

**PUBLIC INFORMATION
CENTRE 1
SUMMARY REPORT**

Highway 401 Planning Study from
Cobourg to Colborne
September 18, 2019

GWP 4060-11-00



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 Nagle Road Interchange Study, GWP 4059-17-00. 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 bridge and structural culvert rehabilitation/replacement alternatives, interchange alternatives, and future Highway 401 footprints for six and eight lane alternatives that will be evaluated. The PIC also sought to display 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 Planning Study from Cobourg to Colborne portion of the PIC. A separate PIC Summary Report for the Highway 401 Nagle Road Interchange Study is on file with the MTO.

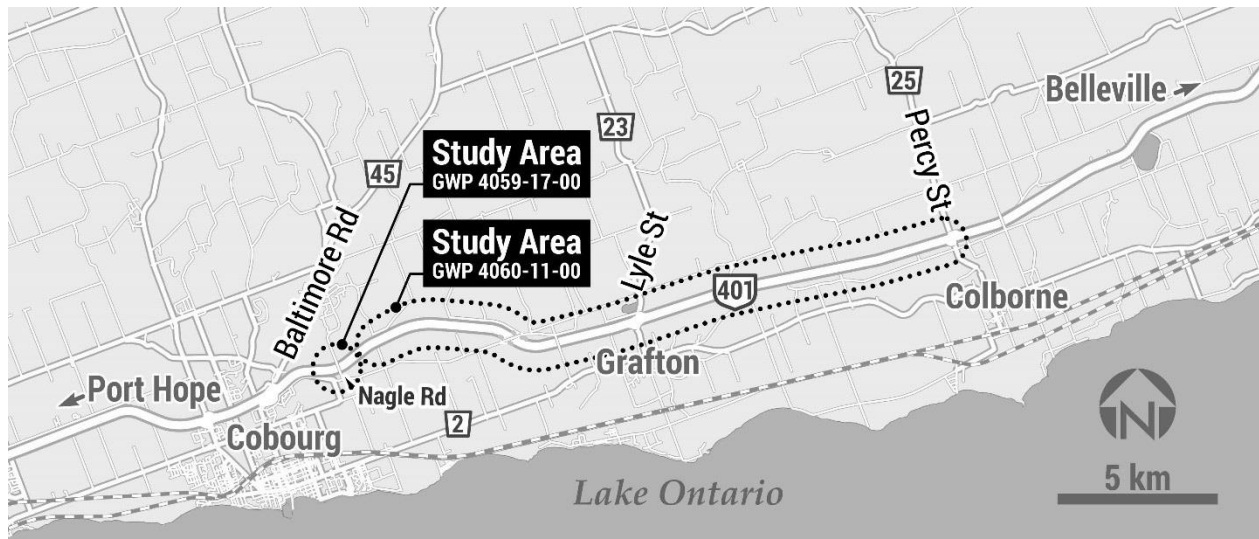


Figure 1: Key Plan

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 and the Nagle Road Interchange Study), including the date and time for the meeting, were sent to MPP – Northumberland - Peterborough South 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 Bomberry, 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

- Muhammad 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 (for the Nagle Road Interchange Study)

- Terry Hoekstra
- Rob Franklin
- Laurie Wills

6.0 Reference Materials and Handouts

The following Highway 401 Planning Study 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
- Project Overview
- Drainage Improvements
- Danforth Road – Bridge improvement strategies
- Gully Road – Bridge improvement strategies
- Lyle Street – Interchange alternatives
- Shelter Valley Road & Creek – Culvert improvement strategies
- Vernonville Road and Boyce Road – Bridge improvement strategies
- Percy Street – Interchange alternatives
- Highway 401 Alternatives (widening)
- 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 18 members of the general public in attendance expressing specific interest in the Highway 401 Planning Study.

8.0 Comments Received

In total, 13 comment sheets and emails were received for the Highway 401 Planning Study from Cobourg to Colborne 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
Property Impacts	
<ul style="list-style-type: none"> • Should there be an emergency exit between Grafton and Cobourg to clear highway of accidents – it is a big distance? • Will my property (281 Rutherford Road) or Rutherford Road itself be affected by the Highway 401 expansion? • What are the impacts to Rutherford Road – and my property 	<p>The Ministry continuously monitors the safety and operations of the provincial highways and works with emergency services (EMS) and Ontario Provincial Police (OPP) to ensure safe and efficient movement of people and goods across the province. While we have not heard from EMS providers or the OPP regarding the need for an emergency exit, the Ministry is working with the Town of Cobourg on a long-range planning and EA study for a new interchange in the vicinity of Nagle Road which would reduce the distance between the exits. The new interchange is the Town of Cobourg's initiative and is in early planning stages subject to Environmental Assessment approval. The construction timing of the new interchange is not known at this point in time. For more information on the Nagle Road interchange study, please go to the project website highway401cobourgcolborne.ca. Additional access to and/or from Highway 401 is not being considered as part of this study.</p> <p>Please note that there may be minor impacts to Rutherford Road based on the Highway 401 future footprint alternatives presented at the first Public Information Centre. However, the project team is currently considering potential design alternatives to mitigate impacts to the existing roads and properties adjacent to the Highway 401 corridor. 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 once the impacts have been confirmed by the project team. The design alternatives will be evaluated as part of this Preliminary Design study to determine the Recommended Plan, which will be presented at the second Public Information Center.</p> <p>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 once the impacts have been confirmed by the project team.</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. The Recommended Plan will be presented at the second Public Information Centre in 2020.</p>

Comment	Response Provided and/or Action Taken
Detour	
<ul style="list-style-type: none"> • Detour – 16.6 km detour on a daily basis to drive to Cobourg is beyond understanding – “Danforth Bridge #1 Alignment”; wrong on the part of any planning!! 	<p>Your concern regarding a temporary closure of the Danforth Road underpass and associated detour route has been noted by the project team. A temporary closure of the underpass would reduce the duration and cost of construction overall; however, impacts to the traveling public and their concerns will be taken into consideration when evaluating the alternatives. Keeping the bridge open with a single lane would result in higher construction costs and a longer construction schedule when compared to a temporary closure of Danforth Road underpass.</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. The Recommended Plan will be presented at the second Public Information Centre in 2020.</p>
Drainage / Noise	
<p>Concerns:</p> <ul style="list-style-type: none"> • Minimize Noise level • Minimize property change • Culvert upgrade 	<p>Your concerns regarding noise and property impacts have been noted by the project team. A noise study will be undertaken as part of the study to determine any permanent changes to noise levels as a result of the improvements. Noise mitigation measures (i.e., noise barriers, etc.) may be recommended, depending on the results of the noise investigation. Construction noise impacts are temporary in nature and are largely unavoidable. With adequate controls, impacts can be minimized; however, for some periods of time and types of work, construction noise will be noticeable.</p> <p>At this time, impacts to properties have yet to be determined and confirmed. Several 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.</p> <p>Your comment regarding a culvert upgrade has been noted by the project team. The structures within the project limits are approaching the end of their service life and require rehabilitation or replacement. The study will assess the existing bridges and culverts in the study area and develop appropriate rehabilitation or replacement strategies to maintain the safe operation of the Highway 401 corridor for the current and future planning horizons.</p>

Comment	Response Provided and/or Action Taken
<ul style="list-style-type: none"> Drainage problem at Northumberland Heights Road and Danforth Road; Northumberland Heights Road floods all the time and the county claims they cannot drain onto the 401 property – the existing sewer is 11" above the pavement on the road so it cannot drain 	<p>Your comments regarding the drainage problem at Northumberland Heights Road and Danforth Road have been noted and forwarded to Ministry staff for consideration. The Ministry will look into the drainage issue in collaboration with the Township of Alnwick/Haldimand and Northumberland County and inform you on the outcome as soon as the investigation is completed.</p>
Safety / Traffic	
<ul style="list-style-type: none"> Heading eastbound on the 401 and getting off at Division Street – no merge lane onto Division southbound. The ramp is 120' and yet the whole IC is 40 acres. Could you please correct this safety issue? 	<p>Your concern regarding the Division Street Interchange has been noted by the project team. The Division Street Interchange is outside of the project limits. As such, improvements to the Division Street Interchange are beyond the scope of this study. However, your comment has been forwarded to an appropriate MTO contact who will contact you as soon as possible and respond to your questions.</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>
<ul style="list-style-type: none"> This isn't specific to this project but to any instance where additional lanes are being added to any multilane highway. At the beginning of the additional lanes, it would be smart to align the lanes, either by lane markings or by actual road construction, so that the new lane is the left lane, rather than the right lane. As now happens just east of Cobourg where 401 widens from 2 to 3 lanes, the newest lane is the right lane, so any traffic, including trucks, that are driving in the right lane on the 2-lane section end up in the centre lane of the 	<p>Your recommendation to widen the highway toward the median, rather than to the shoulder, and to implement larger signage directing slower traffic to keep right has been noted by the project team. Both widening to the median and shoulder will be considered during the evaluation of alternatives. In addition, signage requirements will be fully determined during subsequent design studies; however, your recommendation will be passed along to be considered in future studies.</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. The Recommended Plan will be presented at the second Public Information Centre in 2020.</p>

