AECOM

Appendix A

Recommended Plan

RUTHERFORD ROAD SOUTH
RUTHERFORD ROAD NORTH
LEBANON DRIVE
CORPORATE DRIVE
CONCESSION STREET
CONCORD DRIVE
CONCORD DRIVE
VAUGHAN BOULEVARD
VAUGHAN BOULEVARD
BOULEVARD
BOULEVARD
HEART LAKE ROAD
HEART LAKE ROAD
WEST DRIVE
CHAMPLAIN STREET
HOWDEN BLVD
NORTH PARK DRIVE
GREAT LAKES DRIVE
LEGEND (EXISTING)
LEGEND (PROPOSED)
EXISTING
NEW NOISE BARRIER
RIDGE OF EMBANKMENT
EDGE OF PAVEMENT
EDGE OF EMBANKMENT
EDGE OF PAVED SHOULDER
CURB AND GUTTER
CONCRETE SIDEWALK
MULTI USE PATH (MUP)
PEDESTRIAN RAMPS
RETAINING WALL
TOE WALL
OVERHEAD SIGN STRUCTURES
MEDIAN TALL WALL BARRIER
CONCRETE BARRIER
STEEL BEAM GUIDE RAIL
CULVERT
FLEXIBLE PAVEMENT
VISTEX
STORMWATER MANAGEMENT POND
DITCH INLET
DITCH OUTLET
AECOM
Ontario
Ministry of Transportation
HIGHWAY 410 IMPROVEMENTS
PRELIMINARY DESIGN - CLASS EA
2020-E-0030
HIGHWAY 410
PRELIMINARY DESIGN
- OVERALL PLAN -
OCTOBER 2020
1

AECOM

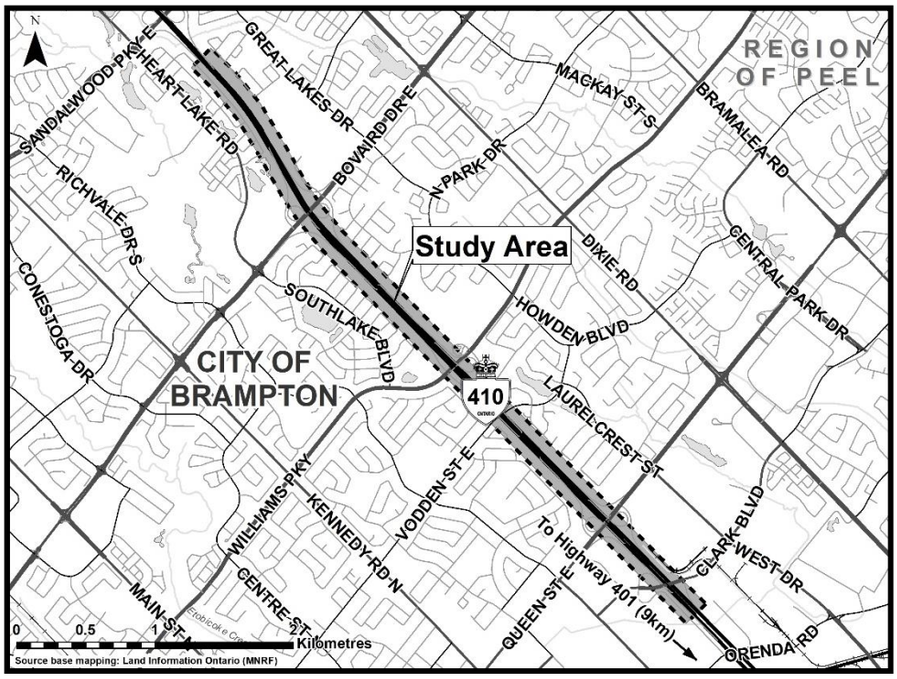
Appendix B

Study Notification and Contact List

ONTARIO GOVERNMENT NOTICE
NOTICE OF STUDY COMMENCEMENT
HIGHWAY 410 IMPROVEMENTS
SOUTH OF QUEEN STREET TO NORTH OF BOVAIRD DRIVE, W.O. #17-20005
PRELIMINARY DESIGN & CLASS ENVIRONMENTAL ASSESSMENT STUDY

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the Highway 410 corridor. Potential improvements may include: the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, noise walls etc., along with considerations of upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel, refer to the Study Area map.



THE PROCESS

This Study will follow the approved planning process for a Group 'B' project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public, stakeholders, municipalities and government agencies. A Public Information Centre (PIC) will be held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team.

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period.

Notifications advising of the time and location of the PIC and of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the Study mailing list, and information will be made available on the Study website.

HOW TO PARTICIPATE

You are encouraged to participate in the Study and to provide comments in writing to the Project Team. If you wish to have your name added to the Study mailing list or have questions about the Study, please visit the Study website or contact the Project Team directly by e-mail or telephone:

Visit us at: www.hwy410queentobovaird.ca
Project Team E-mail: ProjectTeam@hwy410queentobovaird.ca

PROJECT TEAM

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 # 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 # 1-844-698-9876
E-mail: ProjectTeam@hwy410queentobovaird.ca

There is an opportunity at any time during the Study for interested persons to provide input to the Project Team regarding the Study. Comments are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act.* This material will be maintained on file for use during the Study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31.* With the exception of personal information, all comments will become part of the public record.

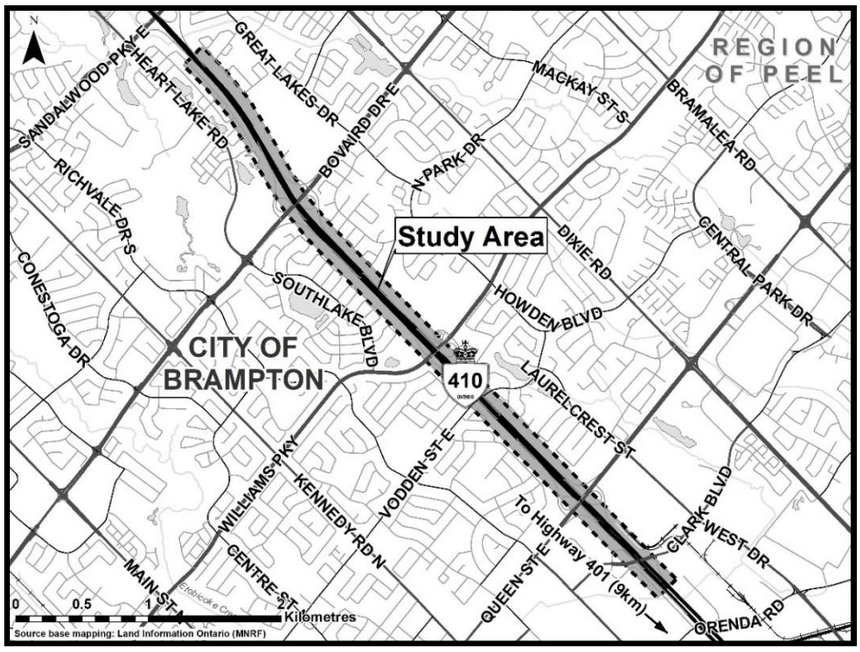
If you have any accessibility requirements in order to participate in this Study, please contact the Project Team as listed above. Renseignements en français sont disponibles par courriel au amy.ingriselli@aecom.com.

Ontario

AVIS DU GOUVERNEMENT DE L'ONTARIO
AVIS DE DÉBUT D'ÉTUDE
AMÉLIORATIONS À L'AUTOROUTE 410
DU SUD DE LA RUE QUEEN AU NORD DE LA RUE BOVAIRD, W.O. Nº 17-20005
ÉTUDE DE CONCEPTION PRÉLIMINAIRE ET D'ÉVALUATION ENVIRONNEMENTALE DE PORTÉE GÉNÉRALE

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services d'AECOM Canada Ltd. (AECOM) afin d'entreprendre la conception préliminaire et l'évaluation environnementale de portée générale pour les améliorations à l'autoroute 410. Les limites de l'étude s'étendent du sud de la rue Queen au nord de la rue Bovaird. L'étude comprend l'examen des améliorations possibles le long du corridor de l'autoroute 410. Les améliorations potentielles peuvent comprendre : l'élargissement de l'autoroute 410 pour accroître la capacité des voies principales, la mise en place de voies réservées aux véhicules multioccupants (VMO), l'évaluation des ponts, des ponceaux, des murs de soutènement, des murs antibruit, etc., ainsi que l'examen de la modernisation de l'éclairage et des feux de circulation. La zone d'étude est située dans la bille de Brampton et la municipalité régionale de Peel; reportez-vous à la carte de la zone d'étude.



LE PROCESSUS

Cette étude suivra le processus de planification approuvé pour les projets du groupe « B » dans le cadre de l'*Évaluation environnementale pour les installations provinciales de transport (modifiée en 2000)* du MTO (EE de portée générale).

Des solutions de rechange seront déterminées et évaluées en fonction des facteurs techniques et environnementaux, ainsi qu'en consultation avec les communautés autochtones, les intervenants du public, les municipalités et les organismes gouvernementaux. Un centre d'information sera organisé durant l'étude afin de permettre aux parties intéressées de discuter de l'étude et de faire part de leurs commentaires à l'équipe du projet.

À la fin de cette étude, un rapport d'étude environnementale sur les transports sera préparé et rendu accessible pour une période de commentaires de 30 jours par le public et les organisations.

Les avis concernant l'heure et l'emplacement du centre d'information et l'accessibilité du rapport à des fins de commentaires seront publiés dans les journaux locaux, envoyés par la poste ou envoyés par courriel aux personnes inscrites sur la liste de distribution de l'étude. L'information pourra également être consultée sur le site Web de l'étude.

COMMENT PARTICIPER

Vous êtes encouragés à participer à l'étude et à fournir des commentaires écrits à l'équipe de projet. Si vous souhaitez faire ajouter votre nom à la liste d'envoi du projet ou si vous avez des questions au sujet de l'étude, veuillez visiter le site Web du projet ou prendre contact directement avec l'équipe du projet par courriel ou par téléphone :

Visitez-nous à : www.hwy410queentobovaird.ca
Courriel de l'équipe du projet : ProjectTeam@hwy410queentobovaird.ca

ÉQUIPE DU PROJET

Parshad Patel, M.Eng.
Gestionnaire de projet, ministère du Transport
Section de la mise en œuvre des projets – Peel/Halton
159, avenue Sir William Hearst, 4e étage
Toronto (Ontario) M3M 0B7
Sans frais 1 844 698-9876
courriel : ProjectTeam@hwy410queentobovaird.ca

Tim Sorochinsky, ing.
Gestionnaire de projet, AECOM
105, rue Commerce Valley Ouest, 7e étage
Markham (Ontario) L3T 7W3
Sans frais 1 844 698-9876
courriel : ProjectTeam@hwy410queentobovaird.ca

Les personnes intéressées peuvent, à tout moment durant l'étude, fournir leurs commentaires s'y rapportant à l'équipe de l'étude. Nous recueillons les commentaires relatifs à ce projet pour aider le ministère des Transports à respecter les exigences de la *Loi sur les évaluations environnementales.* Cette information sera conservée au dossier pour être utilisée pendant l'étude et pourra être incluse dans la documentation du projet. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée, L.R.O. 1990, chap. F.31.* Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public.

Si vous avez des exigences en matière d'accessibilité pour participer à cette étude, veuillez prendre contact avec les membres de l'équipe du projet nommés ci-dessus. Les renseignements en français sont disponibles par courriel à amy.ingriselli@aecom.com.

Ontario

Ministry of Transportation

Project Delivery Section
Design and Engineering Branch

Transportation Infrastructure Management Division
4th Floor
159 Sir William Hearst Avenue
Toronto ON M3M 0B7

Ministère des Transports

Section de la mise en œuvre des projets
Direction de conception et d'ingénierie

Division de la gestion de l'infrastructure
de transport
4e étage
159, avenue Sir William Hearst
Toronto ON M3M 0B7

Ontario

September 1, 2022 **MP/MPP LETTER**

«Name»
«Position»
«Organization»
«Address»

Dear «Name»:

RE: Notice of Study Commencement - Highway 410 Improvements South of Queen Street to North of Bovaird Drive, W.O. #17-20005 Preliminary Design and Class Environmental Assessment Study Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the corridor. Potential improvements may include: the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, noise walls etc., along with considerations of upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel, (refer to the enclosed "Notice of Study Commencement").

The purpose of this letter is to notify your office of Study Commencement.
The enclosed "Notice of Study Commencement" will appear in the following local newspapers:

- Brampton Guardian on Thursday August 11, 2022
- Le Métropolitain on Thursday August 11, 2022

This Study will follow the approved planning process for a Group 'B' project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public stakeholders, municipalities and government agencies. A Public Information Centres (PIC) will be held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team.

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period.

Notifications advising of the time and location of the PIC and of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the Study mailing list, and information will be made available on the Project Website.

If you wish to obtain additional information about the Study please visit the Project Website at: www.hwy410queentobovaird.ca.

There is an opportunity at any time during the Study for interested persons to provide input to the Project Team including comments and information regarding the Study. Comments are being collected to assist MTO with the preliminary design and to meet the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the Study and may be included in project 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 have any accessibility requirements in order to participate in this Study, please contact one of the Project Team members listed on the enclosed "Notice of Study Commencement". Renseignements en français sont disponibles par courriel au amy.ingriselli@aecom.com.

If you would like to provide comments, or if you require further information regarding this project, please feel free to contact me by phone at 437-777-0246 or by email at ProjectTeam@hwy410queentobovaird.ca. You may also contact the AECOM Project Manager, Tim Sorochinsky by phone at 905-418-1475 or by email at ProjectTeam@hwy410queentobovaird.ca.

Yours truly,
Ontario Ministry of Transportation

Parshad Patel, M. Eng.
Project Manager

cc.	C. Barber	- MTO, Senior Environmental Planner
	T. Sorochinsky	- AECOM, Project Manager
	T. Drygas	- AECOM, Senior Environmental Planner
	H. Wright	- AECOM, Senior Environmental Planner

Encl. Notice of Study Commencement

Ministry of Transportation

Project Delivery Section
Design and Engineering Branch

Transportation Infrastructure Management Division
4th Floor
159 Sir William Hearst Avenue
Toronto ON M3M 0B7

Ministère des Transports

Section de la mise en œuvre des projets
Direction de conception et d'ingénierie

Division de la gestion de l'infrastructure
de transport
4e étage
159, avenue Sir William Hearst
Toronto ON M3M 0B7

Ontario

September 1, 2022

INDIGENOUS LETTER

«Name»
«Position»
«Organization»
«Address»

Dear «Name»:

RE: Notice of Study Commencement - Highway 410 Improvements South of Queen Street to North of Bovaird Drive, W.O. #17-20005 Preliminary Design and Class Environmental Assessment Study Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the corridor. Potential improvements may include: the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, noise walls etc., along with considerations of upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel (refer to the enclosed "Notice of Study Commencement").

