



Highway 410 Preliminary Design and Class EA Study: Queen Street to Bovaird Drive

Highway 410 Improvements from South of Queen Street to North of Bovaird Drive

Class Environmental Assessment & Preliminary Design Study

City of Brampton, Region of Peel

Public Information Centre

May 29, 2024

If you require any assistance regarding the accessibility of these materials, please let us know by emailing ProjectTeam@hwy410queentobovaird.ca. We would be happy to assist you.

Pour de l'aide en français, veuillez communiquer avec Amy Ingriselli (amy.ingriselli@aecom.com)



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Land Acknowledgement

The Ministry of Transportation (MTO) would like to acknowledge that MTO's Central Region as well as the Highway 410 Improvements project is geographically located in an area that is rich in Indigenous history, and that there are many groups, that have resided in, and travelled through the region since time immemorial. MTO encourages attendees of this PIC to learn whose traditional territory in which their home and work are located.

For this project, we acknowledge the presence of the Haudenosaunee people of Six Nations, Huron-Wendat Nation, as well as the Anishinaabe people of Mississaugas of the Credit First Nation within the project area.



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Purpose of the Public Information Centre

The purpose of this Public Information Centre is to present and receive feedback on the following:

- Study overview
- Environmental Assessment process and consultation
- Overview of the assessment and evaluation of alternatives
- Summary of the preliminary Technically Preferred Alternative
- Construction staging and detours
- Environmental protection and mitigation measures
- Schedule of the study and timing of the proposed works
- How to provide feedback

We encourage you to fill out the PIC Comment Form either in person or through the study website at
www.hwy410queentobovaird.ca/consultation
Your input is important to us!

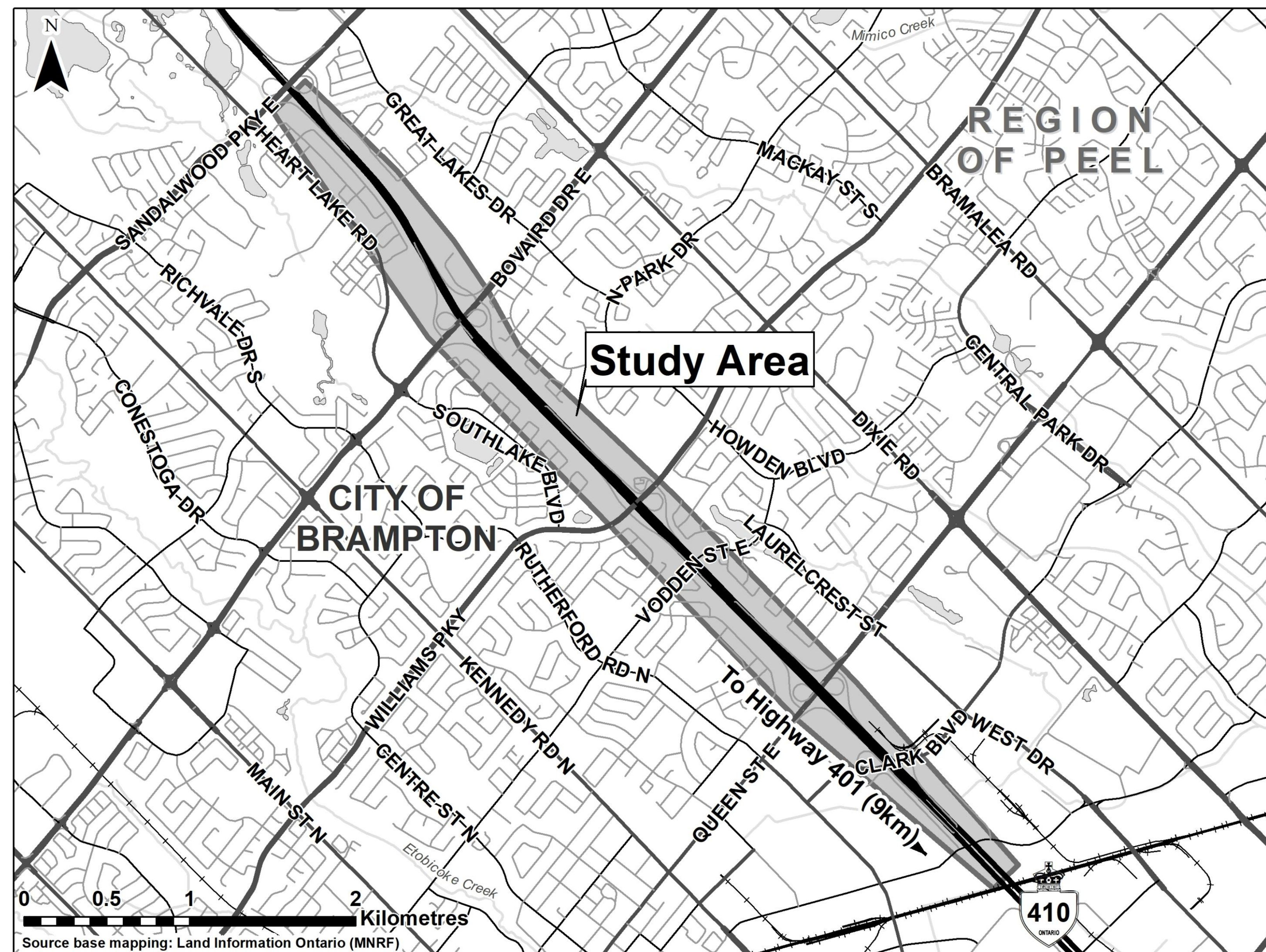
The following information available at this PIC will be available on the Study website:

- PDF (downloadable) copy of the PIC Presentation slides
- PDF (downloadable) copy of draft Roll Plans illustrating the alternatives and preliminary Technically Preferred Alternative
- An online PIC Comment form



Highway 410 Preliminary Design and Class EA Study: Queen Street to Bovaird Drive

Project Overview



Study Area:

The Highway 410 study limits extend from south of Queen Street northerly to north of Bovaird Drive.