Comment	Response Provided and/or Action Taken
<p>expanded section. Very seldom have I noticed traffic move to the right lane, thereby failing to abide by the HTA requirement to "keep right except to pass". If the new lane was the left lane, traffic would have been properly directed to the right lane and this problem would be solved. In order to rectify this and any other occurrence of this nature, it would be beneficial to post a large sign directing traffic to keep right. The small signs that say "Slower traffic keep right" are too often ignored, especially by trucks.</p>	
Highway 401 Future Footprints	
<ul style="list-style-type: none"> 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 	<p>The structures within the project limits are approaching the end of their service life and require rehabilitation or replacement. The study will assess the existing bridges and culverts in the study area and develop appropriate rehabilitation or replacement strategies to maintain the safe operation of the Highway 401 corridor for the current and future planning horizons. The study will also identify the footprint of future six and eight lanes for the Highway 401 corridor so that the structures can be designed appropriately. The bridges have a life span of 75 years; therefore, the new structures will be designed to accommodate future six and eight lanes.</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. The Recommended Plan will be presented at the second Public Information Centre.</p>

Comment	Response Provided and/or Action Taken
<p>where there are just three lanes in each direction presently.</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. 	
Environmental	
<ul style="list-style-type: none"> I would not describe myself as a tree-hugger or an environmental activist. Having said that, I am concerned about the direction we seem to be moving in with respect to more and more cars. I really do not believe that it is sustainable. Having been on the road in sales for over 40 years, I really get the challenges in our geography/vast distances when trying to get from place to place; however, could some of your spending instead be diverted to improving train service for those who need to travel to the bigger centres for work, medical issues or entertainment? It seems to make more sense - especially given that we can expect to see more and more aging drivers in the bad winter road conditions we typically see around Cobourg. 	<p>Your recommendation to review transit improvements in the area has been noted by the project team. Improving existing infrastructure and accommodating multiple modes of transportation is important in addressing current and future transportation needs. This particular study is focused on improving the existing Highway 401 corridor, including improvements to bridges, culverts, and interchanges that are approaching the end of their service life. The Ontario Ministry of Transportation is developing a bold new long-range transportation plan for the Greater Golden Horseshoe (GGH). It will look out to 2051 and beyond, and ensure that the transportation system of the future supports continued prosperity and quality of life, and is responsive to current and future environmental, economic and social needs. Further information can be found on the following website: https://www.placestogrow.ca/index.php?option=com_content&task=view&id=9&Itemid=14.</p> <p>The GGH Transportation Plan aims at providing a strategic network that reduces congestion, supports economic growth and job creation, a system that is resilient, and can adapt to climate change and other major shifts in the global context.</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. The Recommended Plan will be presented at the second Public Information Centre.</p>

Comment	Response Provided and/or Action Taken
<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: 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. 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 	<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. In regard to your information requests, and as noted in our most recent response email to you, the project team has prepared a memo (attached to this letter) that summarizes all information collected to-date near your property. Where information was not available, we have provided you with appropriate agency contacts, for you to request that information, in the memo.</p> <p>Attachment: Memo</p> <p>The following is a summary of the existing natural environment conditions documented in the vicinity of your property.</p> <p>FISH AND FISH HABITAT</p> <p>The watercourse that runs through and adjacent to the Property is a Fisheries and Oceans Canada (DFO) Class E Drain. It is a coldwater watercourse with permanent flow. Fish sampling was not completed in this creek. Impacts to fish and fish habitat in this watercourse as a result of construction are not anticipated, as the watercourse does not pass under Highway 401 or enter the Ontario Ministry of Transportation (MTO) right-of-way.</p> <p>The watercourse to the east of the Property is a DFO Class D Drain. It is a coldwater watercourse with permanent flow. The watercourse supports brook trout, creek chub, eastern blacknose dace, longnose dace, rainbow trout, and white sucker. The substrate of the watercourse is composed of boulders, cobble, gravel, and sand. Cedars are present along the watercourse banks. The watercourse is conveyed beneath Highway 401 via a structural culvert, Site 21-467/C. Improvements to this culvert are being considered, including rehabilitation and extension of the culvert, rehabilitation of the culvert and installation of retaining walls, replacement of the culvert with a new culvert, and replacement of the culvert with a new bridge. The improvement strategies for this culvert are being evaluated, and the proposed improvements will be presented at the second Public Information Centre.</p> <p>GROUNDWATER</p> <p>The surficial geology of the Property includes coarse-textured glaciolacustrine deposits (Foreshore-basinal deposits) and stone-poor, carbonate-derived silty to sandy till. There are two</p>

Comment	Response Provided and/or Action Taken
<p>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> <ul style="list-style-type: none"> 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 	<p>deep wells and two abandoned water wells located to the west of the Property, within the Highway 401 right-of-way. Deep wells are not anticipated to be impacted during construction.</p> <p>There are no Significant Groundwater Recharge Areas, Wellhead Protection Areas, or Intake Protection Zones located on the Property within the study area. A Highly Vulnerable Aquifer is located directly adjacent to the west of the Property but does not underly the Property itself. There is no significant below ground excavation anticipated in this area of Highway 401; thus, no impacts to the aquifer are anticipated.</p> <p>TERRESTRIAL ECOSYSTEMS</p> <p>Unevaluated wetlands are present on the Property. Ponds, wetlands and other temporary pools throughout the Study Area may provide suitable habitat for breeding amphibians; however, targeted breeding surveys were not conducted as these types of detailed surveys are typically completed during later study stages such as Detail Design, once the recommended plan has been finalized.</p> <p>Seasonal concentration areas, including deer yards, are sites where large numbers of species gather together at one time of the year, or where several species congregate. Migration corridors are areas that are traditionally used by wildlife to move from one habitat to another, often in response to different seasonal habitat requirements. Consultation with the Ministry of Natural Resources and Forestry and the Ministry of Environment, Conservation and Parks is being undertaken to obtain information on seasonal concentration areas and if required, identify opportunities to enhance wildlife connectivity and reduce risks associated with wildlife collisions on the highway. If you would like additional information on seasonal concentration areas, please contact the Ministry of Natural Resources and Forestry (Peterborough District - telephone: 705-755-2001, primary address: 1st Floor S, 300 Water Street, Peterborough, ON K9J 3C7).</p> <p>Vegetation communities throughout the project study area were documented. The vegetation communities adjacent to the Property are common and widespread; therefore, they are not of conservation concern.</p> <p>In addition, no Provincially Significant Wetlands, Areas of Natural and Scientific Interest, or Provincial Parks were identified on or adjacent to the Property.</p> <p>ONGOING WORK AND FUTURE STEPS</p> <p>Consultation with external agencies, stakeholders, Indigenous communities, and the public is ongoing, and will continue throughout the entirety of the project. Natural science specialists are</p>

Comment	Response Provided and/or Action Taken
<p>to Northumberland Heights Road on the north side of the 401.</p> <ul style="list-style-type: none"> 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>currently reviewing the proposed alternatives to determine the potential impacts of each alternative. These impacts will be utilized during the next phase of the study, where a detailed evaluation will be carried out for the design alternatives to identify a Recommended Plan that is cost-effective and provides safe operation while minimizing the effects on 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 (PIC) in 2020. You will be notified of the date and time of the second PIC.</p> <p>Following selection of the Recommended Plan, Impact Assessments and proposed mitigation measures will be documented in factor-specific reports. A summary of the information will be documented in the Transportation Environmental Study Report (TESR). The TESR will be available for a 30-day public review at the conclusion of the study. You will be notified of the TESR review period prior to its commencement.</p>
Fencing	
<ul style="list-style-type: none"> 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 	<p>With respect to your comment regarding ROW fencing on your property, ROW fences are installed per Ministry's standard. Your complaint, regarding the damaged fence, has been forwarded to the Ministry for consideration.</p> <p>Please note that the Ministry very diligently monitors the safety and operations of provincial highways and look for opportunities to improve the safety of the highways. As such the Ministry has installed a low visibility weather warning system from Colborne to Cobourg to improve the safety of the public.</p>

Comment	Response Provided and/or Action Taken
<p>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.</p> <ul style="list-style-type: none"> • 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 defense against animals potentially getting out onto highways. 	

Comment	Response Provided and/or Action Taken
Historical Factors	
<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? 	<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>

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.

No comments were received from External Agencies at or following the second PIC.

All names and addresses from the 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 Nagle Road Interchange Study.

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:	1650.01090	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.