This Study will follow the approved planning process for a Group 'B' project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public stakeholders, municipalities and government agencies. A Public Information Centre (PIC) will be held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team. An additional opportunity to review this information will be provided to <<insert name of community here>> concurrent with the PIC.

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period. Indigenous communities will also be provided with the opportunity to comment on the TESR. This information will be also made available on the Project Website at: www.hwy410queentobovaird.ca.

The ministry recognizes that Indigenous partners are prioritizing COVID-19 responses to protect the health and well-being of their communities, and as a result, this may impact their ability to respond to ministry projects. The ministry remains committed to fulfilling its duty to consult requirements and will endeavour to accommodate requests to delay, postpone or suspend consultation discussions at this time.

The purpose of this letter is to notify you of the commencement of this Study, and to inquire if <<insert name of community here>> have an interest in this Study. We also welcome the opportunity to meet with you to discuss this Study. We also invite you to identify any environmental, social, and cultural values your community may wish to identify within the Study area.

As part of this Study, a Stage 1 Archaeological Assessment will be undertaken. The Project Team will also be conducting a natural sciences review of the Study area. Background information relating to natural heritage features will be collected to characterize the vegetation communities, fish and fish habitat, as well as wildlife and wildlife habitat (including Species at Risk). A Fish and Fish Habitat Report and Terrestrial Ecosystems Report will be prepared and will document potential impacts and proposed mitigation measures.

If you wish to obtain additional information about the Study please visit the Project Website at: www.hwy410queentobovaird.ca.

There is an opportunity at any time during the Study for interested persons to provide input to the Project Team including comments and information regarding the Study. Comments are being collected to assist MTO with the preliminary design and to meet the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the Study and may be included in project 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 have any accessibility requirements in order to participate in this Study, please contact one of the Project Team members listed on the enclosed “Notice of Study Commencement”. Renseignements en français sont disponibles par courriel au amy.ingriselli@aecom.com.

If you would like to provide comments, or if you require further information regarding this project, please feel free to contact me by email at Parshad.Patel@ontario.ca or by phone at 437-777-0246. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience.

Yours truly,
Ontario Ministry of Transportation

Parshad Patel, M. Eng.
Project Manager

cc. C. Barber - MTO, Senior Environmental Planner
L. Currie - MTO, Indigenous Liaison Specialist

AECOM
105 Commerce Valley Drive West, 7th Floor
Markham ON, L3T 7W3
Canada
www.aecom.com

905-886-7022 tel
905-826-9494 fax

September 8, 2022

EXTERNAL LETTER

«Name»
«Position»
«Organization»
«Address»

Dear «Name»:

RE: Notice of Study Commencement - Highway 410 Improvements South of Queen Street to North of Bovaird Drive, W.O. #17-20005 Preliminary Design and Class Environmental Assessment Study Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the corridor. Potential improvements may include: the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, noise walls etc., along with considerations of upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel, (refer to the enclosed "Notice of Study Commencement").

The purpose of this letter is to notify you of the commencement of this Preliminary Design and Class EA Study. On the enclosed Stakeholder Comment Form, please indicate whether your organization has an interest in this project and who will act as our main contact. In order to assist us with our planning process, would you also please indicate if the above noted project will affect the delivery of your organization's programs or services. A reply by September 12, 2022 would be appreciated.

This Study will follow the approved planning process for a Group 'B' project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public stakeholders, municipalities and government agencies. A Public Information Centre (PIC) will be held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team.

AECOM

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period.

Notifications advising of the time and location of the PIC and of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the Study mailing list, and information will be made available on the Project Website.

If you wish to obtain additional information about the Study please visit the Project Website at: www.hwy410queentobovaird.ca.

There is an opportunity at any time during the Study for interested persons to provide input to the Project Team including comments and information regarding the Study. Comments are being collected to assist MTO with the preliminary design and to meet the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the Study and may be included in project 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.

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If you would like to provide comments, or if you require further information regarding this project, please feel free to contact me by phone at 905-418-1475 or email at ProjectTeam@hwy410queentobovaird.ca. You may also contact the MTO Project Manager, Parshad Patel, by phone at 437-777-0246 or by email at ProjectTeam@hwy410queentobovaird.ca.

Sincerely,
AECOM

Tim Sorochinsky, P.Eng.
Project Manager

cc.	P. Patel	- MTO, Project Manager
	C. Barber	- MTO, Senior Environmental Planner
	T. Drygas	- AECOM, Senior Environmental Planner
	H. Wright	- AECOM, Senior Environmental Planner

Encl. Notice of Study Commencement
Stakeholder Comment Form

AECOM
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Canada
www.aecom.com

905-886-7022 tel
905-886-9494 fax

\

September 8, 2022

PUBLIC LETTER

«Name»
«Position»
«Organization»
«Address»

Dear «Name»:

RE: Notice of Study Commencement - Highway 410 Improvements South of Queen Street to North of Bovaird Drive, W.O. #17-20005 Preliminary Design and Class Environmental Assessment Study Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the corridor. Potential improvements may include: the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, noise walls etc., along with considerations of upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel, (refer to the enclosed "Notice of Study Commencement").

The purpose of this letter is to notify you of the commencement of this Preliminary Design and Class EA Study. If you would like to provide comments, or if you require further information regarding this Study, please visit the project website at www.hwy410queentobovaird.ca or contact one of the Project Team members as identified on the enclosed notice.

This Study will follow the approved planning process for a Group 'B' project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public stakeholders, municipalities and government agencies. A Public Information Centre (PIC) will be held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team.

AECOM

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period.

Notifications advising of the time and location of the PIC and of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the Study mailing list, and information will be made available on the Project Website.

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There is an opportunity at any time during the Study for interested persons to provide input to the Project Team including comments and information regarding the Study. Comments are being collected to assist MTO with the preliminary design and to meet the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the Study and may be included in project 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 have any accessibility requirements in order to participate in this Study, please contact one of the Project Team members listed on the enclosed "Notice of Study Commencement". Renseignements en français sont disponibles par courriel au amy.ingriselli@aecom.com.

If you would like to provide comments, or if you require further information regarding this project, please feel free to contact me by phone at 905-418-1475 or email at ProjectTeam@hwy410queentobovaird.ca. You may also contact the MTO Project Manager, Parshad Patel, by phone at 437-777-0246 or by email at ProjectTeam@hwy410queentobovaird.ca.

Sincerely,
AECOM

Tim Sorochinsky, P.Eng.
Project Manager

cc.	P. Patel	- MTO, Project Manager
	C. Barber	- MTO, Senior Environmental Planner
	T. Drygas	- AECOM, Senior Environmental Planner
	H. Wright	- AECOM, Senior Environmental Planner

Encl. Notice of Study Commencement

T. Sorochinsky	- AECOM, Project Manager
T. Drygas	- AECOM, Senior Environmental Planner
H. Wright	- AECOM, Senior Environmental Planner

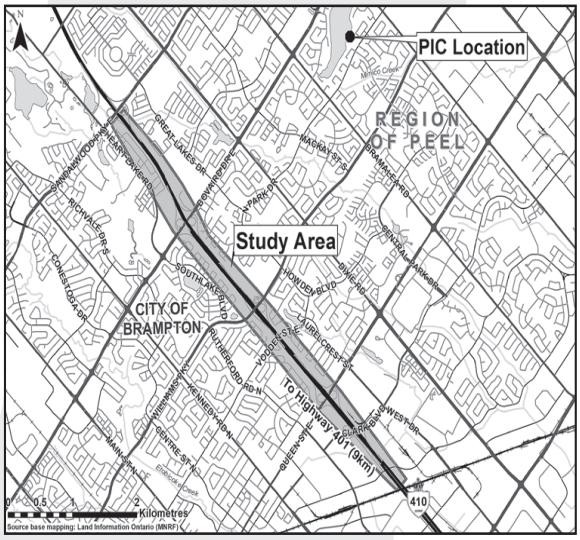
Encl. Notice of Study Commencement

Ontario Government Notice

Notice of Public Information Centre
Highway 410 Improvements
South of Queen Street to North of Bovaird Drive, W.O. #17-20005
Preliminary Design & Class Environmental Assessment Study

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the Highway 410 corridor. Recommended improvements include the widening of Highway 410 to provide additional mainline capacity including the implementation of dedicated High Occupancy Vehicle (HOV) lanes. The Study also includes an assessment of bridges, culverts, retaining walls and MTO noise walls, along with considerations for upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel, refer to the Study Area map on the right.



THE PROCESS

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).

Reasonable design alternatives for highway widening and High Occupancy Vehicle lanes have been developed and evaluated leading to the selection of a preliminary Technically Preferred Alternative. The improvements to the corridor aim to ensure the future infrastructure rehabilitation can accommodate the future traffic needs of Highway 410.

Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period. Notification advising of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the project mailing list, and information will be made available on the Study website.

PUBLIC INFORMATION CENTRE (PIC)

A PIC is being held in-person at Professor's Lake Recreation Centre – Auditorium. The purpose of the PIC is to receive feedback on the preliminary design recommendations and potential mitigation strategies to minimize environmental and community impacts. The Project Team encourages you to attend and welcomes your input. The PIC will be held as follows:

Date: May 29, 2024
Time: 4:00 pm to 8:00 pm
Location: Professor's Lake Recreation Center – Auditorium
1660 North Park Drive, Brampton, Ontario, L6S 5S8

COMMENTS

PIC materials will also be available online for a public comment period (ending **July 2, 2024**). We encourage you to review the materials and submit your comments to the Project Team, or reach out to the Project Team to obtain additional information and/or be placed on the project mailing list. Please contact the Project Team via one of the methods on the right:

PIC Comment Form can be found online on the Study Website at www.hwy410queentobovaird.ca/consultation

PROJECT TEAM

Parshad Patel, P.Eng.
Project Manager, Ministry of Transportation
Project Delivery Section – Peel/Halton
159 Sir William Hearst Avenue, 4th Floor
Toronto, ON M3M 0B7
toll free: 1-844-698-9876
e-mail: projectteam@hwy410queentobovaird.ca

Tim Sorochinsky, P.Eng.
Consultant Project Manager, AECOM
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
toll free: 1-844-698-9876
e-mail: projectteam@hwy410queentobovaird.ca

There is an opportunity at any time during the study for interested persons to provide input to the Project Team regarding the Study. Comments are being collected to assist MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the Study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. F.31*. With the exception of personal information, all comments will become part of the public record.

If you have any accessibility requirements in order to participate in this Project, please contact the Project Team as listed above. Renseignements en français sont disponibles par courriel au amy.ingriselli@aecom.com.

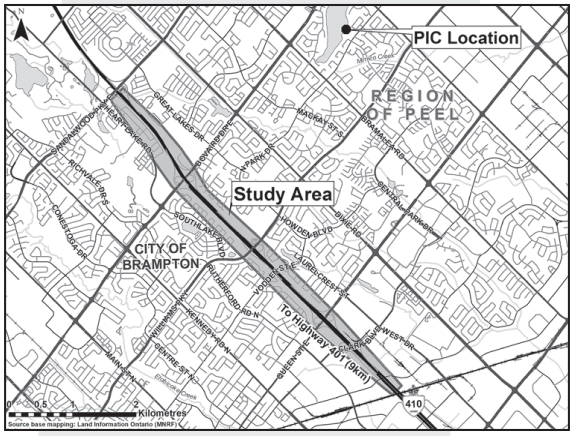
Ontario

Avis du gouvernement de l'Ontario

Avis de centre d'information
Améliorations à l'autoroute 410
Du sud de Queen Street au nord de Bovaird Drive, W.O. nº 17-20005
Étude de conception préliminaire et d'évaluation environnementale de portée générale

L'ÉTUDE

Le ministère des Transports de l'Ontario (MTO) a retenu les services d'AECOM Canada Ltd. (AECOM) afin d'entreprendre la conception préliminaire et l'évaluation environnementale de portée générale pour les améliorations à l'autoroute 410. Les limites de l'étude s'étendent du sud de la rue Queen au nord de la rue Bovaird. L'étude comprend l'examen des améliorations possibles le long du corridor de l'autoroute 410. Les améliorations recommandées comprennent l'élargissement de l'autoroute 410 pour accroître la capacité des voies principales, notamment la mise en place de voies réservées aux véhicules multioccupants (VMO). L'étude inclut également une évaluation des ponts, des ponceaux, des murs de soutènement et des murs antibruit du MTO, etc., ainsi que l'examen de la modernisation de l'éclairage et des feux de circulation. La zone d'étude est située dans la Ville de Brampton et la municipalité régionale de Peel; reportez-vous à la carte de la zone d'étude à droite.



LE PROCESSUS

Cette étude suit le processus de planification approuvé pour les projets du groupe « B » dans le cadre de *l'Évaluation environnementale de portée générale pour les routes provinciales (2000)* du MTO (EE de portée générale).

Des solutions de rechange raisonnables pour l'élargissement de l'autoroute et les voies réservées aux véhicules multioccupants ont été conçues et évaluées, menant à la sélection d'une solution privilégiée provisoire. Les améliorations apportées au corridor visent à assurer que la remise en état future de l'infrastructure pourra répondre aux besoins futurs de l'autoroute 410 en matière de circulation.

À la fin de l'étude, un rapport d'étude environnementale sur les transports (RÉET) sera préparé et rendu accessible pour une période de commentaires de 30 jours par le public et les organisations. Un avis concernant l'accessibilité du RÉET à des fins de commentaires sera publié dans les journaux locaux, envoyés par la poste ou envoyés par courriel aux personnes inscrites sur la liste de distribution du projet. L'information pourra également être consultée sur le site Web de l'étude.

CENTRE D'INFORMATION (CI)

Un centre d'information sera tenu en personne à l'auditorium du Centre de loisirs de Professor's Lake. Le but du centre est de recevoir des commentaires sur les recommandations en matière de conception préliminaire et les stratégies d'atténuation potentielles permettant de minimiser les impacts environnementaux et communautaires. L'équipe du projet vous encourage à participer et souhaite entendre votre opinion. Le centre d'information aura lieu :

Date : 29 mai 2024
Heure : De 16 h à 20 h
Lieu : Auditorium du Centre de loisirs de Professor's Lake
1660, rue North Park, Brampton (Ontario) L6S 5S8

COMMENTAIRES

Les documents du centre d'information seront également mis à disposition du public en ligne pendant une période de commentaires (qui prendra fin le **2 juillet 2024**). Nous vous encourageons à examiner les documents et à soumettre vos commentaires à l'équipe de projet, ou à prendre contact avec l'équipe de projet pour obtenir des renseignements supplémentaires ou être inscrit sur la liste de distribution du projet. Veuillez prendre contact avec l'équipe du projet de l'une des façons suivantes :

Vous trouverez le **formulaire des commentaires sur le centre d'information** sur le site Web de l'étude à https://hwy410queentobovaird.ca/fr-consultation/

ÉQUIPE DU PROJET

Parshad Patel, ing.
Chef de projet, ministère du Transport
Section de la mise en œuvre des projets – Peel/Halton
159, avenue Sir William Hearst, 4e étage
Toronto (Ontario) M3M 0B7
Sans frais 1 844 698-9876
courriel : projectteam@hwy410queentobovaird.ca

Tim Sorochinsky, ing.
Conseiller et gestionnaire de projet, AECOM
105, rue Commerce Valley Ouest, 7e étage
Markham (Ontario) L3T 7W3
Sans frais 1 844 698-9876
courriel : projectteam@hwy410queentobovaird.ca

Les personnes intéressées peuvent, à tout moment durant l'étude, fournir leurs commentaires s'y rapportant à l'équipe de projet. Nous recueillons les commentaires relatifs à ce projet pour aider le ministère des Transports à respecter les exigences de la *Loi sur les évaluations environnementales*. Cette information sera conservée au dossier pour être utilisée pendant l'étude et pourra être incluse dans la documentation du projet. L'information recueillie sera utilisée conformément à la *Loi sur l'accès à l'information et la protection de la vie privée, L.R.O. 1990, chap. F.31.* Tous les commentaires, à l'exception des renseignements personnels, feront partie du dossier public.

