

**PUBLIC INFORMATION
CENTRE 2**

SUMMARY REPORT

Highway 401 Planning Study from
Cobourg to Colborne

GWP 4060-11-00



Prepared for:

Ministry of Transportation
Eastern Region
1355 John Counter Boulevard
Kingston ON K7L 5A3

Prepared by:

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Highway 401 Planning Study from Cobourg to Colborne
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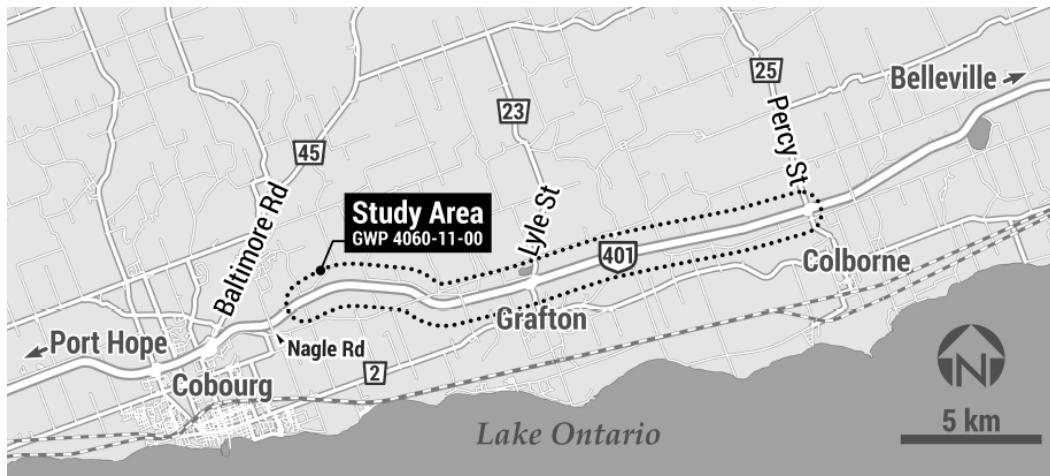
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1.0 Introduction

Online Public Information Centre (PIC) 2 was held from Thursday, August 27 to Friday, October 2, 2020 to present and solicit feedback on the evaluation of alternatives, the preliminary preferred plan, and the preliminary assessment of the anticipated environmental impacts and mitigation measures. Due to COVID-19 and associated physical distancing requirements, PIC was hosted online through the project website (www.highway401cobourgcolborne.ca).

The study area is shown on the Key Plan below.

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 throughout the study to identify concerns and provide opportunities for input.

The purpose of online PIC 2 was to provide participants with an opportunity to review the evaluation of alternatives, the preliminary preferred plan, the preliminary assessment of the anticipated environmental impacts, and to comment on the project activities to date.

3.0 Location, Date, and Time

The second PIC was held online on the project website at www.highway401cobourgcolborne.ca between Thursday, August 27 and Friday, October 2, 2020. A recorded presentation was offered as part of the PIC to provide an opportunity for participants to listen to and/or read study information. Participants were able to provide feedback and ask questions through an online comment form, study email address, or by contacting the study team directly via telephone or email.

4.0 Notification

4.1 PUBLIC NOTIFICATION

A copy of the Ontario Government Notice (OGN) was issued via email to 39 businesses and stakeholders, and 19 members of the general public on August 13, 2020. In addition, notification letters providing information about the second PIC, including the date that materials would become available for review online, where to access the materials, and a requested end date to provide feedback to the project team were distributed to MPP – Northumberland - Peterborough South on Tuesday, August 6, 2020, and to 72 external agency and utility contacts on August 13, 2020.

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

- *Northumberland News* (in English, on Thursday, August 13, 2020)
- *Brighton Independent* (in English, on Thursday, August 13, 2020)

4.2 PROPERTY OWNER NOTIFICATION

A notification package was mailed to 93 property owners whose properties were expected to be directly impacted (either in whole or in part) by the preliminary preferred plan. Each package was mailed via Canada Post standard service on August 13, 2020. The notification package included a copy of the Ontario Government Notice of Online PIC 2, a cover letter and individual property impact plan. Each cover letter included a summary of the project and indicated that potential impacts to their respective property had been identified, and referred to an appending property impact plan that outlined their property limits and illustrated the approximate area of impacts to their respective property that had been identified in relation to the preliminary preferred plan. It should be noted that the letter to property owners whose future access to their property may be impacted by the preferred plan included a copy of the preliminary preferred plan in the vicinity of the property.

Each letter included an invitation to contact representatives of the project team to discuss the project and the potential impacts to their property in more detail, with the exception of those property owners whose property was expected to be significantly impacted by the preliminary preferred plan. The letter to significantly impacted property owners proposed a specific date and time to hold a virtual meeting with members of the project team.

A copy of the letters that were sent to impacted property owners is provided in Appendix A.



4.3 INDIGENOUS COMMUNITIES NOTIFICATION

The notice of Online PIC 2, along with a cover letter was sent via mail and email to 10 Indigenous communities. The cover letter included a summary of the project and PIC 2 information. The cover letter also referred to the draft Stage 1 Archaeological Assessment (AA) report that was previously provided to Indigenous Communities and indicated that a Stage 2 AA would be completed as part of the detail design phase of the project. Contact information for MTO East Region's Indigenous Liaison Specialist, Lindley Kenny was also provided, as well as an offer to host a virtual meeting to discuss the project in more detail. Indigenous notifications were sent to the following communities / organizations on August 10, 2020 directly by MTO:

Indigenous Communities

- Chief Dave Mowat, Alderville First Nation
- Chief Guy Monague, Beausoleil First Nation
- Chief Emily Whetung-Maclnnes, Curve Lake First Nation
- Chief Laurie Carr, Hiawatha First Nation
- Chief Donna Big Canoe, Chippewas of Georgina Island First Nation
- Chief Kelly LaRocca, Mississaugas of Scugog Island First Nation,
- Chief Rodney Noganosh, Chippewas of Rama First Nation (Mnjikaning)
- Chief R. Donald, Maracle, Mohawks of the Bay of Quinte,
- Métis Consultation Unit, Métis Nation of Ontario Head Office
- Karry Sandy McKenzie, Claims Coordinator, Williams Treaties First Nations

Copies of the notification materials are provided in **Appendix A**.

5.0 Reference Materials and Handouts

The following Highway 401 Planning Study displays were presented as part of the online PIC:

- Cover Slide
- Welcome to Public Information Centre 2
- About the Project
- Environmental Assessment Process
- Class Environmental Assessment Process, Group 'B' Projects
- Public Information Centre 1 – Summary
- Project Overview



- Existing Environment
- Evaluation of Alternatives (Process and Evaluation Criteria)
- Evaluation of Interchange Alternatives
- Evaluation of Lyle Street Interchange Alternatives
- Evaluation of Percy Street Interchange Alternatives
- Evaluation of Highway 401 Cross-Section Alternatives
- Preferred Bridge Improvement Alternatives (Danforth Road)
- Preferred Bridge Improvement Alternatives (Gully Road)
- Preferred Bridge Improvement Alternatives (Shelter Valley Road & Creek)
- Preferred Bridge Improvement Alternatives (Vernonville Road)
- Preferred Bridge Improvement Alternatives (Boyce Road)
- Preferred Drainage Improvement Strategy
- Preferred Plan
- Potential Detour Routes
- Potential Impacts and Proposed Mitigation Measures
- Thank you in participating in this online PIC

A copy of the online PIC presentation displays are included in **Appendix B**.

6.0 Format

In light of COVID-19 and associated physical distancing requirements, PIC 2 was held online via the project website and included a pre-recorded presentation. Each slide of the presentation was narrated, and a transcript of the narration was provided next to each slide to offer both a visual and audio experience. The platform used to prepare the presentation (i.e., Articulate Storyline) encouraged online PIC participants to interact throughout the presentation, allowing users to pause, move forwards and/or backwards to sections of the presentation that interested them most. Links were embedded within the presentation for users to access high resolution versions of images.

All participants were encouraged to provide their feedback via an online comment form, a link to which was provided on the last slide of the pre-recorded presentation, by October 2, 2020.



The information provided during online PIC 2, including a copy of the presentation displays and transcript, is provided in **Appendix B**.

7.0 Public Participation

Project website visitor statistics were gathered during the PIC review and comment period (i.e., between August 27, 2020 and October 2, 2020), and the site visits were broken down into the following two categories:

- **Unique Visitors** – the total number of people that visited the site. The same person visiting the site multiple times during the PIC 2 time period is only counted once.
- **Number of Visits** – the total number of visits by browsing session. If a visitor viewed another page on the site within 30 minutes of their last pageview, it is counted as the same visit. If a visitor returns to the project website 30 minutes after their last page view, it is counted as a separate visit.

The data gathered for each category is illustrated below within **Table 1** and **Table 2**. While a daily value can be determined for the number of visits, the unique visitor statistic is only available monthly.

Table 1: Number of Unique Visitors to the Project Website

Unique Visitors	
August 2020	450 visitors
September 2020	587 visitors
October 2020	278 visitors
Total:	1315 visitors

Table 2: Number of Visits to the Project Website

Number of Visits	
August 27, 2020 to August 31, 2020	544 visitors
September 1, 2020 to September 30, 2020	2259 visitors
October 1, 2020 to October 2, 2020	196 visitors
Total:	2999 visitors

All PIC 2 participants were encouraged to provide feedback through a link to the online survey responses offered at the end of the PIC presentation. As an alternative, a PDF copy of the comment form and an online comment space were also provided on the project website and contact information for the project team was included within the notification, on the project website and within the last slide of the presentation. It should be noted that due to technical issues associated with the project website, the comment period was extended from Friday, September 25, 2020 to October 2, 2020.

In total, 7 online survey responses were received during the online PIC 2 review and comment period (August 27, 2020 to October 2, 2020). Based on a review of the comments received, the following key comment themes were received through the comment form:



- Concern for potential impacts to the natural environment, including the removal of trees or natural species habitat
- Potential increases in traffic noise pollution
- Suggestions to provide a new highway exit at Vernonville Road to ease traffic congestion and provide an additional route for emergency vehicles
- Concern for potential impacts to the Shelter Valley Pines Golf Course
- Concern for potential impacts to private property

A copy of the comments received via the online survey is also included within **Appendix D**.

In total, approximately 1 telephone call and 20 emails were received from the public and during the PIC 2 comment period. A summary of the key comment themes received via telephone or email during the online PIC (i.e., August 27 through to October 2, 2020), is provided within **Table 3** below.

All names and addresses from respondents were added or updated on the project mailing list.; however, in keeping with the *Freedom of Information and Protection of Privacy Act*, all personal information has been removed.



Table 3: Public Input Received and Response Provided

Comment	Response Provided
Property Impacts	
<ul style="list-style-type: none"> Concern for potential impacts to the Shelter Valley Pines Golf Course 	<p>The proposed design is a balance between the criteria of minimizing socio-economic & environmental impacts and maximizing the highway safety by applying provincial highway standards. As part of the preliminary preferred plan, the highway right-of-way will be established in both directions for future six and eight lanes. Shifting the entire highway south to avoid impacts to the Golf Course is not feasible as it would require the complete reconstruction of the existing highway, median barrier, drainage structures, etc., at a considerable cost. Shifting the highway to the south would also result in additional property impacts on the south side of Highway 401 that would extend further west and east of the immediate area.</p> <p>However, based on the feedback received, the ministry is able to better understand the impacts at some locations along the corridor and is examining some localized design options to determine if we can reduce or mitigate the property impacts. The study process and the recommended plan will be documented in a Transportation Environmental Study Report (TESR).</p> <p>The ministry will be prioritizing bridge and culvert replacement and rehabilitation. Some localized widening will be required for construction staging. The future widening of Highway 401 does not have a planned timeline at this point and a number of activities are required to occur before any construction can happen which will include environmental approvals, property acquisition, utility relocation, obtaining funding, and detail design.</p>
<ul style="list-style-type: none"> Concern for potential impacts to private property 	<p>Please note that at this time, property impacts and requirements have not been confirmed. The ministry is currently underway with a long-range planning, Preliminary Design, and Environmental Assessment (EA) Study to look at the long-term replacement and/or rehabilitation needs for the aging structures. Also, as part of this study, the ministry is establishing the footprint of future six and eight lanes so that the new structures can intelligently be placed at a proper and final location. Therefore, in this regard, some impacts have been identified to your property. Once EA clearance is secured, the ministry may then proceed with the property acquisition process. The property acquisition process may start next year or beyond pending funding availability. The timing of actual construction is unknown at this point in time.</p>

Comment	Response Provided
Air/Traffic Noise Pollution	
<ul style="list-style-type: none">• Concern regarding the potential for an increase in noise pollution	<p>As part of this study, an Acoustics Study is being completed in accordance with the provincial guidelines. As such, noise impacts are being assessed based on the anticipated change in traffic noise levels associated with implementation of the project. According to the Guidelines, if the projected traffic noise levels associated with the proposed improvements result in a change in noise levels above 5dBA, or the projected noise level is equal to or greater than 65 dBA, then the feasibility of noise mitigation measures will be investigated. The noise barriers also have to meet economic feasibility criteria to be implemented.</p> <p>At this time, the final Acoustics Study report has not been completed; however, the findings of the assessment, including any recommendations for noise mitigation measures, will be available for your review as part of the Transportation Environmental Study Report (TESR).</p>
<ul style="list-style-type: none">• Concern regarding the potential for a decrease in air quality	<p>An Air Quality and Greenhouse Gas Assessment was also completed as part of this study in accordance with provincial guidelines. The purpose of this study was to characterize existing air pollutant emissions, predict air quality effects within the study area after the implementation of the project, and provide recommendations for mitigation, if warranted.</p> <p>At this time, the final Air Quality and Greenhouse Gas Assessment report has not been completed; however, the findings of the assessment, including any recommendations for mitigation measures, will be available for your review as part of the Transportation Environmental Study Report (TESR).</p>
Detours	
<ul style="list-style-type: none">• Concern for traffic being redirected into the village of Colborne during construction and the inability of these smaller village streets to support large truck traffic and the potential for pedestrian safety risks.	<p>In general terms, closures of Highway 401 and municipal roads will be required at various times to construct the project, which will require the use of the municipal road network for detours. In the vicinity of Colborne, it is anticipated that a 12 to 18 hour overnight closure of Highway 401 will be required to accommodate the demolition of the Lyle Street and Percy Street bridges and potential girder placements for a new bridge. During this time, Highway 401 traffic will be diverted to the local road network, as shown on the Potential Detours Plan. However, significant traffic delays are not anticipated within the surrounding area because this work will be completed overnight when traffic volumes are relatively low. The need for additional flagging operations and a police presence to assist with traffic flow at specific locations, including the village of Colborne, will be determined during detailed design.</p>

Comment	Response Provided
	<p>It is also anticipated that a 1 to 4 week closure of the existing Highway 401 ramps at Percy Street and Lyle Street will be required to accommodate the reconstruction of some of the interchange ramps. During this time, access to and from Highway 401 will be via local roads (including County Road 2) and adjacent interchanges, as shown in black on the Potential Detours Plan. Minimal traffic impacts are anticipated from these ramp closures because ramp traffic volumes are relatively low. While local roads are not always constructed to accommodate truck traffic, County Road 2 is a designated Emergency Detour Route, which has been designed to accommodate heavy trucks if required.</p>
Natural Environment	
<ul style="list-style-type: none">• Concern for potential impacts to the natural environment, including habitat loss and the impediment of migratory species.• Suggestion to provide wildlife crossings for the safe migration of species across the Highway 401 corridor.	<p>In consultation with the Ministry of Natural Resources and Forestry (MNRF) and the Ministry of Environment, Conservation and Parks (MECP), wildlife ecopassage opportunities were explored as part of this study. The findings of this preliminary review confirmed the presence of significant natural corridors across Highway 401, and identified two excellent opportunities for future ecopassages, including Shelter Valley Creek and Road, where the existing large culvert structure will be replaced by a bridge. In addition, the culvert at Grafton Creek will also be replaced by a bridge as part of the ultimate plan, providing an opportunity for a potential future wildlife crossing. While a crossing at Northumberland Heights Road is not currently being explored, the proposed crossing at Grafton Creek is in close proximity to Northumberland Heights Road. Opportunities to improve the function of wildlife ecopassages, such as the installation of fencing to direct wildlife toward culvert openings, will be further explored during detail design. However, the timing of the detail design is currently unknown.</p>

8.0 External Agency Participation

An invitation to view the PIC 2 materials was sent to external agencies on the project mailing list on Thursday, August 13, 2020.

Responses were received by two (2) external agencies, including the Township of Alnwick/Haldimand, and Northumberland Central Chamber of Commerce. Based on the responses provided by these agencies, the following was noted:

- Township of Alnwick/Haldimand Council would like to ensure that the study team provides consistent, frequent and robust communication with the affected property owners.
- Northumberland Central Chamber of Commerce noted their concern regarding potential impacts to the Shelter Valley Pines Golf Course and how this may impact their tourism industry.

Copies of the agency responses are included within **Appendix D**.

9.0 Next Steps

Specific responses to all formal questions and comments received during online PIC 2 have been prepared and forwarded to the commenting party. Consultation will be ongoing, and all relevant agencies will be regularly informed of the project status.

All comments received will be addressed and the Preliminary Preferred Plan will be finalized, where required. A Transportation Environmental Study Report (TESR) will be prepared to document the study and the Recommended Plan and will be made available for a 30-day public review period.

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

Appendix B: Online Public Information Centre 2 Presentation and Transcript

Appendix C: Raw Website Visitor Data Statistics

Appendix D: Comments and Comment Forms Received During Online Public Information Centre 2

APPENDIX A

Notification Materials

To: M. Waseem, E. Pipe
MTO Eastern Region
File: 165001090

From: Diana Addley
Stantec
Date: July 15, 2020

Reference: **Planning, Preliminary Design and Class Environmental Assessment
Highway 401 from Cobourg to Colborne (GWP 4060-11-00)
Public Information Centre 2 Timing Strategy**

Please find attached the final Public Information Centre 2 timing strategy for the above-mentioned project.

KEY STAGE	DATE
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MAC Meeting #2	April 15, 2020
Draft Notification Materials sent to MTO	June 12, 2020
MTO Advertisement Approval	July 3, 2020
Executive Review Meeting	July 27, 2020
Notice to Queens Park	July 27, 2020
Notice to MPP (MTO Letterhead)	August 6, 2020
Notice to Impacted Property Owners (Tailored Information Package)	August 10, 2020
Virtual Impacted Property Owner Meetings (to be scheduled)	August 24 – September 25, 2020
External Agency Mailing (Letter and Notice)	August 10, 2020
Stakeholder Mailing (Notice Only)	August 10, 2020
Mailing to Indigenous Communities (MTO Letterhead)	August 10, 2020
Website updated with Notice	August 13, 2020
Northumberland News	August 13, 2020

**Reference: Planning, Preliminary Design and Class Environmental Assessment
Highway 401 from Cobourg to Colborne (GWP 4060-11-00)
Public Information Centre 2 Timing Strategy**

Brighton Independent	August 13, 2020
Township of Alnwick/Haldimand Council Meeting	Not currently allowing virtual delegations & no mtgs in August
Northumberland County Council Meeting	Wednesday August 26, 2020 (9:30am)
Township of Cramahe Council Meeting	Tuesday, August 11, 2020 (6:00pm)
Virtual Public Information Centre	August 27, 2020
Comments requested by	September 25, 2020

STANTEC CONSULTING LTD.



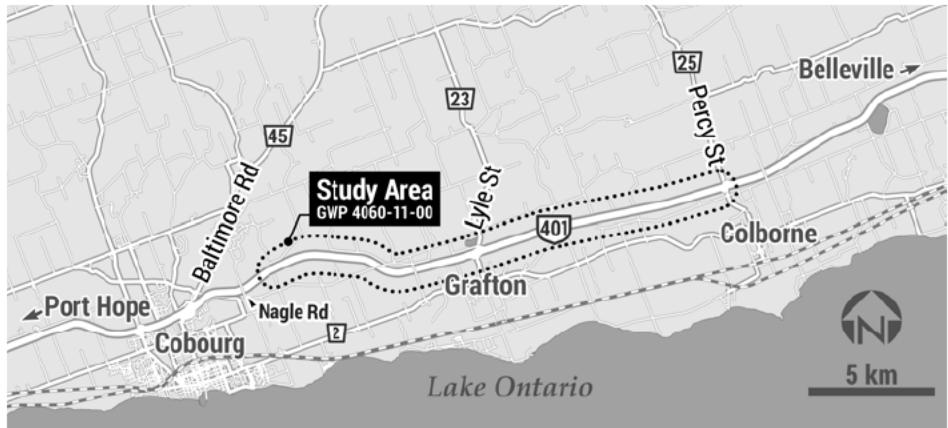
Diana Addley
Senior Environmental Planner
Phone: (905) 415-6401
Fax: (905) 474-9889
Diana.Addley@stantec.com

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



NOTICE OF ONLINE PUBLIC INFORMATION CENTRE 2 PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800 m east of Percy Street (approximately 18 kms).



THE PROCESS

This study is considered a “Group B” project under the Class EA for Provincial Transportation Facilities (2000) and includes undertaking environmental and engineering field investigations and seeking input from the public, local municipalities, external ministries/agencies, and businesses. Upon completion of preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for 30-day public review period. Notices will be published in local newspapers, posted on the project website, and sent to the project mailing list to advise the public of the TESR public review period.

ONLINE PUBLIC INFORMATION CENTRE 2

Public Information Centre 1 (PIC 1) for this study was held on September 18, 2019, to present and solicit feedback on the preliminary improvement alternatives, the evaluation process and existing study area conditions. A second PIC has been arranged to present and solicit feedback on the evaluation of alternatives, the preliminary preferred plan, and the preliminary assessment of the anticipated environmental impacts and mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, PIC 2 will be hosted online. The PIC displays and preliminary preferred plan will be available for your review on the project website at www.highway401cobourqcolborne.ca on Thursday, August 27, 2020. A recorded presentation will be available as part of the online PIC, as well as an online survey for your feedback, until September 25, 2020.

COMMENTS

You are encouraged to participate in this study and to provide comments in writing to members of the project team. If you wish to have your name added to the project mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 2 materials provided on the project website, please contact one of the following project team members:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
comments@highway401cobourqcolborne.ca

Mr. Muhammad Waseem, P.Eng.
Senior 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
comments@highway401cobourqcolborne.ca

Please visit the project website to review project information including notices, background information and PIC displays. Once completed, the TESR will also be available for review on the project website. Comments and questions to the project team can be submitted on the project website.

If you have any accessibility requirements in order to participate in this project, 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.

MINISTRY OF TRANSPORTATION

Engineering Program Delivery
East Office
Design and Engineering Branch
1355 John Counter Blvd
PO Box 4000
Kingston, ON K7L 5A3
Tel.: 613 449-2615
Fax: 613-540-5106

MINISTÈRE DES TRANSPORTS

Prestation de programmes d'ingénierie de
l'Est
Direction de conception et d'ingénierie
1355, boulevard John Counter
Case postale 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 449-2615
Téléc.: 613-540-5106



August 6, 2020

Attention: Mr. David Piccini, MPP

117 Peter Street
Port Hope, ON L1A 1C5
By Fax : 905-885-0050

Dear Mr. Piccini,

Reference: Notice of Online Public Information Centre #2**Preliminary Design and Class Environmental Assessment Highway 401 Planning Study
from Cobourg to Colborne (GWP 4060-11-00)**

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to notify you that the second Public Information Centre (PIC) has been planned. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for your review on Thursday, August 27, 2020 on the project website (www.highway401cobourgcolborne.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey for your feedback, until September 25, 2020. The PIC will provide an overview of the evaluation of alternatives, the preliminary preferred design and the preliminary assessment of the anticipated environmental impacts and mitigation measures.

The Notice of Public Information Centre #2 will appear in the Northumberland News and Brighton Independent on August 13, 2020.

Reference: Notice of Online Public Information Centre #2Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

Information that has been shared to date is available for your review on the project website including study notices, background information and the information presented at PIC 1. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Sincerely,



Muhammad Waseem, P.Eng.
Senior Project Engineer, Engineering Program Delivery East
Ministry of Transportation
Phone: 613-449-2615
Toll Free: 1-800-267-0295 ext. 4701
Fax: 613-540-5106
Email: muhammad.waseem@ontario.ca

- c. E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.
- D. Addley – Stantec Consulting Ltd.

MINISTRY OF TRANSPORTATION

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MINISTÈRE DES TRANSPORTS

Zone d'exécution du projet de l'Est
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 449-2615
1-800-267-0295
Téléc. 613 540-5106



August 10, 2020

Attention: Chief Dave Mowat

Alderville First Nation
11696 2nd Line Road, P.O. Box 46
Alderville, ON K0K 2X0

Copy To: Dave Simpson (consultation@alderville.ca)
Jesse Johnson (jesse.johnson@alderville.ca)

Dear Chief Mowat,

Reference: Notice of Online Public Information Centre #2**Preliminary Design and Class Environmental Assessment Highway 401 Planning Study
from Cobourg to Colborne (GWP 4060-11-00)**

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 address current and future transportation needs, and commuter parking lot improvements, from 2 km east of Nagle Road to 800 m east of Percy Street (approximately 18 km).

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to notify you that the second Public Information Centre (PIC) has been planned. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for your review on Thursday, August 27, 2020 on the project website (www.highway401cobourgcolborne.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey for you to provide feedback, until September 25, 2020. The PIC will provide an overview of the evaluation of alternatives, the preliminary preferred design and the preliminary assessment of the anticipated environmental impacts and mitigation measures. As part of the Planning Study a Stage 1 Archaeological Assessment was completed within the study limits, the report thereof has already been sent to your organization in May 2020. The Stage 2 archaeological assessment will be completed later after the completion of this study or during the detail design stage, the timing of which is unknown.

Information that has been shared to date is available for your review on the project website including study notices, background information and the information presented at PIC 1 (held on September 18, 2019). Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact Lindley Kenny, MTO East Region's Indigenous Liaison Specialist, by email at Lindley.Kenny@ontario.ca or by phone at 613-449-5273. If you would prefer to hold a virtual meeting with ministry staff, that can also be arranged. Please contact Lindley at your earliest convenience if you are interested in such a meeting.

August 10, 2020

Chief Dave Mowat

Page 2 of 2

Reference: [Notice of Online Public Information Centre #2 Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne \(GWP 4060-11-00\)](#)

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

Sincerely,



Muhammad Waseem, P.Eng.

Senior Project Engineer

Highway Engineering Project Delivery East

Ministry of Transportation

Phone: 613-449-2615

Toll Free: 1-800-267-0295 ext. 4701

Fax: 613-540-5106

Email: muhammad.waseem@ontario.ca

c.

- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.
- D. Addley – Stantec Consulting Ltd.
- L. Kenney – Ministry of Transportation

MINISTRY OF TRANSPORTATION

Project Delivery East
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 449-2615
1-800-267-0295
Fax: 613-540-5106

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August 10, 2020

Attention: Chief Guy Monague

Beausoleil First Nation
11 O'Gemaa Miikaan,
Christian Island, ON L9M 0A9

Copy To: Tanya Roote (tanyaroote@chimnissing.ca)
Jane Copegog (jcopegog@chimnissing.ca)

Dear Chief Monague,

Reference: Notice of Online Public Information Centre #2
Preliminary Design and Class Environmental Assessment Highway 401 Planning Study
from Cobourg to Colborne (GWP 4060-11-00)

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August 10, 2020
Chief Guy Monague
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Sincerely,



Muhammad Waseem, P.Eng.
Senior Project Engineer
Highway Engineering Project Delivery East
Ministry of Transportation
Phone: 613-449-2615
Toll Free: 1-800-267-0295 ext. 4701
Fax: 613-540-5106
Email: muhammad.waseem@ontario.ca

c.
E. Pipe – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.
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August 10, 2020

Attention: Chief Emily Whetung-MacInnes

Curve Lake First Nation
22 Winookeeda Road
Curve Lake, ON K0L 1R0

Copy To: Julie Kapryka (juliek@curvelake.ca)
Kaitlin Hill (kaitlinh@curvelake.ca)
Jordan MacArthur (JordanM@curvelake.ca)

Dear Chief Whetung-MacInnes,

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Chief Emily Whetung-MacInnes
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August 10, 2020

Attention: Chief Donna Big Canoe
Chippewas of Georgina Island
R.R. #2, Box N-13
Sutton West, ON L0E 1R0

Copy To: Natasha Charles (Natasha.charles@georginaisland.com)

Dear Chief Big Canoe,

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Preliminary Design and Class Environmental Assessment Highway 401 Planning Study
from Cobourg to Colborne (GWP 4060-11-00)

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August 10, 2020
Chief Donna Big Canoe
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Muhammad Waseem, P.Eng.
Senior Project Engineer
Highway Engineering Project Delivery East
Ministry of Transportation
Phone: 613-449-2615
Toll Free: 1-800-267-0295 ext. 4701
Fax: 613-540-5106
Email: muhammad.waseem@ontario.ca

c.
E. Pipe – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.
T. Belliveau – Stantec Consulting Ltd.
D. Addley – Stantec Consulting Ltd.
L. Kenney – Ministry of Transportation

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August 10, 2020

Attention: Chief Laurie Carr

Hiawatha First Nation
123 Paudash Street, R.R. 2
Hiawatha, ON K0L 1X0

Copy To: Tom Cowie (tcowie@hiawathafn.ca)
Sean Davison (sdavison@hiawathafn.ca)

Dear Chief Carr,

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Preliminary Design and Class Environmental Assessment Highway 401 Planning Study
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August 10, 2020

Chief Laurie Carr

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Sincerely,



Muhammad Waseem, P.Eng.

Senior Project Engineer

Highway Engineering Project Delivery East

Ministry of Transportation

Phone: 613-449-2615

Toll Free: 1-800-267-0295 ext. 4701

Fax: 613-540-5106

Email: muhammad.waseem@ontario.ca

c.

E. Pipe – Ministry of Transportation

G. Cooke – Stantec Consulting Ltd.

T. Belliveau – Stantec Consulting Ltd.

D. Addley – Stantec Consulting Ltd.

L. Kenney – Ministry of Transportation

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August 10, 2020

Attention: Chief R. Donald Maracle

Mohawks of the Bay of Quinte
24 Meadow Drive
Tyendinaga Mohawk Territory, ON K0K 1X1

Copy To: Nicole Storms (nicoles@mbq-tmt.org)
Charlotte Gurnsey (consultation@mbq-tmt.org)
(research@mbq-tmt.org)

Dear Chief Maracle,

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Ministry of Transportation
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August 10, 2020

Attention: Chief Rodney Noganosh
Chippewas of Rama First Nation (Mnjikaning)
5884 Rama Road, Suite 200
Rama, ON L0K 1T0

Copy To: Sharday James (shardayj@ramafirstnation.ca)

Dear Chief Noganosh,

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August 10, 2020

Attention: Chief Kelly LaRocca

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

Copy To: Dave Mowat (dmowat@scugogfirstnation.com)
Monica Sanford (msanford@scugogisland.com)

Dear Chief LaRocca,

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August 10, 2020

Attention: Karry Sandy McKenzie

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

Dear Ms. McKenzie,

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As indicated in the attached notice, the online PIC will be available for your review on Thursday, August 27, 2020 on the project website (www.highway401cobourgcolborne.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey for you to provide feedback, until September 25, 2020. The PIC will provide an overview of the evaluation of alternatives, the preliminary preferred design and the preliminary assessment of the anticipated environmental impacts and mitigation measures. As part of the Planning Study a Stage 1 Archaeological Assessment was completed within the study limits, the report thereof has already been sent to your organization in May 2020. The Stage 2 archaeological assessment will be completed later after the completion of this study or during the detail design stage, the timing of which is unknown.

Information that has been shared to date is available for your review on the project website including study notices, background information and the information presented at PIC 1 (held on September 18, 2019). Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact Lindley Kenny, MTO East Region's Indigenous Liaison Specialist, by email at Lindley.Kenny@ontario.ca or by phone at 613-449-5273. If you would prefer to hold a virtual meeting with ministry staff, that can also be arranged. Please contact Lindley at your earliest convenience if you are interested in such a meeting.

August 10, 2020

Karry Sandy McKenzie

Page 2 of 2

Reference: [Notice of Online Public Information Centre #2 Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne \(GWP 4060-11-00\)](#)

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

Sincerely,



Muhammad Waseem, P.Eng.

Senior Project Engineer

Highway Engineering Project Delivery East

Ministry of Transportation

Phone: 613-449-2615

Toll Free: 1-800-267-0295 ext. 4701

Fax: 613-540-5106

Email: muhammad.waseem@ontario.ca

c.

E. Pipe – Ministry of Transportation

G. Cooke – Stantec Consulting Ltd.

T. Belliveau – Stantec Consulting Ltd.

D. Addley – Stantec Consulting Ltd.

L. Kenney – Ministry of Transportation

MINISTRY OF TRANSPORTATION

Project Delivery East
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
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1-800-267-0295
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1-800-267-0295
Téléc. 613 540-5106



August 10, 2020

Attention: Métis Consultation Unit

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

Copy To: Peterborough and District Wapiti Métis Council (ptbometis@gmail.com)

Dear Sir/Madam,

Reference: Notice of Online Public Information Centre #2**Preliminary Design and Class Environmental Assessment Highway 401 Planning Study
from Cobourg to Colborne (GWP 4060-11-00)**

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 address current and future transportation needs, and commuter parking lot improvements, from 2 km east of Nagle Road to 800 m east of Percy Street (approximately 18 km).

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to notify you that the second Public Information Centre (PIC) has been planned. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

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Reference: [Notice of Online Public Information Centre #2 Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne \(GWP 4060-11-00\)](#)

The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.

Sincerely,



Muhammad Waseem, P.Eng.
Senior Project Engineer
Highway Engineering Project Delivery East
Ministry of Transportation
Phone: 613-449-2615
Toll Free: 1-800-267-0295 ext. 4701
Fax: 613-540-5106
Email: muhammad.waseem@ontario.ca

c.
E. Pipe – Ministry of Transportation
G. Cooke – Stantec Consulting Ltd.
T. Belliveau – Stantec Consulting Ltd.
D. Addley – Stantec Consulting Ltd.
L. Kenney – Ministry of Transportation

MINISTRY OF TRANSPORTATION

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Téléc. 613 540-5106



August 13, 2020

Attention: Name
Address

Letter to Impacted Property Owners

Dear Name,

**Reference: Notice of Online Public Information Centre #2 and Impacts to Property -
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00**

As you may be aware, the Ontario Ministry of Transportation (MTO) 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 0.8 km east of Percy Street, for a length of approximately 18 km. In general, the study 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

As part of this Class EA Study, the project team has undertaken field investigations and technical analyses to identify and evaluate preliminary design alternatives related to the above study objectives. The first Public Information Centre (PIC) was held on September 18, 2019 to present and gather feedback on bridges and structural culverts rehabilitation / replacement alternatives, long list of interchange alternatives, and future Highway 401 footprints for interim six and ultimate eight lane alternatives, as well as existing study area conditions.

Based on the findings of the evaluations, a preliminary preferred plan has been identified. **This letter is to advise you that impacts to your property have been identified in association with the future footprint of Highway 401.** The attached figure provides an illustration of the preferred plan, including the future six lane and eight lane footprint of Highway 401 in the vicinity of your property. The approximate area of your property impacted by the preferred plan is indicated in the attached plan. As noted on the preliminary plan attached, the property boundaries are subject to final legal survey.

We would also like to advise you that the second Public Information Centre (PIC) has been planned on August 27, 2020. In light of COVID-19 and associated physical distancing requirements, this PIC will be held online. Please see the attached notice for more information.

MTO is committed to working with property owners to help to ensure that they understand the property acquisition process and their rights. Should you have any question, please feel free to contact Gregg Cooke, Stantec Consultant Project Manager at (905) 381-3227 or Gregg.Cooke@stantec.com. You can also contact Muhammad Waseem, MTO Senior Project Engineer at (613) 449-2615.

August 13, 2020

Name

Page 2 of 2

Reference: **Notice of Online Public Information Centre #2 and Impacts to Property - Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00**

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* (FOIPPA). With the exception of personal information, all comments will become part of the public record.

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,



Muhammad Waseem, P.Eng.
Senior Project Engineer
Highway Engineering Project Delivery East
Ministry of Transportation
Phone: 613-449-2615
Toll Free: 1-800-267-0295 ext. 4701
Fax: 613-540-5106
Email: muhammad.waseem@ontario.ca

Attachment: Property Impact Plan
Notice of Public Information Centre 2

- c. E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.
- D. Addley – Stantec Consulting Ltd.

MINISTRY OF TRANSPORTATION

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Fax: 613-540-5106

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1-800-267-0295
Téléc. 613 540-5106



August 13, 2020

Attention: Name
Address

Letter to Significantly Impacted Property Owners

Dear Name

**Reference: Notice of Online Public Information Centre #2 and Impacts to Property -
Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00**

As you may be aware, the Ontario Ministry of Transportation (MTO) 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 0.8 km east of Percy Street, for a length of approximately 18 km. In general, the study 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

As part of this Class EA Study, the project team has undertaken field investigations and technical analyses to identify and evaluate preliminary design alternatives related to the above study objectives. The first Public Information Centre (PIC) was held on September 18, 2019 to present and gather feedback on bridges and structural culverts rehabilitation / replacement alternatives, long list of interchange alternatives, and future Highway 401 footprints for interim six and ultimate eight lane alternatives, as well as existing study area conditions.

Based on the findings of the evaluations, a preliminary preferred plan has been identified. **This letter is to advise you that impacts to your property have been identified in association with the preferred plan, including but not limited to access to the property.** The attached figures provide an illustration of the future six lane and eight lane footprint of Highway 401 in the vicinity of your property. The approximate area of your property impacted by the preferred plan is indicated in the attached plan. As noted on the preliminary plan attached, the property boundaries are subject to final legal survey.

As a directly impacted property owner, we would like to provide you with an opportunity to fully discuss the information with the project team personally, and to address any questions or comments you may have. MTO is committed to working with property owners to help to ensure that they understand the property acquisition process and their rights. **We propose to hold a virtual meeting/teleconference with you on X, September X, from X pm to X pm.** Unfortunately, due to the current COVID-19 restrictions, we are unable to conduct these meetings in person.

It would be appreciated if you could kindly respond to the undersigned via email and/or telephone by Friday, August 21, 2020 to confirm the proposed meeting time. If an alternative meeting date and/or time is preferred, please do not hesitate to let us know and a separate meeting can be arranged.

August 13, 2020

Name

Page 2 of 2

Reference: **Notice of Online Public Information Centre #2 and Impacts to Property - Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00**

Online Public Information Centre

We would also like to advise you that the second Public Information Centre (PIC) has been planned on August 27, 2020. In light of COVID-19 and associated physical distancing requirements, this PIC will be held online.

As indicated in the attached notice, the preferred plan and online PIC will be available for your review on the project website (www.highway401cobourqcolborne.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey for you to provide feedback, until September 25, 2020.

MTO is committed to working with property owners to help to ensure that they understand the property acquisition process and their rights. Should you have any question, please feel free to contact Gregg Cooke, Stantec Consultant Project Manager at (905) 381-3227 or Gregg.Cooke@stantec.com. You can also contact Muhammad Waseem, MTO Senior Project Engineer at (613) 449-2615.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* (FOIPPA). With the exception of personal information, all comments will become part of the public record.

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,



Muhammad Waseem, P.Eng.
Senior Project Engineer
Highway Engineering Project Delivery East
Ministry of Transportation
Phone: 613-449-2615
Toll Free: 1-800-267-0295 ext. 4701
Fax: 613-540-5106
Email: muhammad.waseem@ontario.ca

Attachment: Property Impact Plan
 Recommended Plan (DRAFT)
 Notice of Public Information Centre 2

c. E. Pipe – Ministry of Transportation
 G. Cooke – Stantec Consulting Ltd.
 T. Belliveau – Stantec Consulting Ltd.
 D. Addley – Stantec Consulting Ltd.

MINISTRY OF TRANSPORTATION

Project Delivery East
1355 John Counter Boulevard
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Téléc. 613 540-5106



August 13, 2020

Attention: Name
Address

Letter to Adjacent Property Owners

Dear Name,

Reference: Notice of Online Public Information Centre #2 and Impacts to Property**Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00**

As you may be aware, the Ontario Ministry of Transportation (MTO) 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 0.8 km east of Percy Street, for a length of approximately 18 km. In general, the study includes the following:

- Replacement and/or rehabilitation of bridges and structural culverts
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- Commuter parking lot expansions or relocations

As part of this Class EA Study, the project team has undertaken field investigations and technical analyses to identify and evaluate preliminary design alternatives related to the above study objectives. The first Public Information Centre (PIC) was held on September 18, 2019 to present and gather feedback on bridges and structural culverts rehabilitation / replacement alternatives, long list of interchange alternatives, and future Highway 401 footprints for interim six and ultimate eight lane alternatives, as well as existing study area conditions.

Based on the findings of the evaluations, a preliminary preferred plan has been identified. The attached Recommended Plan provides an illustration of the future six lane and eight lane footprints of Highway 401 in the vicinity of your property. **This letter is to advise you that impacts to the access to your property have been identified** in association with the preliminary preferred plan.

We would also like to advise you that the second Public Information Centre (PIC) has been planned on August 27, 2020. In light of COVID-19 and associated physical distancing requirements, this PIC will be held online. Please see the attached notice for more information.

Should you have any questions, please feel free to contact Gregg Cooke, Stantec Consultant Project Manager at (905) 381-3227 or Gregg.Cooke@stantec.com. You can also contact Muhammad Waseem, MTO Senior Project Engineer at (613) 449-2615.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act* (FOIPPA). With the exception of personal information, all comments will become part of the public record.

August 13, 2020

Name

Page 2 of 2

Reference: **Notice of Online Public Information Centre #2 and Impacts to PropertyHighway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00**

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,



Muhammad Waseem, P.Eng.
Senior Project Engineer
Highway Engineering - Project Delivery East
Ministry of Transportation
Phone: 613-449-2615
Toll Free: 1-800-267-0295 ext. 4701
Fax: 613-540-5106
Email: muhammad.waseem@ontario.ca

Attachment: Recommended Plan (DRAFT)
Notice of Public Information Centre 2

- c. E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.
- D. Addley – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. 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: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

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Information that has been shared to date is available for your review on the project website including study notices, background information and the information presented at PIC 1. Should you have any comments, questions, or concerns, or wish to discuss anything in more detail, please do not hesitate to contact the undersigned.

Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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

August 13, 2020

Attention: Ms. 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: Notice of Online Public Information Centre #2
Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

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Stantec Consulting Ltd.



Diana Addley
Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Sir/Madam

Planning Coordinator
Infrastructure Ontario
1 Dundas St West, Suite 2000
Toronto, ON M5G 2L5

Dear Sir/Madam,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

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Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. 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: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

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Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. 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: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

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Diana Addley

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



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. 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: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to notify you that the second Public Information Centre (PIC) has been planned. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

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Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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

August 13, 2020

Attention: Mr. 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: Notice of Online Public Information Centre #2

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Diana Addley

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

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

Dear Mr. Orpana,

Reference: Notice of Online Public Information Centre #2
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- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Sir/Madam

Ministry of Indigenous Relations and Reconciliation
160 Bloor Street East, 9th Floor
Toronto, ON M7A 2E6

Dear Sir/Madam,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Stephen Peacock

Chief Administrative Officer

Town of Cobourg

55 King Street West,

Cobourg, ON K9A 2M2

Dear Mr. Peacock,

Reference: Notice of Online Public Information Centre #2

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Brent Larmer

Municipal Clerk & Manager of Legislative Services
Town of Cobourg
55 King Street West,
Cobourg, ON K9A 2M2

Dear Mr. Larmer,

Reference: Notice of Online Public Information Centre #2

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



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. Laurie Wills

Director of Public Works
Town of Cobourg
740 Division Street, Building 7, Northam Industrial Park
Cobourg, ON K9A 0H6

Dear Ms. Wills,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Glenn McGlashon
Director of Planning and Development
Town of Cobourg
55 King Street West,
Cobourg, ON K9A 2M2

Dear Mr. McGlashon,

Reference: Notice of Online Public Information Centre #2
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Email: Diana.Addley@stantec.com

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

August 13, 2020

Attention: Ms. Julie Oram

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

Dear Ms. Oram,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. Heather Sadler

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

Dear Ms. Sadler,

Reference: Notice of Online Public Information Centre #2

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- c. M. Waseem – Ministry of Transportation
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- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: To whom it may concern

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

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Reference: Notice of Online Public Information Centre #2

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Aaryn McNichol

Chief Administrative Officer
Township of Cramahe
1 Toronto Street, P.O. Box 357
Colborne, ON K0K 1S0

Dear Mr. McNichol,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Ms. Nicole Hamilton

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

Dear Ms. Hamilton,

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Arthur Anderson

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

Dear Mr. Anderson,

Reference: Notice of Online Public Information Centre #2

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Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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

August 13, 2020

Attention: Ms. 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: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Don Hamly

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

Dear Mr. Hamly,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. Sandra Stothart

Planning Co-ordinator
Hamilton Township
8285 Majestic Hills Drive, P.O. Box 1060
Cobourg, ON K9A 4W5

Dear Ms. Stothart,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Paul Heffernan
Manager, Operational Support & Infrastructure
Hamilton Township
8285 Majestic Hills Drive, P.O. Box 1060
Cobourg, ON K9A 4W5

Dear Mr. Heffernan,

Reference: Notice of Online Public Information Centre #2
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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Tim Jeronimus

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

Dear Mr. Jeronimus,

Reference: Notice of Online Public Information Centre #2

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- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Ms. Jennifer Current

Municipal Planner
Alnwick/Haldimand Township
10836 County Road 2, P.O. Box 70
Grafton, ON K0K 2G0

Dear Ms. Current,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mrs. 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,

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Troy Gilmour
Superintendent of Public Works
Alnwick/Haldimand Township
10836 County Road 2, P.O. Box 70
Grafton, ON K0K 2G0

Dear Mr. Gilmour,

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Mobushar Pannu
Director, Transportation, Waste & Facilities
Northumberland County
555 Courthouse Road,
Cobourg, ON K9A 5J6

Dear Mr. Pannu,

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Mr. Zahid Hossain

Project Engineer, Transportation, Waste & Facilities
Northumberland County
555 Courthouse Road,
Cobourg, ON K9A 5J6

Dear Mr. Hossain,

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

August 13, 2020

Attention: Ms. Brooke Gillispie

Traffic & ROW Management Supervisor, Transportation, Waste and Facilities Management
Northumberland County
555 Courthouse Road,
Cobourg, ON K9A 5J6

Dear Ms. Gillispie,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. Denise Marshall

Manager, Project Engineering
Northumberland County
555 Courthouse Road,
Cobourg, ON K9A 5J6

Dear Ms. Marshall,

Reference: Notice of Online Public Information Centre #2

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August 13, 2020

Attention: K Stubbings

Northumberland County
555 Courthouse Road,
Cobourg, ON K9A 5J6

Dear Stubbings,

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Email: Diana.Addley@stantec.com

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



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Dan Borowec

Director, Economic Development, Land Use Planning and Tourism
Northumberland County
555 Courthouse Road,
Cobourg, ON K9A 5J6

Dear Mr. Borowec,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to notify you that the second Public Information Centre (PIC) has been planned. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

As indicated in the attached notice, the online PIC will be available for your review on Thursday, August 27, 2020 on the project website (www.highway401cobourgcolborne.ca). A recorded presentation will be offered as part of the online PIC, as well as an online survey for your feedback, until September 25, 2020. The PIC will provide an overview of the evaluation of alternatives, the preliminary preferred design and the preliminary assessment of the anticipated environmental impacts and mitigation measures.

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Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. Nancy MacDonald
Legislative Services Manager/Clerk
Northumberland County, County Clerk Office
555 Courthouse Road,
Cobourg, ON K9A 5J6

Dear Ms. MacDonald,

Reference: Notice of Online Public Information Centre #2
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August 13, 2020

Attention: Ms. Jennifer Moore

Chief Administrative Officer
Northumberland County
555 Courthouse Road,
Cobourg, ON K9A 5J6

Dear Ms. Moore,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Ken Thajer

Planning and Regulations Coordinator
Ganaraska Conservation Authority
2216 County Road 28,
Port Hope, ON L1A 3V8

Dear Mr. Thajer,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. Leah Stephens
Environmental Planner/ Regulations Officer
Lower Trent Conservation Authority
714 Murray Street, RR1
Trenton, ON K8V 5P4

Dear Ms. Stephens,

Reference: Notice of Online Public Information Centre #2
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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Warren Coulter
Environmental Planner/ Regulations Officer
Lower Trent Conservation Authority
714 Murray Street, RR1
Trenton, ON K8V 5P4

Dear Mr. Coulter,

Reference: Notice of Online Public Information Centre #2
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.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. David Piccini

MPP

Northumberland- Peterborough South
117 Peter Street,
Port Hope, ON L1A 1C5

Dear Mr. Piccini,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mayor Gil Brocanier

Town of Cobourg
55 King Street West,
Cobourg, ON K9A 2M2

Dear Mayor Brocanier,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Mayor Mark Lovshin

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

Dear Mayor Lovshin,

Reference: Notice of Online Public Information Centre #2

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- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Mayor John Logel
Alnwick/Haldimand Township
10836 County Road 2, P.O. Box 70
Grafton, ON K0K 2G0

Dear Mayor Logel,

Reference: Notice of Online Public Information Centre #2
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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mayor Marc Coombs

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

Dear Mayor Coombs,

Reference: Notice of Online Public Information Centre #2

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August 13, 2020

Attention: Insp. Lisa Darling

Detachment Commander
Ontario Provincial Police, Northumberland Detachment (Cobourg)
1165 Division Street,
Cobourg, ON K9A 4J9

Dear Insp. Darling,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Insp. Lisa Darling

Detachment Commander
Ontario Provincial Police, Northumberland Detachment (Brighton)
95 Dundas Street,
Brighton, ON K0K 1H0

Dear Insp. Darling,

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Chief Kai Lui

Chief
Cobourg Police Service
107 King Street West,
Cobourg, ON K9A 2M4

Dear Chief Lui,

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Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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

August 13, 2020

Attention: Chief Mike Vilneff

Chief
Cobourg Fire Department
111 Elgin Street East,
Cobourg, ON K9A 1A1

Dear Chief Vilneff,

Reference: Notice of Online Public Information Centre #2**Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)**

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

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**Diana Addley**

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- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Chief Kelly Serson

Director of Emergency Services/ Fire Chief
Hamilton Township Fire Department
2598 Van Luven Road,
Baltimore, ON K0K 1C0

Dear Chief Serson,

Reference: Notice of Online Public Information Centre #2

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.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Chief Mark Diminie

Fire Chief
Alnwick/Haldimand Fire Rescue
9160 County Road 45,
Roseneath, ON K0K 2X0

Dear Chief Diminie,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Chief Tim Burgess

Fire Chief
Township of Cramahe
232 Purdy Road,
Colborne, ON K0K 1S0

Dear Chief Burgess,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Chief William Detlor
Director/Chief of Paramedic Services
Northumberland Paramedics
600 William Street, Suite 300
Cobourg, ON K9A 3A5

Dear Chief Detlor,

Reference: Notice of Online Public Information Centre #2
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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Ken Stubbings

Health and Safety/Emergency Planning Manager
Northumberland County
600 William Street, Suite 300
Cobourg, ON K9A 3A5

Dear Mr. Stubbings,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. Jennifer Leclerc

Director of Education
Kawartha Pine District School Board
1994 Fisher Drive,
Peterborough, ON K9J 6X6

Dear Ms. Leclerc,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Mr. Kevin Hickey

Manager of Purchasing, Planning and Facility Administration
Peterborough Victoria Northumberland Clarington Catholic District School Board
1355 Lansdowne St. W.,
Peterborough, ON K9J 7M3

Dear Mr. Hickey,

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Mr. 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: Notice of Online Public Information Centre #2

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ms. Suzanne Iskander

Conseil Scolaire Catholique MonAvenir
716, route Gordon Baker, Bureau 202
Toronto, ON M2H 3B4

Dear Ms. Iskander,

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1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Martin Bertrand

Director of Education
Conseil Scolaire Viamonde
116, Cornelius Parkway,
Toronto, ON M6L 2K5

Dear Mr. Bertrand,

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
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August 13, 2020

Attention: Mr. Stephen Jackson
Student Transportation Services of Central Ontario
885 Clonsilla Ave,
Peterborough, ON K9J 5Y2

Dear Mr. Jackson,

Reference: Notice of Online Public Information Centre #2
Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Sir/Madam
Chief Executive Officer
Student Transportation Services of Central Ontario
885 Clonsilla Ave,
Peterborough, ON K9J 5Y2

Dear Sir/Madam ,

Reference: Notice of Online Public Information Centre #2
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Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Kevin Ward

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

Dear Mr. Ward,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800m east of Percy Street (approximately 18 kms).

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The purpose of this letter is to notify you that the second Public Information Centre (PIC) has been planned. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, this PIC will be held online.

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Regards,

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

August 13, 2020

Attention: Sir/Madam

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

Dear Sir/Madam ,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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

August 13, 2020

Attention: Mr. Jonathan Blackham

c/o Karen McDowell
Ontario Trucking Association
555 Dixon Road,
Toronto, ON M9W 1H8

Dear Mr. Blackham,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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

August 13, 2020

Attention: Sir/Madam

Greyhound Canada Transportation Corp.
Toronto Coach Terminal, 610 Bay Street, 2nd Floor
Toronto, ON M5G 1M5

Dear Sir/Madam ,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Sir/Madam
Coach Canada
2015 Fisher Drive, Unit 101
Peterborough, ON K9J 7B1

Dear Sir/Madam,

Reference: Notice of Online Public Information Centre #2
Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Mr. Neil Currie
General Manager
Ontario Federation of Agriculture
100 Stone Road West, Suite 206,
Guelph, ON N1G 5L3

Dear Mr. Currie,

Reference: Notice of Online Public Information Centre #2
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- c. M. Waseem – Ministry of Transportation
- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Sir/Madam
Ontario AgriCentre
Northumberland Federation of Agriculture
100 Stone Road West, Suite 206,
Guelph, ON N1G 5L3

Dear Sir/Madam,

Reference: Notice of Online Public Information Centre #2
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- c. M. Waseem – Ministry of Transportation
- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Sir/Madam
Cobourg Historical Society
P.O. Box 911,
Cobourg, ON K9A 4W4

Dear Sir/Madam,

Reference: Notice of Online Public Information Centre #2
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- c. M. Waseem – Ministry of Transportation
- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: President Gudrun "Gigi" Ludorf-Weaver

Sustainable Cobourg
703 Carlisle Street,
Cobourg, ON K9A 5E4

Dear President Ludorf-Weaver,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Sir/Madam
Willow Beach Field Naturalists
P.O. Box 421,
Port Hope, ON L1A 3Z3

Dear Sir/Madam,

Reference: Notice of Online Public Information Centre #2
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Diana Addley

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

August 13, 2020

Attention: Sir/Madam
Highway of Heroes Living Tribute
7856 Fifth Line South,
Milton, ON L9T 2X8

Dear Sir/Madam ,

Reference: Notice of Online Public Information Centre #2
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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Mr. Steve Horner
President
Great Pine Ridge Snowmobile Association
251 Barlow Road,
Castleton, ON K0K 1M0

Dear Mr. Horner,

Reference: Notice of Online Public Information Centre #2
Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

Robinson, Jennifer

From: Robinson, Jennifer
Sent: Thursday, August 13, 2020 5:30 PM
To: micbeech@yahoo.com; s.blewett@sympatico.ca; ontariolamb@gmail.com; bob.bovaIRD@gmail.com; rogerrycarr@sympatico.ca; schapman@eagle.ca; stephenconnor@xplornet.ca; larrydadson@gmail.com; joycedaa@outlook.com; wesley_lenard@live.com; sanchez@eagle.ca; sheltervalleypark@gmail.com; georgeandmarylou@hotmail.com; dhewson@turkvalley.com; vana.ann@gmail.com; davefwoods@gmail.com; mandymartin271@gmail.com; colleen.shaw@tdsb.on.ca; john@cobourginternet.com
Cc: Cooke, Gregg; Waseem, Muhammad (MTO); Addley, Diana
Subject: Notice of Public Information Centre 2 - Highway 401 Planning Study, Cobourg to Colborne (GWP 4060-11-00)
Attachments: ogn_1090_notice_PIC2_hwY401_fnl_20200723.pdf

Dear Sir/Madam,

The Ontario Ministry of Transportation (MTO) is undertaking a Planning, Preliminary Design and Class Environmental Assessment Study for the above mentioned project. Please see the attached Notice of Online Public Information Centre (PIC) 2 for more information.