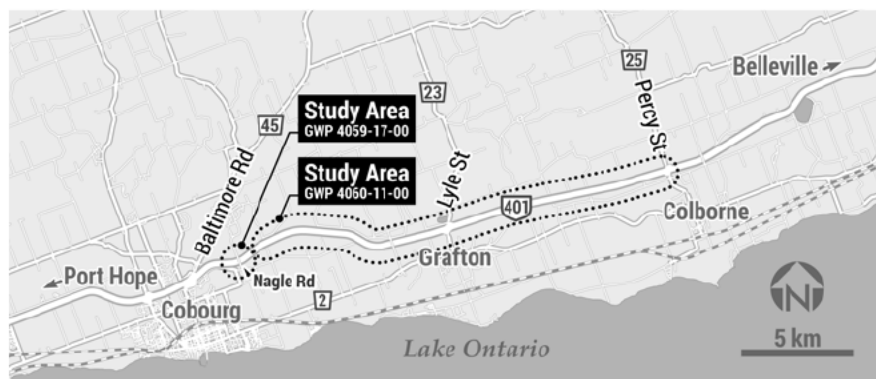
Nevena Gazibara, B. Sc., MREM, ENV SP
Environmental Planner
Phone: (905) 381-3249
Fax: (905) 385-3534
nevena.gazibara@stantec.com

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@highway401cobourgcolborne.ca

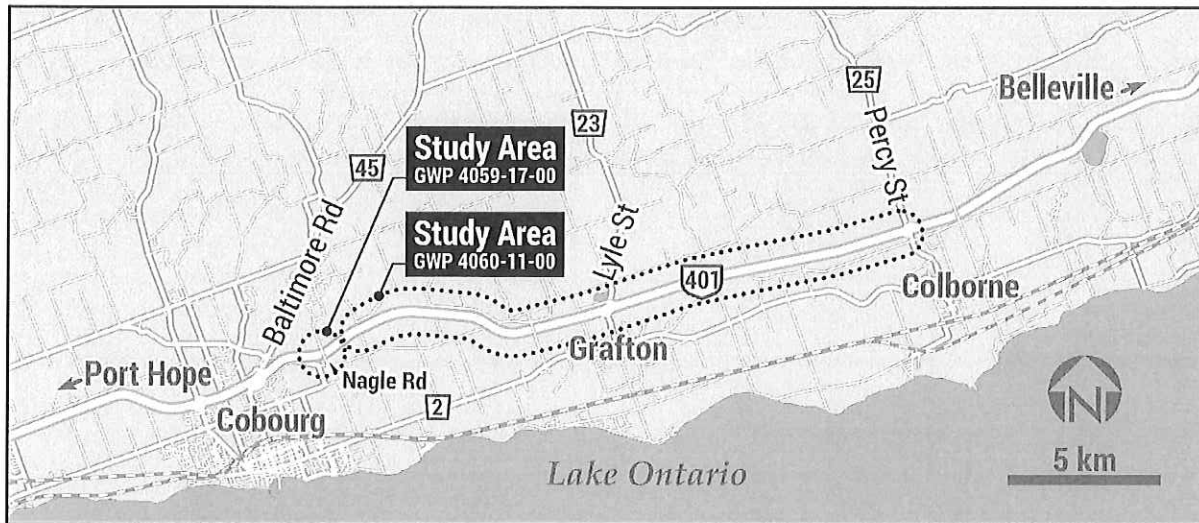
Mr. Muhammad Waseem, P.Eng.
Project Engineer
Ministry of Transportation Eastern
Region
1355 John Counter Boulevard, Postal
Bag 4000
Kingston ON K7L 5A3
Tel: (613) 449-2615
Fax: (613) 540-5106
Toll-free: 1-800-267-0295 Ext. 4701
comments@highway401cobourgcolborne.ca

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
comments@highway401cobourgcolborne.ca

You are encouraged to visit the project website, www.highway401cobourgcolborne.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
Télééc. 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,



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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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
Notice of Public Information Centre 1**

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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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1355 John Counter Boulevard
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1-800-267-0295
Télééc. 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
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August 28, 2019
Page 2 of 2

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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
muhammad.waseem@ontario.ca

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

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Tél.: 613 449-2615
1-800-267-0295
Téléc. 613 540-5106



August 28, 2019

Attention: James Marsden, Chief

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

Dear Chief Marsden,

**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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August 28, 2019
Page 2 of 2

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Yours Truly,



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



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 &
Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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August 28, 2019
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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.highway401cobourgcoborne.ca, to obtain current project information and to submit comments to the project team.

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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
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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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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,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
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August 28, 2019
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Yours Truly,



Muhammad Waseem, P.Eng.
MTO Project Engineer, Eastern Region
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c. E. Pipe – Ministry of Transportation, T. Hoekstra – Town of Cobourg
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1-800-267-0295
Téléc. 613 540-5106



August 28, 2019

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

mail to: kaitlinh@curvelake.ca

Dear Ms. Hill,

**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
Tel: (613) 449-2615
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
G. Cooke, N. Gazibara – Stantec Consulting Ltd.

Attachments:

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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,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
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Télec. 613 540-5106



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,

**Reference: Preliminary Design and Class Environmental Assessment Highway 401
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August 28, 2019

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

Dear Sir / Madam,

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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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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,

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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,

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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



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

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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: Planning Coordinator

Infrastructure Ontario

1 Dundas St West

Suite 2000

Toronto ON M5G 2L5

Dear Sir /Madam,

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

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- 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: 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

**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: 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

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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: 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

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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: 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

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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

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: 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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& 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: 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

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

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

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: 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

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: Nicole Hamilton, Planning Coordinator

Township of Cramahe
1 Toronto Street
P.O. Box 357
Colborne ON K0K 1S0

Dear Ms. Hamilton,

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: 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

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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: 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

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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: 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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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

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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: 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

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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: 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

**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: 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

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: 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

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: 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

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

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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

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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
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: 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
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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

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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: Jennifer Moore, Chief Administrative Officer

Northumberland County

555 Courthouse Road

Cobourg ON K9A 5J6

Dear Ms. Moore,

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

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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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

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

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

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: 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
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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

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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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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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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: 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
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: 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

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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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Encl: OGN



Stantec

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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

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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

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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: 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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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: 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

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: 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

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: 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
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

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

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: 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

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

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
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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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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

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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

Northumberland Federation of Agriculture

nfa.lisam@gmail.com

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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,

**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

Attention: Willy Elzner

Ganaraska Freewheelers Cycling Club

ganaraskafreewheelers@gmail.com

Dear Mr. Elzner,

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

Pine Ridge Hiking Club
Northumberland ON

info@pineridgehikingclub.ca

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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Encl: OGN



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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
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

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

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

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

Dear Sir / Madam,

**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: 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

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: 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

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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: Chris Lockyer, Implementation Manager

Bell Canada

450 Princess Street

Kingston ON K7L 1C2

Dear Mr. Lockyer,

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: Jim Moon, Manager

Hydro One

171 Centre Street

Belleville ON K8N 4W8

Dear Mr. Moon,

Reference: Preliminary Design and Class Environmental Assessment

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

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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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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
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& Highway 401 Nagle Road Interchange Study, GWP 4059-17-00
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September 4, 2019

File: 165001090 & 165001106

[REDACTED]
[REDACTED]
[REDACTED]

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Attachments:

Study Areas Map
OGN



Stantec

Stantec Consulting Ltd.

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

September 4, 2019

File: 165001090 & 165001106

Attention: Property Owner

[Redacted]
[Redacted]
[Redacted]

Dear Sir / Madam,

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

Study Areas Map
OGN



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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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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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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
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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

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Dear [REDACTED],

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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 proposed Nagle Road & Highway 401 Interchange is a long-term transportation need, as identified in the Town of Cobourg Transportation Master Plan (TMP) and Official Plan (OP). 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 timeline for implementing the results of these studies are not confirmed, however, these planning studies will assist the Ministry, municipalities, business owners, and private land-owners with future planning and development within the study areas.

This letter is to advise you that the interchange and structure alternatives proposed may potentially affect your property. Plans of the interchange alternatives will be on display at the upcoming first Public Information Centre (PIC). The PIC displays and plans will also be posted on the project website www.highway401cobourgcoborne.ca the day of the PIC. Representatives from the project team and a representative from the

Ministry of Transportation Property Section will be available to address questions or comments directly.

The first Public Information Centre is scheduled for:

Date: September 18, 2019

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

Time: 4:00 PM to 8:00 PM

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

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.

Attachments:

Study Areas Map
OGN



Stantec Consulting Ltd.

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

September 4, 2019

File: 165001090 & 165001106

[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED],

**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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Stantec

Stantec Consulting Ltd.