Si vous avez des exigences en matière d'accessibilité pour participer à ce projet, veuillez prendre contact avec les membres de l'équipe du projet nommés ci-dessus. Les renseignements en français sont disponibles par courriel à amy.ingriselli@aecom.com.

Ontario

Ministry of Transportation

Project Delivery Section
Design and Engineering Branch

Transportation Infrastructure Management Division
4th Floor
159 Sir William Hearst Avenue
Toronto ON M3M 0B7

Ministère des Transports

Section de la mise en œuvre des projets
Direction de conception et d'ingénierie

Division de la gestion de l'infrastructure de transport
4e étage
159, avenue Sir William Hearst
Toronto ON M3M 0B7

Ontario

May 13, 2024 **MP/MPP LETTER**

«Name»
«Position»
«Organization»
«Address»

Dear «Name»:

RE: Notice of Public Information Centre - Highway 410 Improvements South of Queen Street to North of Bovaird Drive, W.O. #17-20005 Preliminary Design and Class Environmental Assessment Study Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the Highway 410 corridor. Recommended improvements include the widening of Highway 410 to provide additional mainline capacity including the implementation of dedicated High Occupancy Vehicle (HOV) lanes. The Study also includes an assessment of bridges, culverts, retaining walls and MTO noise walls, along with considerations for upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel (refer to the enclosed "Notice of Public Information Centre" for the key plan).

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).

A key part of the planning process involves consultation with Indigenous Communities, local landowners, government agencies and other interested parties that could be impacted by the project. A Public Information Centre (PIC) is being held in-person at Professor's Lake Recreation Centre – Auditorium on May 30, 2024, to provide interested parties an opportunity to learn about and comment on the preliminary design recommendations and potential mitigation strategies to minimize environmental and community impacts. It will also provide an overview of the planning process and studies completed.

The purpose of this letter is to notify your office of the PIC announcement. **The PIC will be held as follows:**

Date: May 29, 2024
Time: 4:00 pm to 8:00 pm
Location: Professor's Lake Recreation Center – Auditorium,
1660 North Park Drive, Brampton, Ontario, L6S 5S8

PIC materials will also be available online for a public comment period (ending July 2, 2024).

The enclosed “Notice of Public Information Centre” will appear in the following local newspapers, be distributed to the project contact list and will be made available on the Project Website:

- Brampton Guardian (online) from May 16 to 29, 2024
- Le Métropolitain on May 16, 2024

A PIC Comment Form and further information about the Study can be found online on the Study Website at www.hwy410queentobovaird.ca/consultation.

If you have any accessibility requirements in order to participate in this Study, please contact one of the Project Team members listed on the enclosed “Notice of Public Information Centre”.

If you would like to provide comments, or if you require further information regarding this project, please feel free to contact me by email at Parshad.Patel@ontario.ca or by phone at 437-777-0246.

Yours truly,
Ontario Ministry of Transportation

Parshad Patel, M. Eng.
Project Manager

cc.	C. Barber	- MTO, Senior Environmental Planner
	T. Sorochinsky	- AECOM, Senior Project Manager
	H. Nottbeck	- AECOM, Deputy Project Manager
	E. Docherty	- AECOM, Senior Environmental Planner
	L. Horne	- AECOM, Environmental Planner

Enclosed: Notice of Public Information Centre

Ministry of Transportation

Project Delivery Section
Design and Engineering Branch

Transportation Infrastructure Management Division
4th Floor
159 Sir William Hearst Avenue
Toronto ON M3M 0B7

Ministère des Transports

Section de la mise en œuvre des projets
Direction de conception et d'ingénierie

Division de la gestion de l'infrastructure
de transport
4e étage
159, avenue Sir William Hearst
Toronto ON M3M 0B7

Ontario

May 13, 2024

INDIGENOUS LETTER

«Name»
«Position»
«Organization»
«Address»

Dear «Name»:

RE: Notice of Public Information Centre - Highway 410 Improvements South of Queen Street to North of Bovaird Drive, W.O. #17-20005 Preliminary Design and Class Environmental Assessment Study Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the Highway 410 corridor. Recommended improvements include the widening of Highway 410 to provide additional mainline capacity including the implementation of dedicated High Occupancy Vehicle (HOV) lanes. The Study also includes an assessment of bridges, culverts, retaining walls and MTO noise walls, along with considerations for upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel (refer to the enclosed "Notice of Public Information Centre" for the key plan).

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).

The purpose of this letter is to inform you of a **Public Information Centre (PIC)** for this project. Your community is invited to attend a preview session being held for members of interested Indigenous communities prior to the PIC. The preview session will be an informal drop-in centre with Project Team representatives available to answer questions and receive comments on the preliminary design recommendations and potential mitigation strategies to minimize environmental impacts. This session will be held on:

Date: May 29, 2024
Time: 3:00 pm to 4:00 pm
Location: Professor's Lake Recreation Center – Auditorium,
1660 North Park Drive, Brampton, Ontario, L6S 5S8

PIC materials will also be available online on the project website at www.hwy410queentobovaird.ca/consultation.

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period. Indigenous communities will also be provided with the opportunity to comment on the TESR. This information will also be made available on the Project Website at: www.hwy410queentobovaird.ca.

As part of this Study, a Stage 1 Archaeological Assessment and a natural sciences review of the Study Area has been undertaken. Background information relating to natural heritage features has been collected to characterize the vegetation communities, fish and fish habitat, as well as wildlife and wildlife habitat (including Species at Risk). A Fish and Fish Habitat Report and Terrestrial Ecosystems Report will be prepared and will document potential impacts and proposed mitigation measures. These reports can be provided to you/your community digitally once complete, upon request.

If you would like to provide comments, have any accessibility requirements in order to participate in this Study or if you require further information regarding this Study, please feel free to contact me by email at Parshad.Patel@ontario.ca or by phone at 437-777-0246. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience.

Yours truly,
Ontario Ministry of Transportation

Parshad Patel, M. Eng.
Project Manager

cc.	C. Barber	- MTO, Senior Environmental Planner
	T. Sorochinsky	- AECOM, Senior Project Manager
	H. Nottbeck	- AECOM, Deputy Project Manager
	E. Docherty	- AECOM, Senior Environmental Planner
	L. Horne	- AECOM, Environmental Planner

Enclosed: Notice of Public Information Centre

AECOM
105 Commerce Valley Drive West, 7th Floor
Markham ON, L3T 7W3
Canada
www.aecom.com

905-886-7022 tel
905-826-9494 fax

May 13, 2024

EXTERNAL LETTER

«Name»
«Position»
«Organization»
«Address»

Dear «Name»:

RE: Notice of Public Information Centre - Highway 410 Improvements South of Queen Street to North of Bovaird Drive, W.O. #17-20005 Preliminary Design and Class Environmental Assessment Study Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the Highway 410 corridor. Recommended improvements include the widening of Highway 410 to provide additional mainline capacity including the implementation of dedicated High Occupancy Vehicle (HOV) lanes. The Study also includes an assessment of bridges, culverts, retaining walls and MTO noise walls, along with considerations for upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel (refer to the enclosed "Notice of Public Information Centre" for the key plan).

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).

A key part of the planning process involves consultation with Indigenous Communities, local landowners, government agencies and other interested parties that could be impacted by the project. A **Public Information Centre (PIC**) is being held in-person at Professor's Lake Recreation Centre – Auditorium on May 30, 2024, to provide interested parties an opportunity to learn about and comment on the preliminary design recommendations and potential mitigation strategies to minimize environmental and community impacts. It will also provide an overview of the planning process and studies completed.

The purpose of this letter is to invite you to attend the PIC. The PIC will be held as follows:

Date: May 29, 2024
Time: 4:00 pm to 8:00 pm
Location: Professor's Lake Recreation Center – Auditorium,
1660 North Park Drive, Brampton, Ontario, L6S 5S8

PIC materials will also be available online for a public comment period (ending July 2, 2024). We encourage you to review the materials and submit your comments to the Project Team or

AECOM

reach out to the Project Team to obtain additional information and/or be placed on the project mailing list.

A PIC Comment Form and further information about the Study can be found online on the Study Website at www.hwy410queentobovaird.ca/consultation. Upon study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period. Notification advising of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the project mailing list, and information will be made available on the Study website.

If you have any accessibility requirements in order to participate in this Study, please contact one of the Project Team members listed on the enclosed “Notice of Public Information Centre”.

If you would like to provide comments, or if you require further information regarding the PIC, please feel free to contact me by phone at 905-418-1475 or email at ProjectTeam@hwy410queentobovaird.ca. You may also contact the MTO Project Manager, Parshad Patel, by phone at 437-777-0246 or by email at ProjectTeam@hwy410queentobovaird.ca.

Sincerely,
AECOM Canada Ltd.

Tim Sorochinsky, P.Eng.
Senior Project Manager

cc.	P. Patel	- MTO, Project Manager
	C. Barber	- MTO, Senior Environmental Planner
	H. Nottbeck	- AECOM, Deputy Project Manager
	E. Docherty	- AECOM, Senior Environmental Planner
	L. Horne	- AECOM, Environmental Planner

Enclosed: Notice of Public Information Centre

AECOM
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Canada
www.aecom.com

905-886-7022 tel
905-886-9494 fax

\

September 8, 2022

PUBLIC LETTER

«Name»
«Position»
«Organization»
«Address»

Dear «Name»:

RE: Notice of Study Commencement - Highway 410 Improvements South of Queen Street to North of Bovaird Drive, W.O. #17-20005 Preliminary Design and Class Environmental Assessment Study Ontario Ministry of Transportation

The Ontario Ministry of Transportation (MTO) has retained AECOM Canada Ltd. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study limits extend from South of Queen Street to North of Bovaird Drive. The Study includes the consideration of potential improvements along the Highway 410 corridor. Potential improvements may include: the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, noise walls etc., along with considerations of upgrades to illumination and traffic signals. The Study Area is located within the City of Brampton and Regional Municipality of Peel, (refer to the enclosed "Notice of Study Commencement").

The purpose of this letter is to notify you of the commencement of this Preliminary Design and Class EA Study. If you would like to provide comments, or if you require further information regarding this Study, please visit the project website at www.hwy410queentobovaird.ca or contact one of the Project Team members as identified on the enclosed notice.

This Study will follow the approved planning process for a Group 'B' project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (amended 2000)* (Class EA).

Alternatives will be generated and evaluated based on technical and environmental factors and in consultation with Indigenous communities, public, stakeholders, municipalities and government agencies. A Public Information Centre (PIC) will be held during this Study to provide interested parties with the opportunity to discuss the Study and provide input to the Project Team.

AECOM

Upon Study completion, a Transportation Environmental Study Report (TESR) will be prepared and made available for a 30-day public and agency comment period.

Notifications advising of the time and location of the PIC and of the availability of the TESR for comment will be published in local newspapers, mailed or e-mailed to those on the Study mailing list, and information will be made available on the Project Website.

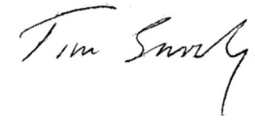
If you wish to obtain additional information about the Study please visit the Project Website at: www.hwy410queentobovaird.ca.

There is an opportunity at any time during the Study for interested persons to provide input to the Project Team including comments and information regarding the Study. Comments are being collected to assist MTO with the preliminary design and to meet the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the Study and may be included in project 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 have any accessibility requirements in order to participate in this Study, please contact one of the Project Team members listed on the enclosed "Notice of Study Commencement".

If you would like to provide comments, or if you require further information regarding this project, please feel free to contact me by phone at 905-418-1475 or email at ProjectTeam@hwy410queentobovaird.ca. You may also contact the MTO Project Manager, Parshad Patel, by phone at 437-777-0246 or by email at ProjectTeam@hwy410queentobovaird.ca.

Sincerely,
AECOM Canada Ltd.



Tim Sorochinsky, P.Eng.
Sr. Project Manager

cc.	P. Patel	- MTO, Project Manager
	C. Barber	- MTO, Senior Environmental Planner
	T. Drygas	- AECOM, Senior Environmental Planner
	H. Wright	- AECOM, Senior Environmental Planner