Study Scope:

The primary focus of this study is to review and confirm the operational needs and improvements for the corridor. The recommendations of this study will also ensure that future rehabilitation that takes place along the corridor can accommodate the future traffic needs of Highway 410.

Reasonable design alternatives for highway widening and High Occupancy Vehicle (HOV) lanes have been developed and evaluated leading to the selection of a preliminary Technically Preferred Alternative (TPA).

Recommended improvements include the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated HOV lanes, assessment of bridges, culverts, retaining walls, MTO noise walls, etc., along with considerations of upgrades to illumination and traffic signals.



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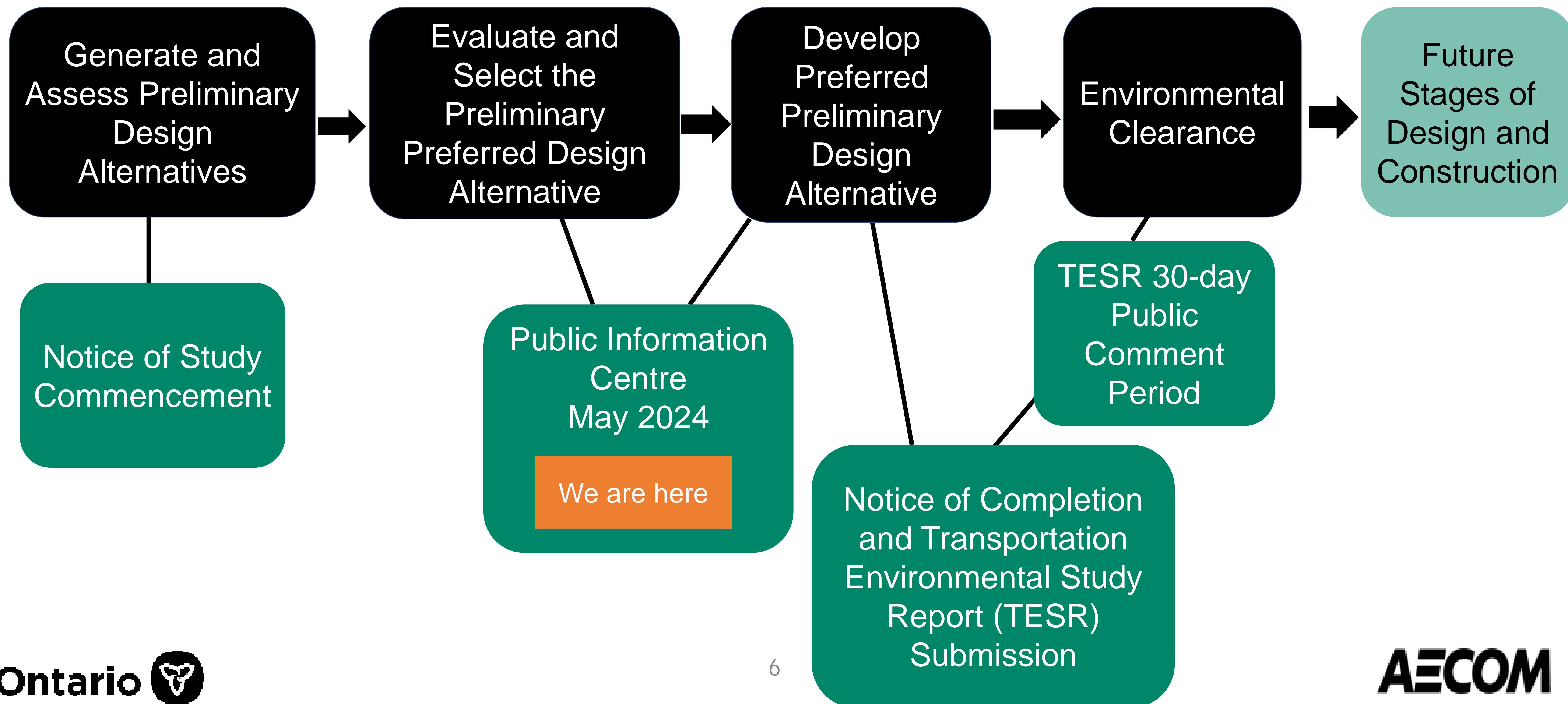
Environmental Assessment (EA) Process and Consultation

- This Study is following the approved planning process for a Group 'B' project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)* (Class EA).
- Consultation with Indigenous communities, public, stakeholders, municipalities and government agencies is being undertaken throughout the study.
- A Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period at the completion of the study which will provide a description of the evaluation of alternatives and selection of the Technically Preferred Alternative, a summary of potential environmental effects and mitigation measures, and a summary of consultation undertaken throughout the project.
 - This project includes a review and update of the Highway 410 Extension (Bovaird Drive to Highway 10) Environmental Study Report (October 1999) for the unconstructed portion of the project north of Bovaird Drive. The review and update will be documented in the TESR.
- Notification, advising of the times and locations of the availability of the TESR for review will be published in local newspapers, mailed to those on the Project Contact List and posted on the Study website.
- To be added to the Project Contact List, please complete a comment sheet or email the Project Team at projectteam@hwy410queentobovaird.ca.