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

September 4, 2019

File: 165001090 & 165001106

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[REDACTED]
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Environmental Planner
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- 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

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

[illegible]

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:

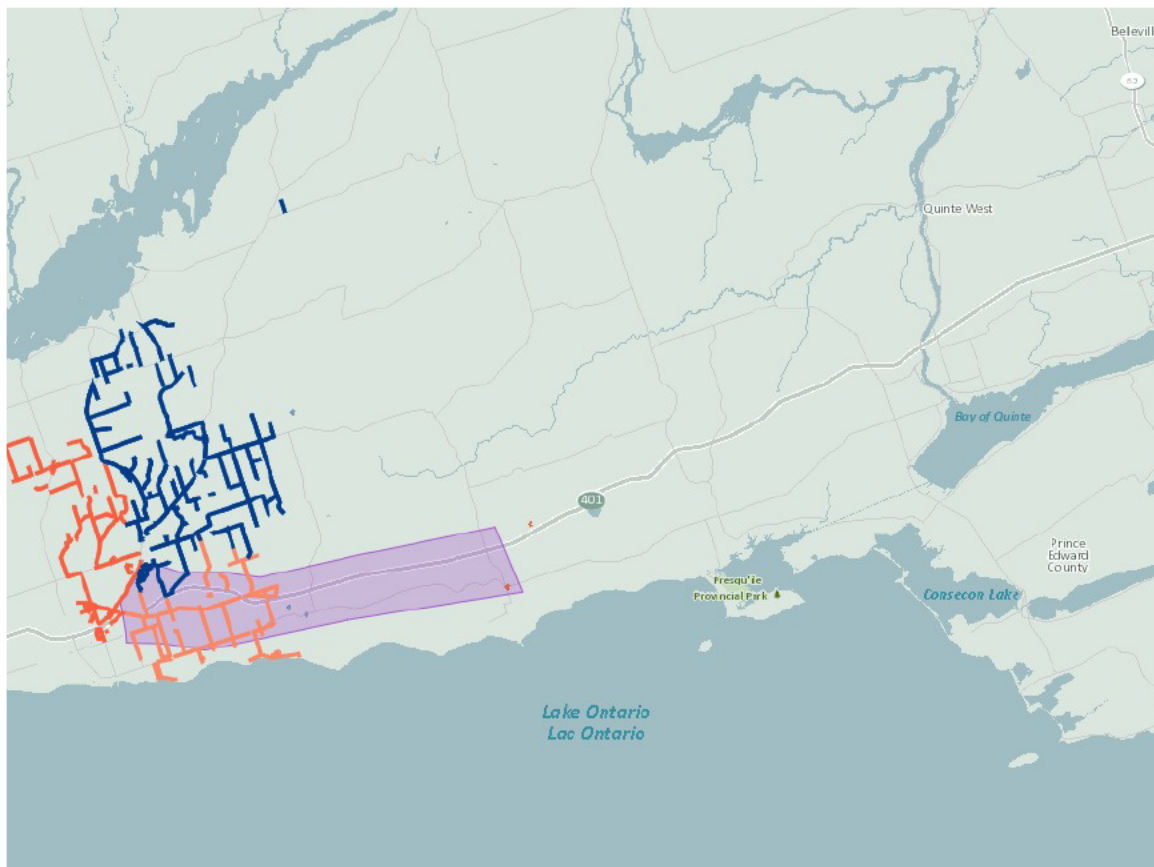
Canada Complete Lists	Data Management Services	Analytics
Canada Complete lists provide one of the largest reach in Canada, drawing from Canada Post's mail delivery database of over 13 million residential addresses and close to a million business addresses. With our additional targeting filters, supplement 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
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COLBORNE PO34 KING ST COLBORNE ON K0K 1S0

TOTAL	2187	103	79	19	2388
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GRAFTON PO10827 COUNTY ROAD 2 GRAFTON ON K0K 2G0

TOTAL	794	17	13	21	845
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COBOURG LCD MAIN39 QUEEN ST COBOURG ON K9A 1M0

TOTAL	1362	56	16	48	1482
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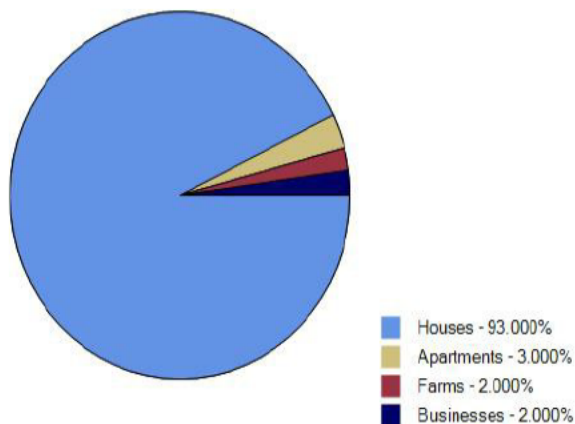
GRAND TOTAL	5395	180	132	99	5806
--------------------	------	-----	-----	----	------

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...

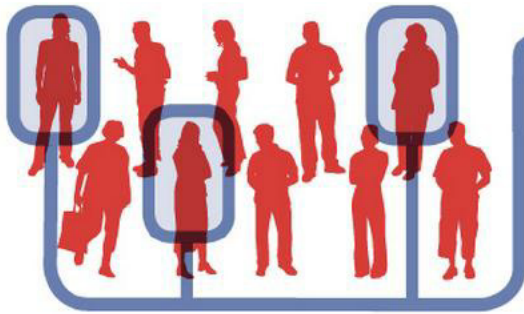
We can help you discover and harvest untapped market potential? We do so by generating a list of additional high value routes, typically located just outside your selected trade area, that meet or exceed your targeting criteria. To take advantage of this offering, simply accept our high value walk suggestions 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 ^{QM}, 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 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 / 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 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.

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.

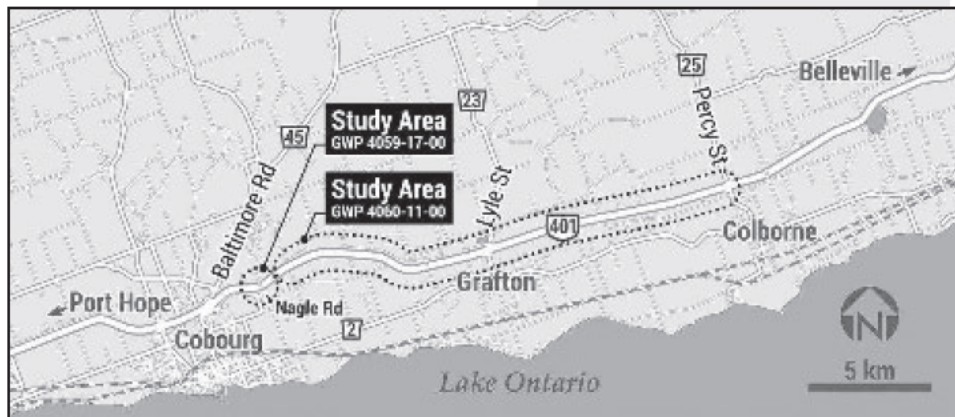
On Aug. 30 at 1:10 a.m., members of the Cobourg Police Service say they arrested a man who they discovered was also on court-imposed conditions for possessing a prohibited weapon.

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



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 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

