www.highway401cobourgcoborne.ca for project information and to submit additional comments. The PIC displays will also be available on the project website.

Comments:

6. Farm land being used to create this interchange
7. People accessing the community as a meeting spot, drop off/pick up (putting the safety of children at risk)
8. Roads were not created for the amount of traffic it will create (narrow in spots, with terrible sight lines)

Thank you for reading my concerns, I appreciate the time and consideration given.

On a side note, please remind some of your representatives to keep their personal comments about the residents / concerned ~~citizen~~ citizens to themselves. As I was filling out this comment page, I overheard 2 people speaking ~~negatively~~ negatively about the people they had conversations with. It was a bit off putting.

Thank you

COMMENT FORM
Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

Looking at the Plans, I have great
concerns at Plan #2 Parcel A4 as it
would impact my residence, if it
had to happen I would prefer Plan
7 to the East, which would also
be the least cost,

☒ Response Requested

☐ Response Not Required

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Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

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COMMENT FORM
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Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

NOT IMPRESSED WITH TAKING OUT VALUABLE FARM
LAND AND WITH GROWING COMMUNITIES THIS IS A
VALUABLE ASSET. I ALSO LIVE ON NAGLE RD.
AND THIS WILL GREATLY REDUCE THE VALUE OF MY
HOME. AND WITH PLAN #2 IT IS GOING TO
DESTROY 2 IF NOT 3 HOUSES.
IF ANY PLAN (BA)^{#7} SEEMS TO BE THE LEAST COST
AND NOT AS DESTRUCTIVE TO OUR HOUSES
BUT WHO KNOW WHAT IS BEING TAKEN OUT
GOING THROUGH FIELDS.
ABSOLUTELY NOT A4 OR AB
PLAN BA EAST #7 IS THE LEAST IMPACT
WE LOVE OUR HOMES AND OUR AREA MONEY
UNFORTUNATELY IS THE FACTOR THAT MAKES
A DIFFERENCE

☐ Response Requested

☐ Response Not Required

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Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

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COMMENT FORM
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CONSIDERATION NEEDS TO BE GIVEN ON
THE IMPACT OF INCREASED TRAFFIC ON NAGLE
RD AS IT APPROACHES VAN LUYK & H45.
THIS AREA IS CURRENTLY A QUIET RESIDENTIAL
AREA. THE INCREASED TRAFFIC WILL HAVE A SIGNIFICANT
IMPACT ON THE COMMUNITY.
IN ADDITION THE JUNCTION OF NAGLE & VAN LUYK
WITH H45 WOULD REQUIRE UPGRADING WITH TRAFFIC
LIGHTS & TURN LANES.
LEAVING NAGLE AS IT IS & MOVING THE INTERCHANGE
FURTHER EAST NEEDS TO BE CONSIDERED FURTHER EAST
THAN PROPOSALS 5-8.

☐ Response Requested

☒ Response Not Required

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(by **October 18, 2019**) to:

Nevena Gazibara, B.Sc., MREM, ENV SP.

Environmental Planner

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COMMENT FORM
Highway 401 Nagle Road Interchange Study (GWP 4059-17-00)

Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

Your comments will help us to understand what is important to people in the study area. Please provide your comments and use the back of this sheet if you need more space. Visit the project website at www.highway401cobourgcolborne.ca for project information and to submit additional comments. The PIC displays will also be available on the project website.

Comments:

So my concern. The street corner farther up the road, Nagel & Van Laanen. As it is there are several stop sign blowers. It is a very high dump truck area as well. I feel as it is, a set of lights needs to be put here. If transport access is key here, then transport access from the 45 to Van Laanen to Nagel needs to be addressed. A lot more traffic in a fire hall area. Off ramps are designed to omit 90° turns for semi's. So how does this effect the 90° on the 45 and the 90° on the Van Laanen / Nagel stop? What about lake breaks at a quiet sleeping area?