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Study Process Graphic – Class Environmental Assessment





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Environmental Protection and Mitigation Measures

The following environmental studies have been or are being completed to identify potential environmental and community impacts as well as mitigation measures associated with the proposed highway improvements:

- Fish and Fish Habitat Existing Conditions and Impact Assessment Report
- Terrestrial Ecosystems Existing Conditions & Impact Assessment Report
- Noise Impact Assessment Report
- Land Use Report
- Contamination Overview Study
- Cultural Heritage Resource Assessment Report
- Stage 1 Archaeological Assessment Report
- Air Quality Impact Assessment Report
- Erosion and Sediment Control Overview Risk Assessment
- Preliminary Landscape Plan
- Groundwater Impact Assessment Report

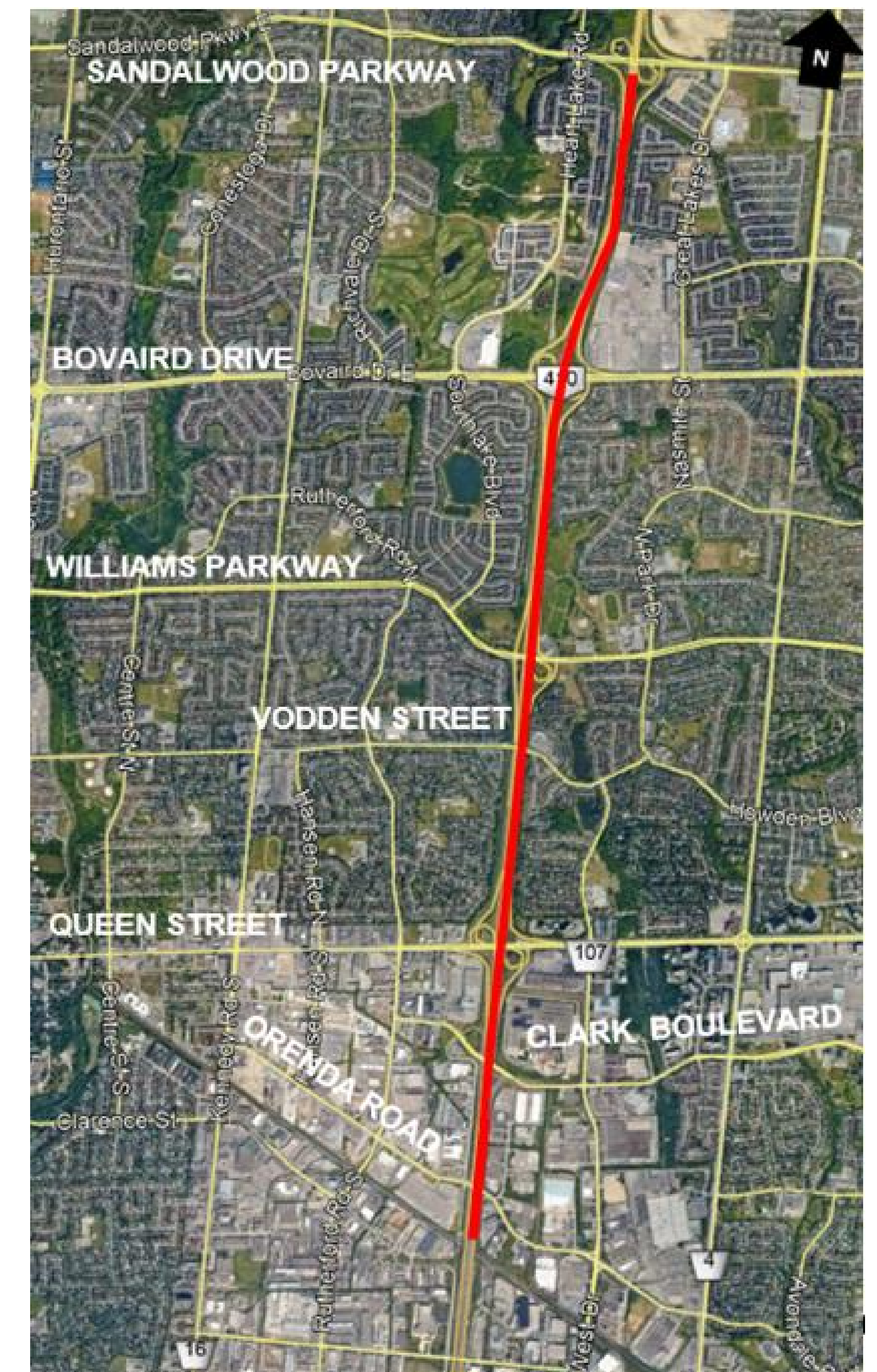
The findings from these studies will be documented in the Transportation Environmental Study Report



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Overview of Proposed Improvements

- Widening of Highway 410 to extend the existing median HOV lanes from south of Clark Boulevard northerly to Bovaird Drive and add auxiliary lanes in each direction to address mainline capacity deficiencies.
- Improvements to interchange ramp geometry.
- Addition of tall wall median barrier.
- New storm sewers and roadside drainage.
- Adjustments to interchange illumination and high-mast lighting.
- Pavement rehabilitation of existing Highway 410 lanes.
- Rehabilitation of structures within the study area, including:
 - Orenda Road Overpasses
 - Clark Boulevard Underpass
 - Queen Street East Underpass
 - Vodden Street East Underpass
 - Williams Parkway Underpasses
 - Franceschini Drive Underpass
 - Bovaird Drive Underpasses
 - Bovaird Drive Access Underpass
 - Culvert South of Clark Boulevard
 - Culvert North of Bovaird Drive





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Overview of Alternative Evaluations

- The criteria outlined in the table to the right were used to evaluate alternatives.
- A Reasoned Argument (trade-off) method of evaluation was used to identify the advantages and disadvantages in order to select the preferred alternative.
- Alternatives were evaluated based on their ability to address future capacity and operational issues; improve safety conditions; address future rehabilitation needs and minimize impacts to the natural, social, economic, and cultural environment.
- The Transportation/Constructability category was given the highest weighting compared to the other Evaluation Components, as potential impacts to the natural, socio-economic and cultural environments are minimal and similar between alternatives. The higher weighting aligns with identifying the alternative that best meets the study needs and achieves the strongest solution for the project.