Cobourg to Colborne

Planning, Preliminary Design, and
Class Environmental Assessment Study

GWP 4060-11-00



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

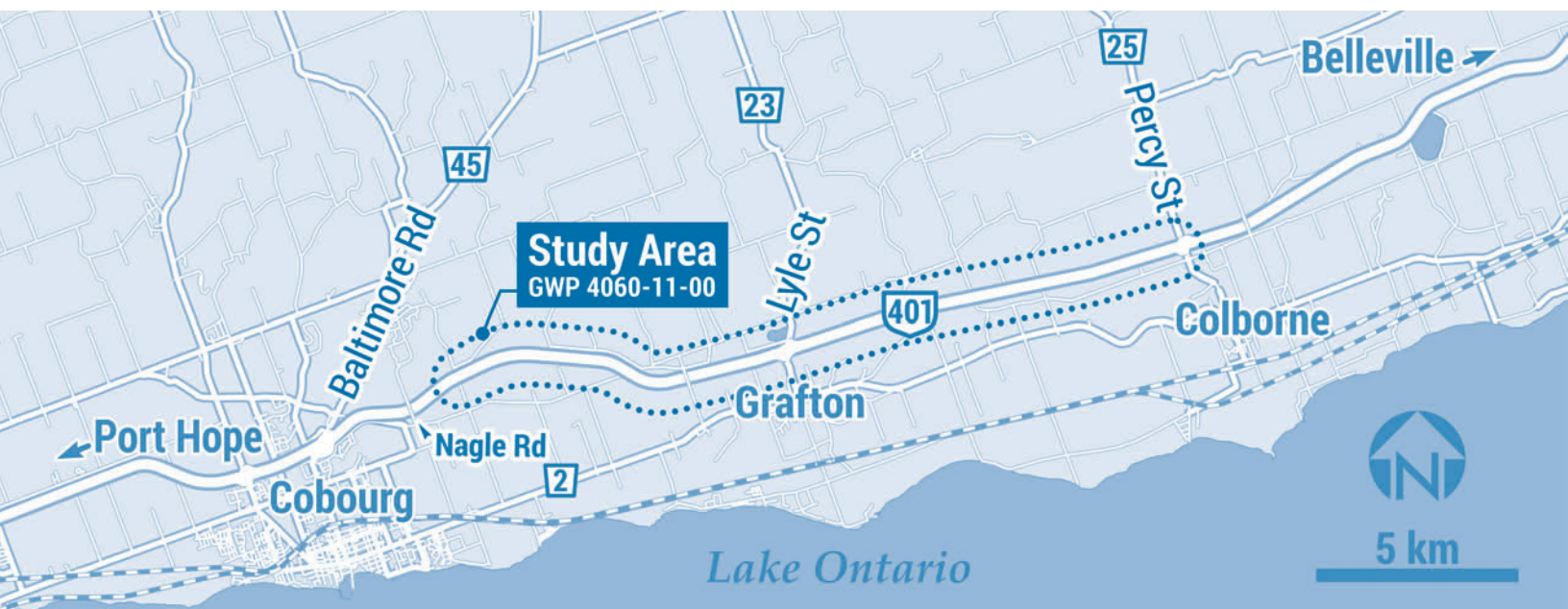
September 18, 2019

This is the first Public Information Centre for the
Highway 401 Planning Study from Cobourg to Colborne.



PIC 1 Objectives

- introduce the project and outline the process being followed
- provide background information on the need for the improvements
- present bridge and structural culvert rehabilitation/replacement alternatives, interchange alternatives, and future highway 401 footprints for six and eight lanes 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 and cultural)
- answer questions about the study



About the Project

The Ontario Ministry of Transportation (MTO) has retained Stantec Consulting Ltd. to undertake a Planning, Preliminary Design, and Class Environmental Assessment (Class EA) Study for Highway 401 (from 2 km east of Nagle Road to 0.8km east of Percy Street), which includes the following:

- replacement and/or rehabilitation of bridges and structural culverts
- interchange modifications at Lyle Street and Percy Street
- establishing the Highway 401 future footprints for interim 6-lanes and ultimate 8-lanes
- commuter parking lot expansions or relocations

Highway 401 is a controlled-access 400-series provincial highway that connects southwestern Ontario (Windsor) to Quebec, a total of 830 km. The highway, along with the structures along it, was built in the 1950s and 1960s. Locally, Highway 401 connects the communities of Cobourg, Grafton, and Colborne.

This study will review existing conditions, develop and evaluate alternatives, identify appropriate improvements, and develop environmental protection and mitigation measures. At the completion of the study, a recommended plan for the Highway 401 study area will be confirmed and designated (i.e. protected).

Problem and Opportunity

The purpose of this study is to identify a recommended plan that addresses current and future transportation needs in the study area as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. This study will include reviewing existing conditions, developing and evaluating interchange alternatives, identifying a preferred plan, and developing environmental protection/mitigation measures. A Recommended Plan will be confirmed and designated (i.e. protected) at the completion of the study.

This study has been initiated to address the following problems and opportunities:

Problem

- Many of the bridges and culverts in the study area are nearing the end of their service life and will require rehabilitation and/or replacement in the near future
- The existing Highway 401 platform cannot accommodate the traffic staging required to rehabilitate or replace the bridges and structural culverts

Opportunities

- The study will assess the existing bridges and culverts in the study area and develop appropriate rehabilitation or replacement strategies to maintain the safe operation of the Highway 401 corridor for the current and future planning horizons
- For structural planning purposes the study will establish the future Highway 401 footprints for six and eight lanes, to ensure an appropriate design of the replacement bridges

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

Does it address the problem?

Do Nothing

Rehabilitate existing bridges and culverts, or replace existing structures with no accommodation for the Highway 401 future footprints for interim six and ultimate eight lanes



Does not address structural replacement needs.

Do not carry forward.

Transportation Demand Management (TDM)

TDM shifts demands on the highway network by shifting demands to the time periods outside of the critical congestion periods and shift demands to alternative modes of transportation.



Does not address structural replacement needs.

Do not carry forward.

Improve Adjacent Road Systems

Expansion of existing municipal and regional road networks



Does not address structural replacement needs.

Do not carry forward.

Improved Provincial Transportation Facility

Replace existing bridges and culverts to accommodate the Highway 401 future footprints of interim six and ultimate eight lanes



Does address structural replacement needs.

Carry forward.

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 includes 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.

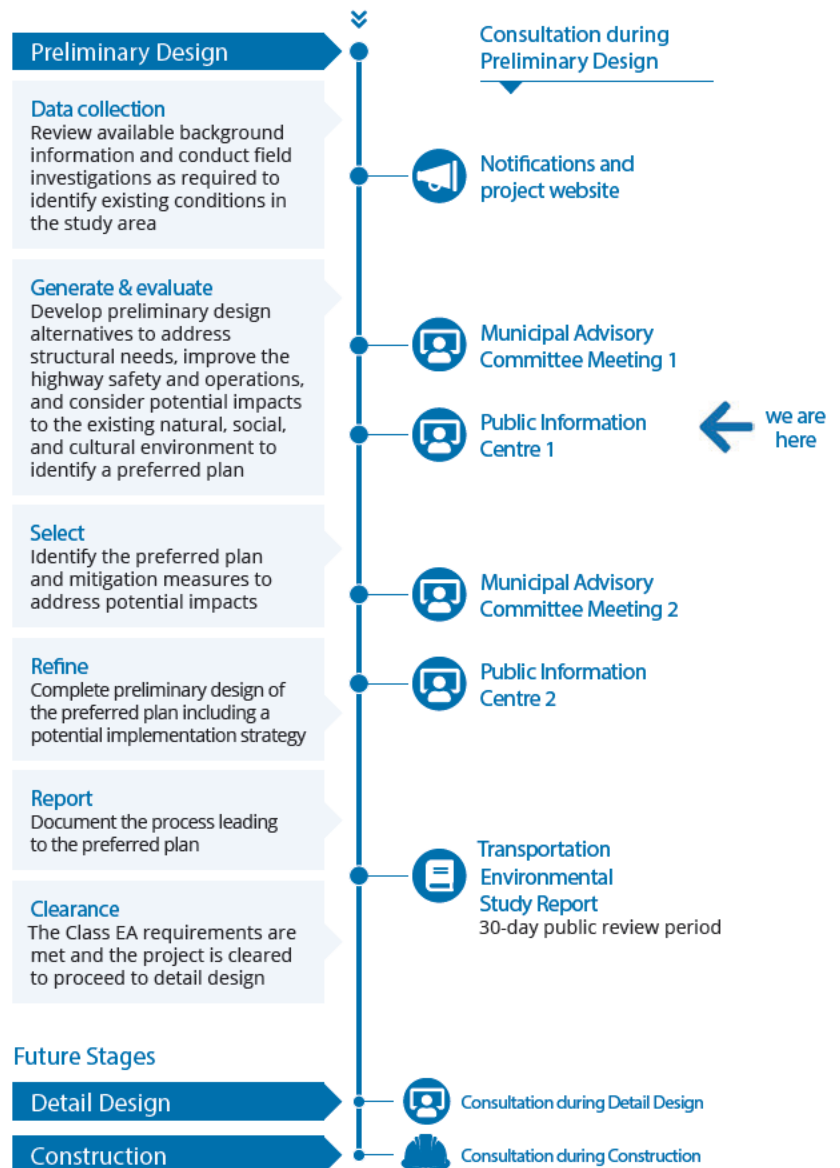
Class Environmental Assessment Process for Group 'B' Projects

Ongoing Transportation Needs Assessment



Ongoing Public Consultation

Need Identified



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 Planning 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 acceptable Level of Service (LOS) on Highway 401 and at interchanges
- ... consider accomodation or relocation of carpool lots at interchanges

Geometrics & Safety

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

Utilities

- ... consider impacts to utilities

Constructability

- ... consider construction techniques
- ... consider geotechnical and foundation conditions
- ... consider traffic flow and operations, including local access and out-of-way travel during construction
- ... consider opportunities for accelerated bridge construction methods

Cost

- ... consider total cost including utility relocations and property acquisition
- ... consider throw-away costs
- ... consider life-cycle costs

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
- ... compatibility with existing and future development plans

Built & Cultural Heritage

- ... consider impacts on existing cultural and built heritage features along the Highway 401 corridor and structure and interchange crossings

Archaeology

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

Contamination

- ... consider impacts to potentially contaminated lands

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 Cranberry Lake Provincially Significant Wetland (PSW)
- ... consider impacts to Sourcewater Protection Areas
- ... consider impacts to Barnum House Creek Conservation Area

Project Overview



Bridge Improvements

The bridges within the study area are approaching the end of their service life and will need to be rehabilitated or replaced. The bridges will need to accommodate the future Highway 401 footprints for interim six and ultimate eight lanes.