In light of physical distancing requirements, PIC 2 will be hosted virtually. The PIC displays and preliminary preferred plan will be available for your review on the project website at www.highway401cobourgcolborne.ca on **Thursday, August 27, 2020**. A recorded presentation will be available as part of the online PIC, as well as an online survey for your feedback, until September 25, 2020.

If you have any concerns or questions related to this project please contact the project team.

Thank you!

Jenn Robinson

Environmental Planner, Transportation GTA
OSEC, Markham Office
Jennifer.Robinson@stantec.com
Stantec
300W-675 Cochrane Drive
Markham ON L3R 0B8

Vacation Alert: Friday, August 21, 2020 to Friday, August 28, 2020



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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Chris Lockyer

Implementation Manager

Bell Canada

450 Princess Street,

Kingston, ON K7L 1C2

Dear Chris,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner

Phone: 905-415-6401

Email: Diana.Addley@stantec.com

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

August 13, 2020

Attention: Guy Lafrance

Lead Hand, Network System Planning
Cogeco Inc.
517 Pitt Street
Cornwall, ON K6J 3R4

Dear Guy,

Reference: Notice of Online Public Information Centre #2

Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne (GWP 4060-11-00)

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August 13, 2020

Attention: Jie Han
Manager, Engineering
Eastern Ontario Power
P.O. Box 1179
Cornwall, ON K6H 5V3

Dear Jie,

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Enbridge Gas Distribution

Distribution Planning Department
Enbridge Gas Distribution
500 Consumers Road,
North York, ON M2J 1P8

To whom it may concern,

Reference: Notice of Online Public Information Centre #2

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1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Enbridge Pipelines Inc.

Eastern Region Crossing
Enbridge Pipelines Inc.
500 Consumers Road,
North York, ON M2J 1P8

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Jim Moon

Manager
Hydro One
171 Centre Street,
Belleville, ON K8N 4W8

Dear Jim,

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Lakefront Utilities Inc.

207 Division Street
P.O. Box 577
Cobourg, ON K9A 4L3

To whom it may concern,

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August 13, 2020

Attention: Richard Austria

Outside Plant Engineer,
Rogers Communications
8200 Dixie Road,
Brampton, ON L6T 0C1

Dear Richard,

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Laura Howell

Union Gas,
District Engineer
1653 Venture Drive,
Kingston, ON K7P 0E9

Dear Laura,

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August 13, 2020

Attention: Chris Phippen
Manager, Technical Services
Utilities Kingston
P.O. Box 790
Kingston, ON K7L 4X7

Dear Chris,

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ian Fleming

Zayo Canada Inc.
50 Worcester Road,
Etobicoke, ON M9W 5X2

Dear Ian,

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1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Chris Lockyer

Implementation Manager

Bell Canada

450 Princess Street,

Kingston, ON K7L 1C2

Dear Chris,

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August 13, 2020

Attention: Guy Lafrance

Lead Hand, Network System Planning
Cogeco Inc.
517 Pitt Street
Cornwall, ON K6J 3R4

Dear Guy,

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August 13, 2020

Attention: Jie Han
Manager, Engineering
Eastern Ontario Power
P.O. Box 1179
Cornwall, ON K6H 5V3

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1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Enbridge Gas Distribution

Distribution Planning Department
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500 Consumers Road,
North York, ON M2J 1P8

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Regards,

Stantec Consulting Ltd.

Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
Email: Diana.Addley@stantec.com

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

August 13, 2020

Attention: Enbridge Pipelines Inc.

Eastern Region Crossing
Enbridge Pipelines Inc.
500 Consumers Road,
North York, ON M2J 1P8

To whom it may concern,

Reference: Notice of Online Public Information Centre #2

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- T. Belliveau – Stantec Consulting Ltd.



Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Jim Moon

Manager
Hydro One
171 Centre Street,
Belleville, ON K8N 4W8

Dear Jim,

Reference: Notice of Online Public Information Centre #2

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Lakefront Utilities Inc.

207 Division Street
P.O. Box 577
Cobourg, ON K9A 4L3

To whom it may concern,

Reference: Notice of Online Public Information Centre #2

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- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Richard Austria

Outside Plant Engineer,
Rogers Communications
8200 Dixie Road,
Brampton, ON L6T 0C1

Dear Richard,

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- G. Cooke – Stantec Consulting Ltd.
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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Laura Howell

Union Gas,
District Engineer
1653 Venture Drive,
Kingston, ON K7P 0E9

Dear Laura,

Reference: Notice of Online Public Information Centre #2

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- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
- T. Belliveau – Stantec Consulting Ltd.

August 13, 2020

Attention: Chris Phippen
Manager, Technical Services
Utilities Kingston
P.O. Box 790
Kingston, ON K7L 4X7

Dear Chris,

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NOTICE OF ONLINE PUBLIC INFORMATION CENTRE 2 PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT Highway 401 Planning Study from Cobourg to Colborne, GWP 4060-11-00

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Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227
comments@highway401cobourqcolborne.ca

Mr. Muhammad Waseem, P.Eng.
Senior 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
comments@highway401cobourqcolborne.ca

Please visit the project website to review project information including notices, background information and PIC displays. Once completed, the TESR will also be available for review on the project website. Comments and questions to the project team can be submitted on the project website.

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Stantec Consulting Ltd.
1555 Wentworth Street, Unit #150, Whitby, ON L1N 9T6

August 13, 2020

Attention: Ian Fleming

Zayo Canada Inc.
50 Worcester Road,
Etobicoke, ON M9W 5X2

Dear Ian,

Reference: Notice of Online Public Information Centre #2

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Diana Addley

Senior Environmental Planner
Phone: 905-415-6401
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- c. M. Waseem – Ministry of Transportation
- E. Pipe – Ministry of Transportation
- G. Cooke – Stantec Consulting Ltd.
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Parks Canada photo

Lock 15 - Healey Falls.

'ENHANCED RULES' FOR VISITORS AT HEALEY FALLS AFTER 'NUMEROUS COMPLAINTS'

TRENT HILLS - After numerous complaints and behaviours which "might compromise public safety," Parks Canada is implementing "enhanced rules" for those visiting the Healey Falls area.

Northumberland OPP recently issued a release notifying the public that the Trent Severn Waterway was implementing the enhanced rules, and that the area will be closely monitored to ensure people are complying with restrictions.

"The tourist area has seen a large increase in visitors resulting in numerous complaints involving overcrowding, parking violations, littering, and various other behaviours which might compromise public safety," said police in their release.

Healey Falls is located about 10 kilometres north of Campbellford, and found at the end of Woodland Estates Road, just off County Road 50.

"Prominent signage will be posted warning against littering, camping, fires, and parking in prohibited areas."

Parks Canada staff will be "actively monitoring this area" for those in contravention of the restrictions, which may result in enforcement action being taken by Parks Canada wardens and local police, said the OPP.

What's more, police are advising people that any vehicle found to be obstructing the roadway may be at risk of being towed.

"The OPP and Parks Canada thank the public for their anticipated co-operation."

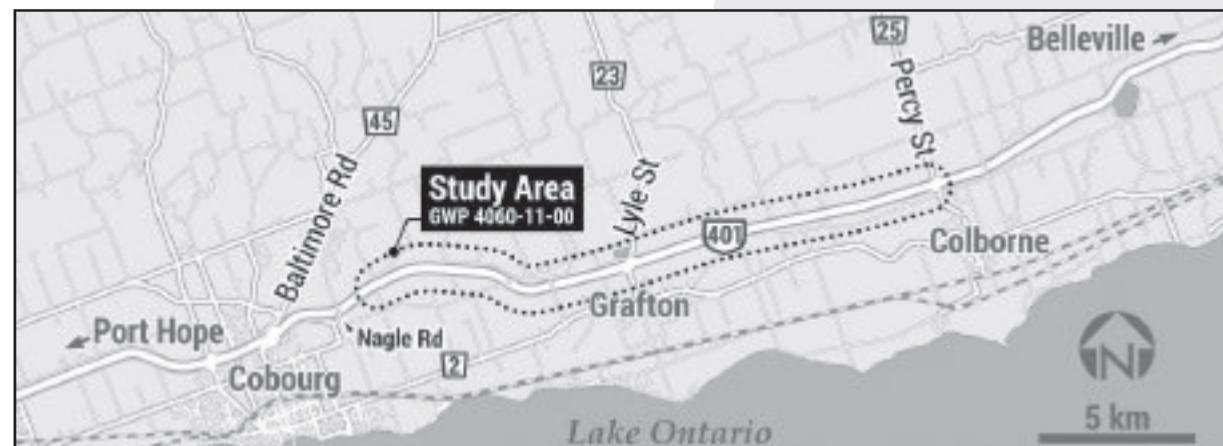
Just recently, due to overcrowding and other concerns amid the COVID-19 pandemic, Trent Hills also made the decision to close both the popular Crowe Bridge Park and Ranney Gorge Suspension Bridge.

Notice of Online Public Information Centre 2

Preliminary Design and Class Environmental Assessment

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

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NO MORE FREE TRANSIT IN PORT HOPE

PORT HOPE — Residents will have to pay for the bus again starting next week.

The Municipality of Port Hope is resuming transit fare collection effective Monday, Aug. 17 for all bus services, staff recently confirmed.

"As the province has entered Stage 3 of the reopening plan, we, like many other communities, are phasing in services and resuming standard fee collections as part of our local reopening and recovery," said Bob Sanderson, Mayor of the Municipality of Port Hope. "Fortunately, our transit services have been operating throughout the duration of the pandemic, and I would like to commend our drivers for reporting to work each and every day and providing wonderful service to our community."

When the provincial emergency due to COVID-19 was declared back in March, the municipality was permitted to waive transit fees to reduce the risk of contact between the drivers and passengers on transit vehicles.

What's more, the closure of all municipal facilities meant that bus passes were unavailable for purchase.

Now, recovery of the lost revenue from waiving the transit fees is available to the municipality for the duration of the declared emergency, staff say, but that won't be the case moving forward.

Since the provincial emergency order has been lifted (effective July 24), the municipality is no longer able to recover costs of lost revenue and must reinstate fees for transit services, say staff.

Municipal transit vehicles have been operating at half-capacity since March, and will continue to do so, in keeping with Ontario's guidelines to stay a distance of two metres apart.

Riders are still strongly urged to wear a mask while on the bus and to wash their hands or use hand sanitizer before and after riding transit.

Increased and enhanced cleaning of buses will continue, as has been the practice since the pandemic affected the region earlier this year, said the municipality.

Transit fares in the form of exact change or transit passes will be accepted, as drivers do not carry change in their vehicles.

At this time, passes may only be purchased at the Jack Burger Sports Complex (located at 60 Highland Dr.), as all other municipal facilities remain closed to the public.

Passes are being sold at their usual rates and can be purchased by debit or cash starting Aug. 17.

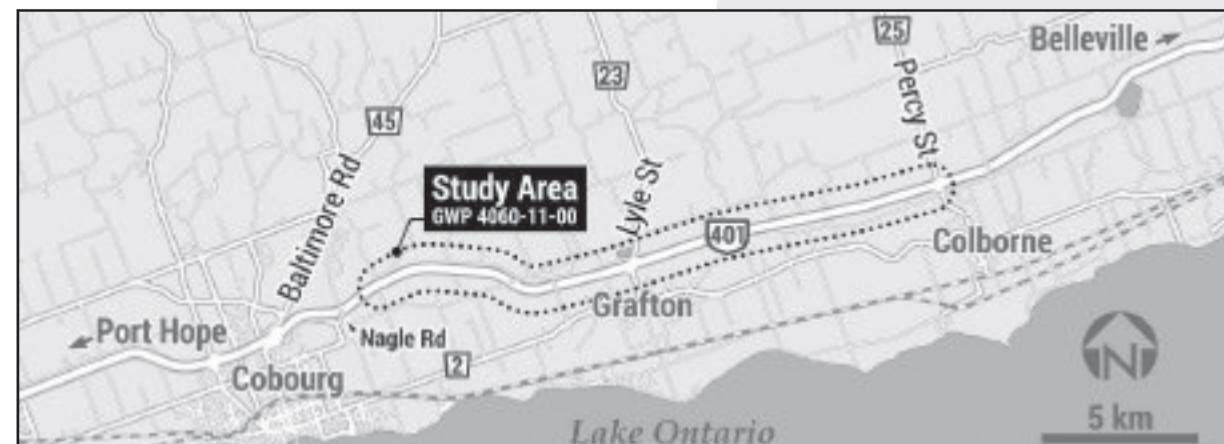
For more municipal transit information, including fares, schedules and routes, visit porthope.ca/transit.

Notice of Online Public Information Centre 2

Preliminary Design and Class Environmental Assessment

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

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 address current and future transportation needs, and commuter parking lot improvements, from 2 kms east of Nagle Road to 800 m east of Percy Street (approximately 18 kms).



THE PROCESS

This study is considered a "Group B" project under the *Class EA for Provincial Transportation Facilities* (2000) and includes undertaking environmental and engineering field investigations and seeking input from the public, local municipalities, external ministries/agencies, and businesses. Upon completion of preliminary design, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public review period. Notices will be published in local newspapers, posted on the project website, and sent to the project mailing list to advise the public of the TESR public review period.

ONLINE PUBLIC INFORMATION CENTRE 2

Public Information Centre 1 (PIC 1) for this study was held on September 18, 2019, to present and solicit feedback on the preliminary improvement alternatives, the evaluation process and existing study area conditions. A second PIC has been arranged to present and solicit feedback on the evaluation of alternatives, the preliminary preferred plan, and the preliminary assessment of the anticipated environmental impacts and mitigation measures. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, PIC 2 will be hosted online. The PIC displays and preliminary preferred plan will be available for your review on the project website at www.highway401cobourgcolborne.ca on Thursday, August 27, 2020. A recorded presentation will be available as part of the online PIC, as well as an online survey for your feedback, until September 25, 2020.

COMMENTS

You are encouraged to participate in this study and to provide comments in writing to members of the project team. If you wish to have your name added to the project mailing list, have any comments, questions or concerns, and/or are unable to access the online PIC 2 materials provided on the project website, please contact one of the following project team members:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive
Stoney Creek, ON L8J 0B4
tel: 905-381-3227
e-mail: comments@highway401cobourgcolborne.ca

Mr. Muhammad Waseem, P.Eng.
Senior 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
e-mail: comments@highway401cobourgcolborne.ca

Please visit the project website to review project information including notices, background information and PIC displays. Once completed, the TESR will also be available for review on the project website. Comments and questions to the project team can be submitted on the project website.

If you have any accessibility requirements in order to participate in this project, 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.

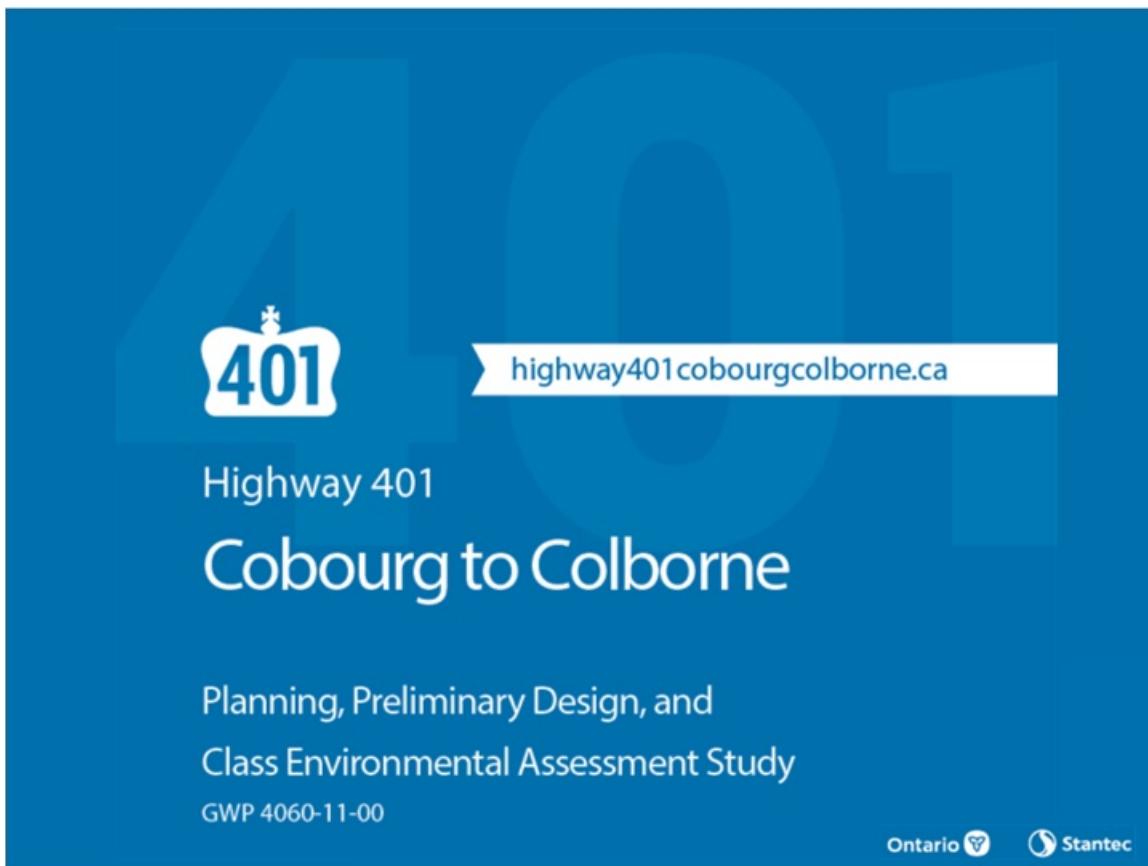
APPENDIX B

Online Public Information Centre 2

Displays and Comment Form

Highway 401 Cobourg to Colborne

1.1 1. Welcome



Notes:

Hello, and thank you for joining us for this online Public Information Centre for the planning, preliminary design and class environmental assessment of Highway 401 from Cobourg to Colborne.

This video presentation will briefly take you through some of the key features and details of this project.

1.2 2. PIC 2 Purpose

Welcome to **Public Information Centre 2**



The purpose of this online PIC is to present and gather your feedback on the:

- Study background and information presented to date
- Evaluation of the short list of alternatives
- Associated rationale
- Preliminary design for the Preferred Plan
- Potential environmental impacts and proposed mitigation measures

Other information related to this PIC that is available on the project website includes:

- A PDF copy of the Preferred Plan
- A PDF copy of the Proposed Detour Plan
- Online survey

Notes:

The purpose of the Public Information Centre (PIC) is to present and gather your feedback on: the study background and information presented to date; evaluation of the short list of alternatives; associated rationale for the preliminary design for the preferred plan; and, the potential environmental impacts and proposed mitigation measures.

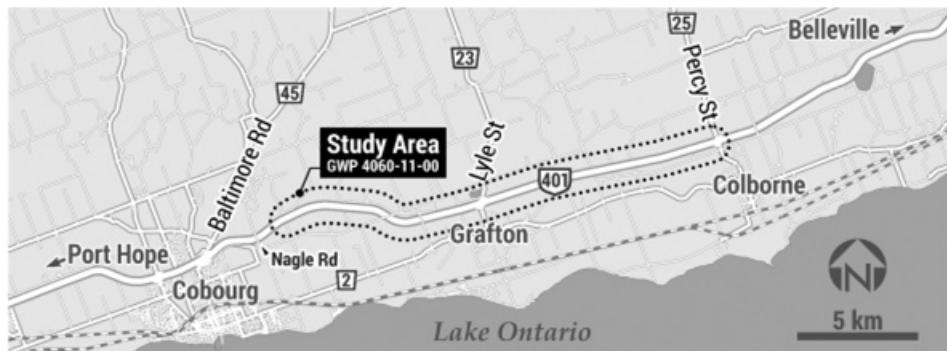
Additional resources are available for you to download on the project website so that you can take the time to review the information in more detail. A comment form is also available on the project website.

1.3 3. About the Project

About the Project

The Ontario Ministry of Transportation (or 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 0.8 km 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 (at Windsor) to Quebec, a total of 830 km. Within the study area, Highway 401 and the structures along it were built in the 1950s and 1960s. Locally, Highway 401 connects the communities of Cobourg, Grafton, and Colborne.

As part of this study, the project team has reviewed existing conditions, developing and evaluating alternatives, identifying appropriate improvements, and developing 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 (or protected).

Ontario Stantec

highway401cobourgcolborne.ca

Notes:

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

This is the second Public Information Centre for this study, the first of which was held on September 18, 2019, to present and solicit feedback on the preliminary improvement alternatives, the evaluation process and the existing study area conditions. A copy of the information presented at PIC 1 is available for your review on the project website. In light of COVID-19 and associated physical distancing requirements for the foreseeable future, PIC 2 is being hosted online.

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

As part of this study, the project team has reviewed existing conditions, developed and evaluated alternatives, identified appropriate improvements, and is developing 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 (or protected for future improvements).

1.4 4. Environmental Assessment Process

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 (or TESR) will be prepared and made available for a 30-day public review period.

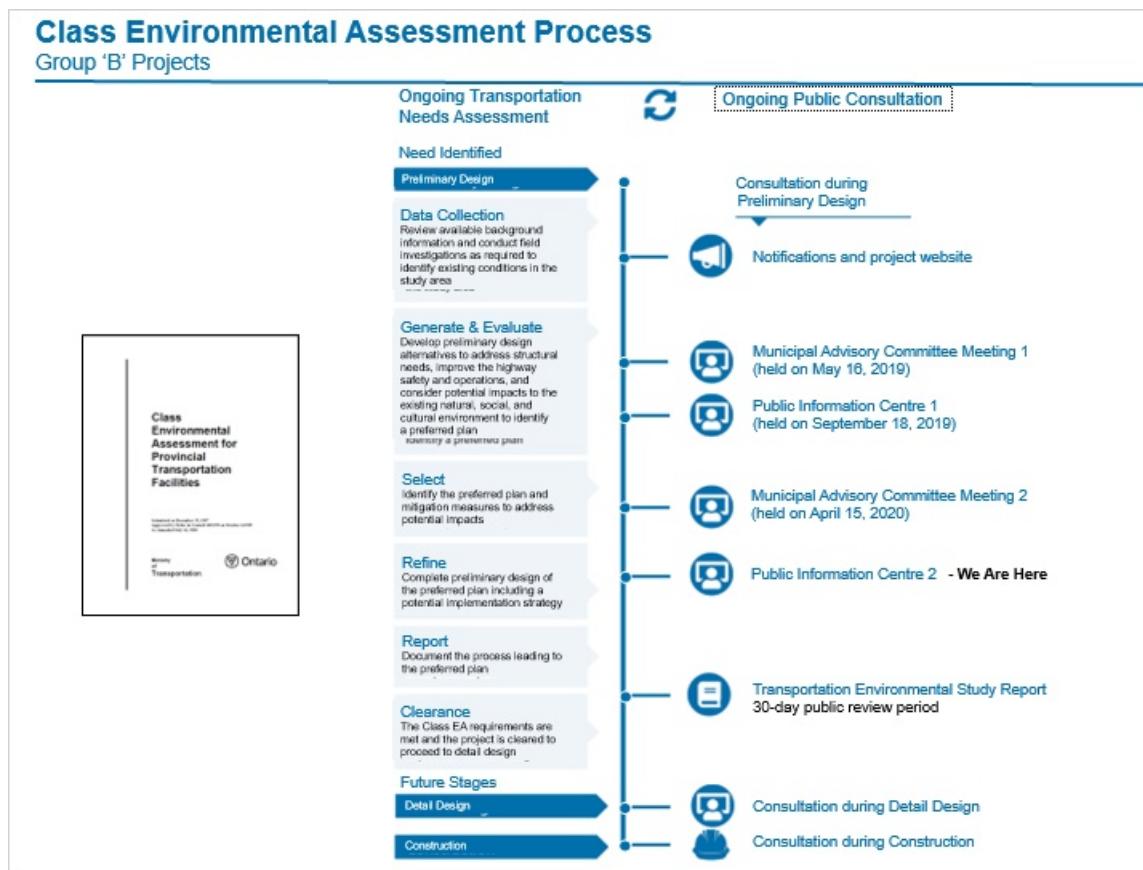
Notes:

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 (or TESR) will be prepared and made available for a 30-day public review period.

1.5 5. Class EA Process for Group 'B' Projects



Notes:

As noted, this study is being carried out following the Class Environmental Assessment for Provincial Transportation Facilities. The goal of projects or activities covered under this Class EA is to provide a safe and effective transportation system while avoiding or minimizing negative environmental effects. This project is classified as a Group B undertaking, which is applicable to projects where there are major improvements being planned for existing transportation facilities.

The Class EA process consists of four main stages: Planning; Preliminary Design; Detail Design; and Construction. The Planning stage may be preceded by a Transportation Needs Assessment stage, which focuses on determining what is needed. The Planning stage focuses on developing a plan for how the project should be done, and the Preliminary Design stage focuses on 'roughing out' a design.

The Detail Design and construction stages will be future stages in this project.

Within each of the stages, there are a number of steps to be completed, and consultation with the public, agencies, municipalities, and Indigenous communities, as well as environmental protection is an element of each study stage and phase. These include:

- Data Collection - where available background information is reviewed, and field investigations are conducted as required to identify existing conditions in the study area
- Generating and evaluating alternatives - at this stage, preliminary design alternatives are developed to address structural needs, improve the highway safety and operations, and consider potential impacts to the existing natural, social, and cultural environment to identify a preferred plan
- Selection of a preferred design - this step includes the identification of a preferred plan and proposes

mitigation measures to address the potential impacts to the environment

- Refine the preferred plan - as part of this step the preliminary design of the preferred plan, including an implementation strategy, is proposed.
- Reporting - Once the information from the steps completed above have been gathered, considered and finalized, the entire process is documented within a Transportation Environmental Study Report, or TESR, which will be posted in the project website for public review and comment for a 30-day period. Notification of TESR Completion will be posted on the project website, within the Northumberland News and Brighton Independent newspaper, and delivered via mail/email to those who have expressed an interest in this project.
- Environmental Clearance - this is an internal process that the MTO uses to help to ensure that the EA requirements have been met before construction begins.

Each stage or step in the process allows for structured decision-making and consultation as the transportation study progresses. As noted, Detail Design and construction stages will be future stages in this project, the timing of which is not known.

1.6 6. PIC 1 Summary

Public Information Centre 1 - Summary

Public Information Centre (PIC 1) was held on September 18, 2019 to present and gather feedback on:

- The project background and process being followed;
- Bridge and structural culvert rehabilitation / replacement alternatives, long list of interchange alternatives, and future Highway 401 footprints for interim six and ultimate eight lane alternatives; and,
- Existing study area conditions.

What did we hear?