I would also like to address traffic lights on McCarthy Lane to Van Laanen and the 45. I have sat on Van Laanen for lengthy periods of time waiting to cross or turn onto the 45. With a new subdivision up McCarthy lane, there needs to be a set of lights here please

COMMENT FORM
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Public Information Centre 1, Cobourg Lions Community Centre – Wednesday, September 18, 2019

Your comments will help us to understand what is important to people in the study area. Please provide your comments and use the back of this sheet if you need more space. Visit the project website at www.highway401cobourgcolborne.ca for project information and to submit additional comments. The PIC displays will also be available on the project website.

Comments:

The information provided seemed to focus on the Town of Cobourg and very little on Hamilton Twp.

The maps on display should have shown more of Nagle Road and the village of Baltimore. Nagle Road is a winding rural road leading to a very large residential area in Baltimore. It is an area where the residents of all ages walk and bicycle. I am very concerned about the increased traffic and how it will impact this quiet area with its narrow roads.

Anyone driving westbound on the 401 would not exit at Nagle to go into Cobourg. Anyone driving eastbound would take the Hwy 45 exit to go north. I just don't see the necessity for a 401 interchange leading into Baltimore.

Your next meeting should offer more information regarding the impact to Baltimore including the restructuring of Nagle Road.

The Baltimore Community Centre would be an excellent location for that meeting.

From:
To:
Subject:
Date:

From: contactform@highway401cobourgcoborne.ca
<contactform@highway401cobourgcoborne.ca>
Sent: Friday, September 20, 2019 11:49 AM
To: comments@highway401cobourgcoborne.ca
Subject: highway401cobourgcoborne.ca message

from:
email:
message below:

Please add me to mailing list for matters concerning Nagle Rd/401 interchange

From:
To:
Subject:
Date:

From: contactform@highway401cobourgcoborne.ca
<contactform@highway401cobourgcoborne.ca>
Sent: Thursday, September 19, 2019 2:37 PM
To: comments@highway401cobourgcoborne.ca
Subject: highway401cobourgcoborne.ca message

from:
email:
message below:

Please add me to the project mailing list. I am a resident of the Baltimore subdivision directly north of the proposed Nagle Rd interchange and have concerns about traffic, cultural, and societal impacts to my neighbourhood that we not addressed at the PIC on 09/18/19.

From: Terry Hoekstra <thoekstra@cobourg.ca>
Sent: September 26, 2019 2:53:31 PM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: RE: GWP 4060-11-00 & GWP 4059-17-00 PIC 1 Notes

Hi Nevena,

came into the office today and asked to be included on future mailings. Can you add him please?

He resides at

Thanks

Regards,

Terry Hoekstra, C.E.T.
Manager of Engineering and Capital Projects
Town of Cobourg
740 Division Street, Building 7
Cobourg, ON K9A 0H6
www.cobourg.ca
(p) 905.372.9971 Ext. 4371
(f) 905.372.0009

From:**Sent:** Friday, October 4, 2019 2:58 PM**To:** Gazibara, Nevena <Nevena.Gazibara@stantec.com>**Cc:** Belliveau, Tim <tim.belliveau@stantec.com>; comments@highway401cobourgcoborne.ca; wcane@hamiltontownship.ca**Subject:** Re: Highway 401 Nagle Road Interchange Study (GWP 4059-17-00) Study Commencement Project Mailing List

Thanks for sending the 8 alternatives to me, Nevena. I have begun the process of analyzing what you sent along and continue to seek input from a variety of sources.

A few questions have arisen thus far and I expressly reserve all rights we to submit further queries.

1. Can you let me know if the Township of Hamilton was involved in the development of these alternatives and whether it has made any submissions in connection with same? If so, I would like to receive copies of all particulars as soon as possible, including access to any and all submissions made in that regard.

2. It appears to us that all of the alternatives presented at the first PIC and attached in your email below involve directly or indirectly Nagle Road, yet none of the depictions depict what happens to Nagle Rd beyond our property is to the north. Can you provide drawings, renderings, studies and/or reports of what precisely is involved in that regard?

3. Nagle Road, as the various depictions note, is not level. In fact, Nagle Road is a meandering road with multiple twists and turns, along with significant undulations, as it progresses in a northerly direction beyond Fieldstone Farm and through the residential community immediately to the south of the firehall. In my view, which is supported by the views of various residents of and near Nagle Road with whom I have spoken, it is not possible and indeed it is unreasonable to consider any of these alternatives without analyzing and understanding all of the implications - direct, indirect, consequential and otherwise - on these residents. What plans are in force and effect to undertake this necessary and required impact analyses?