The following bridges are being assessed:

- D** Danforth Road
- G** Gully Road Bridge
- L** Lyle Street
- S** Shelter Valley Road Bridge
- V** Vernonville Road Bridge
- B** Boyce Road Bridge
- P** Percy Street

for more details, see [Bridge improvement alternatives](#)



Highway Improvements

The study includes establishing the future Highway 401 footprints for interim six and ultimate eight lanes.

for more details, see [Highway 401 alternatives](#)



Interchange Improvements

Existing interchanges and carpool lots at Lyle Street and Percy Street will need to be reconfigured to accommodate the Highway 401 future footprints for interim six and ultimate eight lanes.


for more details, see:

- [Lyle Street interchange alternatives](#)
- [Percy Street interchange alternatives](#)



Drainage Improvements

Structural culverts within the study area are approaching the end of their service life and will need to be rehabilitated or replaced. The culverts will need to accommodate the Highway 401 future footprints for interim six and ultimate eight lanes.

Culverts identified on the map above: 

for more details, see [Drainage improvements](#)

Drainage Improvements

There are six structural culverts in the study area. The following improvement strategies will be considered:

Replace with new culvert

- + Long-term strategy
- + Accommodates interim (6-lane) Highway 401
- + Accommodates ultimate (8-lane) Highway 401
- Culverts can be very long in high fill locations

Replace with bridge

- + Long-term strategy
- + Accommodates interim (6-lane) Highway 401
- + Accommodates ultimate (8-lane) Highway 401
- + Suitable for high fill locations

Culvert rehabilitation and extension

- Not a long-term strategy
- + Potential short-term strategy
- + Accommodates interim (6-lane) Highway 401
- Does not accommodate ultimate (8-lane) Highway 401
- Culverts can be very long in high fill locations

Culvert rehabilitation and retaining walls

- Not a long-term strategy
- + Potential short-term strategy
- + Accommodates interim (6-lane) Highway 401
- Does not accommodate ultimate (8-lane) Highway 401
- Requires retaining walls



* Shelter Valley Creek Culvert is shown on Display 13



Danforth Road

Bridge improvement alternatives

— New roadway
- - - Property required
- - - Limit of MTO right-of-way

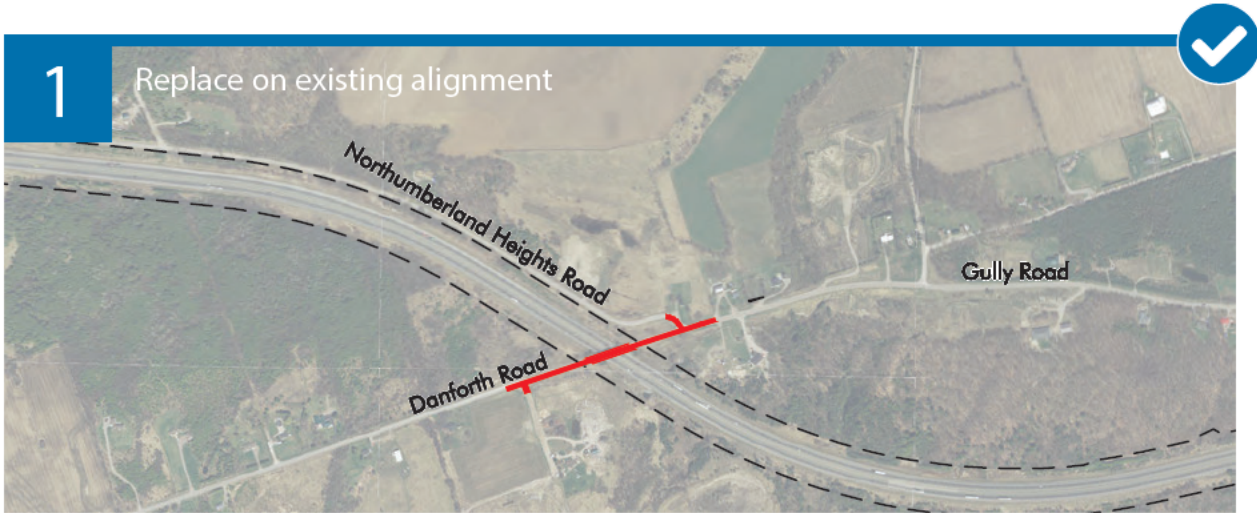


i

A range of reasonable alternatives for replacing this bridge have been developed. A preliminary screening has been carried out to identify the alternatives that should be carried forward for further consideration.

carried-forward ✓

screened-out ✗



Bridge closed with detour

Advantages

- Retains existing alignment of Danforth Road
- No property required
- Fewer utility impacts compared to Alternatives 2 and 3
- Faster method of construction when compared to staged construction with single lane open on crossing road
- Lower construction staging cost when compared to keeping bridge open during construction

Disadvantages

- Introduces up to 8.3 km of out-of-way travel for traffic for the detour

Bridge open with single lane

Advantages

- Retains existing alignment of Danforth Road
- No property required
- Fewer utility impacts compared to Alternatives 2 and 3

Disadvantages

- Minor delays to traffic
- Longer construction schedule when compared to closing the crossing road
- Higher construction staging cost when compared to closing the crossing road

Bridge open with two lanes

Advantages

- No delays to traffic
- Similar construction schedule as closing crossing road
- Similar construction staging cost as closing the crossing road

Disadvantages

- Requires alignment shift on Danforth Road
- Requires property
- Impacts utilities
- Requires realignment of Northumberland Heights Road
- Significantly higher cost when compared to replacing on existing alignment

Bridge open with two lanes

Advantages

- No delays to traffic
- Similar construction schedule as closing crossing road
- Similar construction staging cost as closing the crossing road

Disadvantages

- Requires alignment shift on Danforth Road
- Requires property
- Impacts utilities
- Requires improvements at Northumberland Heights Road
- Significantly higher cost when compared to replacing on existing alignment

X

Do nothing

Disadvantages

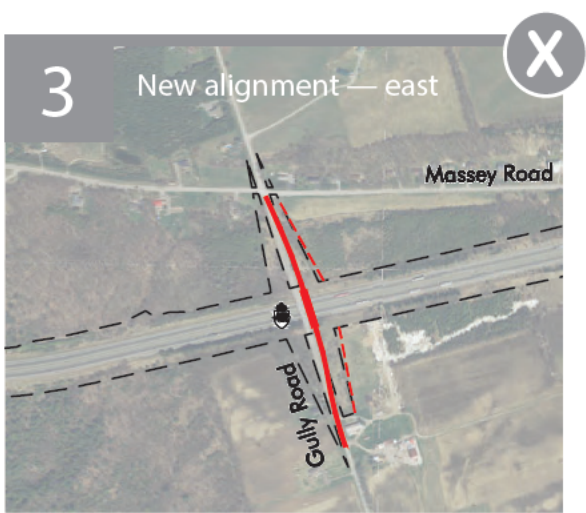
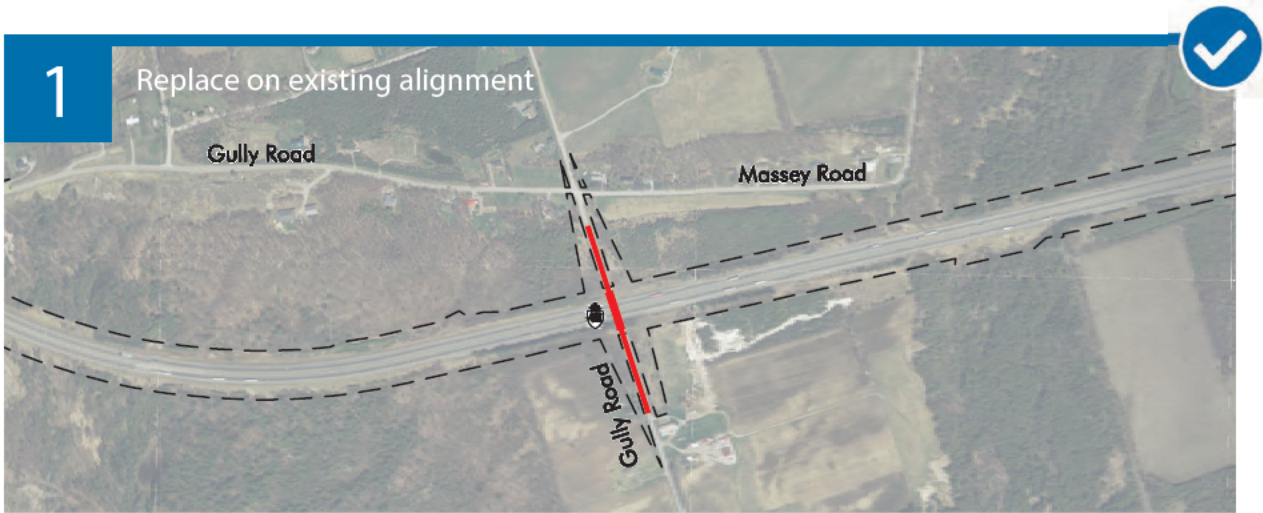
- Does not accommodate short-term or long-term structure needs