Encl. Notice of Study Commencement

Highway 410 Queen to Bovaird Contact List

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
Government - Indigenous	Crown-Indigenous and Northern Affairs Canada	Environmental Assessment, Land Use Planning and Conservation	Trish Wilson	219 Laurier Ave. West Ottawa, ON K1A 0H4, Canada Mail Stop 25E-15	Tel: 343-550-7616	trish.wilson@rcaanc-cirnac.gc.ca
Government - Indigenous	Crown-Indigenous and Northern Affairs Canada	Director, Communications	Patrick Vaughn	140 O'Connor St. Ottawa, ON, K1A 0H4, Canada, Mail Stop 2100BH	Tel: 819-997-0002	patrick.vaughan@rcaanc-cirnac.gc.ca
Government - Indigenous	Crown-Indigenous and Northern Affairs Canada	Jeelan Syed Senior Policy Advisor	Jeelan Syed	140 O'Connor St. Ottawa, ON, K1A 0H4, Canada, Mail Stop 2100BH	Tel: 819-997-0002	jeelan.syed@rcaanc-cirnac.gc.ca
Government - Indigenous	Crown-Indigenous and Northern Affairs Canada	Hon. Rebecca Alty, MP	Minister Alty	140 O'Connor St. Ottawa, ON, K1A 0H4, Canada, Mail Stop 2100BH	Tel: 819-997-0002	ministrerca-ministercir@rcaanc-cirnac.gc.ca
MP	Brampton North	Ruby Sahota, MP	Ruby Sahota	50 Sunny Meadow Blvd (Main Office), Suite 306 - 307 Brampton, ON, L6R 0Y7	Tel: 905-840-0505 Fax: 905-840-1778	ruby.sahota@parl.gc.ca
MP	Brampton Centre	Armandeep Sodhi, MP	Armandeep Sodhi	Suite 223, Plaza 2, 350 Rutherford Rd S Brampton, Ontario L6W 4N6	Tel: 613-995-3464 Fax: 905-790-9507	info@amandeepsodhi.ca; amandeep.sodhi@parl.gc.ca
MP	Mississauga - Malton	Iqwinder Gaheer, MP	Iqwinder Gaheer	440-5975 Whittle Rd Mississauaga ON L4Z 3N1	Tel: 905-890-9012 Fax: 905-890-7551	iqwinder.gaheer@parl.gc.ca
MP	Dufferin-Caledon	Kyle Seeback, MP	Kyle Seeback	229 Broadway unit 2, Orangeville, ON L9W 1K4, Canada	Tel: 519-941-1832 Fax: 519-941-8660	kyle.seeback@parl.gc.ca
MPP	Brampton Centre	Charmaine Williams, Elected MPP	Charmaine Williams	Lakeridge Plaza Unit 12 456 Vodden St. E	Tel: 905-454-1233 Fax: 905-454-8292	Charmaine.Williams@pc.ola.org
MPP	Brampton North	Graham McGregor, Elected MPP	Graham McGregor	10215 Kennedy Road N., Unit 7, Brampton, ON L6Z OC5	Tel: 289-298-1049 Fax: 905-840-1778	Graham.McGregor@pc.ola.org
MPP	Mississauga-Malton	Deepak Anand, MPP	Deepak Anand	7895 Tranmere Drive #11, Mississauga, ON L5S 1V9	Tel: 905-696-0367 Fax: 9056967845	Deepak.anand@pc.ola.org
MPP	Dufferin-Caledon	Commissioner, Board of Inernal Economy Solicitor General: Hon. Sylvia Jones	Sylvia Jones	Constituey Office: 480 Broadway 3rd Floor, Suite A, Orangevill, ON, L9W 1K3	Tel: 517-941-7751 Fax: 416-326-6726	sylvia.jones@pc.ola.org
External - Federal	Fisheries and Oceans Canada Southern Ontario District - Burlington Office	Chantal R. Larochelle Regional Manager Harbour Development	Chantal Larochelle	867 Lakeshore Road Burlington, ON L7R 4A6	Tel: 905-315-5290	FisheriesProtection@dfo-mpo.gc.ca
External - Federal	Transport Canada	Jeremy Craigs Ontario Region	Jeremy Craigs	4900 Yonge Street Unit 300 Toronto, ON M2N 6A5	Tel: 416-428-3394	jeremy.craigs@tc.gc.ca
External - Federal	Transport Canada	Courtney Bice Regional Manager - Ontario Region Navigable Waters Protection	Courtney Bice	100 Front Street S. Sarnia, Ontario N7T 2M4	519-381-7844	courtney.bice@tc.gc.ca
External - Federal	Nav Canada	Aleksander Trandafilovski Land Use Project Coordinator, Aeronautical Information Management	Aleksander Trandafilovski	1601 avenue Tom Roberts Avenue, Ottawa, ON K1V 1E5	Tel: 613-248-4009 Toll Free: 1-866-577-0247 Fax: 613-248-4094	aleksandar.trandafilovski@navcanada.ca
External - Federal	Nav Canada	To Whom It May Concern	To Whom It May Concern	P.O. Box 3411 Station 'T' Ottawa, ON K1P 5L6	Tel: 7-800-876-4693	service@navcanada.ca
External - Federal	Nav Canada	Diane Levesque, Land Use Specialist	Diane Levesque	1601 avenue Tom Roberts Avenue, Ottawa, ON K1V 1E5	Tel: 613-936-5135	diane.levesque@navcanada.ca
External - Federal	Canadian Transportation Agency Rail, Air and Marine Disputes Dictorate	Mr. Gerry Nera Director	Mr. Nera	15 Eddy Street Gatineau, Quebec K1A 0N9	Tel: 819-953-0365; 613-769-7670 Fax: 819-953-6613	gerry.nera@otc-cta.gc.ca

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
External - Federal	Transport Canada - Ontario Region	Sir/Madam	Sir/Madam	Ontario Regional Office Government of Canada Building 4900 Yonge St	1-800-305-2059	tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca possibly dated; see: aviation.ont@tc.gc.ca
External - Federal	Transport Canada - Ontario Region	Gheorghe Adamche Manager - AIM IFP Service Delivery	Gheorghe Adamche	1601 Tom Roberts Avenue, Ottawa, ON K1V 1E5	Tel: 1-866-577-0247 Fax: 613-248-4094	N/A
External - Provincial	Ministry of Natural Resources Aurora District	Andrew Norton , Staff Seargant/Area Enforcement Manager	Andrew Norton	50 Bloomington Rd. Aurora, ON L4G 3G8	Tel: 289-668-8076	adam.norton@ontario.ca
External - Provincial	Ministry of Natural Resources Aurora District	Erika Dmytrenko IRM Technical Specialist	Erika Dmytrenko	50 Bloomington Rd Aurora, ON L4G 0L8	Tel: 289-380-7345	erika.dmytrenko@ontario.ca
External - Provincial	Ministry of Northern Development, Minues and Natural Resources and Forestry Aurora District	John Almond District Manager	John Almond	50 Bloomington Rd Aurora, ON L4G 0L8	Tel: 289-380-1039	john.almond@ontario.ca
External - Provincial	Ministry of the Environment, Conservation and Parks Environmental Asssessment Branch	Clinton Randolph Issues Coordinator	Clinton Randolph	7th Floor, 135 St. Clair Ave. W. Toronto, ON, M4V 1P5	Tel: 416-247-7706	clinton.randolph@ontario.ca
External - Provincial	Ministry of Environment, Conservation and Parks Environmental Assessment and Permissions Branch	Bahar Aminvaziri Director	Bahar Aminvaziri	135 St. Clair Avenue West, Floor 3, Toronto, ON M4V 1P5	Tel: 365-885-1683	bahar.aminvaziri@ontario.ca
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External - Municipal	Region of Peel	Asra Chaudhry	Asra Chaudhry	10 Peel Center Drive, Suite B Brampton, ON L6T 4B9	N/A	Asra.Chaudhry@peelregion.ca
External - Municipal	Region of Peel	Vincenzo Policheni	Vincenzo Policheni	10 Peel Center Drive, Suite B Brampton, ON L6T 4B9	N/A	Vincenzo.Policheni@peelregion.ca
External - Municipal	Region of Peel	Shahid Quraishi	Shahid Quraishi	10 Peel Center Drive, Suite B Brampton, ON L6T 4B9	N/A	Shahid.Quraishi@peelregion.ca
External - Municipal	Region of Peel	Kayle McMillen	Kayle McMillen	10 Peel Center Drive, Suite B Brampton, ON L6T 4B9	N/A	Kayle.McMillen@peelregion.ca
External - Municipal	Region of Peel	Felipe Serna	Felipe Serna	10 Peel Center Drive, Suite B Brampton, ON L6T 4B9	N/A	Felipe.Serna@peelregion.ca
External - Municipal	Region of Peel	Jagwinder Dhensa	Jagwinder Dhensa	10 Peel Center Drive, Suite B Brampton, ON L6T 4B9	N/A	Jagwinder.Dhensa@peelregion.ca
External - Municipal	Region of Peel	Water and Wastewater Department	To Whom It May Concern	10 Peel Center Drive, Suite B Brampton, ON L6T 4B9	N/A	zzgpwi@peelregion.ca

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
External - Municipal	Region of Peel	Mark Crawford	Mark Crawford	10 Peel Center Drive, Suite B Brampton, ON L6T 4B9	N/A	mark.crawford@peelregion.ca
External - Municipal	Town of Caledon	Nathan Hyde CAO	Nathan Hyde	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2272 ext 4280	lynn.beaton@caledon.ca
External - Municipal	Town of Caledon	Rob Cummings Commisioner of Finance and Chief Financial Officer	Rob Cummings	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2272 ext 4543	robert.cummings@caledon.ca
External - Municipal	Town of Caledon	Domenica D'Amico Commisioner of Engineering, Public Works and Transportation	Domenica D'Amico	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2272 ext 4003	domenica.damico@caledon.ca
External - Municipal	Town of Caledon	Eric Lucic Commisioner of Plannng and Development and Chief Planner	Eric Lucic	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2272 ext 4172	eric.lucic@caledon.ca
External - Municipal	Town of Caledon	Steven Dickenson Commisioner of Corporate Services/Chief Legal Officer	Steven Dickenson	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2722 ext. 4288	steven.dickenson@caledon.ca
External - Municipal	Town of Caledon	Dan Terzievski Director, Transportation Coordinator of Transportation	Dan Terzievski	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2272 ext: 4073	dan.terzievski@caledon.ca
External - Municipal	Town of Caledon	Drew Hanes Manager, Development Engineering	Drew Hanes	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2722 ext. 4188	drew.hanes@caledon.ca
External - Municipal	Town of Caledon	Gurpreet Walia Manager of Tranpsortation Engineering	Gurpreet Walia	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2722 ext. 4381	gurpreet.walia@caledon.ca
External - Municipal	Town of Caledon	James Lane Superintendent of Roads	James Lane	6311 Old Church Road Caledon, ON L7C 1J6	Tel: 905-584-2272 ext: 4453	james.lane@caledon.ca
External - Transportation	Ontario Trucking Association	Stephen Laskowski President	Stephan Laskowski	555 Dixon Road Toronto, ON M9W 1H8	Tel: 416-249-7401	N/A
External - Transportation	Greater Toronto Airports Authority (GTAA)	Chris Stewart	Chris Stewart	3111 Convair Dr., Box 6031 Toronto AMF, ON L5P 1B2	N/A	chris.stewart@gtaa.com
External - Transportation	Greater Toronto Airports Authority (GTAA)	Greg Straatsma	Greg Straatsma	3111 Convair Dr., Box 6031 Toronto AMF, ON L5P 1B2	N/A	greg.straatsma@gtaa.com
External - Transportation	Greater Toronto Airports Authority (GTAA)	Gene Corazzola	Gene Corazzola	3111 Convair Dr., Box 6031 Toronto AMF, ON L5P 1B2	Tel: 416-776-5197	Gene.corazzola@gtaa.com
External - Transportation	CN Rail	Stefan Linder, Senior Manager Regulatory Affairs	Stefan Linder	1 Administration Road Concord, ON L4K 1B9	Tel: 905-669-3133	Stefan.Linder@cn.ca
External - Transportation	CN Rail	Public Works		1 Administration Road Concord, ON L4K 1B9		proximity@cn.ca
External - Transportation	CN Rail	Sarangan Srikanth	Sarangan Srikanth			Sarangan.Srikanth@cn.ca
External - Transportation	CN Rail	Parth Prashar	Parth Prashar			parth.prashar@cn.ca
External - Transportation	CN Rail	Salar Zulfiquar	Salar Zulfiquar		905-669-3242	Salar.Zulfiquar@cn.ca

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
External - Transportation	Brampton Transit (Zum)	Nikhil Lobo, Manager of Service Development	Nikhil Lobo	185 Clark Blvd Brampton, ON, L6T 4G6	Tel: 905-874-2750 Ext. 62378 Prefers emails	Nikhil.Lobo@brampton.ca
External - Transportation	Brampton Transit (Zum)	Kumar Rangan, Manager of Administrative Services	Kumar Rangan	185 Clark Blvd Brampton, ON, L6T 4G6	Tel: 905-874-2771 Prefers emails	kumar.ranjan@brampton.ca
External - Transportation	Mi-Way Transit	Sir / Madam	Sir/Madam	300 City Centre Drive Mississauga, ON L5B 3C1	Tel: 905-615-4311 Fax: 905-615-4081	public.info@mississauga.ca
External - Transportation	Mi-Way Transit	Ji-Yeon Lee Manager, Service Development	Ji-Yeon Lee	6484 Semenyk Ct Mississauga, ON L5C 4P8	Tel: 905-615-3200 ext 5979	jiyeon.lee@mississauga.ca
External - Transportation	Metrolinx (GO Transit)	Michael Sone, Transportation Planner	Michael Sone	20 Bay St., Suite 600 Toronto, ON M5J 2W3	Tel: 416-869-3600 ext 5402 Fax: 416-869-1563	mikes@gotransit.com
External - Transportation	Metrolinx (GO Transit)	Jason Duncan Manager Bus Operations, West Region	Jason Duncan	19 Mansewood Court Halton Hill, ON L7J 0A1	Tel: 416-678-5291	jason.duncan@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Rachel Ferries Workblock Planning Officer	Rachel Ferries	20 Bay St., Suite 600 Toronto, ON M5J 2W3	N/A	Rachel.ferries@gotransit.com
External - Transportation	Metrolinx (GO Transit)	Trevor Pereira Manager, Bus Operations	Trevor Pereira	20 Bay St., Suite 600 Toronto, ON M5J 2W3	N/A	Trevor.Pereira@gotransit.com
External - Transportation	Metrolinx (GO Transit)	Bernard Au Transportation Planner	Bernard Au	97 Front Street West Toronto, ON M5J 1E6	Tel: 416-202-5764	Bernard.Au@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Roberto Sguassero Program Sponsor, SmartTrack & Extension Stations	Roberto Sguassero	20 Bay Street, Suite 600 Toronto, ON M5J 2W3	Tel: 416-522-7821	roberto.sguassero@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Christine MacNeil Project Manager	Christine MacNeil	N/A	N/A	Christine.Macneil@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Birju Bhavsar Project Manager	Birju Bhavsar	N/A	N/A	Birju.Bhavsar@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Caitlin Belore Transportation Scheduler, Bus Operations	Ms. Belore	200 Steeprock Drive, Toronto, ON M3J 2T4	Tel: 416-202-5204	Caitlin.Belore@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Penny Duggin	Penny Duggin	N/A	N/A	Penny.Duggin@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Malcolm Mackay Program Sponsor	Malcolm Mackay	N/A	N/A	Malcolm.Mackay@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Ian McNeil, Transportation Planner	Ian McNeil	N/A	N/A	Ian.McNeil@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Bus Operations West - Supervisors	Bus Operations West - Supervisors	N/A	N/A	BusOperationsWEST-Supervisors@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Jason Ryan, Vice-President, Pre-Construction Services	Jason Ryan	10 Bay Street Toronto, ON M5J 2W3	Tel: 416-202-4895	jason.ryan@metrolinx.com
External - Transportation	Metrolinx (GO Transit)	Emily Byford-Vicari	Emily Byford-Vicari	10 Bay Street Toronto, ON M5J 2W3	N/A	Emily.ByfordVicari@metrolinx.com