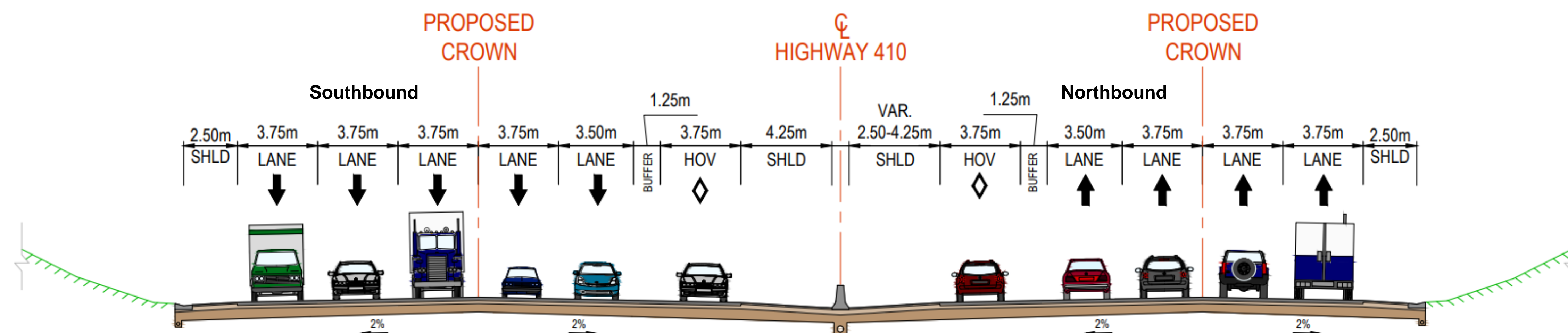
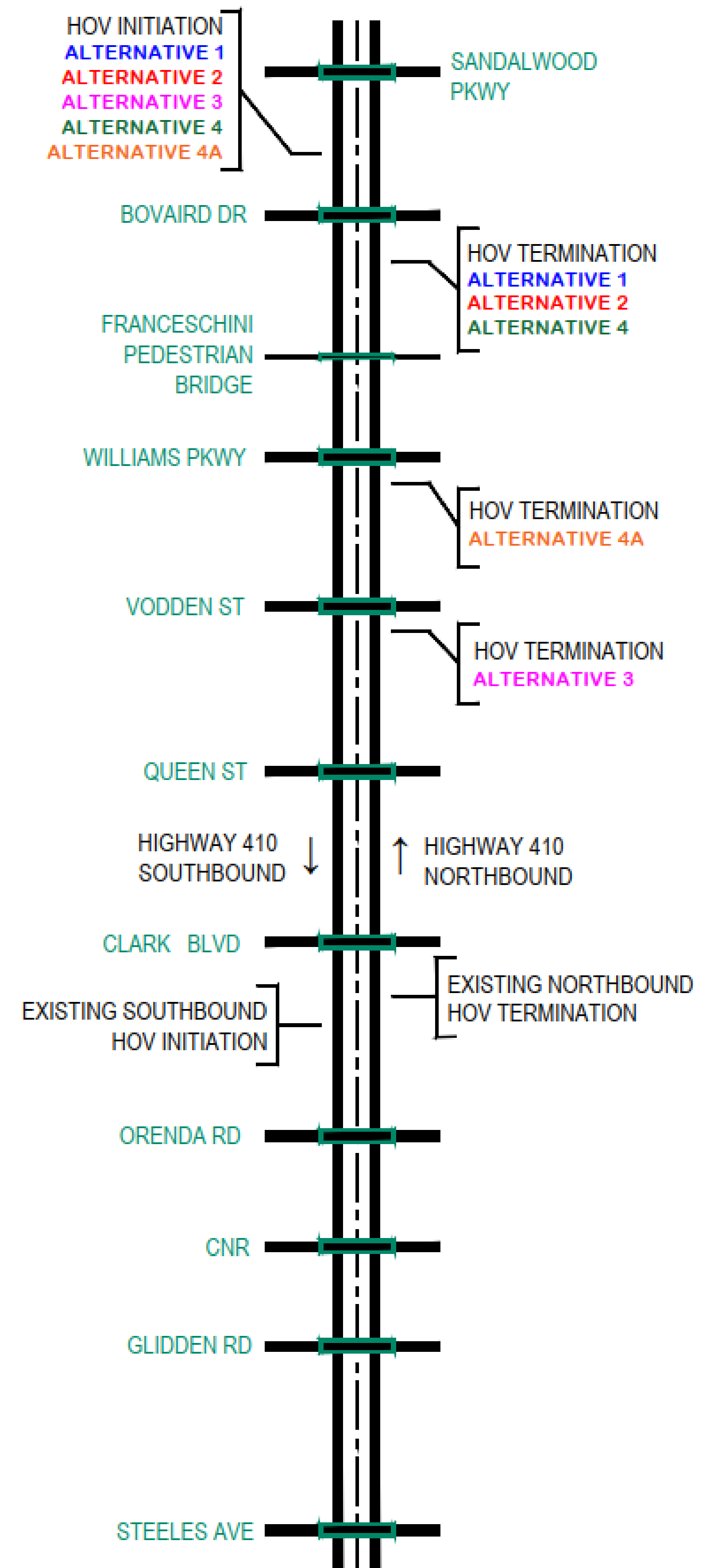
Evaluation Component	Criteria	
Transportation/ Constructability	<ul style="list-style-type: none"> • Traffic Operations • Safety & Geometrics • High Occupancy Vehicle Lane Ingress/Egress Locations 	<ul style="list-style-type: none"> • Constructability • Existing utility and servicing infrastructure
Natural Environment	<ul style="list-style-type: none"> • Fish and Fish Habitat • Species at Risk • Terrestrial Ecosystems • Surface Water / Drainage 	<ul style="list-style-type: none"> • Groundwater • Designated Natural Areas & Wetlands
Socio-Economic Environment	<ul style="list-style-type: none"> • Community Effects • Commercial / Industrial Operations • Contamination • Agricultural Operations • Municipal / Provincial Land Use Planning / Policies / Goals / Objectives 	<ul style="list-style-type: none"> • Noise & Air Quality • Climate Change • Landscape Composition • Recreational Trails / Active Transportation Networks
Cultural Environment	<ul style="list-style-type: none"> • Archaeological • Built Heritage Resources and Cultural Heritage Landscapes 	
Cost	<ul style="list-style-type: none"> • Construction Costs 	