Gully Road

Bridge improvement alternatives

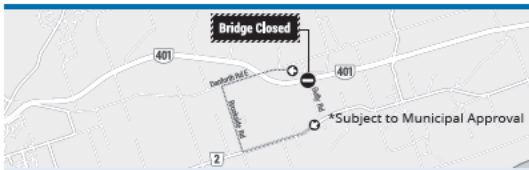
— New roadway
- - - Property required
- - - Limit of MTO right-of-way



i A range of reasonable alternatives for replacing this bridge have been developed. A preliminary screening has been carried out to identify the alternatives that should be carried forward for further consideration.

carried-forward ✓
screened-out ✗

Bridge closed with detour



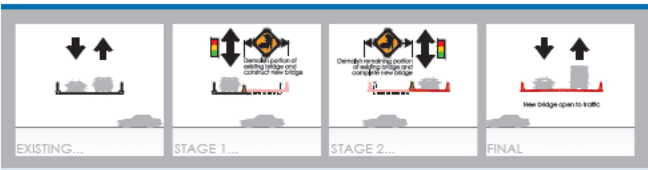
Advantages

- Retains existing alignment of Gully Road
- No property required
- Fewer utility impacts compared to Alternatives 2 and 3
- Faster method of construction when compared to staged construction with single-lane traffic open on crossing road
- Lower construction staging cost when compared to keeping the bridge open during construction

Disadvantages

- Introduces up to 8.3 km of out-of-way travel for traffic for the detour

Bridge open with single lane



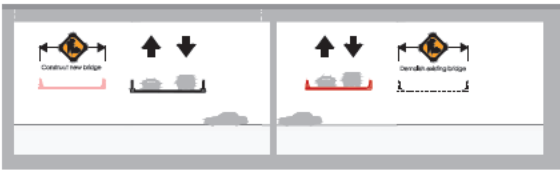
Advantages

- Retains existing alignment of Gully Road
- No property required
- Fewer utility impacts compared to Alternatives 2 and 3

Disadvantages

- Minor delays to traffic
- Longer construction schedule when compared to closing the crossing road
- Higher construction staging cost when compared to closing the crossing road

Bridge open with two lanes



Advantages

- No delays to traffic
- Similar construction schedule as closing crossing road
- Similar construction staging cost as closing the crossing road

Disadvantages

- Requires alignment shift on Gully Road
- Requires property
- Impacts utilities
- Significantly higher cost when compared to replacing on existing alignment

Bridge open with two lanes



Advantages

- No delays to traffic
- Similar construction schedule as closing crossing road
- Similar construction staging cost as closing the crossing road

Disadvantages

- Requires alignment shift on Gully Road
- Requires property
- Impacts utilities
- Significantly higher cost when compared to replacing on existing alignment

Do nothing

Disadvantages

- Does not accommodate short-term or long-term structure needs

L

Lyle Street
Interchange alternatives



Advantages	Disadvantages
<ul style="list-style-type: none">Requires less property than Parclo interchangesLower construction cost when compared to a Parclo interchangeDoes not impact Cranberry Lake Provincially Significant Wetland	<ul style="list-style-type: none">Lower traffic capacity than a Parclo interchangePotential for "wrong-way" movements from side road to exit rampsIncreased traffic conflicts at ramp intersections with Lyle StreetImpacts an existing utility building in the southeast quadrant of the interchangeRequires relocation of existing carpool lot



Advantages	Disadvantages
<ul style="list-style-type: none">Higher traffic capacity and minimal traffic conflicts when compared to other interchange alternativesInterchange is a standard configuration with inherent safety features (i.e. minimal conflicts)Does not impact Cranberry Lake Provincially Significant Wetland	<ul style="list-style-type: none">Higher construction costs when compared to a Diamond interchangeRequires more property than a Diamond interchangeImpacts an existing utility building in the southeast quadrant of the interchangeImpacts an existing hydro substation in the northeast quadrant of the interchangeRequires relocation of existing carpool lot



Advantages	Disadvantages
<ul style="list-style-type: none">Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchange	<ul style="list-style-type: none">Impacts an existing utility building in the southeast quadrant of the interchangeImpacts an existing hydro substation in the northwest quadrant on the interchangeImpacts Cranberry Lake Provincially Significant WetlandRequires relocation of existing carpool lot
Disadvantages	
<ul style="list-style-type: none">Requires more property than other interchange alternativesLoop ramp exits on freeways are less desirable than direct rampsImpacts MTO Patrol Yard, and Fire and Rescue StationTypically higher construction costs than other interchange alternatives	

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	Disadvantages
<ul style="list-style-type: none">Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchangeInterchange is a standard configuration with inherent safety features (i.e. minimal conflicts)Can be expanded to a Parclo A4 configuration in the future, if requiredMinimizes property impacts in the northwest and southeast quadrants of the interchangeDoes not impact Cranberry Lake Provincially Significant Wetland	<ul style="list-style-type: none">Requires more property than a Diamond interchangeHigher construction costs when compared to a Diamond interchangeLower traffic capacity and safety when compared to a Parclo A4 or B4 interchangeImpacts an existing utility building in the southeast quadrant of the interchangeRequires relocation of existing carpool lot

Bridge replacement alternatives

A range of reasonable alternatives for replacing the existing bridge have been developed. A preliminary screening has been carried out to identify the preferred bridge replacement option.

- X

Do nothing

Does not address structural replacement needs.
- ✓

New alignment - east

Replacement on a new alignment to the east was selected as the preferred option because it minimizes property impacts and the new bridge can be constructed with minimal impacts to traffic. It also improves the alignment of Lyle Street.
- X

Existing alignment

Replacement on the existing alignment was screened out because replacement of the bridge would require the closure of the crossing road or significant impacts to traffic. There is no opportunity for improving the alignment of Lyle Street.
- X

New alignment - west

Replacement on a new alignment to the west was screened out because it has more significant utility and property impacts than a new alignment to the east. It also results in an undesirable alignment of Lyle Street.

1

New bridge over roadway and creek



Advantages

- Minimizes impacts to Shelter Valley Creek when compared to Alternatives 2 and 3
- No property required
- Minimizes impacts to Shelter Valley Road when compared to Alternatives 2 and 3
- Lower construction cost when compared to Alternative 3

Disadvantages

- Requires extensive excavation
- Higher construction cost when compared to Alternative 2

2

New creek culvert and extension lining; and new bridge over roadway



Advantages

- Lower construction cost when compared to Alternative 1 and Alternative 3

Disadvantages

- Requires property
- Culvert lining will permanently impact potential fish habitat in Shelter Valley Creek
- Requires grade raise to Shelter Valley Road
- Increases the flood water elevation
- Shorter service life of creek culvert since it is only being lined and not replaced
- Significant impacts to Shelter Valley Creek during construction
- Difficult to construct while maintaining creek flow

3

New creek culvert and new bridge over roadway



Advantages

- Minimizes impacts to Shelter Valley Road

Disadvantages

- Requires property
- Requires realignment of Shelter Valley Creek, which may temporarily impact potential fish habitat
- Higher construction cost when compared to Alternative 1 and Alternative 2
- Requires retaining walls at Shelter Valley Road



Vernonville Road

Bridge improvement alternatives



Crossing road closed with detour

Advantages

- Lower construction cost when compared to keeping the crossing road open
- Shorter construction duration because crossing road is closed to traffic

Disadvantages

- Introduces up to 10.8 km of out-of-way travel for traffic for the detour

Keep crossing road open

Advantages

- No out-of-way travel

Disadvantages

- Higher construction cost when compared to closing the road
- Longer construction duration because crossing road is open
- Requires reduced lane widths and lane shifts on Vernonville Road during construction
- Minor delays to traffic during construction



Boyce Road

Bridge improvement alternatives



Crossing road closed with detour

Advantages

- Lower construction cost when compared to keeping the crossing road open
- Shorter construction duration because crossing road is closed to traffic

Disadvantages

- Introduces up to 7.8 km of out-of-way travel for traffic for the detour

Keep crossing road open

Advantages

- No out-of-way travel

Disadvantages

- Higher construction cost when compared to closing the road
- Longer construction duration because crossing road is open
- Requires reduced lane widths and lane shifts on Boyce Road during construction
- Minor delays to traffic during construction

- New roadway
- - - Property required
- - - Limit of MTO right-of-way

Do nothing

Disadvantages

- Does not accommodate short-term or long-term structure needs

1 Diamond



Advantages

- Requires less property than Parclo interchanges
- Lower construction cost when compared to Parclo interchanges

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 Percy Street
- Requires relocation of existing carpool lot

2 Parclo A4



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)

Disadvantages

- Higher construction costs when compared to a Diamond interchange
- Requires more property than a Diamond interchange
- Requires relocation of existing carpool lot

3 Parclo B4



Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchange

Disadvantages

- Requires more property than other interchange alternatives
- Loop ramp exits on freeways are less desirable than direct ramps
- Significant impacts to commercial properties
- Typically higher construction costs than other interchange alternatives
- Requires relocation of existing carpool lot

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

4 Parclo A2



Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchange
- Interchange is a standard configuration with inherent safety features (i.e. minimal conflicts)
- Can be expanded to a Parclo A4 in the future, if required

Disadvantages

- Requires more property than a Diamond interchange
- Higher construction costs when compared to a Diamond interchange
- Lower traffic capacity and safety when compared to a Parclo A4 or B4 interchange
- Requires relocation of existing carpool lot

— New roadway
- - - Property required
- - - Limit of MTO right-of-way
P Potential carpool lot location



500 m
1:4000

Bridge replacement alternatives

A range of reasonable alternatives for replacing the existing bridge have been developed. A preliminary screening has been carried out to identify the preferred bridge replacement option.