- Potential impacts to property
- Potential increases in noise
- Potential impacts to fish/aquatic species
- Potential impacts to cultural heritage landscapes/ property
- Suggestions to improve drainage
- Suggestions for wildlife and snow barriers
- Suggestions to ensure that suitable detour routes are provided during construction

Information from PIC 1

Ontario  Stantec

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Notes:

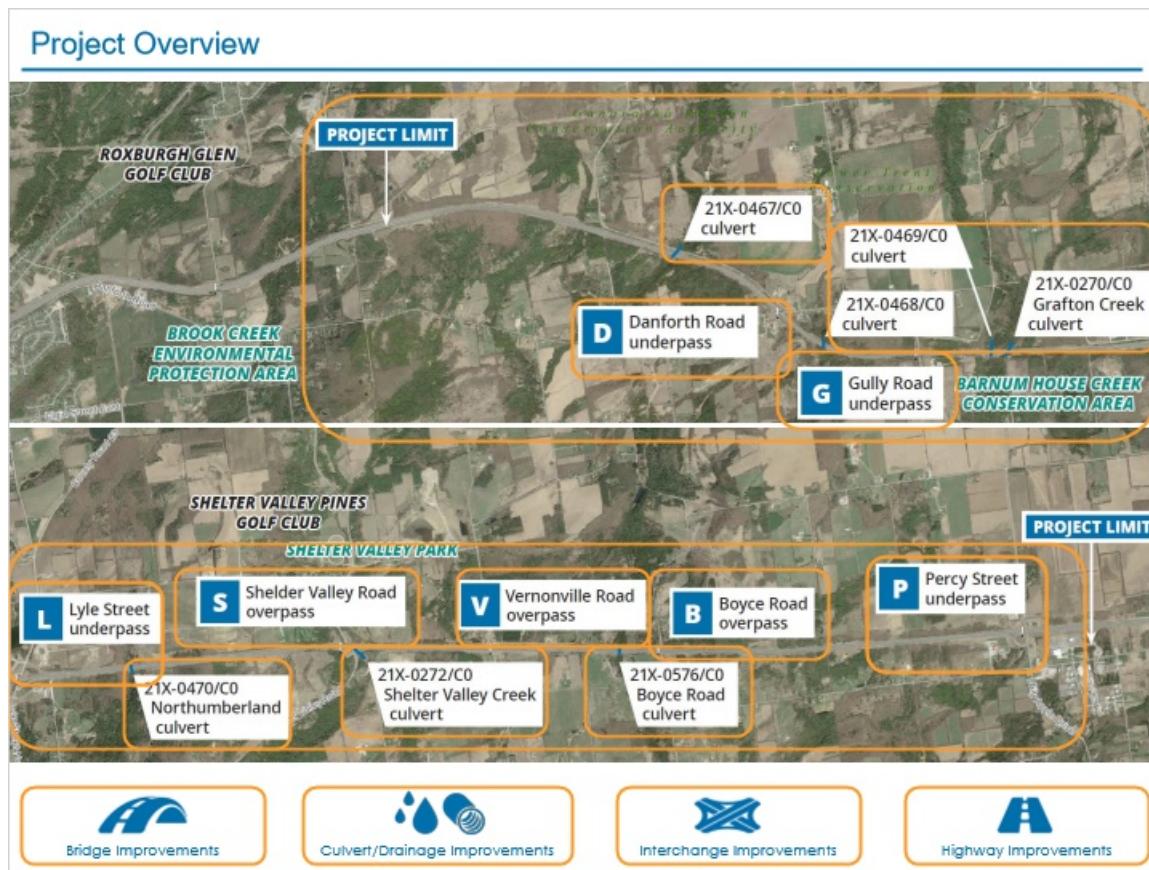
As noted, Public Information Centre 1 was held on September 18, 2019 to present and gather feedback on: the project background and process being followed; bridge and structural culvert rehabilitation / replacement alternatives, the long list of interchange alternatives, the future Highway 401 footprints for interim six and ultimate

eight lane alternatives; and, existing study area conditions.

In general, the feedback we heard at and following PIC 1 included: Potential impacts to property; potential increases in noise; potential impacts to fish/aquatic species; potential impacts to cultural heritage landscapes/property; suggestions to improve drainage; provide barriers to wildlife and snow; and to make sure that appropriate detour routes are provided during construction.

Please use the link on this slide to access the information presented at PIC 1. A copy of the information presented at the first PIC is also available for your review on the project website.

1.7.7. Project Overview



As part of this study, improvements to bridges, drainage, interchanges and Highway 401 are being considered. The Danforth Road, Gully Road, Lyle Street, Shelter Valley Road, Vernonville Road, Boyce Road, and Percy Street bridges within the study area are approaching the end of their service life and will need to be rehabilitated or replaced. The bridges will also need to accommodate the future Highway 401 footprints for interim six and ultimate eight lanes.

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.

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.

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

1.8 8. Existing Environment

Existing Environment

The following environmental investigations are being completed as part of this Class EA study:

- Cultural Heritage Assessment
- Terrestrial Environment Assessment
- Fisheries Assessment
- Sediment and Erosion Risk Assessment
- Stage 1 Archaeological Assessment
- Contamination Overview Study
- Groundwater Overview Assessment
- Landscape Composition Plan
- Noise Impact Assessment
- Air Quality Assessment



Existing Study Area:

- Situated within a rural portion of Northumberland County
- The surrounding landscape contains potential built heritage resources, including residences, farmsteads, barns and a cemetery
- Areas having the potential for the recovery of archaeological resources are present
- Woodlands and Significant Wildlife Habitat for a number of species have been identified, including turtle wintering and nesting areas, amphibian breeding habitat and animal movement corridors
- 15 potential watercourse crossings have been investigated, most of which provide fish habitat
- All water crossings involve cold water streams, and include both spring and fall spawning fish species
- Aquatic and terrestrial species at risk have been recorded in the study area

Notes:

A number of environmental investigations are being completed as part of this Class EA study, copies of which will be available for public review during a 30-day period once the Transportation Environmental Study Report has been completed.

Based on the information collected to date, existing study area conditions can be generally summarized as being:

- Situated within a rural portion of Northumberland County
- The surrounding landscape contains potential built heritage resources, including residences, farmsteads, barns and a cemetery
- Areas having the potential for the recovery of archaeological resources are present
- Woodlands and Significant Wildlife Habitat for a number of species have been identified, including turtle wintering and nesting areas, amphibian breeding habitat and animal movement corridors
- 15 potential watercourse crossings have been investigated, most of which provide fish habitat
- All water crossings involve cold water streams, and include both spring and fall spawning fish species

- Aquatic and terrestrial species at risk have been recorded in the study area

1.9 9. Evaluation of Alternatives

Evaluation of Alternatives

Evaluation Process	Evaluation Criteria
Identify Criteria Evaluation Criteria are established through: <ul style="list-style-type: none">• public input• similar projects• provincial guidelines• existing conditions	Engineering <ul style="list-style-type: none">• Consider projected future traffic• Consider Level of Service (LOS) on Highway 401 Geometrics & Safety <ul style="list-style-type: none">• Consider design standards for provincial highways and interchanges• Consider potential for collisions on Highway 401• Consider potential to accommodate Long Combination Vehicles• Consider crossing road grades at ramp terminals Constructability <ul style="list-style-type: none">• Consider construction techniques• Consider traffic flow and operations, including local access and out-of-way travel Utilities <ul style="list-style-type: none">• Consider impacts to utilities Cost <ul style="list-style-type: none">• Consider total cost including utility relocations and property acquisition
Weigh Criteria Each criterion is assigned a weight factor that best reflects its relative importance.	Community <ul style="list-style-type: none">• Consider impacts to private property• Consider proximity to residences Built & Cultural Heritage <ul style="list-style-type: none">• Consider potential to affect cultural heritage resources Archaeology <ul style="list-style-type: none">• Consider impacts to areas of archeological potential Contamination <ul style="list-style-type: none">• Consider potential to encounter contaminated soils/groundwater
Evaluate Alternatives The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and, along with a reasoned argument assessment approach, helps to identify the recommended plan	Environment Terrestrial Ecosystem <ul style="list-style-type: none">• Consider impacts on wildlife habitat• Consider impacts on significant trees or vegetation Fish & Fish Habitat <ul style="list-style-type: none">• Consider potential to impact watercourses Species of Conservation Concern <ul style="list-style-type: none">• Consider impacts to Species-at-Risk or habitat associated with Species-at-Risk Designated Areas <ul style="list-style-type: none">• Consider impacts to Provincially Significant Wetlands
The highest scoring alternative	

Bridge Improvements Culvert/Drainage Improvements Interchange Improvements Highway Improvements

Select the icons above for more information

Notes:

A comprehensive evaluation approach was undertaken to identify a Preferred Plan that addresses current and future transportation needs in the study area. The Short List of Alternatives were subjected to a comparative evaluation to provide the basis for selection of the preliminary preferred plan.

The process includes:

- 1) Identifying evaluation criteria through input received during this study, the project team's experience in projects of this nature, provincial guidelines and existing study area conditions.
- 2) Draft evaluation criteria were presented for review and comment at PIC 1. Following PIC 1, the evaluation criteria were confirmed, and were assigned a weight factor. A weight percentage was applied to each factor, which was based on the project team's and stakeholder assessment of the importance of the factor. The level of importance assigned to the factor/criterion was relative to other factors/criterion. As such, the higher the higher the level of importance, the higher the associated weight value assigned.

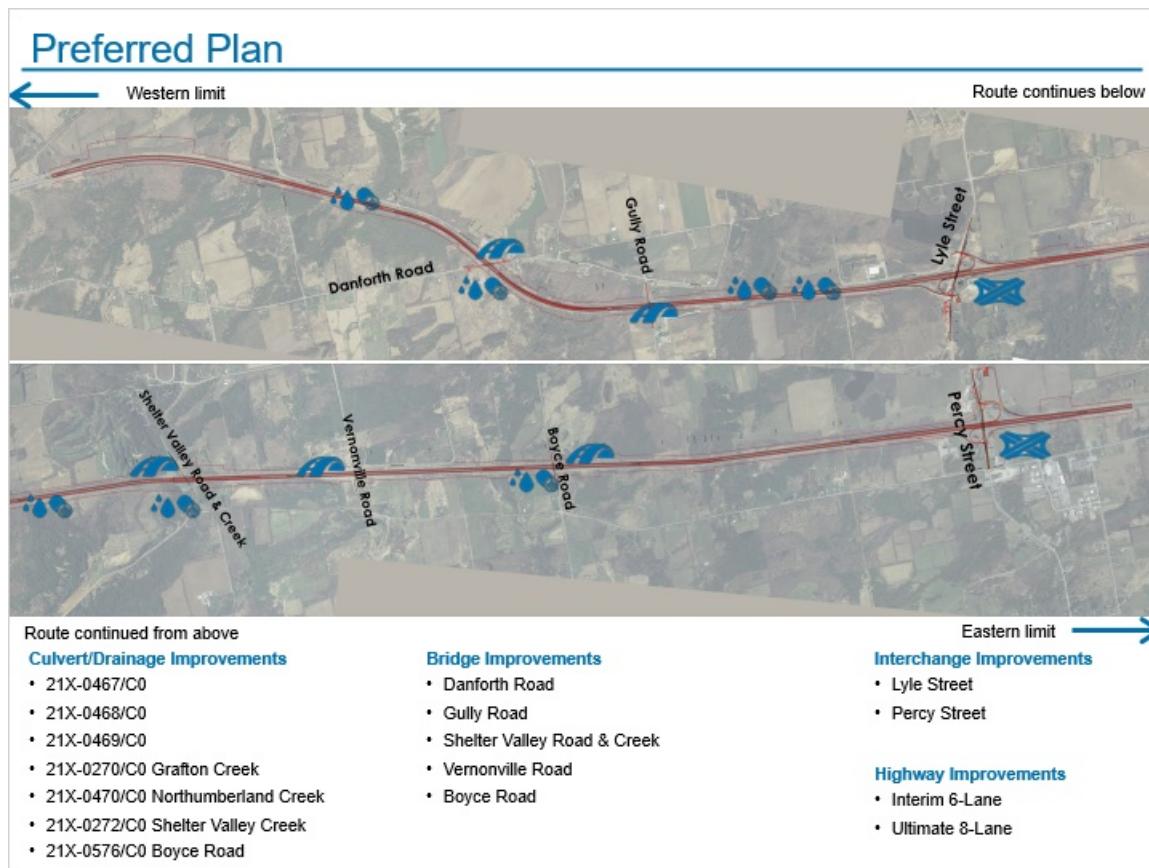
The next step in the process includes evaluating alternatives. A comparative analysis of transportation benefits and environmental effects for each alternative is undertaken based on the criteria, weightings and measures. A reasoned argument approach was also applied to the evaluation which considered the net environmental effects of each alternative.

The Preferred Plan is selected as the aggregate of Preliminary Design alternatives that achieve the best overall balance of transportation engineering, individual environmental factor impacts, and overall environmental impact, taking into consideration the net environmental effects by applying conceptual mitigation measures.

In the final step in the evaluation process, the alternatives were evaluated based on the total calculated scores. This is the basis for ranking the alternatives and, along with a reasoned argument assessment approach, helps to identify the overall Recommended Plan for the project.

Please click on the links provided at the bottom of this slide to review the evaluations of alternative bridge, culvert/drainage, interchange and highway improvements. Clicking the Next button will guide you through each set of evaluations. If you would like to select a specific evaluation slide, please select the desired evaluation from the Menu tab located at the top right of your screen.

1.10 10. Preferred Plan



Notes:

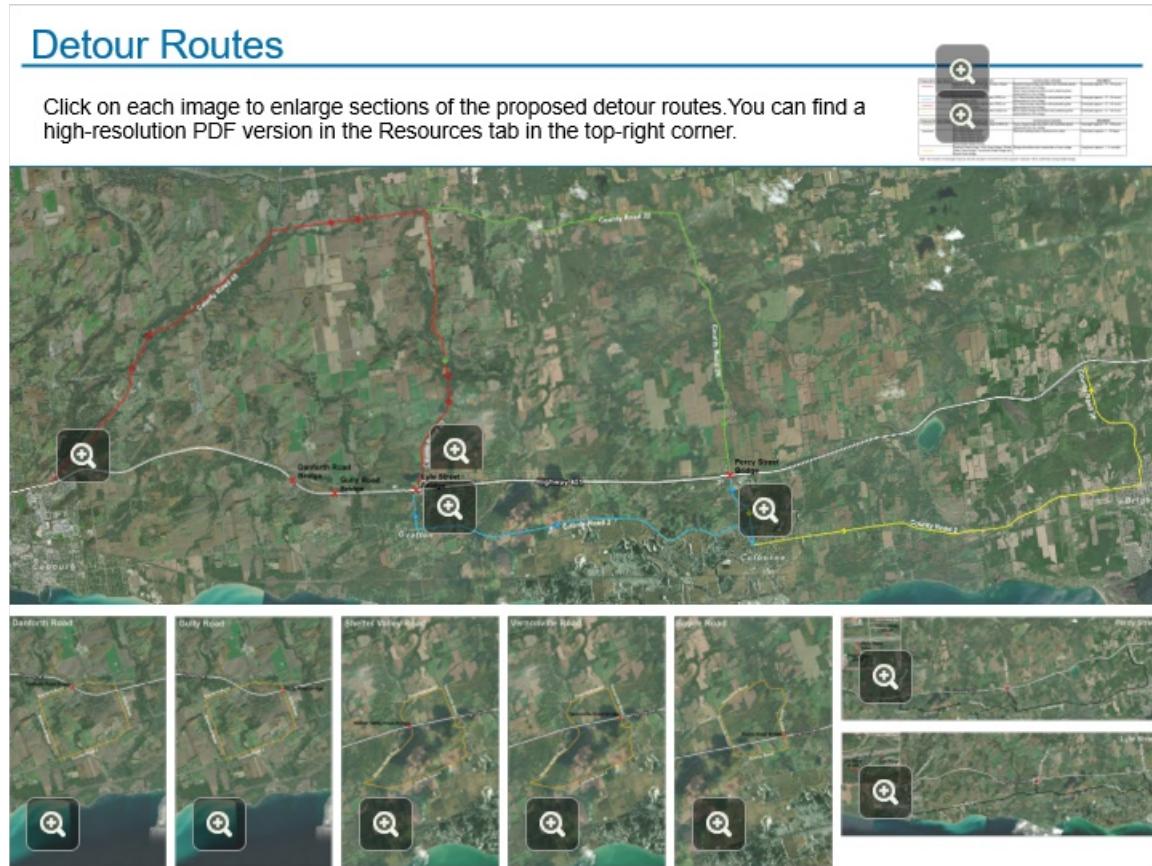
The Preferred Plan for this section of Highway 401 is shown on this slide. Please click on the icons within the map or the links below to see more details about each of the identified drainage/culvert, bridge, interchange and highway improvements. Another way to review information about a specific location within the Preferred Plan is to select the desired location from the Menu tab, located at the top right of your screen.

With respect to the culvert and/or drainage and bridge improvements, replacement of these structures may be required prior to the need for the future interim 6-lane or ultimate 8-lane Highway 401 footprints.

You will find a link to a higher-resolution version of each of the images at the top-right corner of Slides 10.1.1

through 10.1.16. A high resolution of the Preferred Plan can also be viewed by selecting the Resources tab and clicking on Preferred Plan Sections 1 through 6.

1.11 11. Potential Detour Routes



Notes:

Closures of the Highway 401 and municipal roads will be required to construct the Preferred Plan. These closures will require several overnight, short-term and long-term detours using local roads.

Highway 401 will be closed overnight on multiple occasions to accommodate the demolition of existing bridges and the placement of new bridge girders over Highway 401. During these overnight closures, Highway 401 traffic will utilize existing County roads to detour around the construction areas. It is anticipated that these closures will be 12-18 hours in duration. Significant traffic delays are not anticipated because traffic volumes are lower during overnight periods. The structure replacements will be coordinated to minimize impacts to traffic.

Existing ramps at Lyle Street and Percy Street will need to be closed for 1-4 weeks to accommodate reconstruction of the interchanges. During these short-term closures, access to and from Highway 401 will be provided by utilizing local roads and adjacent interchanges.

The existing crossing roads will be closed at Highway 401 to accommodate the demolition and construction of new bridges. Access across Highway 401 will be provided by utilizing local roads and adjacent crossings. It is anticipated that these closures will be 1-4 months in duration.

Please click on each of the images on the map to view the potential overnight, short-term, and long-term detour routes.

1.12 12. Potential Impacts and Proposed Mitigation Measures

Potential Impacts and Proposed Mitigation Measures

In accordance with the Class Environmental Assessment process, environmental factors were considered as part of the evaluation process, and many of the environmental concerns related to this project have been mitigated through the process by which the Preferred Plan was selected. A summary of the environmental factors anticipated to be impacted by this project and the proposed mitigation measures are briefly described below. A detailed description of potential impacts associated with this project and associated mitigation measures will be provided within the Transportation Environmental Study Report.

Environmental Factor	Proposed Mitigation Measures/Commitments to Future Work
Fish and Fish Habitat	Modifications to existing watercourse crossings have been identified. Impacts to watercourses will be minimized to the extent possible. Opportunities to enhance fish habitat will be reviewed during detail design.
Trees/Vegetation	Some trees/vegetation will need to be removed as part of the Preferred Plan. Vegetation and tree removal will be minimized to the extent possible.
Wildlife/Habitat	Potential wildlife passage locations have been identified and will be further assessed during detail design. MTO will continue to engage Ministry of Environment, Conservation and Parks and Ministry of Natural Resources and Forestry in relation to wildlife passage. Targeted species surveys will be carried out for species that have the potential to be present.
Cultural Heritage	Properties having cultural heritage value have been identified. Direct impacts to these properties are not anticipated, although impacts will be confirmed during detail design. No construction activities will take place until the Ministry of Sport, Heritage, Tourism and Culture Industries has confirmed in writing that all archaeological licensing and technical review requirements have been satisfied.
Landscape/Views	Visual screening measures will be explored during detail design, in consultation with affected property owners. MTO will continue to consult with the Highway of Heroes Tree Campaign during detail design to explore opportunities for plantings that commemorate and honour Canada's veterans and servicemen and servicewomen.
Property	Impacts to private property have been identified in association with the Preferred Plan. Negotiations with impacted property owners will be carried out after Environmental Clearance has been obtained.
Air Quality	An Air Quality Assessment is being completed in accordance with Provincial guidelines to assess the potential changes in local and regional air quality, and to determine if mitigation measures are required.
Noise	The potential changes in traffic noise associated with the Preferred Plan is currently being reviewed. A Noise Assessment is being completed in accordance with Provincial guidelines to determine if measures are required to mitigate potential increases in traffic noise.
Traffic Operations	Construction activities are expected to impact traffic operations. Advanced notification will be provided to affected residents in advance of construction activities. Detour and Staging Plans will be finalized during detail design. Detour Plans will be finalized in consultation with municipalities and emergency service providers.

Notes:

Impacts to the environment as a result of this project will be minimized to the extent possible.

Additional investigations will be carried out during detail design to help to confirm environmental impacts, refine mitigation measures and support obtaining the relevant permits and approvals.

Please review the environmental factors that may be affected by this project, along with the proposed mitigation measures presented on this slide, and if you have any comments or questions, please do not hesitate to contact a member of the project team.

1.13 13. Thank You

Thank you for participating in this online PIC

Ways to provide your comments:

-  Complete the Online Survey
-  Email comments@highway401cobourgcolborne.ca
-  Contact by telephone:

Mr. Gregg Cooke, P.Eng.
Consultant Project Manager
Stantec Consulting Ltd.
200-835 Paramount Drive,
Stoney Creek ON L8J 0B4
Tel: (905) 381-3227

Mr. Muhammad Waseem, P.Eng.
MTO Senior 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

Next Steps:

The following will be completed following this PIC:

- ✓ Review, consider and respond to the comments received
- ✓ Confirm the Preferred Plan
- ✓ Confirm the potential impacts and mitigation measures
- ✓ Prepare the Transportation Environmental Study Report (TESR)
- ✓ Issue Notice of Study Completion and File the TESR for a 30-day review period (early 2021)

We would appreciate receiving your comments by September 25, 2020



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 Privacy Act. With the exception of personal information, all comments will become part of the public record.

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Notes:

On behalf of MTO, we would like to thank you for your interest in this study, and for taking the time to participate in this online PIC. Your input is very important to us, and there are several ways to provide your comments.

We encourage you to review all PIC materials available on the project website, as well as participate in the survey offered at the end of this presentation.

If you have any comments or questions, please do not hesitate to contact the project team via email at: comments@highway401cobourgcolborne.ca, or by contacting one of the project team members listed on this slide by telephone.

Following this online PIC, the project team will review, consider and respond to the comments received. In consideration of the feedback received, we will confirm the overall Recommended Plan for this project, including the potential impacts to the environment and mitigation measures. The Transportation Environmental Study Report (or TESR) will be prepared and a Notice of Study Completion will be issued once completed, at which time the TESR will be available for public review on the project website for a 30-day review period.

In the interim, we would appreciate receiving any comments or question you may have by September 25, 2020. Thank you again for taking the time to participate in this online PIC.

2. 9.1 Bridge Improvements

2.1 9.1.1 Danforth Road

Preferred Bridge Improvement Alternatives



Danforth Road



Replace the Danforth Road Bridge

- A new underpass will replace the existing bridge in the same location
- Danforth Road will be closed over Highway 401 during construction
- The new structure will accommodate a future 6-lane and 8-lane footprint on Highway 401

This alternative is preferred because:

- It retains existing alignment of Danforth Road, which minimizes environmental, property, and utility impacts
- The construction method is faster when compared to staged construction with a single lane of traffic open on crossing road
- The construction staging cost is lower when compared to keeping bridge open during construction

[Click here to see the PIC1 Alternatives](#)

Ontario

Stantec

highway401cobourgcolborne.ca

Notes:

A range of alternatives for replacing the Danforth Road bridge were developed, assessed and presented at PIC 1. These included replace the bridge on its existing alignment, replace the bridge on a new alignment to the west, or on a new alignment to the east. Based on the assessment of improvement alternatives, replacing the bridge on its existing alignment is preferred because:

- It retains the existing alignment of Danforth Road, which minimizes environmental, property, and utility impacts
The construction method is faster when compared to staged construction with a single lane of traffic open on crossing road
- The construction staging cost is lower when compared to keeping the bridge open during construction

As part of this improvement, a new underpass will replace the existing bridge in the same location. The new structure will accommodate a future 6-lane and 8-lane footprint on Highway 401. Note that Danforth Road will be closed over Highway 401 during construction.

Please use the link on this slide to access the assessment of bridge improvement alternatives presented at PIC 1. A copy of the assessment of bridge replacement alternatives presented at PIC 1 is also available for your review on the project website.

2.2 9.1.2 Gully Road

Preferred Bridge Improvement Alternatives



Replace the Gully Road Bridge

- A new underpass will replace the existing bridge in the same location
- Gully Road will be closed over Highway 401 during construction
- The new structure will accommodate a future 6-lane and 8-lane footprint on Highway 401

This alternative is preferred because:

- It retains existing alignment of Gully Road, which minimizes environmental, property, and utility impacts
- The construction method is faster when compared to staged construction with a single lane of traffic open on crossing road
- The construction staging cost is lower when compared to keeping bridge open during construction

[Click here to see the PIC1 Alternatives](#)

Ontario 

Stantec

highway401cobourgcolborne.ca

Notes:

A range of alternatives for replacing the Gully Road bridge were developed, assessed and presented at PIC 1. These included replace the bridge on its existing alignment, replace the bridge on a new alignment to the west, or on a new alignment to the east. Based on the assessment of improvement alternatives, replacing the bridge on its existing alignment is preferred because:

- It retains the existing alignment of Gully Road, which minimizes environmental, property, and utility impacts
The construction method is faster when compared to staged construction with a single lane of traffic open on crossing road
- The construction staging cost is lower when compared to keeping bridge open during construction

As part of this improvement, a new underpass would replace the existing bridge in the same location. The new structure will accommodate a future 6-lane and 8-lane footprint on Highway 401. Note that Gully Road will be closed over Highway 401 during construction.

Please use the link on this slide to access the assessment of bridge improvement alternatives presented at PIC 1. A copy of the assessment of bridge replacement alternatives presented at PIC 1 is also available for your review on the project website.

2.3 9.1.3 Shelter Valley

Preferred Bridge Improvement Alternatives



Shelter Valley
Road & Creek



New Bridge over Roadway and Creek

- A new overpass will replace the existing bridge and culvert in the same location
- Shelter Valley Road will be closed under Highway 401 during construction
- The new structure will accommodate a future 6-lane and 8-lane footprint on Highway 401

This alternative is preferred because:

- It retains existing alignment of Shelter Valley Road, which minimizes environmental, property, and utility impacts
- It has minimal constructability challenges, when compared to the other alternative
- It minimizes impacts to Shelter Valley Creek when compared to other alternatives, and it has the lowest potential to impact fish and fish habitat
- It provides a potential future opportunity for a wildlife crossing Highway 401

[Click here to see the PIC1 Alternatives](#)

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Notes:

A range of alternatives for replacing the Shelter Valley Road bridge were developed, assessed and presented at PIC 1. These included: 1) new bridge over roadway and creek; 2) extend and line creek culvert; and a new bridge over the roadway; and, 3) new creek culvert and new bridge over roadway. Based on the assessment of improvement alternatives, the new bridge over the roadway and creek is preferred because:

- It retains existing alignment of Shelter Valley Road, which minimizes environmental, property, and utility impacts
- It minimizes impacts to Shelter Valley Creek when compared to other alternatives, and it has the lowest potential to impact fish and fish habitat
- It provides a potential future opportunity for a wildlife crossing of Highway 401

As part of this improvement, a new overpass would replace the existing structural culverts in the same location. The new structure will accommodate a future 6-lane and 8-lane footprint on Highway 401. Note that Shelter Valley Road will be closed under Highway 401 during construction.