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Preliminary Design Alternatives

- Five preliminary design alternatives were developed to extend HOV lanes in the northbound and southbound directions, within the project limits.
- All alternatives have the same HOV initiation point; however, the northbound termination location varies between alternatives.
- To optimize traffic operations, each alternative provides additional lanes at various locations along Highway 410 to address capacity requirements.
- With the numerous operational and capacity improvements for each alternative, the following slide highlights these key and complex variations in each alternative.
- **See roll plans for outlines of each alternative.**



Proposed Highway 410 Widening from
South of Queen Street to South of Williams Parkway



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Preliminary Design Alternatives – Key Improvements

- In addition to HOV lane extensions, the five alternatives also include additional lanes, as shown in the table below.

Additional Lanes	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
Northbound					
South of Orenda Road to Clark Boulevard	◆	◆	◆	◆	◆
Clark Boulevard to Queen Street			◆	◆	◆
Queen Street to Williams Parkway		◆	◆	◆	◆
Williams Parkway to Bovaird Drive			◆		◆
Bovaird Drive to Sandalwood Parkway	◆	◆	◆	◆	◆
Southbound					
Sandalwood Parkway to Bovaird Drive, and Williams Parkway to Queen Street		◆			
Sandalwood Parkway to Queen Street			◆	◆	◆

See roll plans for outlines of each alternative.



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Evaluation Summary

Based on the evaluation of alternatives, **Alternative 4 is the preliminary technically preferred alternative** with the following key advantages:

- Considerable to significant improvements to traffic operations
- Considerable improvements to traffic bottlenecks and merging/weaving issues
- Meets the objective of this study to maximize the extent of the HOV lane (i.e., to south of Bovaird Drive)
- Does not preclude future extension of the HOV lane north of Bovaird Drive.

Alternative 1 scored highest in the Natural Environment, Socio-Economic Environment and Cost Categories, however, it does not improve the traffic operations (including traffic bottlenecks and merging/weaving issues), as it does not provide additional capacity in areas with these operational issues.

CATEGORY	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
Transportation/ Constructability					
Natural Environment					
Socio-Economic Environment					
Cultural Environment					
Cost					
RECOMMENDATION					

Legend	Highest Category Weighting					Lowest Category Weighting
	Most Preferred Alternative					Least Preferred Alternative

Detailed evaluation tables are available at this PIC for viewing.



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Construction Staging and Detours

- To facilitate the work, short-term closures of Highway 410 and some interchange ramps will be required.
- For all closures, advanced notification and signage will be provided, including a corresponding detour plan for full closures.
- Consultation with municipalities regarding detour routes will be undertaken during future design stages.
- Staging strategies will be confirmed during future design stages, and notification will be provided to stakeholders at that time.
- It is expected that:
 - The widening work will be completed in stages, with traffic shifts to create required work zones;
 - Existing lanes will be maintained along Highway 410 in both directions during peak traffic periods (off-peak night-time lane reductions may be required);
 - Night-time / weekend closures of existing ramps are anticipated to complete tie-ins between the existing road / ramps and newly constructed road / ramps.



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Traffic Noise Assessment

- MTO has a Noise Barrier Retrofit Policy for **existing provincial freeways**:
 - Noise sensitive areas must have outdoor, ground level, leisure areas that were approved for development under the Planning Act before February 8, 1977 and where the sound levels are above 60 dBA.
 - Further details on requirements are in MTO's Noise Barrier Retrofit Policy.
 - Three pre-1977 residential noise sensitive areas are included under the Noise Barrier Retrofit Policy. These are located at the south end of the study area between Queen Street and Williams Parkway (shown as NSA01, NSA02 and NSA03 on the next slide).
- As part of this Study, a Traffic Noise Assessment was prepared in accordance with the *Ministry of Transportation Environmental Guide for Noise (MTO Guide)*.
 - Under the MTO Guide, the “noise impact” is defined as the difference between the “No Project” and the “With Project” noise levels during the subject year of assessment (Horizon Year), which is typically 10 years post-construction.
 - The horizon year of 2041 was used as the basis of assessment.