4. Nagle Road is neither a provincial road nor county route. To accommodate a proper interchange, whether on Nagle a road or otherwise, what are the minimum and industry standards (width, elevation, safety measures, etc.) required for a road like Nagle Road in the context of an interchange?

5. Will any analysis involve a thorough consideration of the impact - direct, indirect and

consequential - of any alterations to Nagle Road from a safety perspective, particularly for the benefit of the residents that live on or near Nagle Road? Given the number of residents that do reside on or near Nagle Road - which include children and elderly alike, as well as bikers and other nature enthusiasts - there are profound concerns around safety. Can you share with me any analyses or reports that have been commissioned by you in relation to resident safety matters?

6. In light of the above, please confirm that residents - all residents whether of Cobourg or the Township - will be afforded the opportunity to make submissions or raise questions beyond October 15, 2019. In light of the lack of engagement and involvement of and lack of analysis on the residents of Nagle Road, it would be helpful to know that the October 15, 2019 will be extended to ensure proper, thorough and considered analyses of all impacts.

Thank you for your time and I look forward to an early response to these preliminary questions.

From:

Sent: Thursday, September 26, 2019 12:32 PM

To: Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena
<Nevena.Gazibara@stantec.com>

Cc: comments@highway401cobourgcoborne.ca

Subject: RE: Highway 401 Nagle Road Interchange Study (GWP 4059-17-00) Study
Commencement Project Mailing List

Dear Tim and Nevena:

I had diarized to follow-up with you in connection with my email from 1 week ago if I did not hear back.

Can you let me know when I will hear back and get the information requested? Given the nature of the subject matter and the direct impact on our property, I am most interested to get this information as soon as possible.

Thanks and best regards,

From:**Sent:** Thursday, September 19, 2019 11:20 AM**To:** Belliveau, Tim <tim.belliveau@stantec.com>; Gazibara, Nevena <Nevena.Gazibara@stantec.com>**Cc:** comments@highway401cobourgcoborne.ca**Subject:** RE: Highway 401 Nagle Road Interchange Study (GWP 4059-17-00) Study Commencement Project Mailing List

Dear Tim and Nevena:

Thank you very much for your note back and for taking the time to speak with me last evening. As you can appreciate, these Studies (primarily the 401 Interchange one) evoke a tremendous amount of anxiety for my family, given the clear and undeniable impact any development of a new Interchange "on" or "near" Nagle Road will have on us.

First and foremost, can you let me know that my questions, comments and concerns noted below are on the record at this point, so I do not need to duplicate same in any follow-up notes to you?

I have a few other things to note at this stage too.

1. As we discussed last night, I live in Northumberland and have a number of active and philanthropic interests in the community but I do work in Toronto. In my view, any future PIC(s) should be held on a weekend or should be handled in 2 parts – one during the week and another during the week-end. This must be done to ensure that the community is fully engaged in these Studies. I spent over 2 hours in terrible traffic yesterday trying to get to yesterday's PIC without any pre-disclosure of the "alternatives" and did so at great expense to me.
2. As discussed with Tim, I would like to obtain proper electronic copies of the 8 different interchange alternatives, so that they can each be critically reviewed and considered as soon as possible.
3. I would invite you and anyone else for that matter to do a tour with me of the area, so that you can benefit from a resident's perspective as it relates to these Studies. It became patently clear to me last night that there is little to no engagement with the Township and that this is a Cobourg-driven initiative. Some of the staff on hand did not overtly understand that this study impacts more than residents of Cobourg. I had to explain on 2 separate occasions the difference between Cobourg and Hamilton Township. The reality is that only a stub piece of Nagle Road (to the South of the 401) is in Cobourg – a vast majority of the road (which is not a county or provincial road) is within the Township of Hamilton and from what I saw it is those residents who will be most impacted by any work to be undertaken on Nagle Road.
4. Finally, I heard last night that certain letters were sent to all residents (Cobourg for sure and possibly some Township residents) directly impacted by the Studies. At no time did any such letters make their way to us. Our mailing address is on record with the Township and because we are a rural property without mail service, we maintain a PO Box in Cobourg. Regardless of that, I want to receive e-copies of all such communications as soon as possible for proper review and consideration. It is still shocking to me that we had to somehow initiate contact with you rather than the other way around notwithstanding being one of a very small number of properties in the epicentre of the Studies.