Please use the link on this slide to access the assessment of bridge improvement alternatives presented at PIC 1. A copy of the assessment of bridge replacement alternatives presented at PIC 1 is also available for your review on the project website.

2.4 9.1.4 Vernonville Road

Preferred Bridge Improvement Alternatives



Vernonville
Road



Replace with New Bridge on Existing Alignment

- A new overpass will replace the existing bridge in the same location
- Vernonville Road will be closed under Highway 401 during construction
- The new structure will accommodate a future 6-lane and 8-lane footprint on Highway 401

This alternative is preferred because:

- The construction method is faster when compared to staged construction with a single lane of traffic open on crossing road
- The construction staging cost is lower when compared to keeping bridge open during construction

[Click here to see the PIC1 Alternatives](#)

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Notes:

To accommodate the interim and long-term improvements to Highway 401, the replacement of Vernonville Road bridge is required. Two alternative construction methods for replacing Vernonville Road bridge on the existing alignment were assessed and presented at PIC 1, including: 1) crossing road closed with detour; and, 2) keeping crossing road open.

During construction of the new bridge, closing Vernonville Road with detour is the preferred method because:

- The construction method is faster when compared to staged construction with a single lane of traffic open on crossing road, and
- The construction staging cost is lower when compared to keeping bridge open during construction

This improvement consists of a new overpass at the same location as the existing bridge, that will accommodate a future 6-lane and 8-lane footprint on Highway 401.

Please use the link on this slide to access the assessment of bridge improvement alternatives presented at PIC 1. A copy of the assessment of bridge replacement alternatives presented at PIC 1 is also available for your review on the project website.

2.5 9.1.5 Boyce Road

Preferred Bridge Improvement Alternatives

B
Boyce
Road



Replace with New Bridge on Existing Alignment

- A new overpass will replace the existing bridge in the same location
- Boyce Road will be closed under Highway 401 during construction
- The new structure will accommodate a future 6-lane and 8-lane footprint on Highway 401

This alternative is preferred because:

- The construction method is faster when compared to staged construction with a single lane of traffic open on crossing road
- The construction staging cost is lower when compared to keeping bridge open during construction

[Click here to see the PIC1 Alternatives](#)

Ontario 

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Notes:

The replacement of Boyce Road bridge is also required to accommodate the ultimate future footprint of Highway 401 within the study area. Two alternative construction methods for replacing this bridge on the existing alignment were assessed and presented at PIC 1, including: 1) crossing road closed with detour; and, 2) keep crossing road open.

During construction of the new bridge, closing Boyce Road with detour is preferred because:

- The construction method is faster when compared to staged construction with a single lane of traffic open on crossing road
- The construction staging cost is lower when compared to keeping bridge open during construction

This improvement consists of a new overpass at the same location as the existing bridge, that will accommodate a future 6-lane and 8-lane footprint on Highway 401.

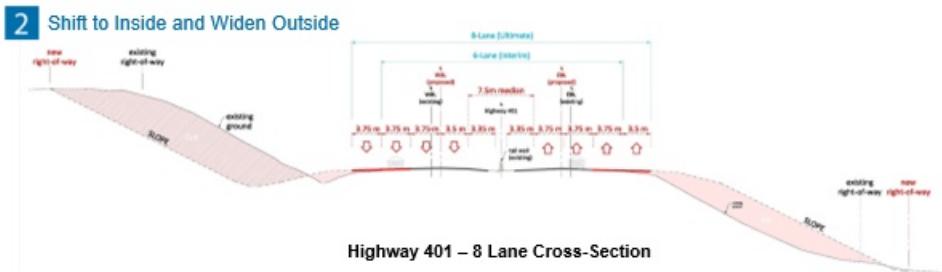
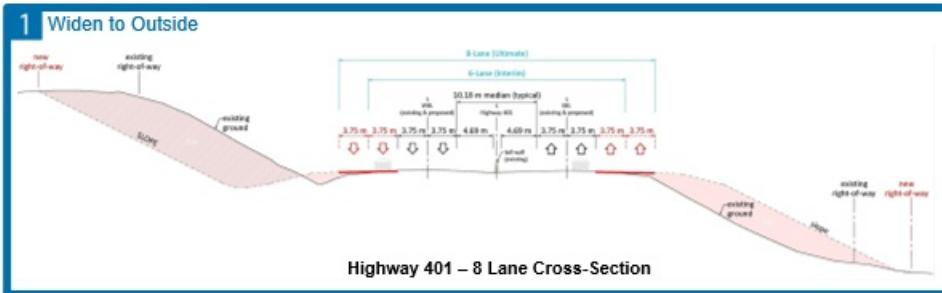
Please use the link on this slide to access the assessment of bridge improvement alternatives presented at PIC 1. A copy of the assessment of bridge replacement alternatives presented at PIC 1 is also available for your review on the project website.

3. 9.4 Highway Improvements

3.1 9.4.1 Evaluation of Highway 401 Cross-Section Alternatives

Evaluation of Highway 401 Cross-Section Alternatives

Two Highway 401 cross-section alternatives were presented at PIC 1 and subjected to further evaluation:



Alternative 1 (Widen to Outside), is preferred because:

- Construction to the outside only is simpler and less costly than widening inside and outside
- It minimizes traffic lane shifts during construction, which minimizes impacts to traffic flow and driver expectations
- The cross-section is consistent with the Highway 401 cross-section to the west (i.e. previously widened to outside)

[Click here to see a high-resolution version](#)

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Notes:

Two Highway 401 cross-section alternatives were presented and reviewed at PIC 1, including 1) Widen to the Outside ; and 2) Shift to Inside and Widen Outside.

Based on the results of the evaluation, Alternative 1 is preferred because:

- Construction to the outside only is simpler and less costly than widening inside and outside
- It minimizes traffic lane shifts during construction, which minimizes impacts to traffic flow and driver expectations
- The cross-section is consistent with the Highway 401 cross-section to the west (i.e. previously widened to outside)

If you would like to review this slide at a higher resolution please select the 'Click here to see a high-resolution version' link located on the bottom left corner of this slide. A copy of the assessment of cross-section alternatives presented at PIC 1 is also available for your review on the project website.

4. 9.3 Interchange Improvements

4.1 9.3.1 Evaluation of Interchange Alternatives

Evaluation of Interchange Alternatives

A Long List of Interchange Alternatives for Lyle Street and Percy Street were assessed and presented at PIC 1. Based on the results of the assessment, the following Short List of Interchange Alternatives were carried forward for further evaluation:

L Short List of Lyle Street Interchange Alternatives:



P Short List of Percy Street Interchange Alternatives:



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Notes:

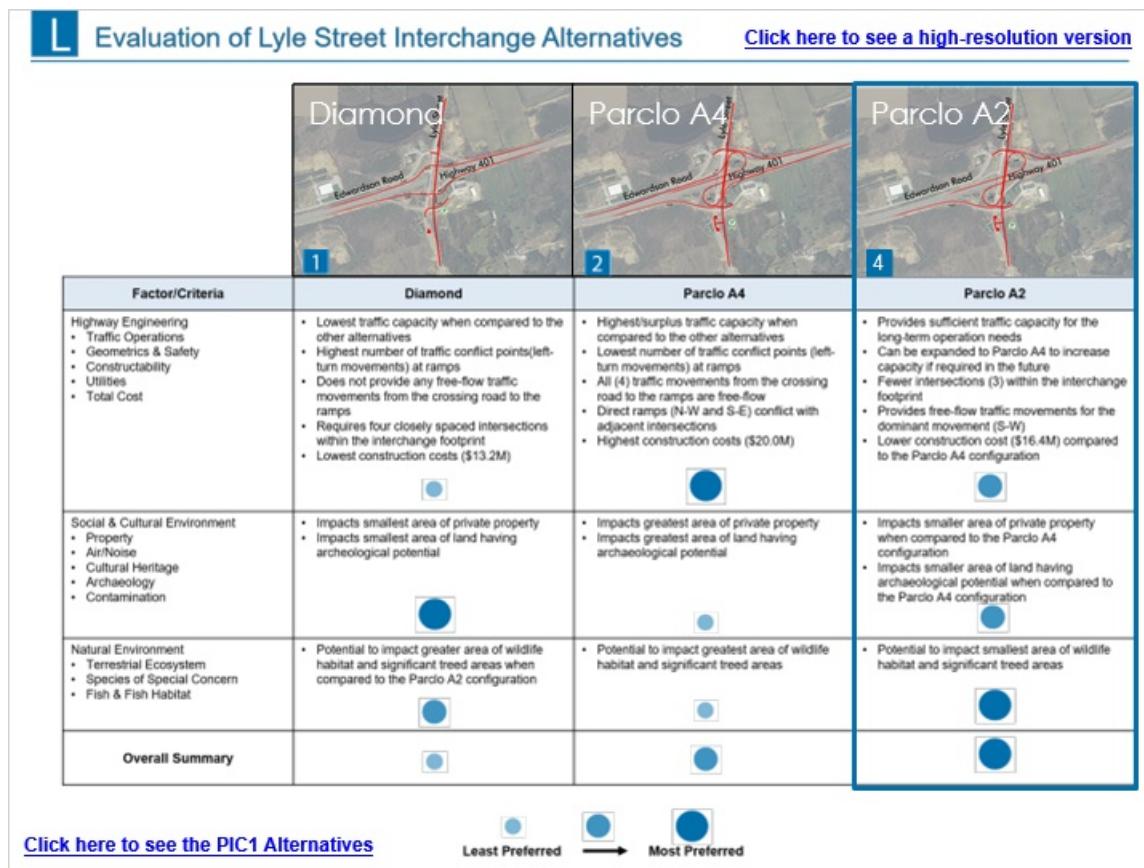
A Long List of four Interchange Alternatives for Lyle Street and Percy Street were assessed and presented at PIC 1. Based on the results of that assessment, a Short List of three Interchange Alternatives were carried forward for further evaluation, including the following configurations: Diamond; Parclo A4; and Parclo A2.

The Parclo B4 configuration for each Interchange Alternative was assessed and presented at PIC 1; however, was screened out from further consideration because it imposed significant property impacts at the northwest and southeast quadrants, and was considered less desirable to have exit loop ramps on Highway 401 at these locations.

The summary of the Lyle Street and Percy Street evaluations is presented on the following slides.

4.2 9.3.2 Evaluation of Lyle Street Interchange Alternatives

L Evaluation of Lyle Street Interchange Alternatives [Click here to see a high-resolution version](#)



The table compares four interchange alternatives based on various factors. The factors are: Highway Engineering, Social & Cultural Environment, Natural Environment, and Overall Summary. The preference levels are indicated by circles: light blue for least preferred, medium blue for intermediate, and dark blue for most preferred.

Factor/Criteria	Diamond	Parclo A4	Parclo A2	
Highway Engineering	<ul style="list-style-type: none"> Traffic Operations Geometrics & Safety Constructability Utilities Total Cost 	<ul style="list-style-type: none"> Lowest traffic capacity when compared to the other alternatives Highest number of traffic conflict points(left-turn movements) at ramps Does not provide any free-flow traffic movements from the crossing road to the ramps Requires four closely spaced intersections within the interchange footprint Lowest construction costs (\$13.2M) 	<ul style="list-style-type: none"> Highest/surplus traffic capacity when compared to the other alternatives Lowest number of traffic conflict points (left-turn movements) at ramps All (4) traffic movements from the crossing road to the ramps are free-flow Direct ramps (N-W and S-E) conflict with adjacent intersections Highest construction costs (\$20.0M) 	<ul style="list-style-type: none"> Provides sufficient traffic capacity for the long-term operation needs Can be expanded to Parclo A4 to increase capacity if required in the future Fewer intersections (3) within the interchange footprint Provides free-flow traffic movements for the dominant movement (S-W) Lower construction cost (\$16.4M) compared to the Parclo A4 configuration
Social & Cultural Environment	<ul style="list-style-type: none"> Property Air Noise Cultural Heritage Archaeology Contamination 	<ul style="list-style-type: none"> Impacts smallest area of private property Impacts smallest area of land having archaeological potential 	<ul style="list-style-type: none"> Impacts greatest area of private property Impacts greatest area of land having archaeological potential 	<ul style="list-style-type: none"> Impacts smaller area of private property when compared to the Parclo A4 configuration Impacts smaller area of land having archaeological potential when compared to the Parclo A4 configuration
Natural Environment	<ul style="list-style-type: none"> Terrestrial Ecosystem Species of Special Concern Fish & Fish Habitat 	<ul style="list-style-type: none"> Potential to impact greater area of wildlife habitat and significant treed areas when compared to the Parclo A2 configuration 	<ul style="list-style-type: none"> Potential to impact greatest area of wildlife habitat and significant treed areas 	<ul style="list-style-type: none"> Potential to impact smallest area of wildlife habitat and significant treed areas
Overall Summary				

[Click here to see the PIC1 Alternatives](#)

Least Preferred Most Preferred

Notes:

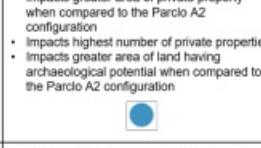
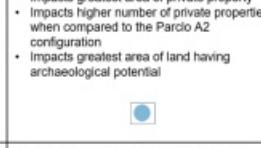
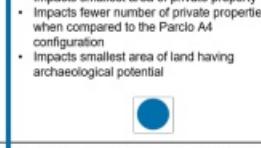
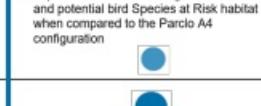
Based on the evaluation of the Short List of Lyle Street Interchange Alternatives, Alternative 4, Parclo A2 is preferred because:

- It provides sufficient traffic capacity for the long-term operation needs;
- It provides free-flow traffic movements for the dominant south and west movements;
- It impacts a smaller area of private property and lands having archaeological potential than the Parclo A4 Interchange; and
- It has the potential to impact the smallest area of natural environment features, when compared to the other alternatives.

Please use the link located on the bottom-left corner of this slide to access the preliminary assessment of interchange alternatives presented at PIC 1. If you would like to review this table at a higher resolution, please select the "Click here to see a high-resolution version" link located on the top-right corner of this slide.

4.3 9.3.3 Evaluation of Percy Street Interchange Alternatives

P Evaluation of Percy Street Interchange Alternatives [Click here to see a high-resolution version](#)

Factor/Criteria	Diamond	Parclo A4	Parclo A2
Highway Engineering	<ul style="list-style-type: none"> Lowest traffic capacity when compared to the other alternatives Highest number of traffic conflict points(left-turn movements) at ramp terminals Does not provide any free-flow traffic movements from the crossing road to the ramps Lowest construction costs (\$12.8M) 	<ul style="list-style-type: none"> Highest/surplus traffic capacity when compared to the other alternatives Lowest number of traffic conflict points (left-turn movements) at ramp terminals All (4) traffic movements from the crossing road to the ramps are free-flow Highest construction costs (\$20.4M) 	<ul style="list-style-type: none"> Provides sufficient capacity for the long-term traffic operation needs Can be expanded to Parclo A4 to increase capacity if required Provides free-flow traffic movements for the dominant movement (S-W) Lower construction cost (\$15.4M) compared to a Parclo A4 configuration 
Social & Cultural Environment	<ul style="list-style-type: none"> Impacts greater area of private property when compared to the Parclo A2 configuration Impacts highest number of private properties Impacts greater area of land having archaeological potential when compared to the Parclo A2 configuration 	<ul style="list-style-type: none"> Impacts greatest area of private property Impacts higher number of private properties when compared to the Parclo A2 configuration Impacts greatest area of land having archaeological potential 	<ul style="list-style-type: none"> Impacts smallest area of private property Impacts fewer number of private properties when compared to the Parclo A4 configuration Impacts smallest area of land having archaeological potential 
Natural Environment	<ul style="list-style-type: none"> Impacts smaller area of wildlife habitat when compared to the Parclo A4 configuration Impacts smallest area of significant treed area and potential bird Species at Risk habitat 	<ul style="list-style-type: none"> Impacts greatest area of wildlife habitat Impacts greater area of significant treed area and potential bird Species at Risk habitat when compared to the Diamond configuration 	<ul style="list-style-type: none"> Impacts smaller area of wildlife habitat when compared to the Parclo A4 configuration Impacts smaller area of significant treed area and potential bird Species at Risk habitat when compared to the Parclo A4 configuration 
Overall Summary			

[Click here to see the PIC1 Alternatives](#)   [highway401cobourgcolborne.ca](#)

Notes:

Based on the evaluation of the Short List of Percy Street Interchange Alternatives, Parclo A2 is preferred because:

- It provides sufficient capacity for the long-term traffic operation needs;
- It provides free-flow traffic movements for the dominant south and west movements;
- It impacts the smallest area of private property and lands having archaeological potential; and
- It impacts a smaller area of natural environment features when compared to the other alternatives.

Please use the link located on the bottom-left corner of this slide to access the preliminary assessment of interchange alternatives presented at PIC 1. If you would like to review this table at a higher resolution, please select the "Click here to see a high-resolution version" link located on the top-right corner of this slide.

5. 9.2 Culvert/Drainage Improvements

5.1 9.2.1 Preferred Culvert/Drainage Improvement Strategy

Preferred Culvert/Drainage Improvement Strategy

Culvert	Interim (future 6-Laning) Improvement Strategy	Ultimate (Future 8-Laning) Improvement Strategy	Approximate Height of Fill
21X-0467/C0	Replace (trenchless)	Rehabilitate	13 m
21X-0468/C0	Rehabilitate Add retaining walls	Replace (open cut)	7 m
21X-0469/C0	Replace (line and extend)	Rehabilitate	17 m
21X-0270/C0 Grafton Creek	Rehabilitate Add retaining walls	Replace with bridge	15 m
21X-0470/C0 Northumberland	Replace (trenchless)	Rehabilitate	15 m
21X-0272/C0 Shelter Valley Creek Culvert	Rehabilitate Add retaining walls	Replace with bridge	19 m (creek) 14 m (road)
21X-0576/C0 Boyce Road	Rehabilitate and strengthen Add retaining walls	Replace (trenchless)	15 m

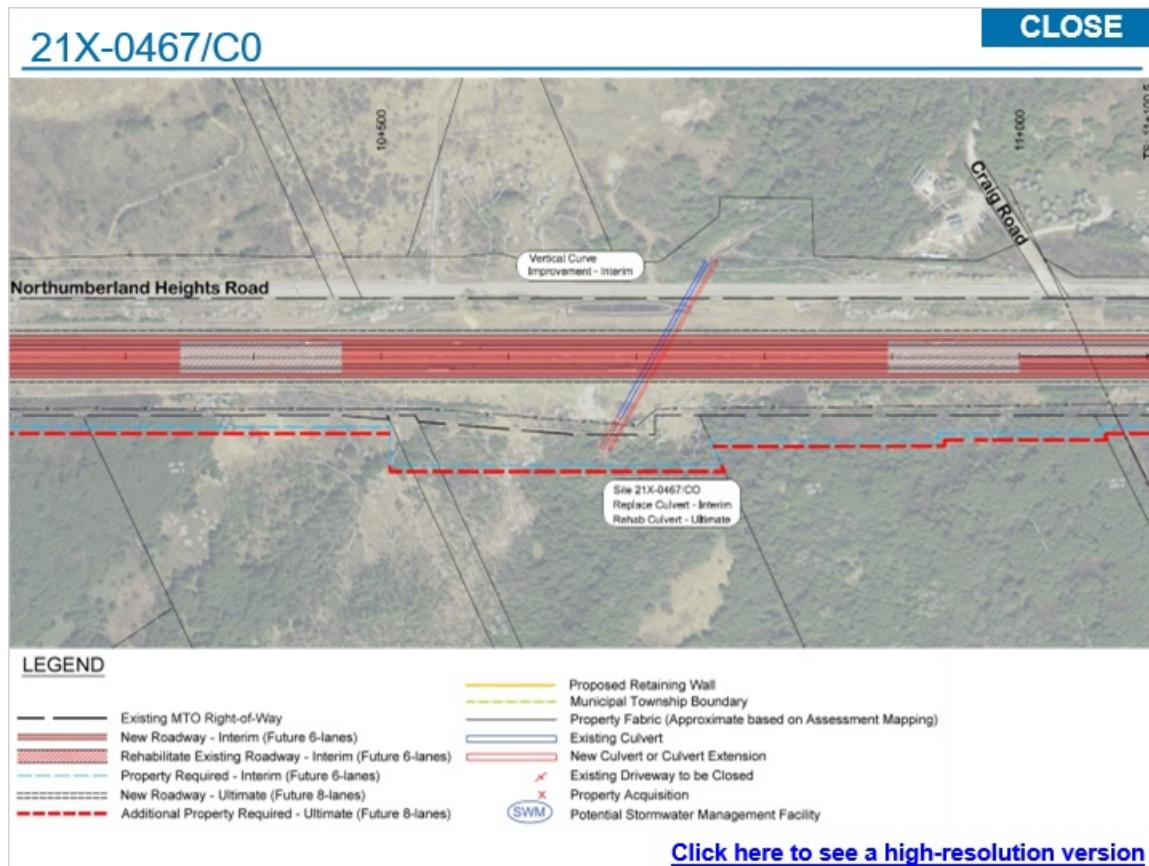
Notes:

As noted, structural culverts within the study area are approaching the end of their service life and will need to be rehabilitated or replaced. Based on a detailed review and inspection of the existing condition of the six structural culverts in the study area, the following interim (6-laning) and ultimate (future 8-laning) improvement strategy is preferred.

The assessment of alternative improvement strategies was presented at PIC 1, a copy of which is available for your review on the project website.

6. 10.1 Preferred Plan Sections

6.1 10.1.1 21X-0467/C0



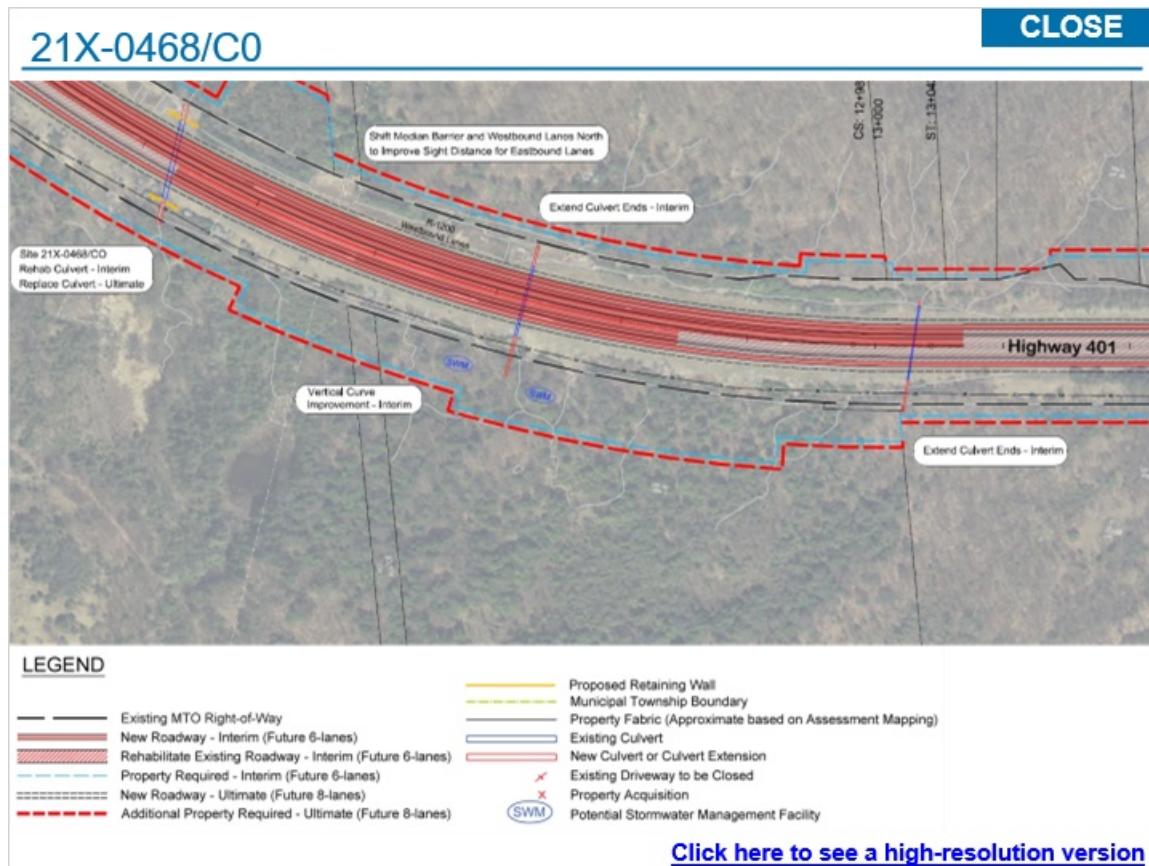
Notes:

The existing culvert near Northumberland Heights Road and Craig Road is nearing the end of its service life.

The Preferred Plan includes the replacement of this culvert using trenchless technology when the interim 6-lane Highway 401 footprint is established. However, the culvert will be designed to accommodate the ultimate 8-lane Highway 401 footprint.

The use of trenchless technology will allow Highway 401 traffic to be maintained during construction. The culvert will require rehabilitation when the ultimate 8-lane Highway 401 footprint is established.

6.2 10.1.2 21X-0468/C0

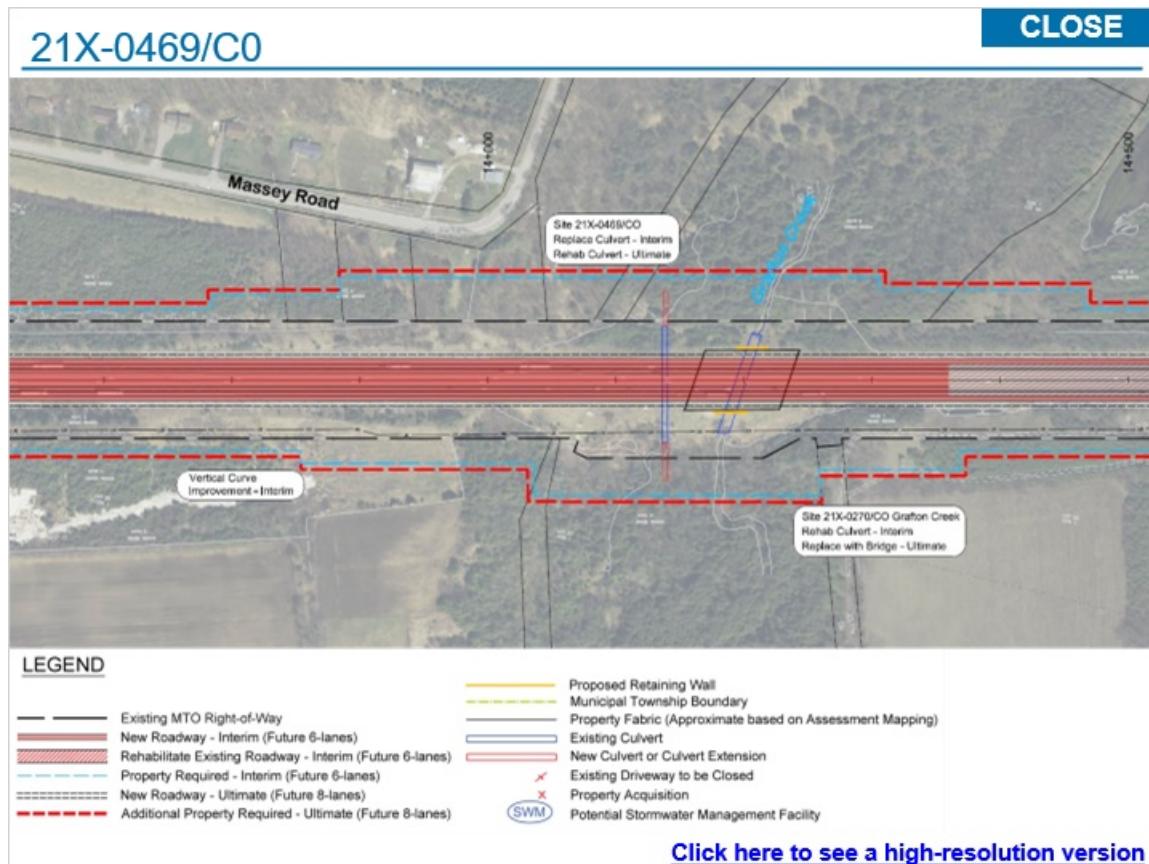


Notes:

The Preferred Plan for the existing culvert located just east of Danforth Road involves rehabilitating the culvert at the time the interim 6-lane Highway 401 footprint is established. Retaining walls will be required at that time as well to retain the soil from the widened highway.