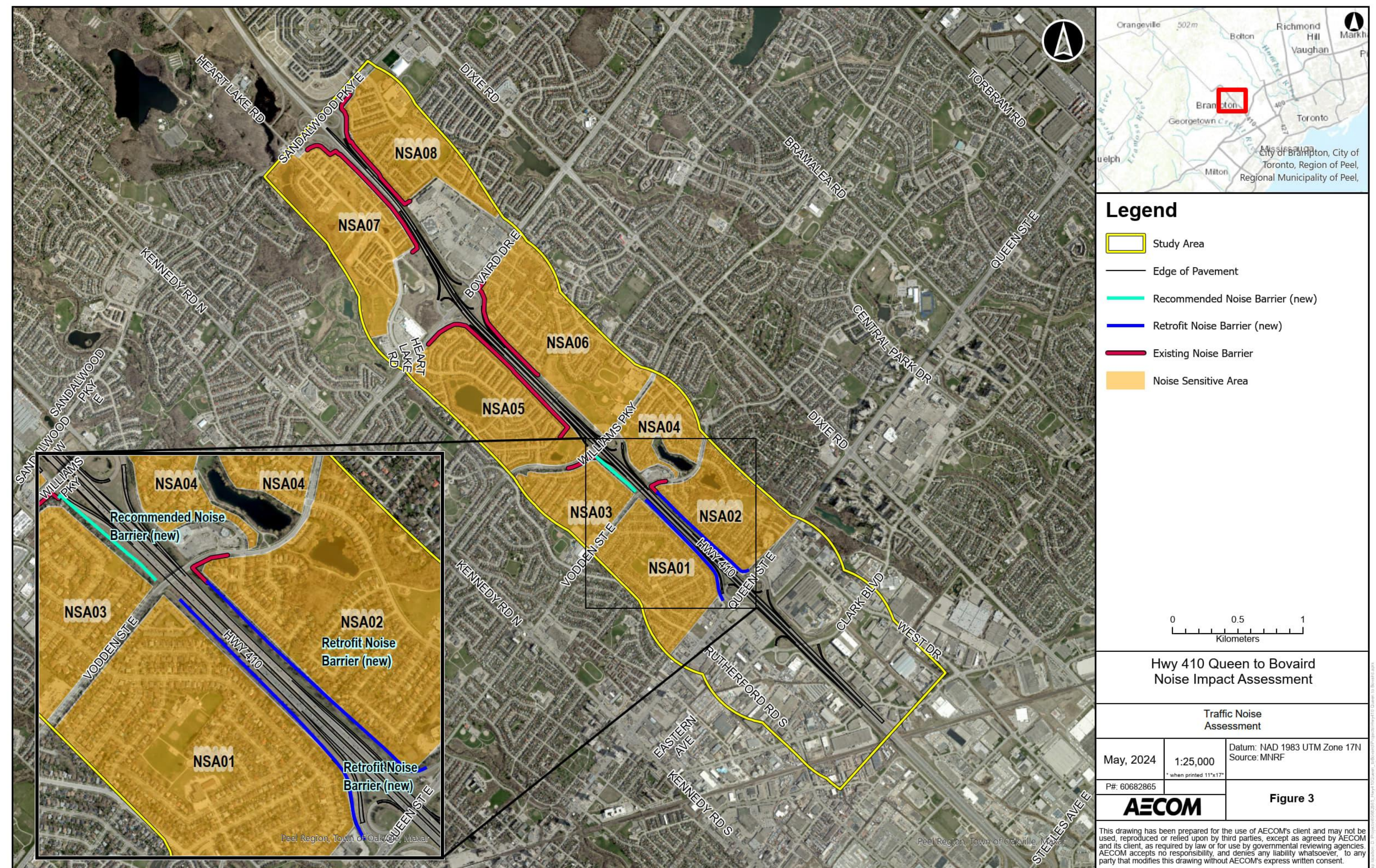
Change in Noise Level Above Future Ambient / Projected Noise Levels with Proposed Improvements	Mitigation Effort Required
< 5 dB Change AND <65 dBA Overall	<ul style="list-style-type: none">• None
<div>≥ 5 dB Change OR ≥ 65 dBA Overall</div>	<ul style="list-style-type: none">• Investigate noise control measures on right of way• Introduce noise control measures within right of way and mitigate to ambient if technically, economically, and administratively feasible.• Noise control measures, where introduced, should achieve a minimum of 5 dBA attenuation, over first row receivers.



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Traffic Noise Assessment (continued)