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
External - Transportation	Toronto / Tarten - CPA5	To Whom It May Concern	To Whom It May Concern	N/A	N/A	carol@tarten.com
External - Transportation	Toronto Cardinal Couriers - CPL8	Richard Cooper Vice-President, Operations	Richard Cooper	N/A	N/A	richardc@cardinalcouriers.com
External - Transportation	Greater Toronto Airports Authority (GTAA) - CYYZ	Arwen Raynham, Aviation Specialist	Arwen Raynham	3111 Convair Dr., Box 6031 Toronto AMF, ON L5P 1B2	N/A	constrc@gtaa.com
External - Transportation	Greater Toronto Airports Authority (GTAA)	Wojtek Zurek, Superintendent of Land Use Planning	Wojtek Zurek	N/A	N/A	wojtek.zurek@gtaa.com
External - TRCA	Toronto and Region Conservation Authority	Sharon Lingertat Senior Planner, Environmental Assessment Planning	Sharon Lingertat	5 Shoreham Drive Downsview, ON M3N 1S4	Tel: 416 661-6600 ext. 5717 Fax: 416-661-6898	SLingertat@trca.on.ca
External - TRCA	Toronto and Region Conservation Authority	Annette Lister Planner II	Annette Lister	5 Shoreham Drive Downsview, ON M3N 1S4	Tel: 416-661-6600 x5798	alister@trca.on.ca
External - TRCA	Toronto and Region Conservation Authority	Vince D'Elia, Project Manager	Vince D'Elia	5 Shoreham Drive Downsview, ON M3N 1S4	N/A	vdelia@trca.on.ca
External - TRCA	Toronto and Region Conservation Authority	Christine Tu, Manager, Research and Climate Programs	Christine Tu	5 Shoreham Drive Downsview, ON M3N 1S4	N/A	ctu@trca.on.ca
External - TRCA	Toronto and Region Conservation Authority	Nick Lorrain, C.E.T Manager, Capital Project Engineering Services	Nick Lorrain	101 Exchange Avenue, Vaughan ON L4K 5R6	Tel: 416-661-6600 ext. 5278	nlorrain@trca.on.ca
External - Industry	Brampton Board of Trade	Todd Letts Chief Executive Officer	Todd Letts	36 Queen St. East, Ste. 101 Brampton, ON L6V 1A2	Tel: 905-451-1122	N/A
External - Industry	Mississauga Board of Trade	Trevor McPherson President & CEO	Trevor McPherson	701-77 City Centre Drive, 7th Floor, West Tower Mississauga, ON L5B 1M5	Tel: 905-273-6151 ext. 350	ceo@mbot.com
External - Industry	Riocan Management Inc.	Gord Brady Property Manager	Gord Brady	60 Bristol Road East, Unit 1A Mississauga, ON L4Z 3K8	905-361-3114	gbrady@riocan.com
External - Industry	Riocan Management Inc.	Stuart Craig Vice President, Development	Stuart Craig	2300 Yonge St., Suite 500, Box 2386 Toronto, ON M4P 1E4	416-847-8001	scraig@riocan.com
External - Industry	Riocan Management Inc.	Steve Stevens Regional Director of Operations	Steve Stevens	N/A	N/A	sstevens@riocan.com
External - EMS	Peel Region Police	Janette Francisco	Janette Francisco	7750 Hurontario St. Brampton, ON L6V 3W6	N/A	Janette.Francisco@peelpolice.ca
External - EMS	Peel Region Police	Stephen Blom Superintendent OIC Community Support Services	Stephen Blom	7750 Hurontario St. Brampton, ON L6V 3W6	Tel: 905-453-3311 ext. 3600	Stephen.Blom@Peelpolice.ca
External - EMS	Peel Region Police	Jennifer Robertson Executive Assistant to Deputy Chief	Jennifer Robertson	7750 Hurontario St. Brampton, ON L6V 3W6	Tel: 905-453-2121 ext. 4723	jennifer.robertson@peelpolice.ca
External - EMS	Peel Region Police	Chris McCord, Police Chief	Chris McCord	7750 Hurontario St. Brampton, ON L6V 3W6	N/A	N/A
External - EMS	Peel Region Police	David Downer, Superintendent Field Support Services	David Downer	7750 Hurontario St. Brampton, ON L6V 3W6	Tel: 905-453-2121, ext. 3600	david.downer@peelpolice.ca

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
External - EMS	Peel Region Police	Robert Orr Inspector, Road Safety Services	Robert Orr	7750 Hurontario St. Brampton, ON L6V 3W6	Tel: 905-453-2121, ext. 3700	robert.orr@peelpolice.ca
External - EMS	Peel Region Police	Navi Chhinzer Inspector of Road Safety Services	Navi Chhinzer	N/A	N/A	1875@Peelpolice.ca
External - EMS	Peel Region Police	Mark John Armstrong	Mark John Armstrong	N/A	N/A	MarkJohn.Armstrong@peelpolice.ca
External - EMS	Peel Region Police	Todd Ruston	Todd Ruston	N/A	N/A	Todd.Ruston@peelpolice.ca
External - EMS	Peel Region Police	Matthew Killam, Operational Planning Officer	Matthew Killam	7150 Mississauga Road, Mississauga ON L5N 8M5	Tel: 905-453-3311 ext. 4747	Matthew.Killam@peelpolice.ca
External - EMS	Peel Region Police	Gary Carty	Gary Carty	N/A	N/A	Gary.Carty@peelpolice.ca
External - EMS	Peel Regional Paramedic Services	Diane Vineham Administrative Assistant to Chief and Deputy Chief of Paramedics	Diane Vineham	1600 Bovaird Dr. E. Brampton ON L6R 3S8	Tel: 905-791-7800 ext. 3925	VinehamD@peelregion.ca
External - EMS	Peel Regional Paramedic Services	Dana Ralph Banke Supervisor, Risk and Audit	Dana Ralph Banke	1600 Bovaird Dr. E. Brampton ON L6R 3S8	Tel: 905-791-7800 ext 3931 Fax: 905-792-8926	dana.banke@peelregion.ca
External - EMS	Peel Regional Paramedic Services	Peel Regional Paramedic Services	To Whom It May Concern	1600 Bovaird Dr. E. Brampton ON L6R 3S8		ZZG-PeelEMS@peelregion.ca
External - EMS	Mississauga Fire and Emergency Services	Daniel Ennamorato	Daniel Ennamorato	15 Faierview Rd. West Mississauga, ON L5B 1K7	Tel: 905-615-3009	Daniel.Ennamorato@mississauga.ca
External - EMS	Mississauga Fire and Emergency Services	Deputy Chief Kevin Duffy	Deputy Chief Duffy	15 Faierview Rd. West Mississauga, ON L5B 1K7	Tel: 905-615-3758 Cell: 416-970-8458	Kevin.duffy@city.mississauga.on.ca
External - EMS	Mississauga Fire and Emergency Services	Stephane Malo Assistant Chief	Stephane Malo	15 Faierview Rd. West Mississauga, ON L5B 1K7	N/A	Stephane.Malo@mississauga.ca
External - EMS	Brampton Fire and Emergency Services	Kim Kane Deputy Chief	Kim Kane	8 Rutherford Road South Brampton, ON L6W 3J1	Tel: 905-456-5702	kim.kane@brampton.ca
External - EMS	Brampton Fire and Emergency Services	Peter Gatto Deputy Chief	Peter Gatto	8 Rutherford Road South Brampton, ON L6W 3J1	N/A	peter.gatto@brampton.ca
External - EMS	Brampton Fire and Emergency Services	Bill Boyes Fire Chief	Bill Boyes	8 Rutherford Road South Brampton, ON L6W 3J1	N/A	bill.boyes@brampton.ca
External - EMS	Town of Caledon	Darryl Bailey Fire Chief	Darryl Bailey	6211 Old Church Road Station 303, Headquarters Caledon East, ON, L7C 1J7	Tel: 905-584-1477	fire@caledon.ca
External - EMS	Ontario Provincial Police	Andre Phelps Chief Superintendent of Highway Safety	Andre Phelps	100 Bloomington Rd. West Aurora, ON	Tel: 905-841-5777	andre.phelps@opp.ca
External - EMS	Ontario Provincial Police	Stephen Thomas Inspector	Stephen Thomas	2735 Argentia Rd, Mississauga, ON L5N 0G9	Tel: 905-858-8675	stephen.thomas@opp.ca
External - EMS	Ontario Provincial Police	Reggie Dava Staff Seargeant	Reggie Dava	2735 Argentia Rd, Mississauga, ON L5N 0G9	Tel: 905-858-8675	reggie.dava@opp.ca

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
External - EMS	Ontario Provincial Police	Patrick Shatelain	Patrick Shatelain	2735 Argentia Rd, Mississauga, ON L5N 0G9	Tel: 905-858-8675	patrick.shateliain@opp.ca
External - School Board	Dufferin-Peel Catholic District School Board Planning and Development	Stephanie Cox, Manager of Planning	Stephanie Cox	40 Matheson Boulevard West Mississauga, ON L5R 1C5	Tel: 905-890-0708 ext. 24440	N/A
External - School Board	Peel District School Board	Paul Mountford Intermediate Planning Officer, Planning & Accommodation Dept.	Paul Mountford	5650 Hurontario Street Mississauga, ON L5R 1C6	Tel: 905-890-1010 ext. 2217	paul.mountford@peelsb.com
External - School Board	Peel District School Board	Randy Wright, Superintendent & Controller-Design & Construction	Randy Wright	5650 Hurontario St. Mississauga, ON L5R 1C6	Tel: 905-890-1010	N/A
External - School Board	Peel District School Board	Branko Vidovic, Intermediate Planning Officer Planning & Accommodation Department	Branko Vidovic	5650 Hurontario St. Mississauga, ON L5R 1C6	Tel: 905-890-1010 x 2724 Fax: 905-890-6747	N/A
External - Utility	Alectra Utilities	Bob Kakowski	Bob Kakowski	3240 Mavis Rd. Mississauga, ON L5C 3K1	Tel: 905-283-4096	N/A
External - Utility	Brampton Hydro Networks Inc.	W. Schaeffer	Mr. Schaeffer	175 Sandalwood Parkway Brampton, ON L7A 1E8	Tel: 905-840-6300 x270 Fax: 905-840- 1305	N/A
External - Utility	Enersource Corporation	Bob Kakowski	Bob Kakowski	3240 Mavis Rd. Mississauga, ON L5C 3K1	Tel: 905-283-4096	N/A
External - Utility	Enersource Hydro Mississauga	Fraser Blakaran	Fraser Blakaran	3240 Mavis Rd. Mississauga, ON L5C 3K1	Tel: 905-283-4052 Fax: 905-566-2737	fbalkaran@enersource.com
External - Utility	Hydro Mississauga	Dal Cheema	Dal Cheema	3240 Mavis Rd. Mississauga, ON L5C 3K1	Tel: 905-566-2727 x305 Fax: 905-566-2737	N/A
External - Utility	Peel Fibre	Norman Baxter PSN Project Manager	Norman Baxter	N/A	Tel: 905-866-4260	Norman.baxter.psn@sympatico.ca
External - Utility	Hydro One Brampton	Robert Evangelista, C.E.T.	Robert Evangelista	175 Sandalwood Parkway West Brampton, ON L7A 1E8	Tel: (905) 840-6300	revangelista@hydroonebrampton.com
External - Utility	Hydro One Brampton Inc.	Andy Kuchowicz	Andy Kuchowicz	175 Sandalwood Parkway Brampton, ON L7A 1E8	Tel: 905-840-6300 Fax: 905-840- 1305	N/A
External - Utility	Hydro One Telecom Inc.	Ian Mitchell	Ian Mitchell	65 Kelfield Street Rexdale, ON M9W 5A3	Tel: 416-240-6701 Tel: 416-240-6842	ian.mitchell@hydroone.com
External - Utility	Hydro One Networks Inc.	To Whom It May Concern		N/A	N/A	SecondaryLandUse@HydroOne.com
External - Utility	Rogers Cable System Inc	Edgar Henriquez, Mark-up Coordinator OPE - GTA West	Edgar Henriquez	3573 Wolfedale Road Mississauga, ON L5C 3T6	Tel: 905-897-6457 Fax: 905-273-5233	Edgar.Henriquez@rci.rogers.com
External - Utility	Bell Canada	Mike Dobson	Mike Dobson	100 Borough Drive, Floor 3, Blue Scarborough, ON M1P 4W2	Tel: 905-614-8317	moc.bell@bell.ca
External - Utility	Enbridge Gas Distribution Inc.	Diana Beaulne Markup Administrator	Diana Beaulne	500 Consumers Rd. 4th Floor North York, ON M2J 1P8	Tel: 416-495-5160 Fax: 416-758-4373	markups@enbridge.ca
External - Utility	Cogeco Cable Solutions	Adam Popadiuk	Adam Popadiuk	695 Lawrence Rd Hamilton, ON L8K 6P1	Tel: 905-548-8001	adam.popadiuk@cogeco.com

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
External - Utility	Allstream	Doug Daniels	Doug Daniels	50 Worchester Rd. Toronto, ON M9W 5X2	Tel: 416-645-7627	doughdaniels@mtallstream.com
External - Utility	Allstream	Christine Anderson	Christine Anderson	50 Worchester Rd. Toronto, ON M9W 5X2	Tel: 416-645-7627	utility.circulations@mtallstream.com
External - Utility	Sun-Canadian	Paul Lane	Paul Lane	830 Highway 6 North Waterdown, ON L0R 2H0	Tel: 905-690-5606	plane@sun-canadian.com
External - Utility	Guild Electric	Lisa Docherty	Lisa Docherty	N/A	Tel: 416-288-8222	lisa.docherty@guildelectric.com
External - Utility	City of Mississauga	To Whom It May Concern	To Whom It May Concern	N/A	N/A	storm.sewers@mississauga.ca
External - Utility	City of Mississauga	Lara Isic	Lara Isic	300 City Centre Drive Mississauga, ON L5B 3C1	Tel: 905-896-5135	lara.isic@mississauga.ca
External - Utility	Alectra	Micheline Scaife	Micheline Scaife	3240 Mavis Road Mississauga, ON L5C 3K1	Tel: 905 283 4292	micheline.scaife@alectrautilities.com
External - Utility	Bell Canada	Elaine Oakley	Elaine Oakley	100 Borough Drive, Floor F5 Toronto, ON M1P 4W2	Tel: 416-296-6587	bell.moc@telecon.ca
External - Utility	Bell Canada	Chris Gill	Chris Gill	F6, 20 Hunter Street Hamilton ON L8P 1P8	Tel: 905-577-6812	chris.gill@bell.ca
External - Utility	Cogeco Data Services Inc.	Hendrik Nommik	Hendrik Nommik	413 Horner Avenue Toronto, ON M8W 4W3	Tel: 905-548-8014 Fax: 905-547-5237	Hendrik.Nommik@cogecopeer1.com
External - Utility	Canadian Pacific Railway	Jack Carello	Jack Carello	1290 Central Parkway W., Suite 800 Mississauga ON L5C 4R3	Tel: (905) 803-3417	jack.carello@cpr.ca
External - Utility	Enbridge Gas Distribution	Marcel Mallia	Marcel Mallia	6 Colony Court, Brampton, ON L6T 4E4	Tel: 905-758-4793	Marcel.mallia@enbridge.com
External - Utility	Enbridge Gas Distribution	Meetpal Chhina	Meetpal Chhina	6 Colony Court, Brampton, ON L6T 4E4	Tel: 905-458-2159	Meetpal.chhina@enbridge.com
External - Utility	Enbridge Pipelines Inc	To Whom It May Concern	To Whom It May Concern	801 Upper Canada Drive PO Box 128, Sarnia, ON N7T 7M8	Tel: 519-339-0503 Fax: 519-339-0510	est.reg.crossing@enbridge.com Notifications@enbridge.com
External - Utility	Halton Region	Megan Wilson	Megan Wilson	1151 Bronte Rd. Oakville, ON, L6M 3L1	Tel: 1-866-442-5866 ext. 7706	megan.wilson@halton.ca
External - Utility	Halton Hills, Town of	Steve Grace	Steve Grace	1 Halton Hills Drive Halton Hills, ON, L7G 5G2	Tel: 905-873-6201 ext. 2315	steveg@haltonhills.ca
External - Utility	Halton Hills Hydro	Chris Hale	Chris Hale	43 Alice Street Acton, ON, L7J 2A9	Tel: 1-905-453-2222 ext. 222 Fax: 1-519-853-3701	chrish@haltonhillshydro.com
External - Utility	Hydro One	Mark Wallbank Rick Schatz	Mark Wallbank and Rick Schatz	N/A	N/A	tpuccdrawings@hydroone.com rick.schatz@Hydroone.com tpumarkup@hydroone.com
External - Utility	Imperial Oil Pipeline	Hallie Maccuaig	Hallie Maccuaig	N/A	N/A	hallie.maccuaig@esso.ca