When the ultimate 8-lane Highway 401 footprint is established, the Preferred Plan is to replace the culvert, likely using trenchless technology. The use of trenchless technology will allow Highway 401 traffic to be maintained during construction.

6.3 10.1.3 21X-0469/C0

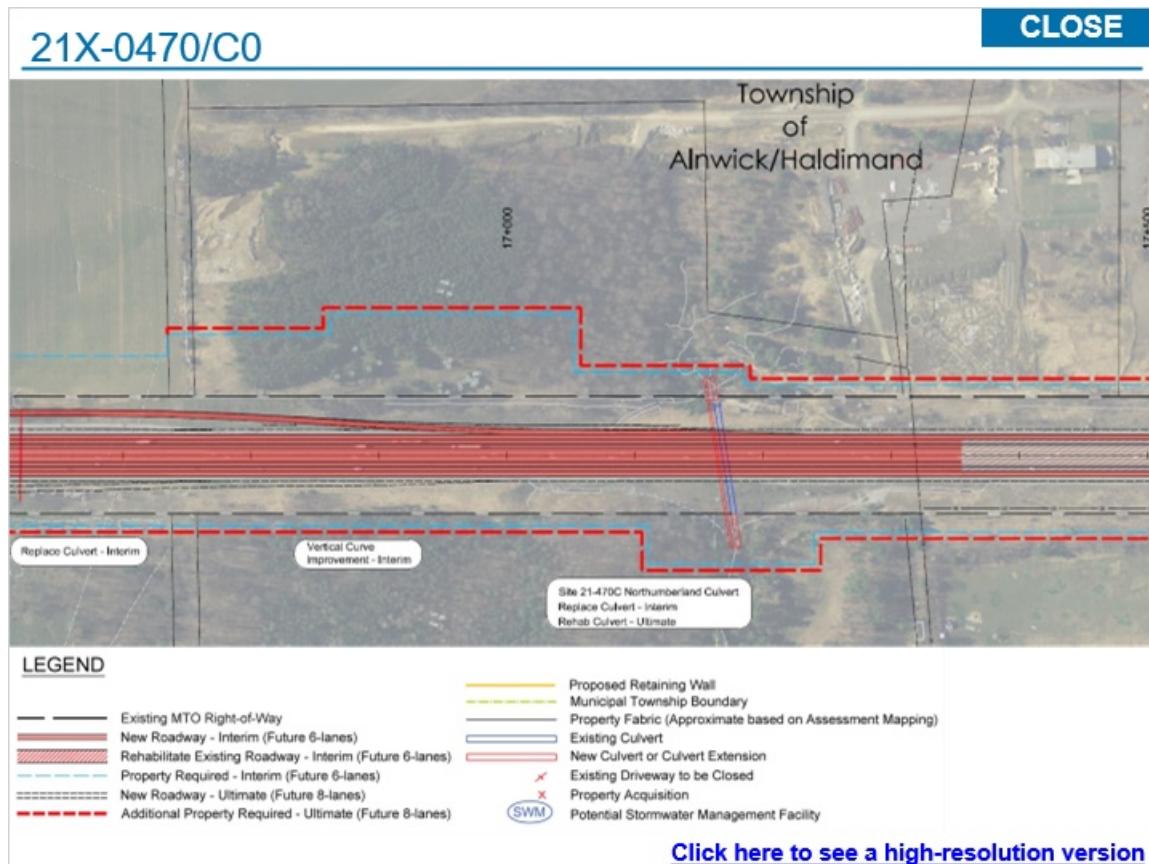


Notes:

The Preferred Plan for the existing culvert located just east of Massey Road involves installing an arch liner inside of the existing culvert. It can be installed at the time the interim 6-lane Highway 401 footprint is established, but will be designed to accommodate the ultimate 8-lane Highway 401 footprint.

At the time, the ultimate 8-lane Highway 401 footprint is established, the culvert will require rehabilitation.

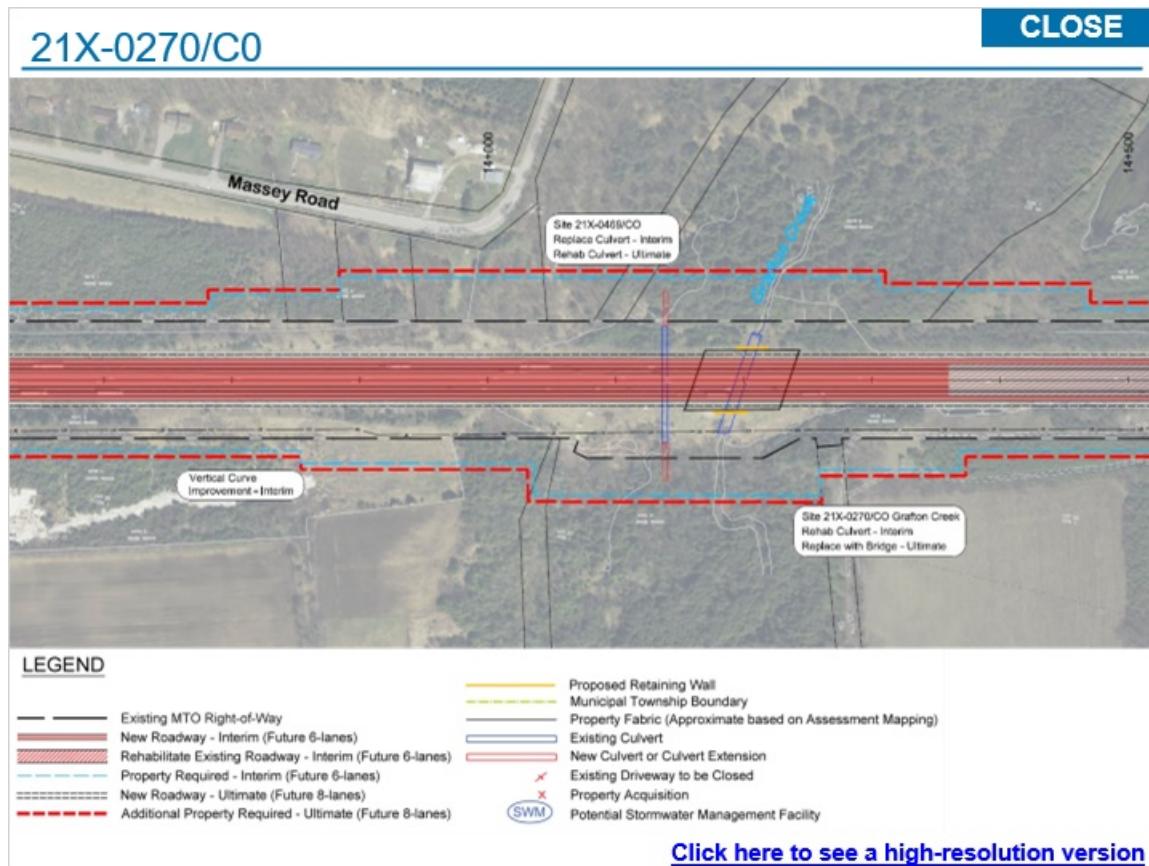
6.4 10.1.5 21X-0470/C0



Notes:

The existing culvert at Northumberland Creek is nearing the end of its service life. The Preferred Plan includes the replacement of this culvert using trenchless technology when the interim 6-lane Highway 401 footprint is established. However, the culvert will be designed to accommodate the ultimate 8-lane Highway 401 footprint. The use of trenchless technology will allow Highway 401 traffic to be maintained during construction. The culvert will require rehabilitation when the ultimate 8-lane Highway 401 footprint is established.

6.5 10.1.4 21X-0270/C0

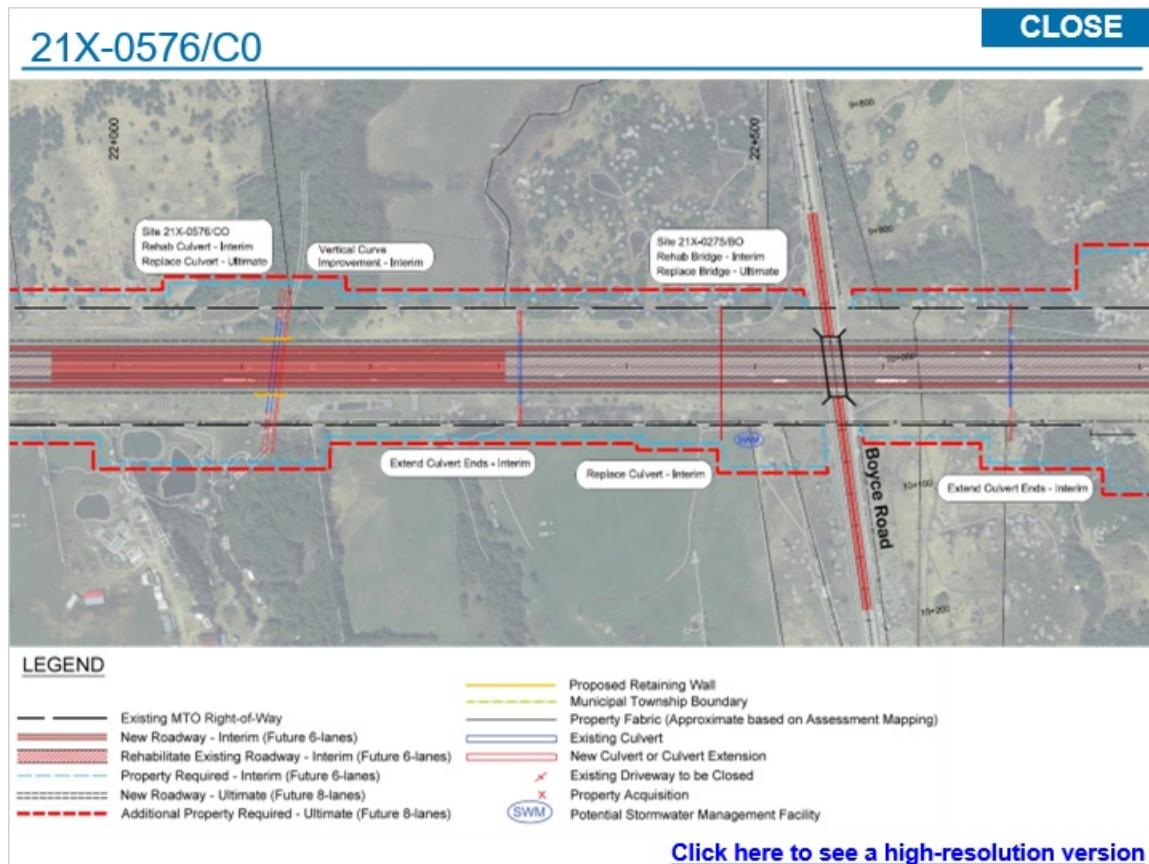


Notes:

The Preferred Plan for the existing culvert at Grafton Creek involves rehabilitating the culvert at the time the interim 6-lane Highway 401 footprint is established. Retaining walls will be required at that time as well to retain the soil from the widened highway.

When the ultimate 8-lane Highway 401 footprint is established, the Preferred Plan is to replace the culvert with a structure on Highway 401 over the creek.

6.6 10.1.7 21X-0576/C0

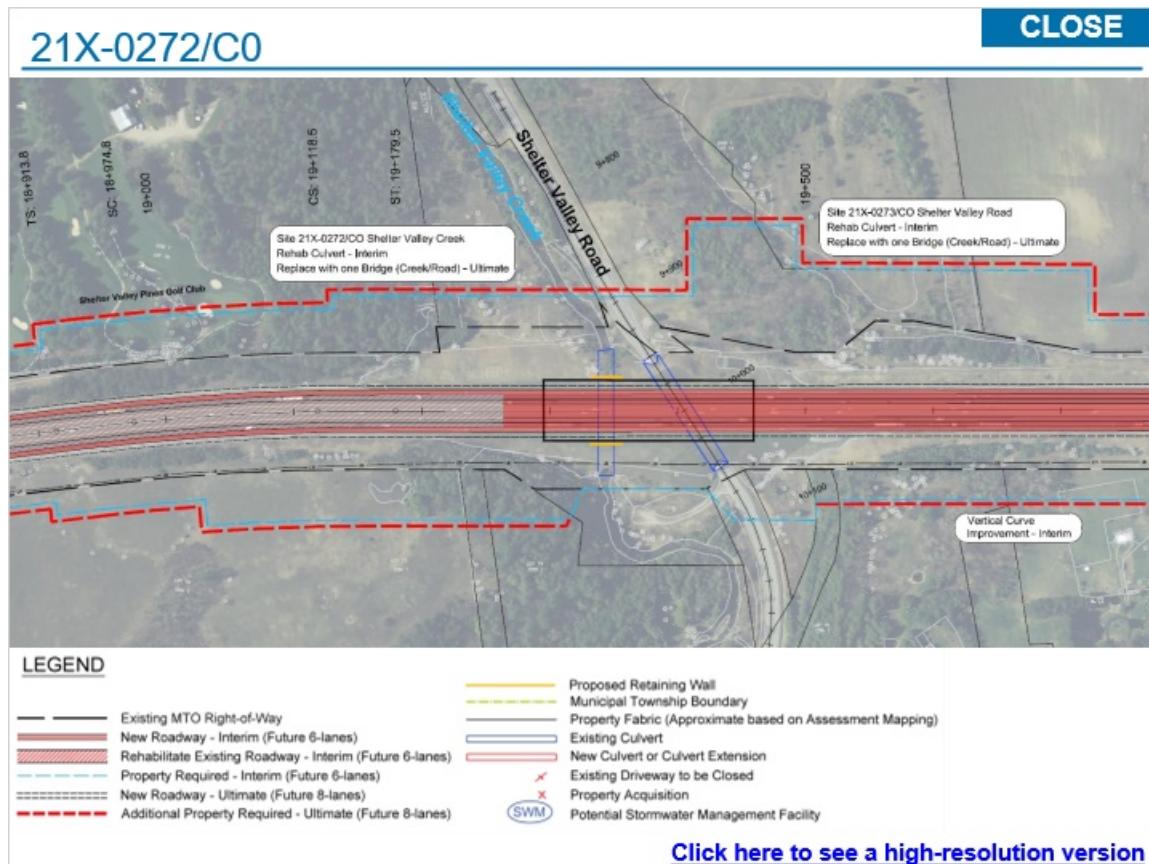


Notes:

The Preferred Plan for the existing culvert located west of Boyce Road involves rehabilitating the culvert at the time the interim 6-lane Highway 401 footprint is established. Retaining walls will be required at that time as well to retain the soil from the widened highway.

When the ultimate 8-lane Highway 401 footprint is established, the Preferred Plan is to replace the culvert, likely using trenchless technology. The use of trenchless technology will allow Highway 401 traffic to be maintained during construction.

6.7 10.1.6 21X-0272/C0



Notes:

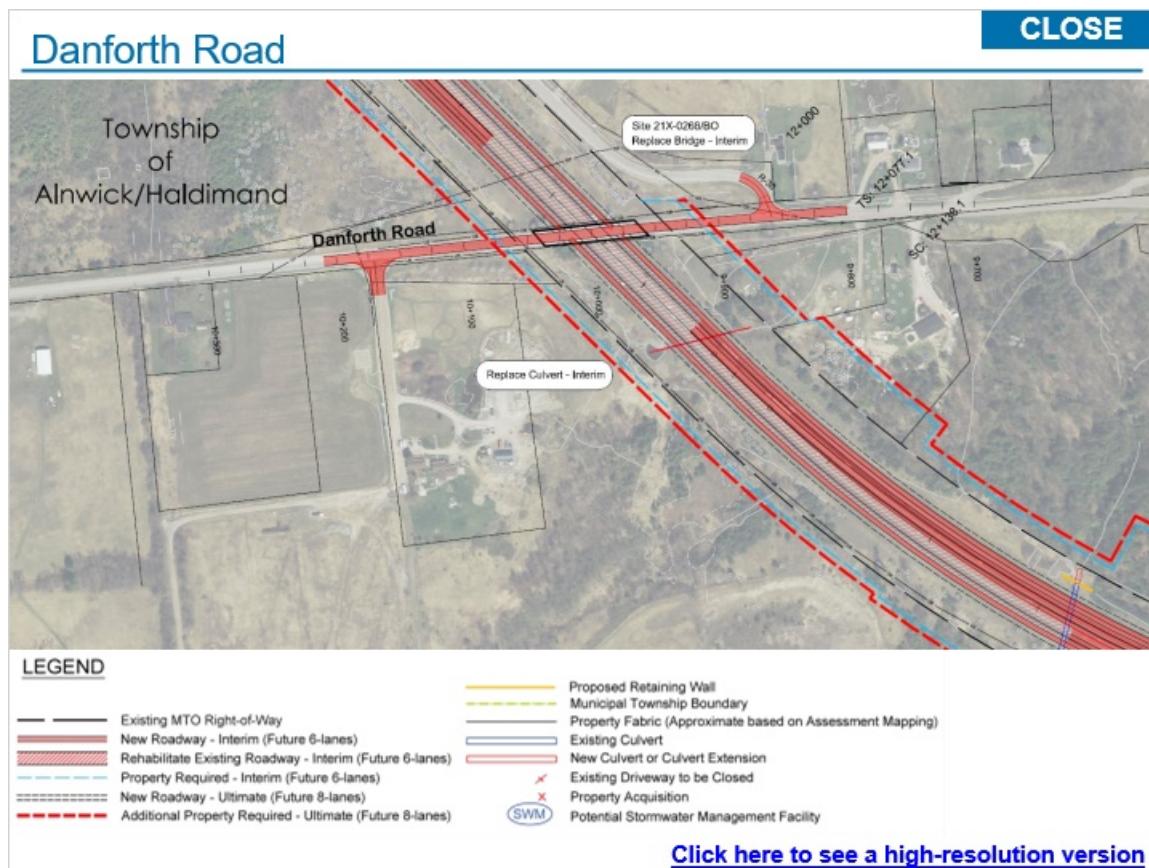
The Preferred Plan at this location includes a new overpass (Highway 401 over Shelter Valley Road and Shelter Valley Creek) that will replace the existing bridge and culvert.

In the interim, both the existing roadway structure and creek culvert will be rehabilitated to accommodate the future 6-lane Highway 401 footprint. Shelter Valley Road under Highway 401 will continue to have one lane of traffic in each direction.

The new structure that spans both the road and the creek will be implemented to accommodate the future ultimate 8-lane footprint of Highway 401.

During construction of the new bridge, Shelter Valley Road will be closed to traffic. Additional details are provided in the Detour Routes display included on Slide 11 of this presentation.

6.8 10.1.8 Danforth Road

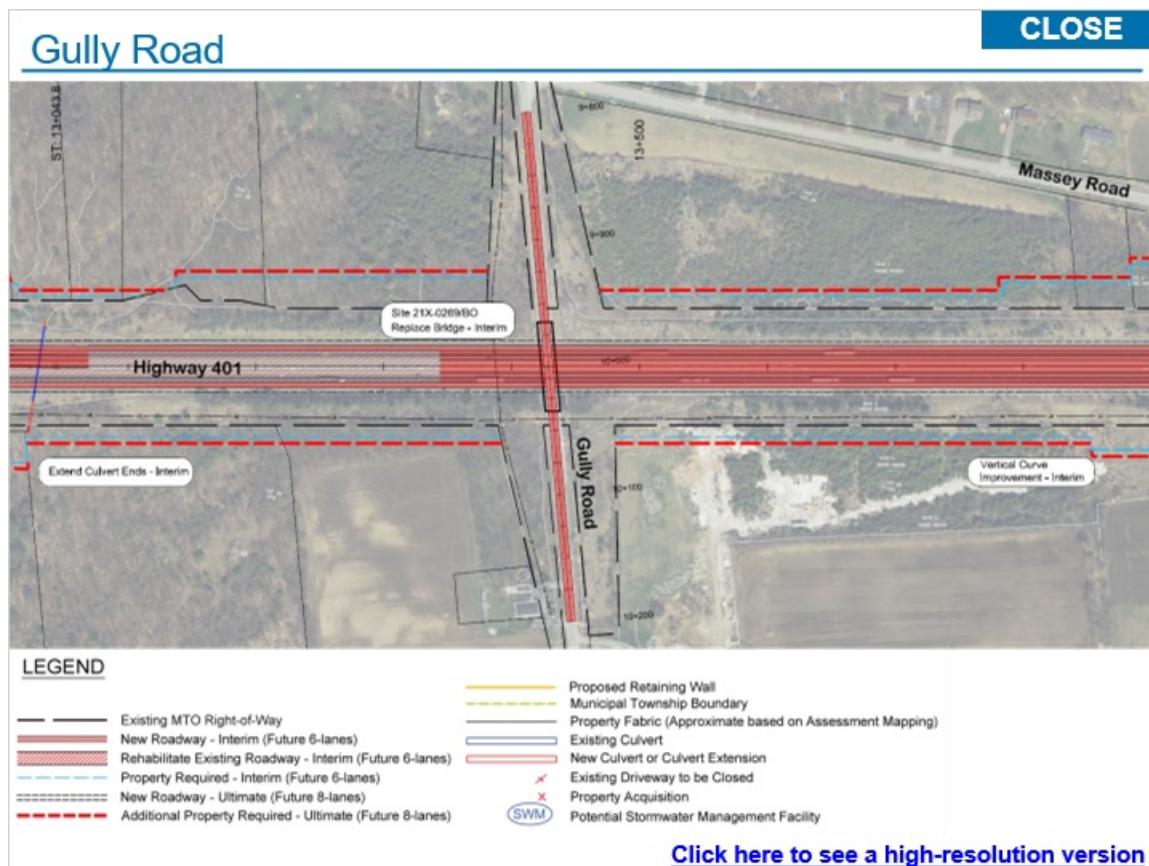


Notes:

The Preferred Plan at Danforth Road includes a new underpass (bridge over Highway 401) that will replace the existing bridge in the same location. The new structure will accommodate a future interim 6-lane and ultimate 8-lane Highway 401 footprint. Danforth Road will be raised slightly over Highway 401 and minor adjustments at its intersection with Northumberland Road will be required.

The new structure will have one lane of traffic in each direction. During construction of the new bridge, Danforth Road will be closed to traffic. Additional details are provided in the Detour Routes display included on Slide 11 of this presentation.

6.9 10.1.9 Gully Road



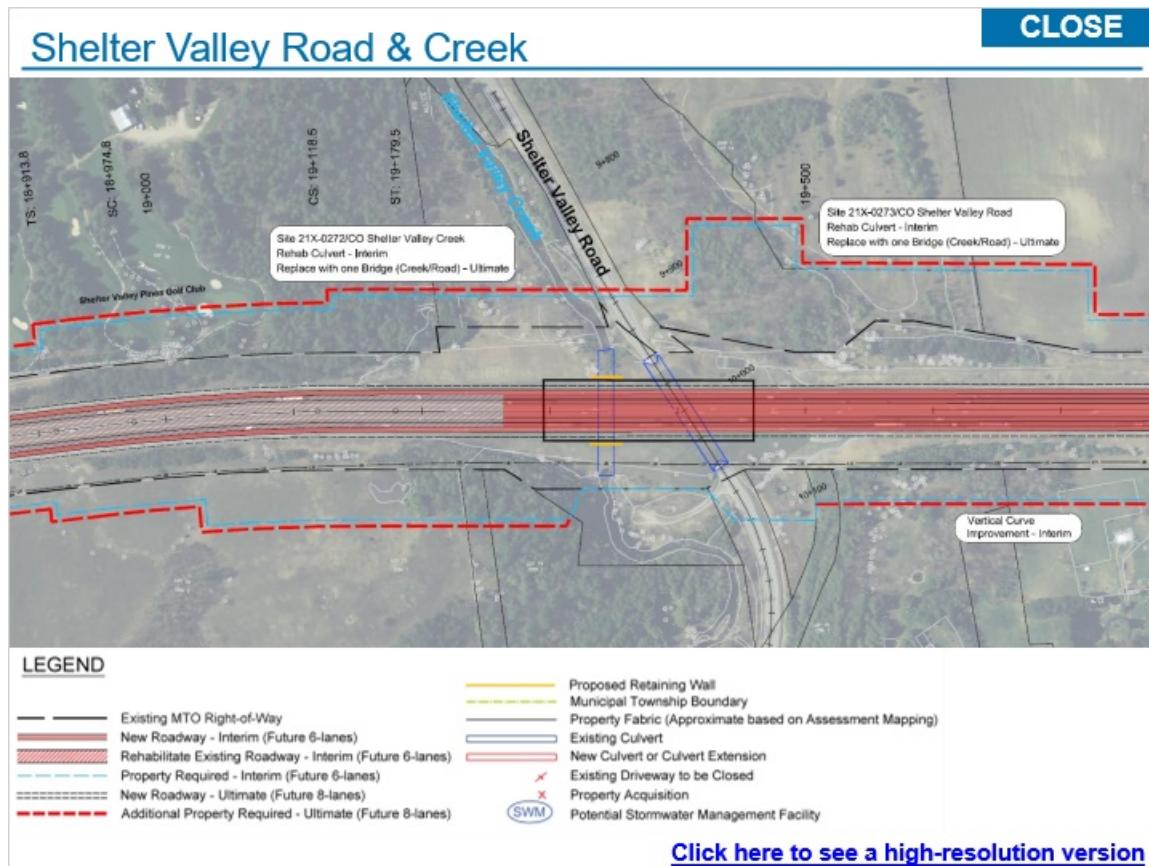
Notes:

The Preferred Plan at Gully Road includes a new underpass (bridge over Highway 401) that will replace the existing bridge in the same location. The new structure will accommodate a future interim 6-lane and ultimate 8-lane Highway 401 footprint.

The new structure will have one lane of traffic in each direction.

During construction of the new bridge, Gully Road will be closed to traffic. Additional details are provided in the Detour Routes display included on Slide 11 of this presentation.