I look forward to hearing back from you at your earliest opportunity.

From:**Sent:** Tuesday, September 10, 2019 5:36 PM**To:** Gazibara, Nevena <Nevena.Gazibara@stantec.com>; Belliveau, Tim <tim.belliveau@stantec.com>**Cc:** comments@highway401cobourgcoborne.ca**Subject:** RE: Highway 401 Nagle Road Interchange Study (GWP 4059-17-00) Study Commencement Project Mailing List

Dear Tim:

I have received an automatic out-of-office response from Nevena indicating she is away until September 16th and that you are her fallback contact person.

Are you able to assist with my request in advance of Nevena's return. She is involved in the above-referenced study.

Thank you.

██████████

From:**Sent:** Tuesday, September 10, 2019 5:33 PM**To:** 'Gazibara, Nevena' <Nevena.Gazibara@stantec.com>**Cc:** comments@highway401cobourgcoborne.ca**Subject:** RE: Highway 401 Nagle Road Interchange Study (GWP 4059-17-00) Study Commencement Project Mailing List

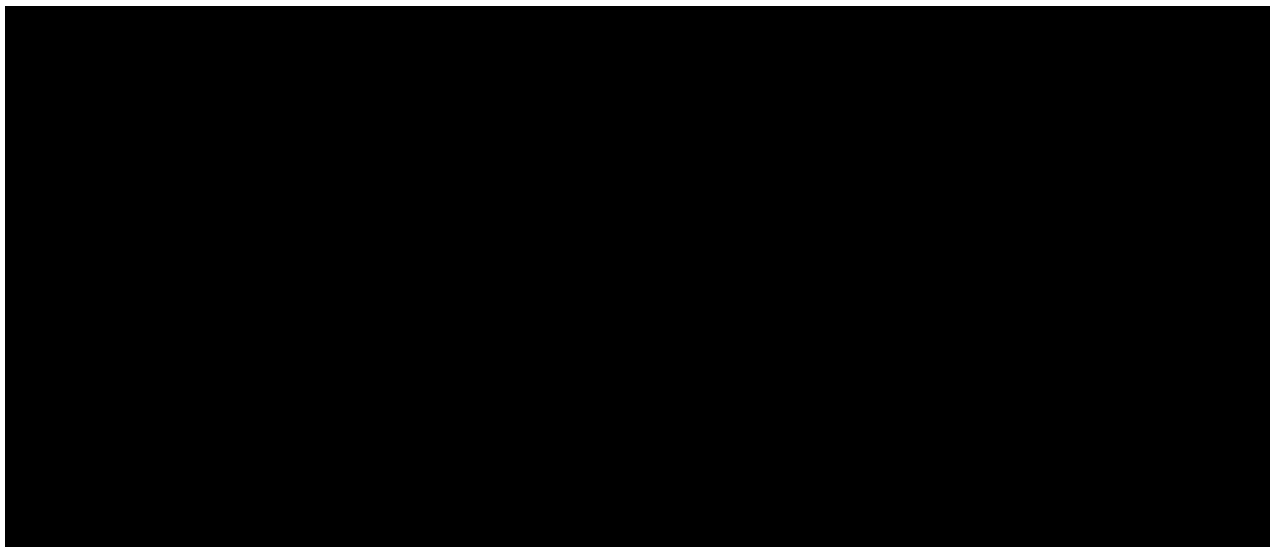
Dear Nevena:

I have read your letter attached to your correspondence below (dated May 9, 2019 re File No. 165001106) and understand that there is to be a meeting slated for next Wednesday, September 18, 2019 at the Cobourg Lions Community Centre, 157 Elgin Street East, Cobourg, Ontario from 4:00 PM to 8:00 PM (the "PIC 1 Meeting").