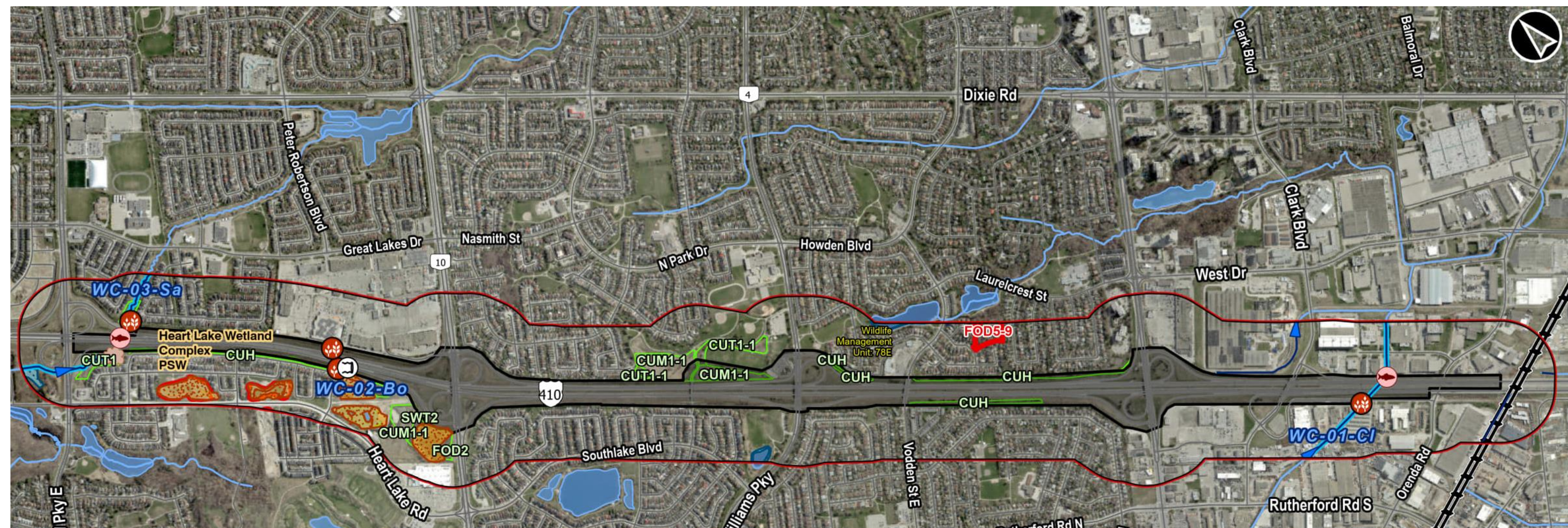
- MTO currently has no noise barriers along Highway 410 in the study area. Existing non-MTO noise barriers are identified in the figure to the right.
- Noise sensitive areas (NSA01, NSA02, NSA03) are included in the pre-1977 MTO Noise Barrier Retrofit List at the south end of the Study Area.
- Construction of the Retrofit Noise Barriers for NSA01 and NSA02 will be considered in the future based on provincial planning priorities.
- The Noise Assessment concluded that one of the noise sensitive areas (NSA03) on the west side of Highway 410 between Voddan Street and Williams Parkway warrants noise mitigation as a result of the proposed improvements (shown as Recommended Noise Barrier (new)).





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Existing Environmental Conditions



Legend

- Approximate Project Area
- Study Area (250 m)
- Beaver Dam
- Assessed Drainage Culvert
- Invasive Phragmites
- Thermal Regime: Warm
- Fish Habitat**
 - Direct
 - Flow Permanency: Permanent
 - Direction of Flow
- Environmentally Significant Areas**
 - Provincially Significant Wetland (PSW)
 - Unevaluated Wetland
- General Features**
 - Other Road
 - Main Railway
 - Waterbody
 - Watercourse
- Terrestrial Features**
 - TRCA ELC
 - ELC (AECOM)

Ecological Land Classification (ELC) Code	Description
FOD2	Dry – Fresh Oak – Maple Deciduous Forest
CUH	Cultural Hedgerow
CUM1-1	Dry – Moist Old Field
CUT1	Mineral Cultural Thicket
CUT1-1	Sumac Cultural Thicket



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Environmental Protection and Mitigation Measures

The following potential impacts, key mitigation measures and commitments to future work are preliminary and a final impact assessment will be completed during detail design.

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment	
Fish and Fish Habitat	<p><i>Potential Impacts</i></p> <p>In addition to general construction activities (vegetation clearing / grubbing, excavation, grading, riparian planting, etc.) the following impacts have potential to occur at each watercourse:</p> <ul style="list-style-type: none">WC-01-CI (direct, warmwater fish habitat; Culvert South of Clark Boulevard): Construction of retaining walls to support the embankment at the east outlet (northbound side of Highway 410). Rehabilitation may also be required and may include patch and crack repairs. The culvert will be temporarily isolated and dewatered during repairs.WC-02-Bo (indirect, warmwater fish habitat; Culvert North of Bovaird Drive): Grading is proposed to the immediate left and right of the culvert inlet and outlet. No works on the culvert or within the channel are proposed.WC-03-Sa (direct, warmwater fish habitat): Proposed works will be limited to grading surrounding the culvert inlet and outlet. These works may be within 30 m of the watercourse; however, in-water works are not anticipated. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none">In-water works shall be carried out during the appropriate in-water work timing window of July 16 – March 14 (i.e. no in-water work is permitted from March 15 – July 15) of any year.Implement erosion and sediment control measures, and containment measures to prevent the release of sediment or other contaminants to all waterbodies.Materials used or generated during construction shall be stored and managed in a way that prevents the release of these materials to a waterbody.A Spills Management Plan shall be prepared and shall include materials, instructions, education, and emergency numbers. The plan shall be kept onsite at all times, communicated to work crews and be properly implemented in the event of accidental spills.Stabilize the banks of a waterbody that have been disturbed during construction and restore to pre-construction conditions or better.Near-water work shall be monitored to ensure mitigation measures are properly implemented, functioning, maintained and repaired as needed, and removed following construction.