6.10 10.1.10 Shelter Valley Road & Creek



Notes:

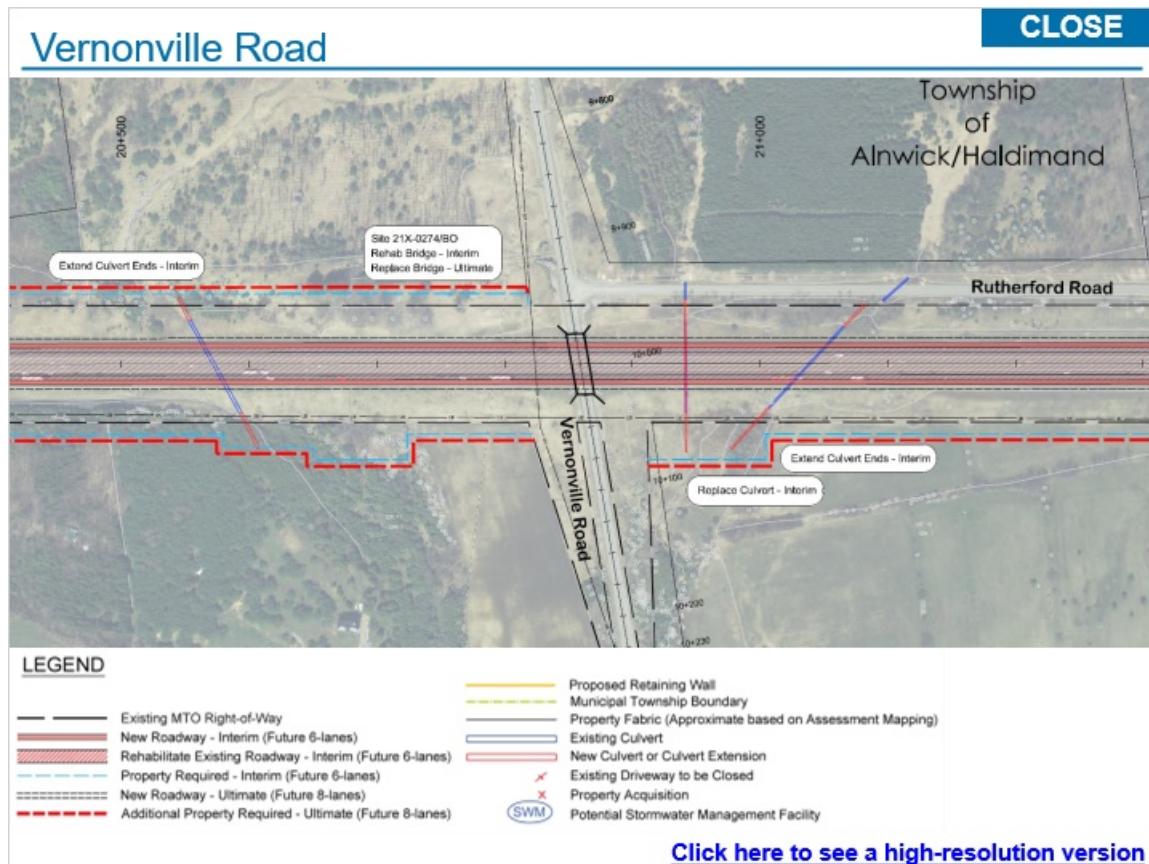
The Preferred Plan at this location includes a new overpass (Highway 401 over Shelter Valley Road and Shelter Valley Creek) that will replace the existing bridge and culvert.

In the interim, both the existing roadway structure and creek culvert will be rehabilitated to accommodate the future 6-lane Highway 401 footprint. Shelter Valley Road under Highway 401 will continue to have one lane of traffic in each direction.

The new structure that spans both the road and the creek will be implemented to accommodate the future ultimate 8-lane footprint of Highway 401.

During construction of the new bridge, Shelter Valley Road will be closed to traffic. Additional details are provided in the Detour Routes display included on Slide 11 of this presentation.

6.11 10.1.11 Vernonville Road



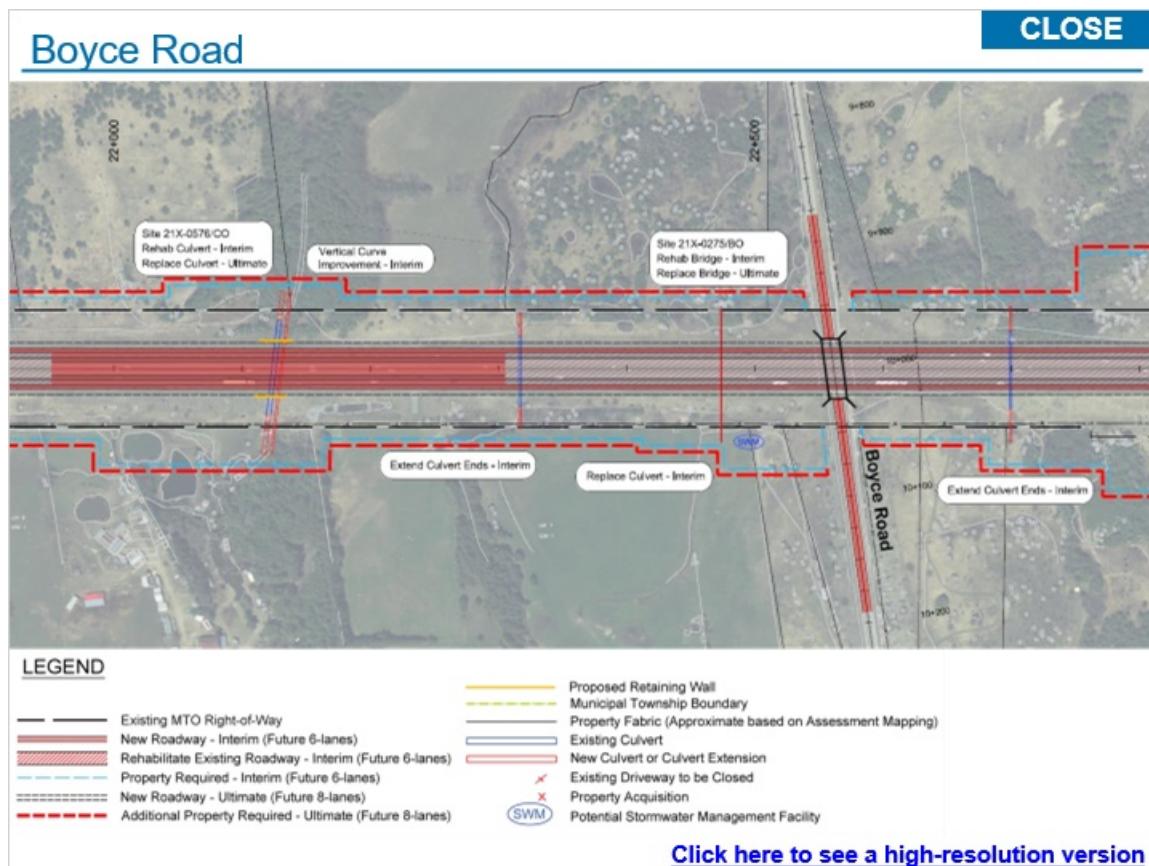
Notes:

The Preferred Plan at Vernonville Road includes a new rigid frame overpass (i.e. Highway 401 over Vernonville Road) that will replace the existing bridge in the same location. The existing structure will be rehabilitated and widened to accommodate the future interim 6-lane Highway 401 footprint.

When a future 8-lane Highway 401 footprint is required, the structure will be replaced with the new rigid frame overpass. Depending on the structural condition of the existing bridge, replacement may be required prior to the need for the future ultimate 8-lane Highway 401 footprint.

During construction of the new bridge, Vernonville Road will be closed to traffic. Additional details are provided in the Detour Routes display included on Slide 11 of this presentation.

6.12 10.1.12 Boyce Road



Notes:

The Preferred Plan at Boyce Road includes a new rigid frame overpass (i.e. Highway 401 over Boyce Road) that will replace the existing bridge in the same location. The existing structure will be rehabilitated and widened to accommodate the future interim 6-lane Highway 401 footprint.

When a future 8-lane Highway 401 footprint is required, the structure will be replaced with the new rigid frame overpass. Depending on the structural condition of the existing bridge, replacement may be required prior to the need for the future ultimate 8-lane Highway 401 footprint.

During construction of the new bridge, Boyce Road will be closed to traffic. Additional details are provided in the Detour Routes display included on Slide 11 of this presentation.

6.13 10.1.13 Lyle Street



Notes:

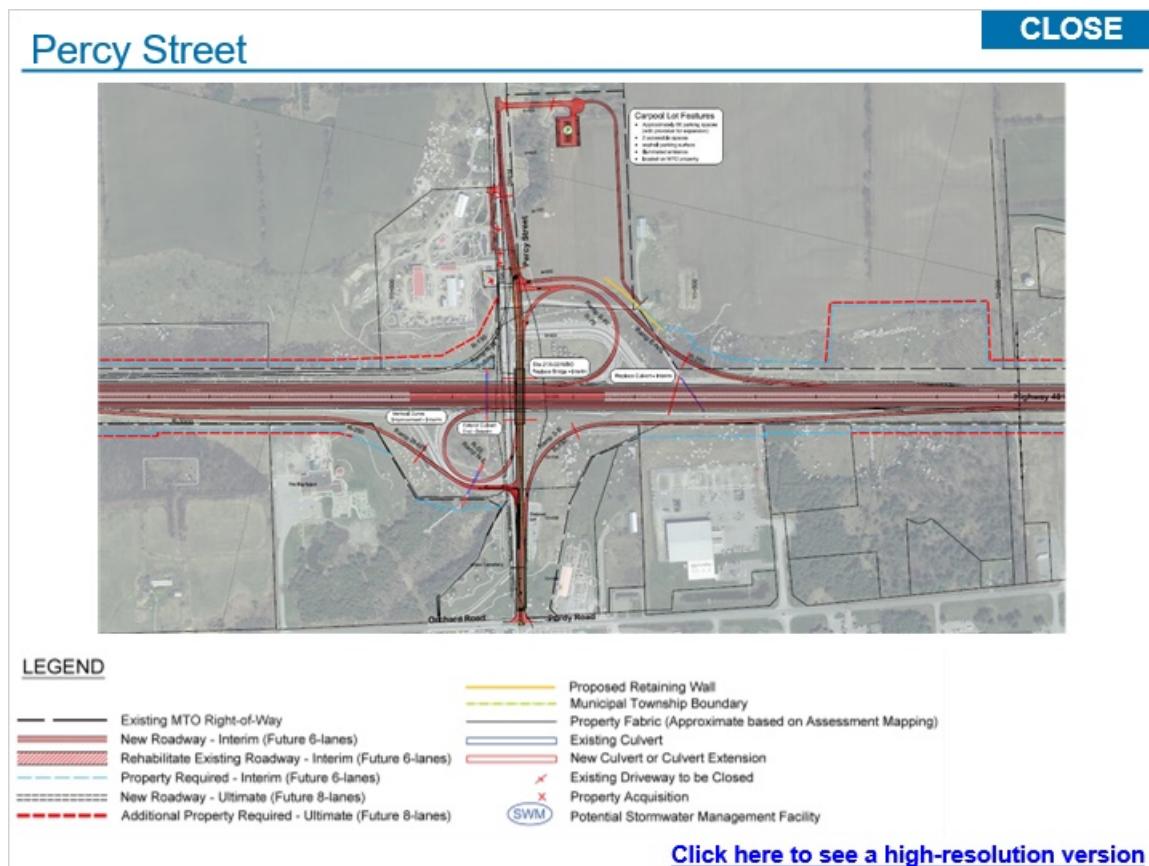
The Preferred Plan includes a new interchange at Lyle Street. The new crossing will be moved slightly east of the existing crossing to facilitate construction, and the interchange will be reconfigured to a 'Parclo A2' configuration.

Future direct ramps from the north to the west, and from the south to the east will be protected. The Preferred Plan includes a minor realignment/extension of Edwardson Road, as well as a new cul-de-sac along the existing Lyle Street to provide access to existing properties.

The existing MTO Carpool Lot will be relocated to the east of its current location and upgraded to current standards.

The new structure will continue to have one lane of traffic in each direction and will accommodate the beginning of the on ramps to Highway 401. A 1.5-metre-wide shoulder will also be provided on each side of the structure.

6.14 10.1.14 Percy Street



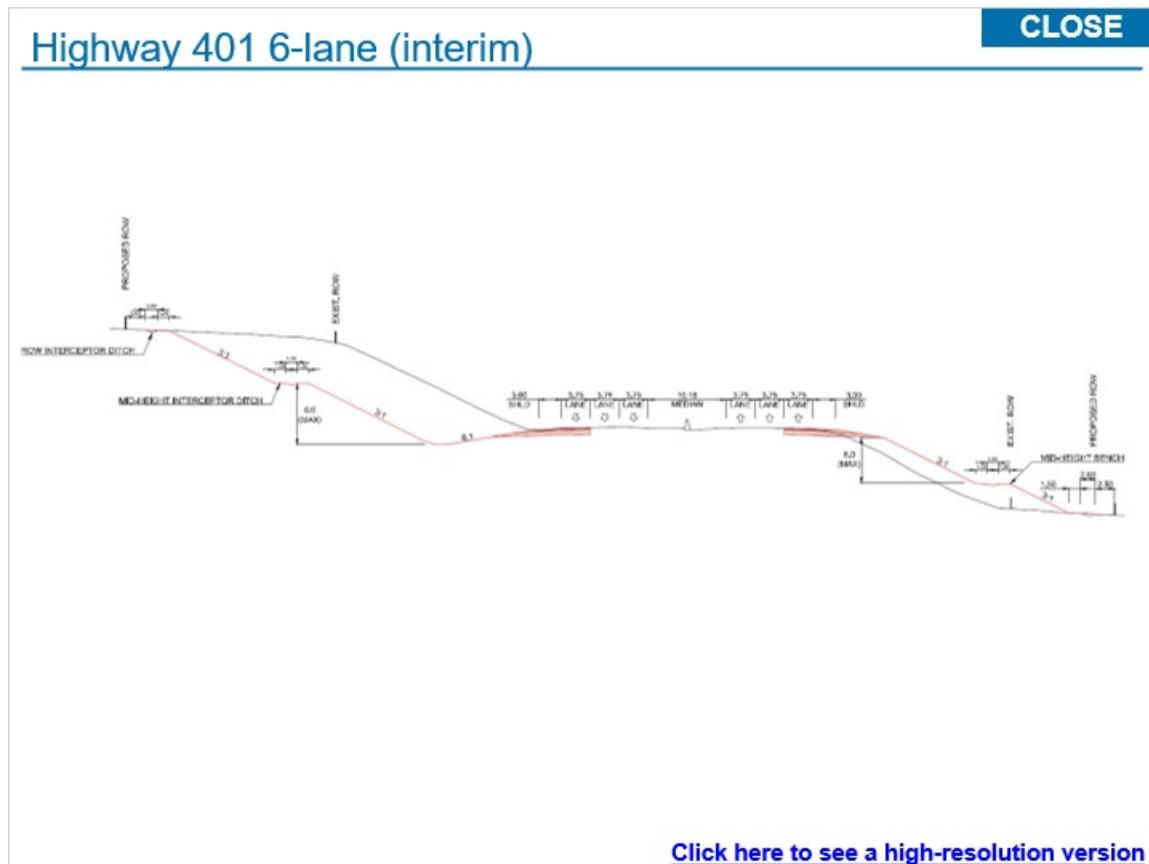
Notes:

The Preferred Plan includes a new interchange at Percy Street. The new crossing will be moved slightly east of the existing crossing to facilitate construction, and the interchange will be reconfigured to a 'Parclo A3' configuration. The direct ramp from the south to the east is recommended as part of the Preferred Plan to accommodate traffic, and eliminate the need for a left-turn from Percy Street.

A future direct ramp from the north to the west will be protected. The existing MTO Carpool Lot will be relocated from its current location to the northeast quadrant of the interchange and upgraded to current standards.

The new structure will have one lane of traffic in each direction, as well as a 1.5 metre wide bike lane in each direction. A 1.5 metre wide shoulder will also be provided on each side of the structure.

6.15 10.1.15 Highway 401 6-lane (interim)

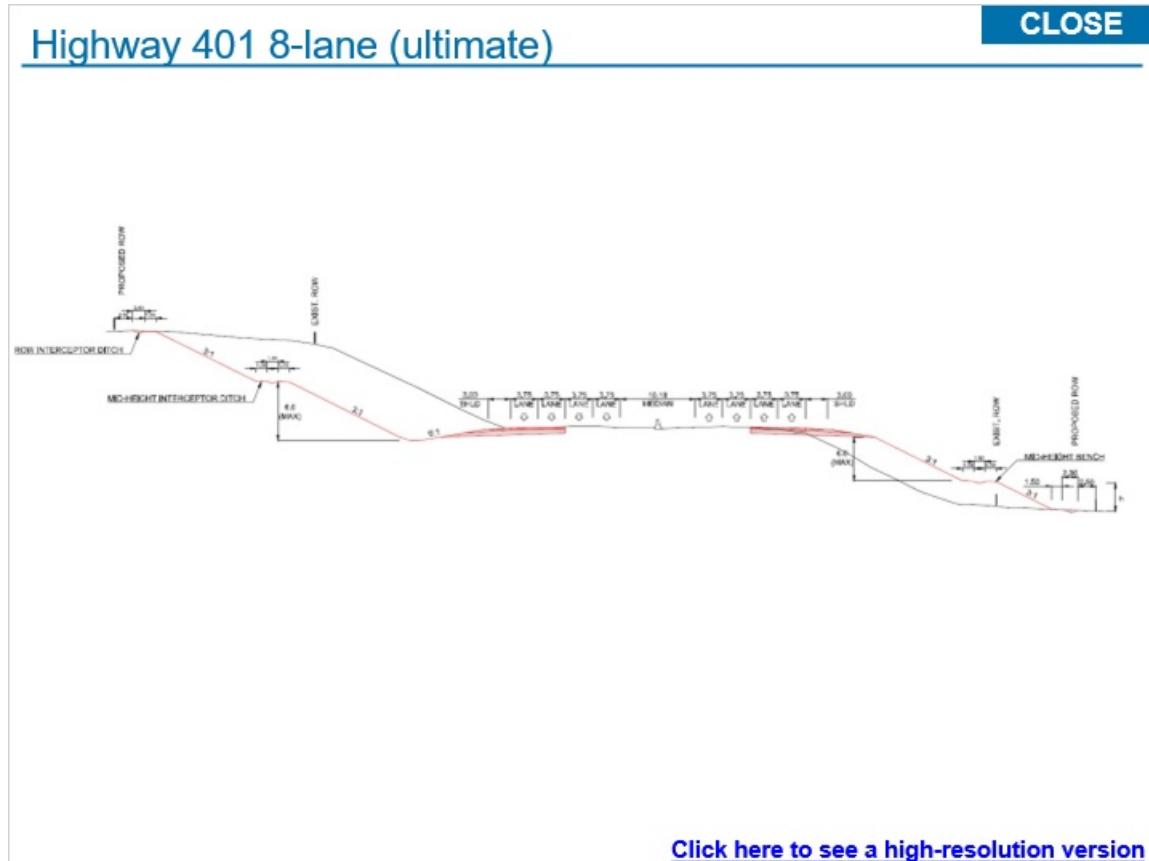


Notes:

The interim 6-lane Highway 401 footprint includes adding an additional lane of traffic in each direction to the outside of the existing highway.

Property required for the interim 6-lane footprint is shown on the Preferred Plan display as a dashed blue line.

6.16 10.1.16 Highway 401 8-lane (ultimate)



Notes:

The ultimate 8-lane Highway 401 footprint includes adding an additional lane of traffic in each direction to the outside of the interim 6-lane highway.

Property required for the ultimate 8-lane footprint is shown on the Preferred Plan display as a dashed red line.

Online Public Information Centre (PIC) 2

Comment Sheet

Your feedback is important to us. Please submit your comments by September 25, 2020. With the exception of personal information, all comments will become part of the public record.

Comments may be submitted by mail, fax or email to:

Mr. Gregg Cooke, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 200-835 Paramount Drive Stoney Creek ON L8J 0B4 Tel: (905) 381-3227 comments@highway401cobourgcolborne.ca	Mr. Muhammad Waseem, P.Eng. Senior 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 comments@highway401cobourgcolborne.ca
--	---

Comments submitted by:

Name: _____

Address (including Postal Code):

Telephone Number:

Email:

Please provide your comments in the space provided below:



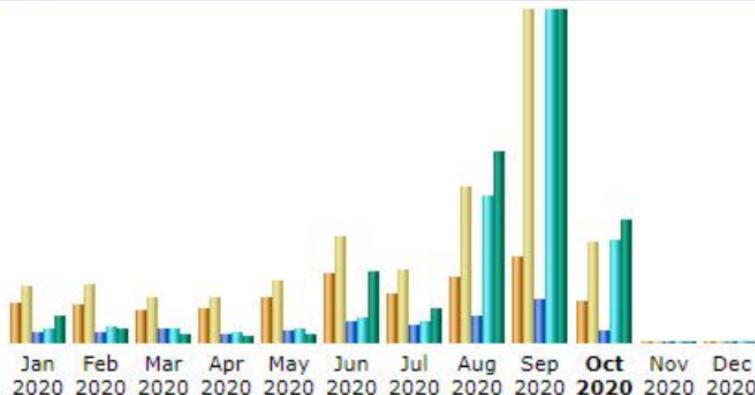
Highway 401 Cobourg To Colborne

Planning, Preliminary Design, and Class Environmental Assessment Study (GWP 4060-11-00)

APPENDIX C

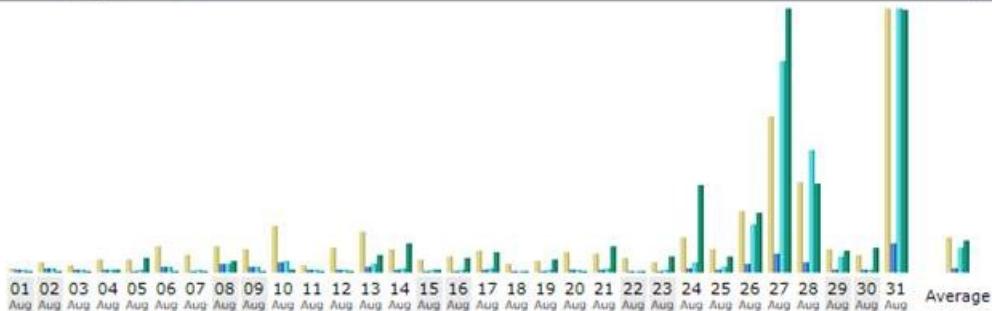
Online PIC 2 RAW Website Statistics

Monthly history



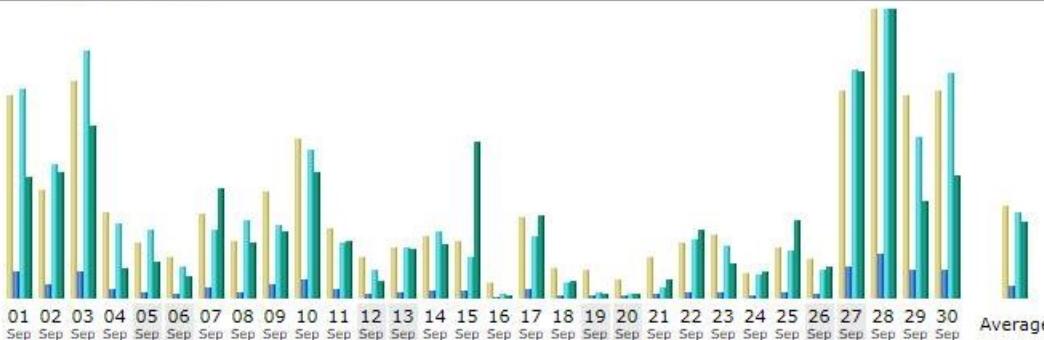
Month	Unique visitors	Number of visits	Pages	Hits	Bandwidth
Jan 2020	264	388	708	1,059	735.11 MB
Feb 2020	253	398	808	1,100	372.00 MB
Mar 2020	220	308	962	1,060	223.66 MB
Apr 2020	231	306	581	759	156.34 MB
May 2020	312	422	865	1,004	212.37 MB
Jun 2020	474	719	1,542	1,834	1.88 GB
Jul 2020	328	494	1,332	1,588	938.42 MB
Aug 2020	450	1,061	1,946	10,850	5.01 GB
Sep 2020	587	2,259	3,289	24,711	8.70 GB
Oct 2020	278	688	945	7,612	3.20 GB
Nov 2020	0	0	0	0	0
Dec 2020	0	0	0	0	0
Total	3,397	7,043	12,978	51,577	21.37 GB

Days of month



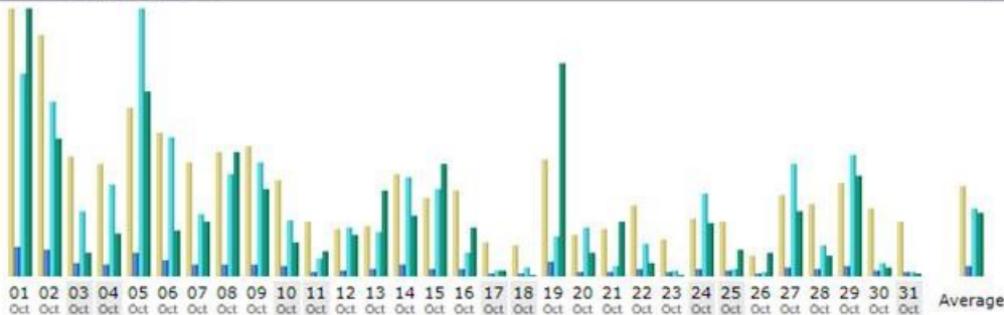
Day	Number of visits	Pages	Hits	Bandwidth
01 Aug 2020	4	23	23	22.42 KB
02 Aug 2020	9	48	48	46.78 KB
03 Aug 2020	7	28	29	711.53 KB
04 Aug 2020	13	25	38	8.95 MB
05 Aug 2020	12	17	30	72.03 MB
06 Aug 2020	25	67	76	5.48 MB
07 Aug 2020	16	19	30	4.62 MB
08 Aug 2020	26	113	114	58.62 MB
09 Aug 2020	22	76	77	757.33 KB
10 Aug 2020	46	142	166	11.02 MB
11 Aug 2020	7	34	36	749.37 KB
12 Aug 2020	24	28	41	5.52 MB
13 Aug 2020	40	79	125	84.12 MB
14 Aug 2020	22	25	52	150.21 MB
15 Aug 2020	12	14	25	8.85 MB
16 Aug 2020	15	19	31	74.16 MB
17 Aug 2020	21	27	60	100.58 MB
18 Aug 2020	8	9	18	2.64 MB
19 Aug 2020	11	17	24	64.57 MB
20 Aug 2020	20	22	32	2.31 MB
21 Aug 2020	18	24	46	135.78 MB
22 Aug 2020	14	14	14	70.28 KB
23 Aug 2020	9	9	23	78.01 MB
24 Aug 2020	34	50	137	451.90 MB
25 Aug 2020	22	34	70	77.42 MB
26 Aug 2020	60	117	673	308.13 MB
27 Aug 2020	154	271	3,027	1.33 GB
28 Aug 2020	89	130	1,758	460.88 MB
29 Aug 2020	23	29	215	106.34 MB
30 Aug 2020	17	21	36	126.62 MB
31 Aug 2020	261	415	3,776	1.33 GB
Average	34	62	350	165.56 MB
Total	1,061	1,946	10,850	5.01 GB

Days of month



Day	Number of visits	Pages	Hits	Bandwidth
01 Sep 2020	166	248	2,006	470.04 MB
02 Sep 2020	89	131	1,284	490.61 MB
03 Sep 2020	178	256	2,361	670.93 MB
04 Sep 2020	70	81	720	114.15 MB
05 Sep 2020	46	56	655	138.33 MB
06 Sep 2020	34	38	298	86.50 MB
07 Sep 2020	69	100	654	423.67 MB
08 Sep 2020	47	54	743	215.73 MB
09 Sep 2020	87	137	693	258.43 MB
10 Sep 2020	131	174	1,421	485.09 MB
11 Sep 2020	57	79	524	220.30 MB
12 Sep 2020	34	37	263	65.91 MB
13 Sep 2020	42	56	488	190.08 MB
14 Sep 2020	51	65	634	206.23 MB
15 Sep 2020	47	64	398	607.50 MB
16 Sep 2020	13	15	36	11.03 MB
17 Sep 2020	66	88	583	319.39 MB
18 Sep 2020	25	30	146	67.99 MB
19 Sep 2020	23	30	47	17.13 MB
20 Sep 2020	15	19	40	16.48 MB
21 Sep 2020	33	44	104	68.84 MB
22 Sep 2020	46	59	553	263.02 MB
23 Sep 2020	52	57	491	131.09 MB
24 Sep 2020	21	23	215	99.51 MB
25 Sep 2020	41	53	450	300.90 MB
26 Sep 2020	32	39	270	122.01 MB
27 Sep 2020	171	298	2,182	882.22 MB
28 Sep 2020	237	415	2,758	1.09 GB
29 Sep 2020	166	272	1,538	376.14 MB
30 Sep 2020	170	271	2,156	474.83 MB
Average	75	109	823	297.09 MB
Total	2,259	3,289	24,711	8.70 GB

Days of month



Average

Day	Number of visits	Pages	Hits	Bandwidth
01 Oct 2020	103	145	1,023	710.31 MB
02 Oct 2020	93	130	875	363.20 MB
03 Oct 2020	46	61	325	60.99 MB
04 Oct 2020	43	56	461	112.66 MB
05 Oct 2020	65	116	1,345	492.64 MB
06 Oct 2020	55	82	701	118.46 MB
07 Oct 2020	44	54	308	142.97 MB
08 Oct 2020	48	57	515	327.87 MB
09 Oct 2020	50	56	568	232.51 MB
10 Oct 2020	37	45	282	87.49 MB
11 Oct 2020	21	22	83	64.10 MB
12 Oct 2020	18	26	242	109.01 MB
13 Oct 2020	19	33	222	228.24 MB
14 Oct 2020	39	54	495	159.55 MB
15 Oct 2020	30	37	434	298.61 MB
16 Oct 2020	33	36	113	129.40 MB
17 Oct 2020	13	13	24	12.92 MB
18 Oct 2020	12	14	38	3.33 MB
19 Oct 2020	45	68	196	567.04 MB
20 Oct 2020	16	20	240	62.05 MB
21 Oct 2020	18	21	45	142.32 MB
22 Oct 2020	27	35	159	32.67 MB
23 Oct 2020	14	15	23	378.67 KB
24 Oct 2020	22	33	411	141.04 MB
25 Oct 2020	21	23	36	67.98 MB
26 Oct 2020	8	9	19	61.57 MB
27 Oct 2020	31	40	567	170.16 MB
28 Oct 2020	28	30	154	51.72 MB
29 Oct 2020	36	46	610	266.37 MB
30 Oct 2020	26	29	64	23.34 MB
31 Oct 2020	21	21	22	7.43 MB
Average	34	46	341	169.30 MB
Total	1,082	1,427	10,600	5.13 GB

APPENDIX D

Comments and Comment Forms Received During Online Public Information Centre 2

#1

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, September 01, 2020 8:13:03 AM
Last Modified: Tuesday, September 01, 2020 8:57:10 AM
Time Spent: 00:44:07
IP Address: [REDACTED]

Page 1: Planning, Preliminary Design, and Class Environmental Assessment Study (GWP 4060-11-00)

Q1

Comments submitted by:

Name

Q2

Please provide any additional comments in the space provided below:

How many lives does it take to no longer believe something is for the better good of society? Yes I am a stakeholder as my property will be affected by this endeavour. [REDACTED]

[REDACTED] All the trees will be removed hundreds of them. The sanctuary for migrating birds will be wiped out. The bird population will no longer exist in my neck of the woods. Robins, Hummingbirds, Bluejays, Baltimore Orioles, Cardinals, Blackbirds, Starlings, Finches, Doves, the family of 10 vultures that has grown from 2 over the past 18 years, Hawks, Owls, Blue herons, Green herons to name a few. How many lives does it take for something not to be for the good of society? What will happen to the bear that walks the fence line? What will happen to the deer that take refuse in our woods? What will happen to the coyotes, foxes, white weasels, and more? What will happen to the reptiles that stay close to the stream that runs through the property? The milk snakes and garden snakes and probably more. The turtles and fish and insects galore. The stick bugs and praying mantises that sit at our door. How many lives does it take for something not to be for the good of society? Yes your highway will be bigger. Society will have the ability to cram twice as many vehicles down the road. More pollution, less oxygen, more space, more speed, more accidents. Has covid -19 not taught us anything? Do we need bigger? Should we not slow down, not speed up? How many lives does it take for something not to be for the better of society?