Group	Organization	Name	Greeting	Address	Phone / Fax	E-mail
External - Utility	Peel, Region of Public Works Department	Roberta Talbot	Roberta Talbot	10 Peel Center Drive Suite A and B Brampton, ON L6T 4B9	Tel: 905-791-7800 Ext. 7882	roberta.talbot@peelregion.ca
External - Utility	PSN Fibre	Craig Stumpf	Craig Stumpf	N/A	N/A	craig.stumpf@mississauga.ca
External - Utility	TELUS	To Whom It May Concern	To Whom It May Concern	25 York Street, Toronto ON M5J 2V5	N/A	telusutilitymarkups@telecon.ca
External - Utility	TransCanada Pipelines Ltd.	Darlene Presley	Darlene Presley	TransCanada PipeLines Limited C/O MHBC Planning, 442 Brant Street, Burlington, ON L7R 2G4	Phone: 905-639-8686 x229 Direct: 705-627-2302 Fax: 905-761-5589	dpresley@mhbcplan.com
External - Utility	Union Gas (Milton/Halton Hills)	John Blakely	John Blakely	360 Stratheane Avenue N. Hamilton, ON, L8N 3A5	Tel: 905-548-3456 Fax: 905-548-3525	jblakely@uniongas.com
External - Utility	Alectra Utilities	Helena Turkiewicz Permit & Easement Coordinator	Helena Turkiewicz	3240 Mavis Road Mississauga, ON L5C 3K1	Tel: 905-283-4184	Helena.Turkiewicz@alectrautilities.com
External - Utility	Alectra Utilities	Chris Kafel Manager Distribution Design, Customer Capital	Chris Kafel	3240 Mavis Road Mississauga, ON L5C 3K1	Tel: 905-283-4036	Chris.Kafel@alectrautilities.com
External - Utility	Imperial Oil Pipeline	Brenda Robinson	Brenda Robinson	100 Concession 5 East Waterdown, Ontario L8B 1K5	Tel: 289-391-0116	Brenda.robinson@esso.ca

In accordance with the Freedom of Information and Protection of Privacy Act, personal information and public stakeholders have been removed.

AECOM

Appendix C

Meeting Minutes

AECOM
105 Commerce Valley Dr. West, 7th Floor
Markham, ON L3T 7W3 Canada
www.aecom.com
tel 905-886-7022

Minutes of Meeting

Subject	Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Joint Municipal Meeting
Date	February 23, 2023
Time	10:00AM-11:00AM EST
Location	Microsoft Teams Teleconference (Virtual)

Attendees		
	Parshad Patel	MTO – Project Manager
	Chris Barber	MTO – Environmental
	Tim Sorochinsky	AECOM – Project Manager
	Heather Nottbeck	AECOM – Deputy Project Manager
	Jarrid Radoslav	AECOM – Environmental
	Zack Misketis	AECOM – Highways
	Syeda Banuri	Region of Peel
	Bappy Ahsan	Region of Peel
	Wilson Paje	Region of Peel
	David Abreu	Region of Peel
	Stephanie Singh	Region of Peel
	Ucchas Saha	Region of Peel
	Nour Al-Huda Tabieh	Region of Peel
	Osama Alfalahi	Region of Peel
	Rene Gomez	Region of Peel
	Sally Eshak	Region of Peel
	Steven Kovach	Region of Peel
	Gage Thomson	Region of Peel
	Nimarta Gill	Region of Peel
	Nicole Sartor	Region of Peel
	Arthur Lee	Region of Peel
	Damian Jamroz	Region of Peel
	Melvin Gonzalez	Region of Peel
	Finbarr Mulcahy	Region of Peel
	Borendra Sanyal	City of Brampton

Prepared by:	AECOM
Distributed to:	All attendees and regrets

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Errors or omissions to these minutes shall be identified and provided to projectteam@highway410queentobovaird.ca within seven (7) days of the distribution and publication of these materials. Comments provided within this seven (7) day period will be considered and incorporated.

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Summary of Meeting

Introduction
AECOM provided an overview of the Project using a slide presentation, included as part of the record of consultation for this meeting. A roundtable was held to introduce the MTO and AECOM Project Team, Region of Peel and City of Brampton Staff.
Study Overview
The purpose of the meeting was outlined and a study overview for the Project was provided. An overview for the environmental assessment process, consultation, and the environmental studies that will be completed as part of the project was presented. Details of the proposed rehabilitation and improvements work, ongoing projects in the area, and schedule/timing were discussed.
Overview of Discussion / General Inquiries
AECOM noted the presentation component of the meeting had concluded and opened up the meeting for open discussion and general inquiries. • AECOM confirmed a Stormwater Management Report, Geotechnical Report, and Foundation Report will be completed as part of this assignment. • As part of the Preliminary Design, AECOM will identify additional property requirements. These will be flagged prior to the Public Information Centre. It is possible there may be widening outside of the current ROW. • Municipal plans for crossing roads, including active transportation, will be reviewed as part of this study. If bridge widening is required as part of the Highway 410 widening, or future municipal plans, it will be captured as part of this study. • MTO noted that timelines for construction will depend on Provincial funding. A Detail Design project will be undertaken after the Preliminary Design study is completed. Detail Design will include consultation which will inform the municipalities of timelines for construction. The earliest construction could begin is 2026. • Peel Region has had previous discussions with MTO on Clark interchange and inquired if there are any improvements planned as part of this project. MTO confirmed that safety improvements at Clark Interchange will be part of this project. MTO was not aware of any specific improvements planned at the Clark Interchange. • MTO confirmed a detailed traffic assessment will be part of a future Detail Design assignment. Peel Region noted the Brampton traffic contact is Kevin Minaker [redacted]. • Peel Region inquired about the Project Team's contact with Metrolinx Queen Street BRT. MTO is aware of the project and has participated in meetings.   o **Action: Metrolinx and MTO to set up a meeting to discuss project coordination.** • Peel Region identified a future 900 mm watermain crossing at Williams Parkway is in the planning stages. Design completion is anticipated by Fall 2024. Peel Region will be interested in the preferred plan as soon as it is available to coordinate the design of the watermain crossing. • The MTO PM (P. Patel) noted that he will be taking over for Mike Marinelli (previous MTO contact for Williams Parkway).

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- AECOM confirmed the Project Team will review Region and City plans for Active Transportation and will consider opportunities for incorporating AT facilities on bridges where practical. Any impacts to the bridges will be identified prior to the PIC.
- **Action: Attendees were asked to provide any additional details on projects that are in the planning or design stages within the Highway 410 Improvements Study Limits. Project information can be sent to:** [redacted]
- The following is a summary of key projects noted during the meeting:
  - Dixie Road Reconstruction from Queen to North of Mayfield; includes new watermain
  - Williams Parkway (Brampton contact is Ghazanfar Mohammad)
  - Fibre: Queen, Bovaird and Clarke (Brampton contact for fibre: [redacted])
- Sabrina Khan was designated as the main point of contact for Peel Region. Ucchas Saha will be the secondary point of contact.

Next Steps and Closing Remarks

AECOM noted that all the information presented in today's meeting will be distributed to the attendees and posted on the Project Website.

The Project Team's next steps are to review project and active transportation information provided by the Region of Peel and City of Brampton and develop highway widening design alternatives.

The Project Team thanked the group, and the meeting was adjourned.

AECOM
105 Commerce Valley Dr. West, 7th Floor
Markham, ON L3T 7W3 Canada
www.aecom.com
tel 905-886-7022

Minutes of Meeting

Subject	Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Joint Municipal Meeting #2
Date	March 6, 2024
Time	3:00 PM – 4:00 PM EST
Location	Microsoft Teams Teleconference (Virtual)

Attendees		
	Parshad Patel	MTO – Project Manager
	Chris Barber	MTO – Environmental
	Tim Sorochinsky	AECOM – Project Manager
	Heather Nottbeck	AECOM – Deputy Project Manager
	Sarah Pal	AECOM – Environmental
	Lucy Horne	AECOM – Environmental
	Jon Newman	AECOM – Highways
	Zack Misketis	AECOM – Highways
	Hardeep Sohl	Region of Peel
	Rick Nesbitt	Region of Peel
	Gopinath Chandran	Region of Peel
	Tamara Alexander	Region of Peel
	David Abreu	Region of Peel
	Ucchas Saha	Region of Peel
	Emily Nix	Region of Peel
	Asra Chaudhry	Region of Peel
	Wilson Paje	Region of Peel
	Arthur Lee	Region of Peel
	Asha Saddi	Region of Peel
	Rene Gomez	Region of Peel
	Melvin Gonzalez	Region of Peel
	Vincenzo Policheni	Region of Peel
	Gage Thomson	Region of Peel
	Shahid Quraishi	Region of Peel
	Kayle McMillen	Region of Peel
	Finbarr Mulcahy	Region of Peel
	Felipe Serna	Region of Peel
	Jagwinder Dhensa	Region of Peel
	Borendra Sanyal	City of Brampton
	Nelson Cadete	City of Brampton
	Kumar Ranjan	City of Brampton
	David Monaghan	City of Brampton
	Brian Lakeman	City of Brampton
	Bishnu Parajuli	City of Brampton
	Compton Bobb	City of Brampton
	Jia He	City of Brampton
	Fernanda Duarte Peixoto Soares	City of Brampton
	Emily Byford-Vicari	Metrolinx
	Robert Ofori	Hatch
	Nardine Wasef	Hatch

Prepared by: AECOM

Distributed to: All attendees and regrets

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Summary of Meeting

Introduction
AECOM provided an overview of the Project using a slide presentation, included as part of the record of consultation for this meeting. A roundtable was held to introduce the MTO and AECOM Project Team, Region of Peel, City of Brampton Staff, Metrolinx and Hatch attendees.
Study Overview
The purpose of the meeting was to provide a project update on the Preliminary Design and Class EA Study to the City of Brampton, Region or Peel and Metrolinx since the last meeting in February 2023, and to obtain an update on any completed studies, or future planned improvements, by the Municipalities that may impact the design at the Highway 410 interchanges. An overview of the project, environmental assessment process, consultation, environmental studies, and the alternative development and evaluation process were presented. Details of the proposed rehabilitation and improvements work were provided, followed by a review of the five Preliminary Design Alternatives developed as part of the study. Ongoing projects in the area, schedule/timing, construction staging and detours, and the upcoming Public Information Centre (PIC) were discussed.
Overview of Discussion / General Inquiries
AECOM opened up the meeting for open discussion and general inquiries. • AECOM clarified the acronym SCL refers to Speed Change Lanes. • MTO noted there are no new details on funding approval and construction timelines. • AECOM has reviewed the potential for a Parclo A4 for the west ramps at Williams Parkway. This concept would have major impacts to the residential community in the SW quadrant, the park and residents in the NW quadrant, and the Franceschini pedestrian bridge west abutments located south of Williams Parkway. Given these major impacts, a Parclo A4 configuration has not been proposed. • AECOM confirmed bridge widening is not proposed as part of this study. The structural work will primarily be under the bridges to cut back slope paving and installing a toe walls/ retaining walls to accommodate the highway widening. • City of Brampton noted the Williams Parkway watermain project is a separate project from the Dixie Road Reconstruction. • Region of Peel advised the Dixie Road Reconstruction watermain project Phase 1 is out for tender. The second phase is planned for tender in the fall with construction starting in 2025. This phase will cross Highway 410 at Clark Boulevard. • AECOM will provide preliminary design plans to all ongoing municipal projects when they are available. • The Municipalities noted there have been several complaints related to highway traffic noise from residents adjacent to Highway 410. AECOM confirmed a noise study is underway and noise recommendations will be presented at the PIC. • AECOM is not proposing changes to the ramp terminal intersections. • The City of Brampton inquired about the possibility of “urbanizing” loop ramps at Queen Street, Williams Parkway and Bovaird Drive to accommodate pedestrian and cyclist movements. The MTO Transit group is reviewing ramp urbanization as part of the Queen Street BRT project. MTO will review the possibility at Williams Parkway and Bovaird Drive. • The Municipalities inquired if there an option for bridge widening to accommodate Active Transportation and rapid transit infrastructure. AECOM has reviewed Municipal Active Transportation Plans and found widening is not required on any of the bridges to

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accommodate approved plans. The highway widening will not preclude or add any new preclusions for any future widening of the bridges for AT or rapid transit.

- Queen Street BRT project accommodates AT. AECOM confirmed the current assignment will not preclude any of the Queen Street BRT options.
- A multiuse path was recently constructed on the Bovaird Drive bridge.
- Vodden Road has existing bike lanes.
- The Williams Parkway project includes AT on the existing bridge.
- There are no existing AT plans for Clark Boulevard.

Next Steps and Closing Remarks

AECOM noted that all the information presented in today's meeting will be distributed to the attendees.

The Project Team's next steps are to meet with the Municipalities in advance of the PIC to share the recommended plan, hold the Virtual PIC in the spring, address PIC comments and make required updates and publish the TESR for public review.

The Project Team thanked the group, and the meeting was adjourned.