- X **Do nothing**
Does not address structural replacement needs.

- ✓ **New alignment - east**
Replacement on a new alignment to the east was selected as the preferred option because it minimizes property, utility, and cemetery impacts, and the new bridge can be constructed with minimal impacts to traffic.

- X **Existing alignment**
Replacement on the existing alignment was screened out because replacement of the bridge would require closure of the crossing road or significant impacts to traffic.

- X **New alignment - west**
Replacement on a new alignment to the west was screened out because it impacts property, utilities and the cemetery.

Highway 401 Alternatives



Advantages

- ## Disadvantages

- ## 2 Shift to inside and widen to outside

Advantages

- ### Disadvantages

- 16

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

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

Comments:

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

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on the right side, suggesting it's resting on a surface.

☐ Response Not Required

(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

PUBLIC COMMENTS



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

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

What may be good for Cobourg isn't
necessarily good for Baltimore.
No longer will it be the safe bike
walking area it is now. Our quaint
country road will be no longer.
It is already beset with new
development in 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

Name:

Mailing Address:

(include postal code)

Tel:

Fax:

Email:

Name and Address (optional) PLEASE PRINT

From:

Sent: Wednesday, October 2, 2019 8:25 AM

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

Subject: HIGHWAY 401 EXPANSION PLAN, ENVIRONMENTAL ASSESSMENT REVIEW

Dear Nevena,

Further to meeting you at the presentation in Cobourg on September 18 regarding the Highway 401 Expansion Plan, Environmental Assessment Review, I request further information and data on the following items:

- baseline study of water quality in the two streams crossing our property and which run from the north to southwest across the 401 corridor at kilometres 480.5 and 482;
- baseline study of fish and aquatic habitat in these two streams;
- local ground water quality issues related to maple syrup production on our property;
- baseline study of deer population in the area;
- statistics on incidence of collisions involving deer on this stretch of the highway;
- consider deer path underpass across 401 corridor.
- replacement fences at back (north side) of the property.

Please let me know which of the above items you have data for and I would like to receive copies of this information. If no such data exists, please let me know which government departments I should contact to request that such information be provided.

I have separately prepared a more detailed submission to send to the address provided for comments in respect to the Highway 401 Expansion Plan.

Thank you for your attention.

[Sent from Yahoo Mail on Android](#)

From: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Sent: Friday, October 4, 2019 10:17 AM
To:
Cc: comments@highway401cobourgcoborne.ca
Subject: RE: HIGHWAY 401 EXPANSION PLAN, ENVIRONMENTAL ASSESSMENT REVIEW

Thank you for your email .

Your information requests have been received and have been circulated to the project team.

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.

Kind regards,

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

Direct: 905 381-3249
Fax: 905 385-3534
nevena.gazibara@stantec.com

Stantec
200-835 Paramount Drive
Stoney Creek ON L8J 0B4



The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

From:
Sent: Friday, October 4, 2019 10:00 AM
To: Gazibara, Nevena <Nevena.Gazibara@stantec.com>
Subject: Fw: HIGHWAY 401 EXPANSION PLAN, ENVIRONMENTAL ASSESSMENT REVIEW

Please confirm receipt of my request.
Thank you.

[Sent from Yahoo Mail on Android](#)

----- Forwarded message -----

From: "
To: "Nevena Gazibara" <nevena.gazibara@stantec.com>
Cc:
Sent: Wed, 2 Oct 2019 at 8:25 AM

Subject: HIGHWAY 401 EXPANSION PLAN, ENVIRONMENTAL ASSESSMENT REVIEW

Dear Nevena,

Further to meeting you at the presentation in Cobourg on September 18 regarding the Highway 401 Expansion Plan, Environmental Assessment Review, I request further information and data on the following items:

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- statistics on incidence of collisions involving deer on this stretch of the highway;
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I have separately prepared a more detailed submission to send to the address provided for comments in respect to the Highway 401 Expansion Plan.

Thank you for your attention.

[Sent from Yahoo Mail on Android](#)

From:

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

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

There is a big Distance Between Grafton
and Coburg There should Be Emergency Exit
To Clear The Highway OF accident

☒ 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 Planning Study from Cobourg to Colborne
GWP 4060-11-00

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: Do To The Expansion of The 401
Will it affect Rutherford Will it affect my
address [REDACTED]

GWP 4060-11-00

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

Do To ^{widening} ~~wedding~~ of The 401 what is
The impact To Rutherford Road Becouges it is
parallel To 401, do I live on Rutherford Road

☒ 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 Planning Study from Cobourg to Colborne
GWP 4060-11-00

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

~~DANFORTH~~ BRIDGE #1 ALIGNMENT

A 16.6 KM detour on a daily
Basis to drive to Colourg

is beyond my understanding

This is wrong on the part of
ANY PLANNING.

This is ridiculous

☒ 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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Stoney Creek ON L8J 0B4

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

Name and Address (optional) PLEASE PRINT

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

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

*On going drainage problem Northumberland Hts. Rd
and Danforth Rd. Northumberland Rd floods all the
time as the County claims they cannot drain onto
the 401 property. The existing sewer is 11" above the
pavement on the road so it can not drain.*

☐ 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

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 Planning Study from Cobourg to Colborne
GWP 4060-11-00

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

Concern about the Division STREET 401
interchange Safety issue

Heading eastbound on the 401 and getting off at
Division Southbound ✓

We have a very dangerous merge onto ~~the~~
Division St (no merge lane)

The ramp is 120 feet long and yet the whole
interchange is 40 acres.

Could you please correct this safety issue.

☒ 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 Planning Study from Cobourg to Colborne
GWP 4060-11-00

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

- 1) Minimise Noise Level
- 2) Minimise Property change
- 3) Culvert upgrade

☒ **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

From: contactform@highway401cobourgcoborne.ca
<contactform@highway401cobourgcoborne.ca>
Sent: Thursday, September 19, 2019 8:49 PM
To: comments@highway401cobourgcoborne.ca
Subject: highway401cobourgcoborne.ca message

from:
email:
message below:

This isn't specific to this project but to any instance where additional lanes are being added to any multilane highway. At the beginning of the additional lanes, it would be smart to align the lanes, either by lane markings or by actual road construction, so that the new lane is the left lane, rather than the right lane. As now happens just east of Cobourg where 401 widens from 2 to 3 lanes, the newest lane is the right lane, so any traffic, including trucks, that are driving in the right lane on the 2 lane section end up in the centre lane of the expanded section. Very seldom have I noticed traffic move to the right lane, thereby failing to abide by the HTA requirement to "keep right except to pass". If the new lane was the left lane, traffic would have been properly directed to the right lane and this problem would be solved. In order to rectify this and any other occurrence of this nature, it would be beneficial to post a large sign directing traffic to keep right. The small signs that say "Slower traffic keep right" are too often ignored, especially by trucks.

From: contactform@highway401cobourgcoborne.ca
<contactform@highway401cobourgcoborne.ca>
Sent: Saturday, September 21, 2019 8:00 AM
To: comments@highway401cobourgcoborne.ca
Subject: highway401cobourgcoborne.ca message

from:
email:
message below:

I would not describe myself as a tree-hugger or an environmental activist. Having said that, I AM concerned about the direction we seem to be moving in with respect to more and more cars. I really do not believe that it is sustainable. Having been on the road in sales for over 40 years, I really get the challenges in our geography/vast distances when trying to get from place to place; however, could some of your spending instead be diverted to improving train service for those who need to travel to the bigger centres for work, medical issues or entertainment? It seems to make more sense - especially given that we can expect to see more and more aging drivers in the bad winter road conditions we typically see around Cobourg. Thank you. [REDACTED]