#2

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 02, 2020 7:36:13 AM
Last Modified: Wednesday, September 02, 2020 8:08:02 AM
Time Spent: 00:31:49
IP Address: [REDACTED]

Page 1: Planning, Preliminary Design, and Class Environmental Assessment Study (GWP 4060-11-00)

Q1

Comments submitted by:

Q2

Please provide any additional comments in the space provided below:

Thank you for opportunity to ask questions and offer comments.

Q1: Status of project GWP 4059 (Nagle Street Bridge replacement and future interchange)? No reference in this current study relative to impact or coordination or priorities. Will the Nagle Street bridge be replaced during the same time period? Will this project follow pre or post? Initial public consultation was coincidental so wondering if projects are still linked. Suggest this report at least address how GWP 4059 impacted and when might second public information session (virtual?) be conducted in advance of this project's TESR?

Q2: Noticed a significant parcel of land has been carved out well beyond the planned lane expansions north of the 401, as shown in Preliminary Plan 1. There is no indication as to the rationale for incorporating into the construction plan. Is this being protected for future service centre, truck parking or other use?

Q3: Noise considerations. The amount of truck traffic has increased significantly since last noise surveys have been conducted along this section of highway. Several years ago now, when 401 lanes were increased east of Cobourg towards Grafton, sound abatement solutions (consisting of some concrete walls - south side of 401 just east of highway 45) were installed based on sound maps based on truck traffic based on 2012 (if I recall correctly). The end result may have met ministry requirements but the real resulting noise level, I believe is fundamentally higher and more frequent. From my current property, the sound of truck traffic mostly heading east can be clearly heard as trucks head east past highway 45 and as they accelerate upgrades. Are there plans to update the traffic survey / noise map data used for assessing sound abatement strategies? Are there any special considerations and additional solutions planned along the south section of highway 401 from east of highway 45 to Nagle planned (likely not in scope), Nagle road to start of this project (also likely not in scope) and along highway start of this project to Danforth bridge?

#3

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, September 12, 2020 4:31:12 PM
Last Modified: Saturday, September 12, 2020 5:02:16 PM
Time Spent: 00:31:03
IP Address: 67.70.126.106

Page 1: Planning, Preliminary Design, and Class Environmental Assessment Study (GWP 4060-11-00)

Q1

Comments submitted by:

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

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

Q2

Please provide any additional comments in the space provided below:

Suggestion:

I think it may be worth to consider a new Highway exit (with a gate to open) at VernonVille Road and Highway 401 to ease traffic congestions during emergencies such as winter storm related highway traffic jams. Currently there is no exit between Lyle Street and Percy Street which is almost 10 km length. This new Highway exit if considered will be at a centre distance of approximately 5 km from Lyle Street exist and Percy Street Exit.

Thanks,

[REDACTED]

#4

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 28, 2020 5:32:41 PM
Last Modified: Monday, September 28, 2020 5:44:57 PM
Time Spent: 00:12:16
IP Address: [REDACTED]

Page 1: Planning, Preliminary Design, and Class Environmental Assessment Study (GWP 4060-11-00)

Q1

Comments submitted by:

Q2

Please provide any additional comments in the space provided below:

The proposed plan will have a major impact upon the Shelter Valley Pines golf course and require a significant re-design of this course. It appears from the draft plans that the additional land to be expropriated at this location is significantly greater than necessary to accommodate the proposed highway expansion to 3 lanes, and perhaps ultimately to 4 lanes, and was likely based upon a standardized approach without due consideration to alternatives that would lessen the impact upon existing properties. I believe that there are options available to the MTO and that these need to be assessed further in an effort to mitigate impacts upon the Shelter Valley Pines golf course.

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, September 28, 2020 9:17:38 PM
Last Modified: Monday, September 28, 2020 9:34:12 PM
Time Spent: 00:16:33
IP Address: [REDACTED]

Page 1: Planning, Preliminary Design, and Class Environmental Assessment Study (GWP 4060-11-00)

Q1

Comments submitted by:

[REDACTED]

[REDACTED]

Q2

Please provide any additional comments in the space provided below:

After reviewing the proposal of this extension I don't understand why it is proposing to dissect Shelter Valley Pines golf course and infringe so close to the SV Park. My father has pictures from the 50's of 100s of local people from Cobourg and area enjoying the park. I have been going to this campground for 50 years and golfing there for 20 years with our family. This week we were made aware while camping and golfing there of MTOs proposed plan. This park and golf course is not only a community landmark enjoyed by thousands every year but a legacy to Steven Sawyer who designed and built it.

My daughter played her first round of golf here when she was 7.

Standing on any tee box on this course taking in the beauty brings such a sense of peace and serenity that is hard to find.

Please consider moving the 401 south enough to to avoid destroying this amazing place.

#6

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, September 30, 2020 3:02:27 PM
Last Modified: Wednesday, September 30, 2020 3:46:37 PM
Time Spent: 00:44:10
IP Address: [REDACTED]

Page 1: Planning, Preliminary Design, and Class Environmental Assessment Study (GWP 4060-11-00)

Q1

Comments submitted by:

Q2

Please provide any additional comments in the space provided below:

Hello,

My main concern with the proposed new interchange at Highway 401/Nagle Rd is potential for traffic infiltration along Nagle Rd between the Highway 401 and County Road 45.

There is potential for Nagle Rd to become a short cut or secondary access between County Road 45 and the 401. Nagle Rd travels through a residential area between Hircock Rd and Van Luven Rd. Additional cut through traffic generated from the interchange could create safety, speeding, and noise concerns for the neighbourhood.

Has a traffic study been conducted to determine how much additional traffic will be generated from the new interchange along the north section of Nagle Rd?

Thank you for reviewing my comments.

#7

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, October 06, 2020 8:47:55 PM
Last Modified: Tuesday, October 06, 2020 8:54:23 PM
Time Spent: 00:06:27
IP Address: [REDACTED]

Page 1: Planning, Preliminary Design, and Class Environmental Assessment Study (GWP 4060-11-00)

Q1

Comments submitted by:

Q2

Please provide any additional comments in the space provided below:

Hello arriving home from holiday, responding to your letter of unprofessionally short response time,
we reject to expansion onto our lands . This proposed block is upmost importance use of family tradition and recreational use .
thank you

Robinson, Jennifer

From: Addley, Diana
Sent: Wednesday, September 30, 2020 4:52 PM
To: Robinson, Jennifer
Subject: FW: Shelter Valley Pines

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, September 30, 2020 4:51 PM
To: comments@highway401cobourgcolborne.ca
Subject: Shelter Valley Pines

Very unhappy to hear of the MTO plans that would impact Shelter Valley Pines. This community golf course is a gem and an important recreational facility for the area.
Please come up with an alternate plan.

Sent from my iPhone

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, October 1, 2020 7:26 AM
To: Robinson, Jennifer
Subject: FW: Highway 401 project.

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Wednesday, September 30, 2020 10:20 PM
To: comments@highway401cobourgcolborne.ca
Subject: Highway 401 project.

Can you add me to the distribution list

[REDACTED]

Robinson, Jennifer

From: [REDACTED]
Sent: Sunday, September 13, 2020 9:48 AM
To: comments@highway401cobourgcolborne.ca
Subject: Expansion of 401

We live [REDACTED]. We object to this proposal. It is environmentally damaging and ignores the post Covid realities of tele-commuting and interaction. This madness has to stop!

[REDACTED]

Robinson, Jennifer

From: Addley, Diana
Sent: Sunday, September 13, 2020 11:50 AM
To: Young, Mathew (Ottawa)
Cc: Robinson, Jennifer
Subject: FW: Comment re 401 expansion Cobourg to Colborne

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Matt - could confirm that the link referred to in the last paragraph in the response below has been updated? Thank you! Diana

-----Original Message-----

From: [REDACTED]
Sent: Sunday, September 13, 2020 9:58 AM
To: Addley, Diana <Diana.Addley@stantec.com>
Subject: Comment re 401 expansion Cobourg to Colborne

Hello - [REDACTED]. We strongly object to the expansion of the 401, and particularly feel that expansion of the parking lot at exit 487 will increase the noise and traffic outside our door, negatively affecting our property value and our own enjoyment of our property.

We also question whether this is not yesterday's idea - the expansion of highways is not consistent with Canada's climate change plans to reduce emissions.

Finally, I would alert you to the outdated link on your website. Our first attempt to submit our comments using the link provided was returned, with the message that the recipient will be on maternity leave till January 2021. Please update the website so that citizens don't draw the obvious conclusion that our comments are unwelcome and unimportant.

[REDACTED]

Robinson, Jennifer

From: Addley, Diana
Sent: Wednesday, September 30, 2020 7:24 AM
To: Robinson, Jennifer
Subject: FW: Shelter Valley

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Wednesday, September 30, 2020 6:12 AM
To: comments@highway401cobourgcolborne.ca
Subject: Shelter Valley

I would support any and all efforts to maintain the integrity and current layout of the Shelter Valley Pines Golf Course during Highway 401 upgrades.

Robinson, Jennifer

From: Addley, Diana
Sent: Wednesday, September 30, 2020 7:24 PM
To: Robinson, Jennifer
Subject: FW: Shelter Valley Golf Club

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, September 30, 2020 7:23 PM
To: comments@highway401cobourgcolborne.ca
Subject: Shelter Valley Golf Club

Shelter Valley Golf Course is one of the most beautiful in Ontario.
Please preserve it in its entirety versus expropriation.

[REDACTED]
[REDACTED]
Sent from my iPhone

Robinson, Jennifer

From: Addley, Diana
Sent: Wednesday, September 30, 2020 8:52 AM
To: Robinson, Jennifer
Subject: FW: The 401 is more important.. go with the expansion.

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Wednesday, September 30, 2020 8:51 AM
To: comments@highway401cobourgcolborne.ca
Subject: The 401 is more important.. go with the expansion.

Sent from my Samsung Galaxy smartphone.

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, October 1, 2020 3:39 PM
To: Robinson, Jennifer
Subject: FW: Shelter Valley Golf Course

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: [REDACTED]
Sent: Thursday, October 1, 2020 3:37 PM
To: comments@highway401cobourgcolborne.ca
Subject: Shelter Valley Golf Course

Good afternoon,
Other than the small nine hole course down the road, par 30, this is the only golf course in the township. The MTO should not be expropriate the land.
However if they must, the owners should be compensated the value to rebuild the holes that will need to be relocated, plus lost revenue for the 2-3 seasons it will take to get it playable again.
[REDACTED]

Sent from my iPad

Robinson, Jennifer

From: Addley, Diana
Sent: Monday, September 28, 2020 4:47 PM
To: Robinson, Jennifer
Subject: FW: Hwy 401 Widening

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: [REDACTED]
Sent: Monday, September 28, 2020 3:29 PM
To: comments@highway401cobourgcolborne.ca
Cc: Shelter Valley Pines Golf Club <sheltervalley PINES@gmail.com>
Subject: Hwy 401 Widening

We'd like you to consider expanding the highway widening to the south, and leaving the Shelter Valley Pines Golf Course free from any changes. It is one of the jewels in our area and we'd hate to see it messed up!

[REDACTED]
Cobourg

Sent from my iPad

Robinson, Jennifer

From: Addley, Diana
Sent: Monday, September 28, 2020 7:08 PM
To: Robinson, Jennifer
Subject: FW: Highway 401 Cobourg to Colborne

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Monday, September 28, 2020 5:50 PM
To: comments@highway401cobourgcolborne.ca
Cc: [REDACTED]
Subject: Highway 401 Cobourg to Colborne

Please be advised that I would like to be added to the project mailing lists and in the future will be making comments on how this project will impact the Shelter Valley Pines Golf Course in Grafton. If there is a petition being circulated that expresses residents disapproval of the project and the plans to alter the Shelter Valley Pines Golf Course then I would like to be part of that petition. As the son of a former resident of Colborne, I am also interested in how this will impact the current town of Colborne.

Regards

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

CONFIDENTIALITY WARNING: This message may contain proprietary and/or privileged information of [REDACTED] companies. If you are not the intended recipient please 1) do not disclose, copy, distribute or use this message or its contents, 2) advise the sender by return email, and 3) delete all copies (including all attachments) from your computer. Your cooperation is greatly appreciated.

Robinson, Jennifer

From: Addley, Diana
Sent: Monday, September 28, 2020 9:12 PM
To: Robinson, Jennifer
Subject: FW: 401 widening

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Monday, September 28, 2020 9:10 PM
To: comments@highway401cobourgcolborne.ca
Subject: 401 widening

Hello,

I wish to leave comments regarding this expansion area of the 401.

As much as I travel on the 401 through this area on a regular basis, it is definitely needed!

However, there are business and 'gems' along the corridor that absolutely can NOT be touched. Shelter Valley Pines is one of those areas that must be worked around.

Shelter Valley Pines golf Course is the most precious 'nature trail' I have ever been on! Yes, I am a golfer but this course has so much more meaning and presence to it then just golf. It is full of natures beauty of animals, trees and those that respect this beauty. It is not just another golf course. It is a place to relax, enjoy the scenery like nothing I have ever seen. It was designed by a person that dreamed and had a vision and loved nature and wanted everyone else to enjoy his 'love' that he had. Many are not golfers that come to appreciate the view. To have MTO take away this joy and 'homes' to many is crude.

There is another option I am sure that you can come up with to not touch this area!!



Robinson, Jennifer

From: Addley, Diana
Sent: Sunday, October 4, 2020 2:02 PM
To: Robinson, Jennifer
Subject: FW: Shelter valley Pines Golf Course.

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Friday, October 2, 2020 7:20 PM
To: comments@highway401cobourgcolborne.ca
Subject: Shelter valley Pines Golf Course.

It would be a shame to destroy portions of this beautiful golf course just for the expansion of a highway. [REDACTED] spent many years and dollars to develop this course out of what could only be described as sharp hills and deep forests. His vision and determination resulted in a hidden gem of Northumberland County. I have enjoyed this course for many years and would encourage the ministry to consider alternatives, possibly expanding to the south, which, I believe, is pasture land currently.

Thank you for your time.

Robinson, Jennifer

From: Addley, Diana
Sent: Friday, September 25, 2020 6:26 AM
To: Robinson, Jennifer
Subject: FW: Re the 401 expansion Cobourg to Colborne

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Jenn - please record and file.

-----Original Message-----

From: [REDACTED]
Sent: Friday, September 25, 2020 5:32 AM
To: comments@highway401cobourgcolborne.ca
Subject: Re the 401 expansion Cobourg to Colborne

Greetings and thank you for allowing me to comment on the above mentioned project. My comments pertain to the Colborne end of the project and more specifically detour routes if any during the project.

I have been a resident of the village of Colborne for 40 plus years and am acutely aware of a severe bottle neck concerning traffic flow, at times when the 401 has been shut down and traffic detoured south off the 401 at The Colborne exit and down through the village to connect with hiway # 2.

For years it has been suggested that the traffic should be diverted (Detoured) north From the 401 not south down through the village because of the severe intersection (in the village) where highway 2 (in the village) connects with the road south from the 401(Percy Street) . The sharp turn at that intersection (south end of the Park) has transports lined up well to the north of the village and many times they (transports) cut through side streets running over sidewalks and curbs and snapping off overhead wires (telephone and cable etc.).

I would like to add to this that these "side street" sidewalks are main traffic flow areas for school children going to and from school as well as used by seniors .

This issue (detour routes) has been raised repeatedly over the years and the answer has always been " yeah we all agree that should be the preferred route ... but unfortunately those Particular roads would need to be upgraded to handle the increased flow.

Meanwhile the safety of the village citizens, and side street road beds receive a severe beating. These side streets are not built to accommodate heavy tucks.

Thanks again for allowing me to comment .

Best Regards

[REDACTED]

Sent from my iPhone

Robinson, Jennifer

From: Addley, Diana
Sent: Tuesday, September 29, 2020 9:42 AM
To: Robinson, Jennifer
Subject: FW: Highway 401 Planning Study

Follow Up Flag: Follow up
Flag Status: Flagged

From: [REDACTED]
Sent: Tuesday, September 29, 2020 9:26 AM
To: comments@highway401cobourgcolborne.ca
Subject: Highway 401 Planning Study

The proposed highway plan will have extremely negative consequences to the Shelter Valley Pines Golf Course. This course was built by a good friend of mine that recently died this year. One of his legacies is this golf course which is a true gem in the area and for all of southern Ontario.

Please reconsider your plan so the golf course remains as is and in tact.

Thank You for your consideration.

[REDACTED]

Robinson, Jennifer

From: Addley, Diana
Sent: Thursday, October 1, 2020 12:46 PM
To: Robinson, Jennifer
Subject: FW: Impact on Shelter Valley Pines Golf Club

Follow Up Flag: Follow up
Flag Status: Flagged

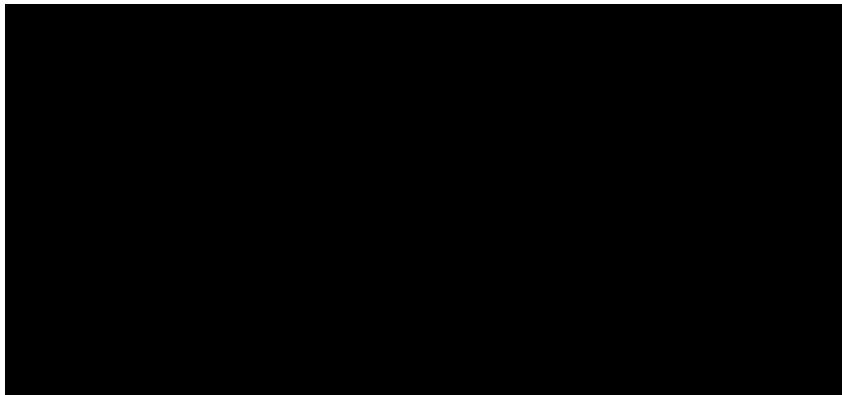
From: [REDACTED]
Sent: Thursday, October 1, 2020 12:29 PM
To: comments@highway401cobourgcolborne.ca
Subject: Impact on Shelter Valley Pines Golf Club

Hello:

As a resident of Grafton, I am deeply concerned about the negative impact this expansion will have on Shelter Valley Pines Golf Club. It is a family owned business that has been built over years. It is the pride of Grafton and the area. They not only provide an amazing golf experience for golfers (local and from afar!), but they also support a variety of charities with fundraising tournaments. They are the true definition of local business.

I ask that the planning team for this expansion reconsider the recommended route and impact on Shelter Valley Pines Golf Club.

Thank you,



Robinson, Jennifer

From: Addley, Diana
Sent: Wednesday, September 30, 2020 12:29 PM
To: Robinson, Jennifer
Subject: FW: Opposition to proposed expropriation

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, September 30, 2020 12:18 PM
To: comments@highway401cobourgcolborne.ca
Subject: Opposition to proposed expropriation

To whom it may concern,

I am adamantly opposed to the proposed route through the Shelter Valley golf course a locally owned and operated golf course. Please reconsider the route.
[REDACTED]

Sent from my iPhone

Better Together, Even If We're Apart. Read more about Stantec's COVID-19 response, including remote working and business continuity measures.

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.

-----Original Message-----

From: Elizabeth Perry <elizabethperry493@gmail.com>
Sent: Sunday, September 13, 2020 9:58 AM
To: Addley, Diana <Diana.Addley@stantec.com>
Subject: Comment re 401 expansion Cobourg to Colborne

Hello - My husband and I live [REDACTED] We strongly object to the expansion of the 401, and particularly feel that expansion of the parking lot at exit 487 will increase the noise and traffic outside our door, negatively affecting our property value and our own enjoyment of our property.

We also question whether this is not yesterday's idea - the expansion of highways is not consistent with Canada's climate change plans to reduce emissions.

Finally, I would alert you to the outdated link on your website. Our first attempt to submit our comments using the link provided was returned, with the message that the recipient will be on maternity leave till January 2021. Please update the website so that citizens don't draw the obvious conclusion that our comments are unwelcome and unimportant.

[REDACTED]

Robinson, Jennifer

From: Addley, Diana
Sent: Tuesday, September 29, 2020 12:50 PM
To: Robinson, Jennifer
Subject: FW: 401 Expansion - Shelter Valley Pines
Attachments: 401 Expansion - Shelter Valley Pines.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

From: kward@nccofc.ca <kward@nccofc.ca>
Sent: Tuesday, September 29, 2020 12:47 PM
To: comments@highway401cobourgcolborne.ca
Subject: 401 Expansion - Shelter Valley Pines
Importance: High

September 29, 2020

Re: Comments: Highway 401 Cobourg-Colborne

To:

Mr. Gregg Cooke, P.Eng
Consultant Project Manager

Mr. Muhammad Waseem, P.Eng.
MTO Senior Project Engineer – Highway Engineering

Ms. Diana Addley
Consultant Senior Environmental Planner Manager of Engineering and Capital Projects

Mr. Terry Hoekstra, C.E.T.

It was with great concern that the Northumberland Central Chamber of Commerce learned of the Ministry of Transportation's proposal to expropriate land owned by the Shelter Valley Pines Golf Course for the purpose of the 401 expansion.

Shelter Valley Pines Golf Course is a privately owned and operated commercial enterprise located within the Municipality of Alnwick Haldimand - a township largely dependent on tourism and agribusiness, and with limited potential for industrial development. Shelter Valley Pines Golf Course is a key component in local tourism, attracting visitors and providing much needed jobs in an underserviced rural area.

The COVID-19 outbreak has already had a significant financial impact on local businesses, and we have seen Shelter Valley Pines Golf Course rally, regroup, and reopen within the strict safety parameters of pandemic protocol. Further disruption to this business would result in years of lost income while the redesigned course is being constructed.

We urge you to review the proposal, to take the further-reaching impact of this proposed action into consideration, to investigate alternatives, and to work with the owners of Shelter Valley Pines to ensure minimal impact and appropriate compensation for this vital business.

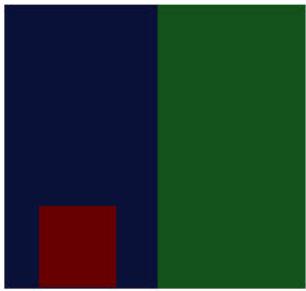
Sincerely,

Denise Liboiron

Denise Liboiron, Chair of the Board, Northumberland Central Chamber of Commerce

Kevin Ward

Kevin Ward, President & CEO, Northumberland Central Chamber of Commerce



NORTHUMBERLAND **CENTRAL** CHAMBER OF COMMERCE

TOWN OF COBOURG · HAMILTON TOWNSHIP · ALNWICK/HALDIMAND TOWNSHIP

September 29, 2020

Re: Comments: Highway 401 Cobourg-Colborne

To:

Mr. Gregg Cooke, P.Eng
Consultant Project Manager

Mr. Muhammad Waseem, P.Eng.
MTO Senior Project Engineer – Highway Engineering

Ms. Diana Addley
Consultant Senior Environmental Planner

Mr. Terry Hoekstra, C.E.T.
Manager of Engineering and Capital Projects

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Sincerely,

Denise Liboiron

Denise Liboiron, Chair of the Board, Northumberland Central Chamber of Commerce

Kevin Ward

Kevin Ward, President & CEO, Northumberland Central Chamber of Commerce



September 4th, 2020

Stantec Consulting Ltd.
Attn: Diana Addley, Senior Environmental Planner
1555 Wentworth St., Unit #150
Whitby, ON L1N 9T6

Dear Ms. Addley,

Re: Notice of Online Public Information Centre #2, Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne

Please be advised that the following resolution was passed at the Regular Council Meeting of Thursday, September 3rd, 2020:

Moved by Deputy Mayor Sherry Gibson, seconded by Councillor Jim Hogg;

"Be it resolved that the correspondence from Stantec, dated August 13th, 2020, Re: Notice of Online Public Information Centre #2, Preliminary Design and Class Environmental Assessment Highway 401 Planning Study from Cobourg to Colborne be received and filed; and further that Council would like to ensure that Stantec and MTO provide consistent, frequent and robust communication with the affected property owners due to the fact that property owners have contacted Council with their concerns

CARRIED."

Should you require further information, please do not hesitate to call.

Sincerely yours,

A handwritten signature in black ink that reads "A Smith".

Alexandra Smith
Acting Clerk
Township of Alnwick/Haldimand
905-349-2822 ext. 25
asmith@ahtwp.ca

Cc. Muhammad Waseem, MTO
Gregg Cooke, MTO
MPP David Piccini