AECOM
105 Commerce Valley Dr. West, 8th Floor
Markham, ON L3T 7W3 Canada
www.aecom.com
tel 905-886-7022

Minutes of Meeting

Subject	Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Joint Municipal Meeting #3	
Date	May 27, 2024	
Time	2:00 PM – 3:00 PM EST	
Location	Microsoft Teams Teleconference (Virtual)	
Attendees	Parshad Patel	MTO – Project Manager
	Chris Barber	MTO – Environmental
	Tim Sorochinsky	AECOM – Project Manager
	Heather Nottbeck	AECOM – Deputy Project Manager
	Emma Docherty	AECOM – Environmental
	Lucy Horne	AECOM – Environmental
	Jon Newman	AECOM – Highways
	Zack Misketis	AECOM – Highways
	Hardeep Sohl	Region of Peel
	Gopinath Chandran	Region of Peel
	Tamara Alexander	Region of Peel
	David Abreu	Region of Peel
	Ucchas Saha	Region of Peel
	Asra Chaudhry	Region of Peel
	Asha Saddi	Region of Peel
	Gage Thomson	Region of Peel
	Shahid Quraishi	Region of Peel
	Kayle McMillen	Region of Peel
	Felipe Serna	Region of Peel
	Michelle Hui	Region of Peel
	Reza Ghobadpour	Region of Peel
	Mohammad Hassan	Region of Peel
	Mega Tibits	Region of Peel
	Nishat Hassan	Region of Peel
	Nimarta Gill	Region of Peel
	Sunil Ganesh	Region of Peel
	William Toy	Region of Peel
	Nicole Sartor	Region of Peel
	James Wall	Region of Peel
	Hashim Hamdani	Region of Peel
	Kyle Van Boxmeer	Region of Peel
	Mark Knuckle	Region of Peel
	Gayle Gorman	Region of Peel
	Mohamed Maslati	Region of Peel
	Frank Pugliese	Region of Peel
	Vincenzo Policheni	Region of Peel
	Iris Wagner	Region of Peel
	Syeda Banuri	Region of Peel
	Arthur Lee	Region of Peel
	Borendra Sanyal	City of Brampton
	Brian Lakeman	City of Brampton
	Bishnu Parajuli	City of Brampton

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Compton Bobb	City of Brampton
Ghazanfar Mohammad	City of Brampton
Edmund Wu	Metrolinx
Emily Byford-Vicari	Metrolinx
Pauline McFarlane	Metrolinx
Balthazar Crane	Metrolinx

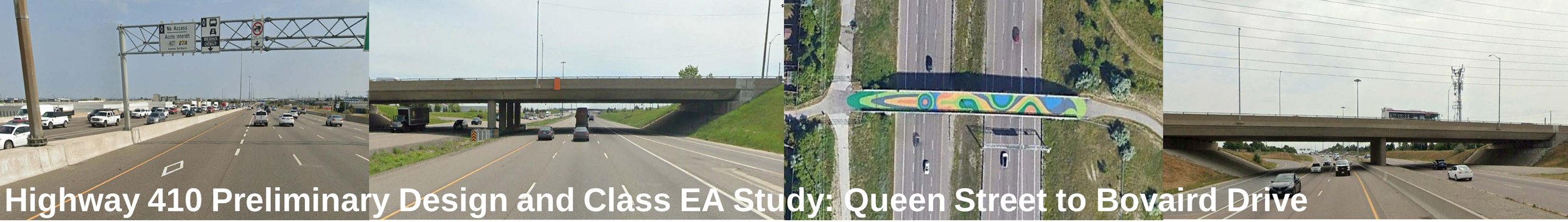
Prepared by: AECOM

Distributed to: All attendees and regrets

Summary of Meeting

Introduction
AECOM provided an overview of the Project using a slide presentation, included as part of the record of consultation for this meeting. A roundtable was held to introduce the MTO and AECOM Project Team, Region of Peel, City of Brampton, and Metrolinx attendees.
Study Overview
The purpose of the meeting was to provide an overview of material to be presented at the upcoming PIC to the City of Brampton, Region of Peel and Metrolinx. Details of the PIC timing and location were provided. The meeting focused on an overview of the PIC, the evaluation summary and recommended alternative and the traffic noise assessment. The PIC slides were reviewed, consisting of an overview of the project, environmental assessment process and consultation, environmental studies and mitigation measures, the alternative development and evaluation process, evaluation summary and the Preliminary Technically Preferred Alternative. Roll plans highlighting the configurations for the preferred alternative and the other alternatives were presented and will be included as part of the PIC materials.
Overview of Discussion / General Inquiries
AECOM opened up the meeting for open discussion and general inquiries. • The City of Brampton identified an interest in having active transportation (multi-use path or at minimum sidewalks) on both sides of the underpasses/overpasses. AECOM completed a review of active transportation and added a sidewalk on the south side of Clark Boulevard underpass to the design. Sidewalks on the Queen Street underpass will be included as part of the Queen Street BRT assignment. • MTO noted there are no new details on funding approval and construction timelines. • The City of Brampton has received a large number of complaints about Highway 410 traffic noise and the lack of noise barriers in the area. They inquired if the Noise Assessment identifies necessary improvements to the existing noise walls installed by developers (owned by residents). MTO noted the noise assessment does not show improvements for existing walls. • The City of Brampton requested to review the noise assessment report including any assumptions. • Region of Peel requested clarification on whether the noise assessment report included all noise sensitive areas or just those highlighted on the map. AECOM confirmed it included all areas. • AECOM provided details of the PIC mailout: 13756 notices mailed out. The notices were dropped off at Canada Post on May 14 to be distributed to all mailing routes that fell within 250 m of the study area. • AECOM advised the PIC slides would be posted on the project website on May 30th.

Next Steps and Closing Remarks
All the information presented in today's meeting will be distributed to the attendees with the minutes. The Project Team's next steps are to host the PIC, address PIC comments and make the required updates and publish the TESR for public review. The Project Team thanked the group, and the meeting was adjourned.



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

Class Environmental Assessment & Preliminary Design Study

(Assignment No. 2020-E-0030)

Joint Municipal and Transit Meeting #3

City of Brampton, Region of Peel and Metrolinx

May 27, 2024

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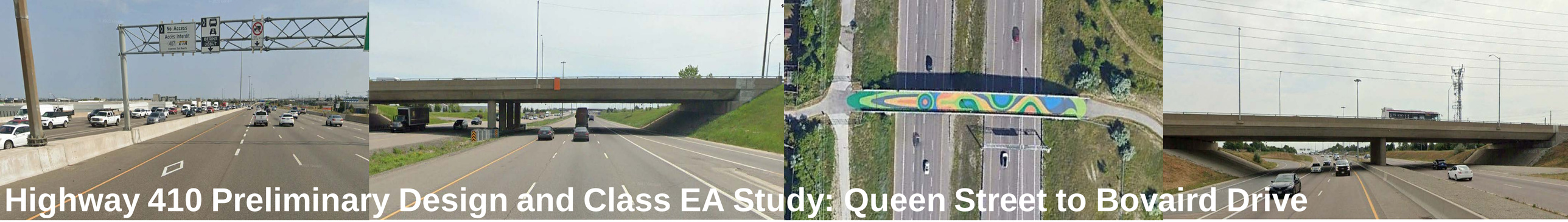
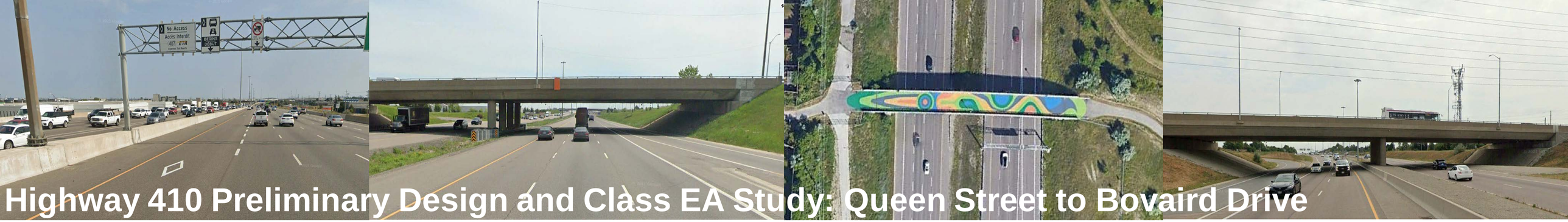


Agenda

- Purpose of the Meeting
- Review of Previous Meeting (March 2024)
- Public Information Centre Overview
- Evaluation Summary and Recommended Alternative
- Traffic Noise Assessment
- Next Steps
- Open Discussion

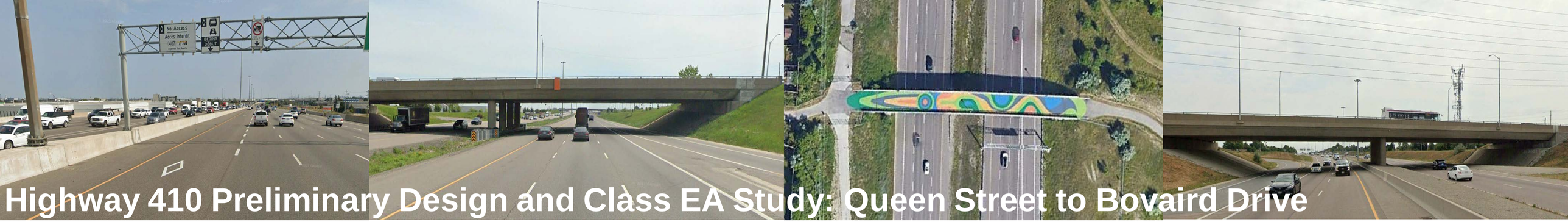


Purpose of Meeting

- To meet with the City of Brampton, Region or Peel and Metrolinx in advance of the Public Information Centre (PIC) to share the recommended plan.
- The PIC will be held in-person at Professor's Lake Recreation Centre – Auditorium. The purpose of the PIC is to receive feedback on the preliminary design recommendations and potential mitigation strategies to minimize environmental and community impacts.

Review of Previous Meeting

- The Municipalities noted there have been several complaints related to highway traffic noise from residents adjacent to Highway 410.
- The noise study is complete and noise recommendations will be presented at the PIC.



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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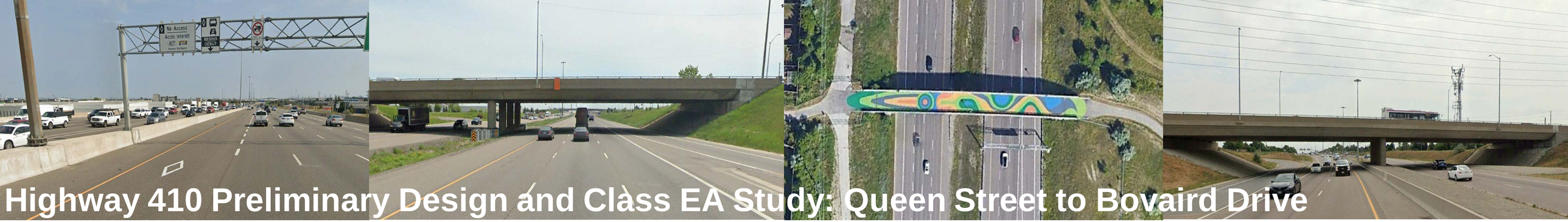
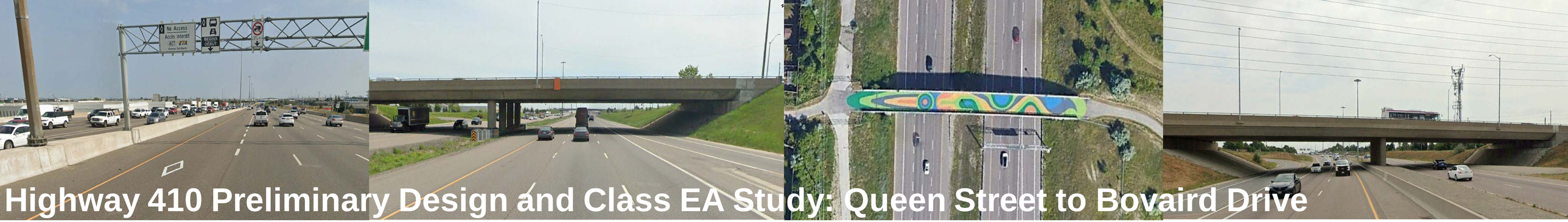


Land Acknowledgement

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.



Purpose of the Public Information Centre

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

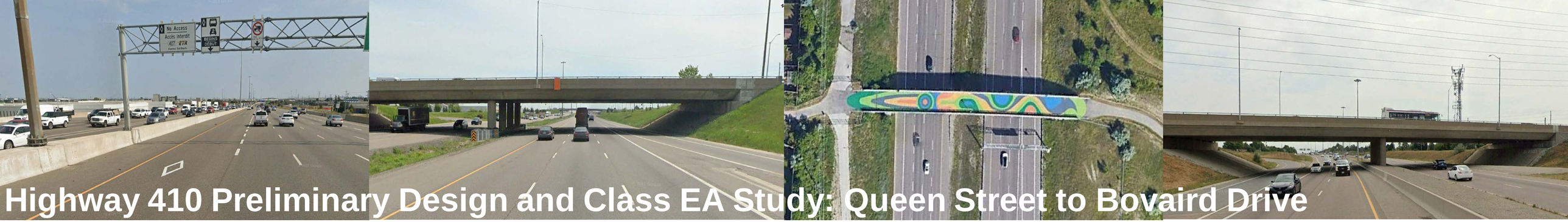
- Study overview
- Environmental Assessment process and consultation
- Overview of the assessment and evaluation of alternatives
- Summary of the preliminary Technically Preferred Alternative
- Construction staging and detours
- Environmental protection and mitigation measures
- Schedule of the study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

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

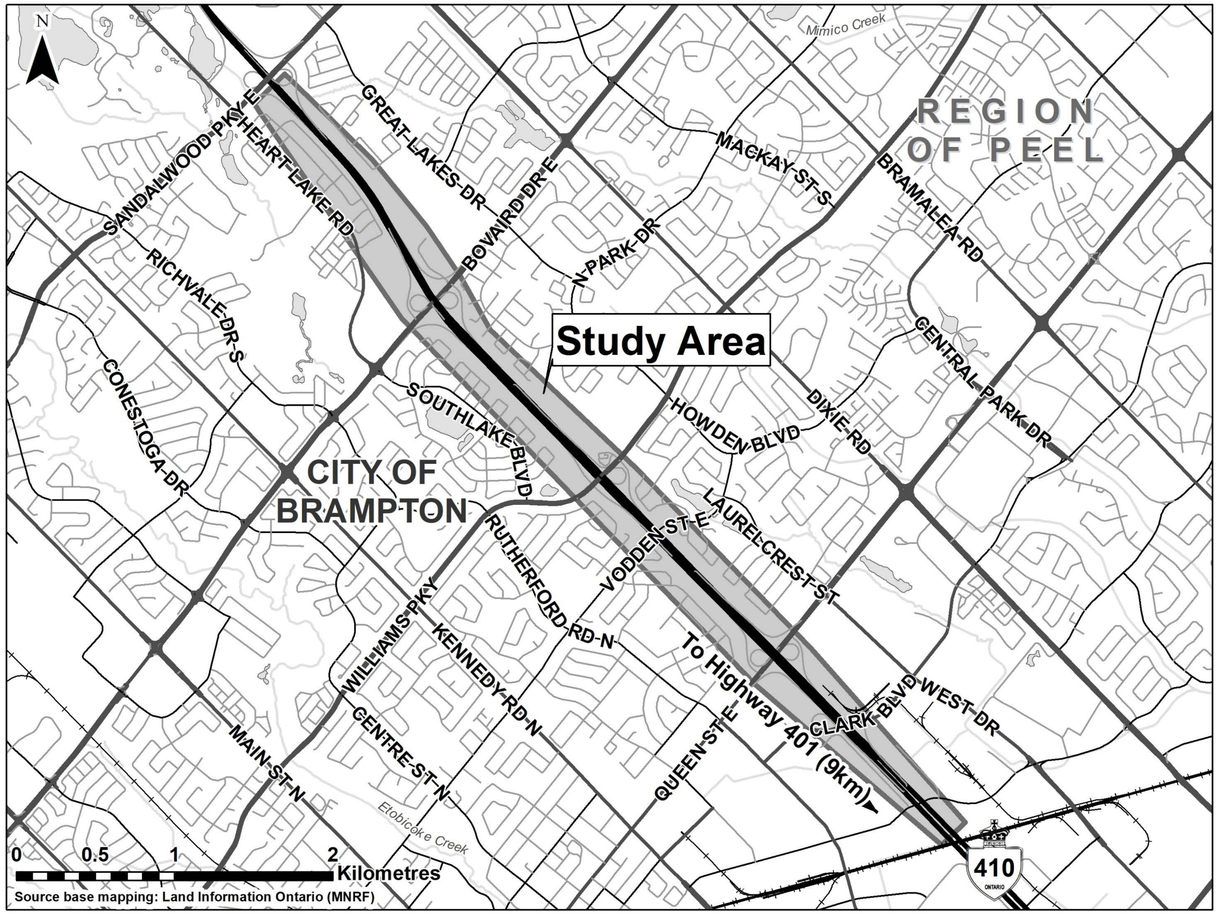
- PDF (downloadable) copy of the PIC Presentation slides
- PDF (downloadable) copy of draft Roll Plans illustrating the alternatives and preliminary Technically Preferred Alternative
- An online PIC Comment form

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!