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Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment (continued)	
Terrestrial Ecosystems	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none"> • Loss or degradation of vegetation cover, wildlife habitat, significant wildlife habitat and Species at Risk habitat. • Disturbance to wildlife including Species at Risk or Species of Conservation Concern. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none"> • Keep vegetation removal, grading and soil compaction to a minimum. • Restore disturbed areas to existing conditions following construction. • Erosion and sediment control fencing should be installed along the construction footprint within 30 m of the Heart Lake Provincially Significant Wetland Complex. • Vegetation removal to occur outside of the overall bird nesting period of April 1 to August 31 to avoid disturbance to breeding migratory birds including Species at Risk and/or destruction to their nests. <ul style="list-style-type: none"> • If vegetation removal must occur within this time period, active nest searches must be conducted prior to removal by a qualified biologist to ensure that no active nests of breeding migratory birds or bird Species at Risk are destroyed, in order to prevent contravention of the Migratory Birds Convention Act and/or the Endangered Species Act. • Structures likely to be affected by construction may provide suitable nesting habitat in the future for birds protected by the Migratory Birds Convention Act. It is recommended that structures be examined to confirm the presence or absence of migratory or Species at Risk bird nests the year prior to construction.
Erosion and Sediment Control	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none"> • Potential erosion to newly exposed slopes and ground surfaces. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none"> • Standard mitigation measures will be developed during detail design (e.g. sediment/silt fence, seed and mulch, sod, erosion control blankets, as required).
Landscaping	<p>Preliminary Landscape Plan is being prepared for disturbed / impacted areas along the Highway 410 corridor and will be documented in the TESR.</p>



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Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment (continued)	
Groundwater	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none">• Potential for groundwater dewatering during construction. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none">• Determine the need for groundwater dewatering and potential permit or registration requirements during detail design:<ul style="list-style-type: none">• Register for an Environmental Activity and Sector Registry (EASR) if the amount of water taking exceeds 50 m³/day and is below 400 m³/day . A Category 3 Permit to Take Water (PTTW) must be obtained from the Ministry of Environment, Conservation and Parks if the amount of water taken exceeds 400 m³/day. Further site-specific investigations including drilling/installation of groundwater monitoring wells, groundwater and/or soil sampling will be required as part of the hydrogeological assessment in support of the EASR registration and/or Category 3 PTTW applications.
Excess Soils	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none">• Excess soils may be excavated during construction activities. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none">• Manage excess soils in accordance with Ontario Regulation 406/19 – On-site and Excess Soil Management.
Socio-Economic Environment	
Noise	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none">• Increase in noise levels due to the proposed highway improvements and temporary noise during construction. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none">• The Noise Assessment concluded that one of the noise sensitive areas (NSA03) on the west side of Highway 410 between Vodden Street and Williams Parkway warrants noise mitigation as a result of the proposed improvements.• Implement best practices for noise control measures during construction such as:<ul style="list-style-type: none">• Set up a noise complaint process in accordance with MTO's Environmental Guide for Noise and investigate and address noise complaints in accordance with the guide.• Equipment shall comply with sound emission standards for construction noise equipment.• Where feasible, equipment with broadband alarms instead of tonal alarms shall be utilized.• Equipment shall be maintained in an operating condition that prevents unnecessary noise.• Idling of equipment shall be restricted to the minimum necessary to perform the specified work.



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Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Socio-Economic Environment (Continued)	
Air Quality	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none">• Potential for effects of construction operations at adjacent sensitive receivers. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none">• Follow best management practices such as dust suppression and periodic watering, as required
Cultural Environment	
Cultural Heritage	There are no direct or indirect impacts to potential Built Heritage Resources or Cultural Heritage Landscapes as none were identified in the study area.
Archaeology	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none">• Potential to impact undisturbed areas that are identified as having archaeological potential. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none">• Undertake Stage 2 Archaeological Assessments in areas identified as having archaeological potential.
Technical Considerations	
Traffic During Construction	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none">• Potential impacts to traffic during construction. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none">• For all closures, advanced notification and signage will be provided, including a corresponding detour plan for full closures. Consultation with municipalities will be undertaken during future stages of design regarding detour routes.• Staging strategies will be confirmed during future design stages and notification will be provided to stakeholders at that time.
High Mast Lighting	<p><i>Potential Impacts</i></p> <ul style="list-style-type: none">• Potential for light trespass as a result of high mast lighting. <p><i>Key Mitigation Measures / Commitments to Future Work</i></p> <ul style="list-style-type: none">• High mast lighting will be upgraded with LEDs.• Shielded luminaires will be installed to meet MTO light trespass criteria and minimize visible luminaire brightness.



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Schedule / Timing of Proposed Works

Task	2022	2023		2024	
	July - December	January - June	July - December	January - June	July - December
Notice of Study Commencement	★				
Site Visits / Field Investigations					
Development of Alternatives					
Evaluate Alternatives, Identify and Develop Preferred Alternative					
Public Information Centre (May 29, 2024)					★
Finalize the Technically Preferred Alternative and Preliminary Design, Prepare Transportation Environmental Study Report and Preliminary Design Report					
Transportation Environmental Study Report Comment Period (30-days)					★
Address comments from the Transportation Environmental Study Report Review					



Highway 410 Preliminary Design and Class EA Study: Queen Street to Bovaird Drive

How to Provide Feedback

We encourage you to contact members of the Project Team below if you have any questions, comments or concerns regarding the information provided. Thank you for your participation!

Parshad Patel, M.Eng.

Project Manager, Ministry of Transportation
Project Delivery Section – Peel/Halton
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7

Toll free number: 1-844-698-9876

E-mail: ProjectTeam@hwy410queentobovaird.ca

Tim Sorochinsky, P.Eng.

Project Manager, AECOM
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3

Toll free number: 1-844-698-9876

E-mail: ProjectTeam@hwy410queentobovaird.ca

Comment Forms can be found via the Project Website: <https://hwy410queentobovaird.ca/consultation>

Please provide any comments by July 2, 2024.

Freedom of Information and Protection of Privacy Act and Accessibility

- Comments and information regarding this study are being collected to assist MTO and AECOM in meeting the requirements of the Ontario *Environmental Assessment Act*. This material will be maintained on file for use during this study and may be included in study documentation.
- Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.
- If you require any assistance regarding the accessibility of these materials, please let us know by emailing ProjectTeam@hwy410queentobovaird.ca. We would be happy to assist you.