I understand that there are 2 concurrent studies being undertaken by you:

1. The Ontario Ministry of Transportation (“**MTO**”) with assistance from you as its consultant Stantec Consulting Ltd. (“**Stantec**”) is undertaking a Planning, Preliminary Design, and Class Environmental Assessment (“**Class EA**”) Study on Highway 401 **for the replacement and rehabilitation of structures, interchange modifications, establishing the footprint of future 6 and 8 lanes to ensure an appropriate design of the replacement bridges, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800 m east of Percy Street (approximately 18 kms) (“Study #1”)**; and
2. The MTO and the Town of Cobourg (“**Cobourg**”) have also retained Stantec to undertake a Planning, Preliminary Design, and Class EA Study on Highway 401 **for a new interchange near Nagle Road in the Town of Cobourg and the Township of Hamilton (“Study #2”)** and Study #2 is the Town of Cobourg’s initiative (rather than the Township of Hamilton) and is being completed concurrently with Study #1.

Just so you have no misunderstanding of where my family’s property at _____ is located (the “**Property**”), please refer to the below map (extracted from the meeting request). The Property is almost immediately to the north of the 401 and on the east side of Nagle Rd:



We are longstanding residents of the Township of Hamilton, which is the municipality that taxes for the Property are paid, and are extremely concerned by Study #2. I hope you can appreciate the position that this places my entire family in.

Any consideration of the development of the interchange on Nagle Road directly impacts the Property – a stone house built in the 1860’s noted for its tremendous beauty, historical architecture and gardens, along with an apple and pear orchard and approx.. 1 million active but endangered honey-producing bees (without getting into all of the natural wildlife and other habitat (including deer, wild turkeys etc.) within and surrounding the Property). Any interchange would necessarily create increased traffic flow, the need for road widening, pose pedestrian challenges and other safety concerns, including without limitation increased noise, emissions and toxic fumes and would necessarily involve the use of Nagle Road by large vehicular traffic in emergency situations. The 401 Highway is used extensively by trucking and logistics companies, which includes the transport of dangerous substances (including nuclear substances) and other cargo posing serious threats to those directly involved.

The notice indicates the purpose of PIC 1 Meeting is to “display and seek input on the preliminary improvement alternatives; display and seek input on the existing conditions in the study areas (i.e. natural, social, economic, and cultural); and answer questions about the studies.” Can you send me a summary of all alternatives considered in connection with the Interchange and all back-up information and studies i.e. natural (which I view as being environmental), social (which I assume address the issues of safety noted

above), economic, and cultural?

Can you clarify what steps Stantec has taken to examine the economic and cultural implications associated with Study #2? Does the reference to “economic” include appropriation considerations and if so your assistance in helping us to understand that would be appreciated. Nowhere have I been able to review and consider any economic and cultural studies into Study #2 and would ask that you share any such studies with me.

Finally, in your letter to me of May 9, 2019 you specifically noted that the studies (which I assume would cover both Study #1 and Study #2) will include “reviewing existing conditions, developing and evaluating interchange alternatives near Nagle Road, identifying a preferred plan, and developing environmental protection/mitigation measures.” It is surprising to me that no one has contacted me or tried to initiate contact with me to elicit feedback on Study #2 given the location of the Property. Accordingly, in advance of the PIC 1 Meeting, I would like to see all studies, reports and measures you are considering so that I can properly prepare for the PIC Meeting. I would be pleased to meet with you to discuss this request if that would be helpful to you.

I look forward to hearing back from you at your earliest opportunity.

Yours very truly,

From:

Sent: Monday, March 11, 2019 10:25 AM

To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>

Cc: comments@highway401cobourgcoborne.ca

Subject: RE: Highway 401 Nagle Road Interchange Study (GWP 4059-17-00) Study Commencement Project Mailing List

Importance: High

Thank you for your email, Nevena.

I have reviewed the project website in detail and find it to be deficient in a number of respects. Any time that new information is added, changed or deleted, I would ask that I be notified of same.

As one of a small number of property owners very directly impacted by this proposal, this is more than merely a matter of interest to my family. I do look forward to receipt of the response from the project team.

Thank