Project Overview



Study Area:

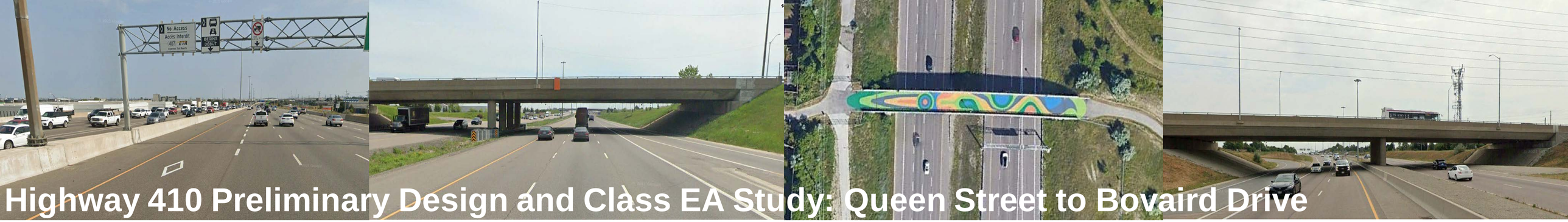
The Highway 410 study limits extend from south of Queen Street northerly to north of Bovaird Drive.

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.

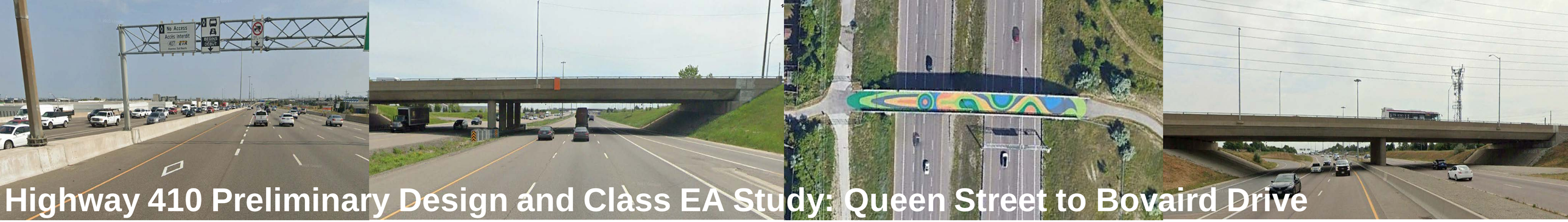
Reasonable design alternatives for highway widening and High Occupancy Vehicle (HOV) lanes have been developed and evaluated leading to the selection of a preliminary Technically Preferred Alternative (TPA).

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.

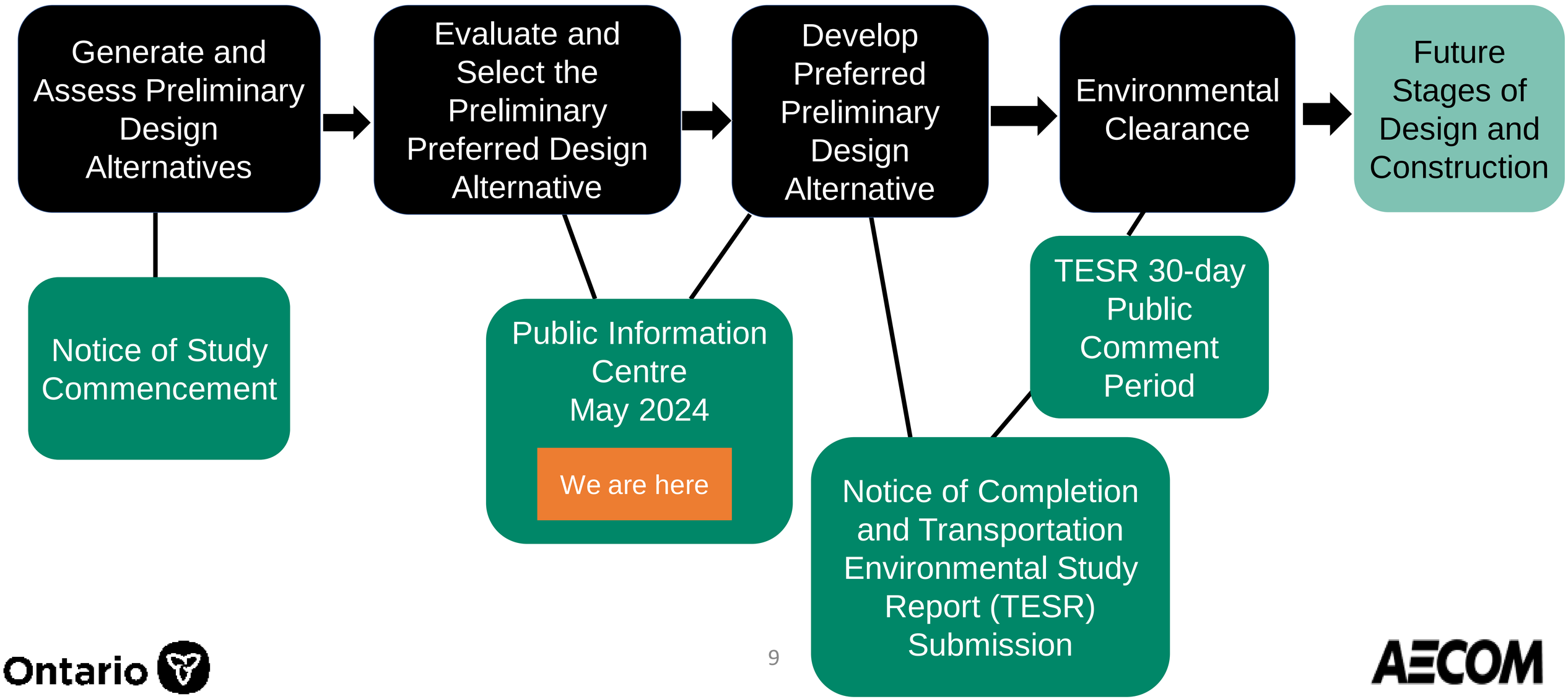


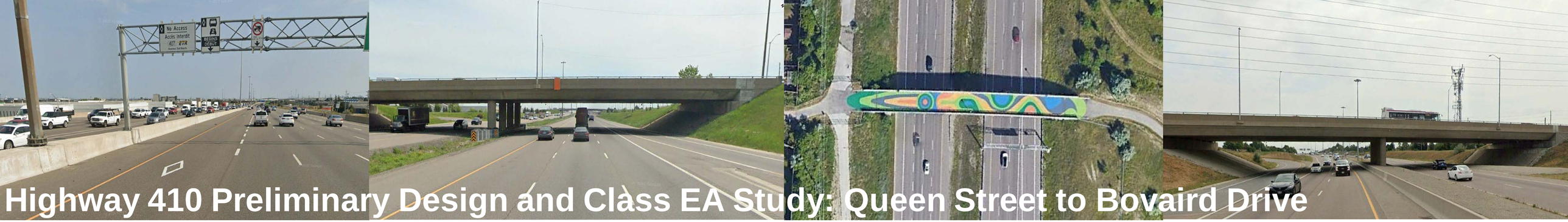
Environmental Assessment (EA) Process and Consultation

- 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.



Study Process Graphic – Class Environmental Assessment



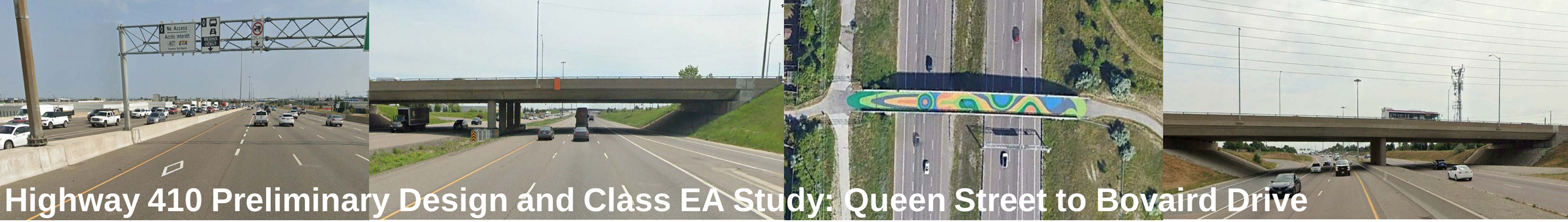


Environmental Protection and Mitigation Measures

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:

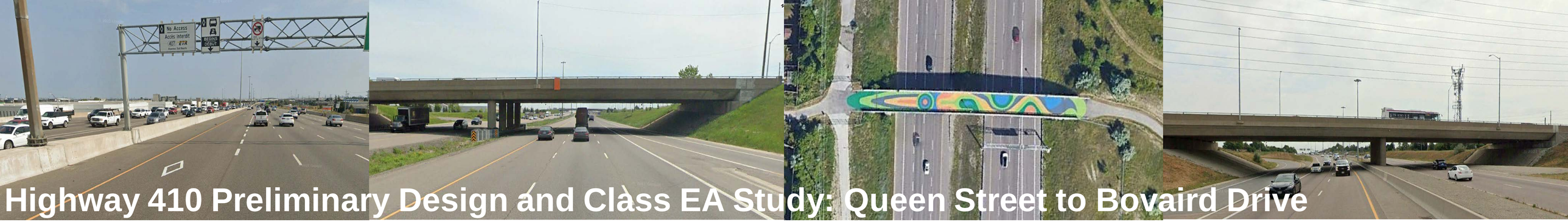
- Fish and Fish Habitat Existing Conditions and Impact Assessment Report
- Terrestrial Ecosystems Existing Conditions & Impact Assessment Report
- Noise Impact Assessment Report
- Land Use Report
- Contamination Overview Study
- Cultural Heritage Resource Assessment Report
- Stage 1 Archaeological Assessment 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



Overview of Proposed Improvements

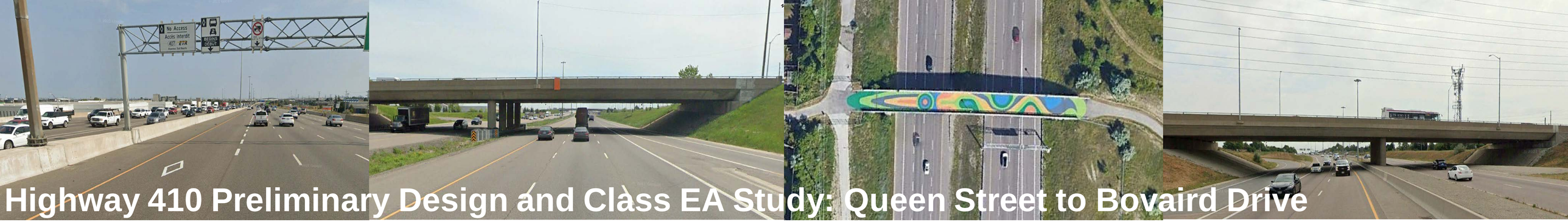
- Widening of Highway 410 to extend the existing median HOV lanes from south of Clark Boulevard northerly to Bovaird Drive and add auxiliary lanes in each direction to address mainline capacity deficiencies.
- Improvements to interchange ramp geometry.
- Addition of tall wall median barrier.
- New storm 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



Overview of Alternative Evaluations

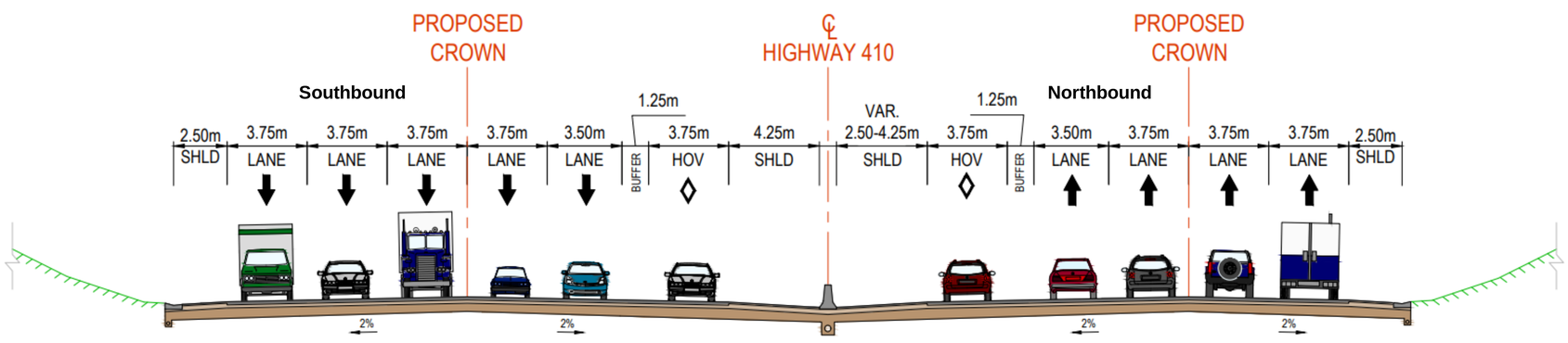
- The criteria outlined in the table to the right were used to evaluate alternatives.
- A Reasoned Argument (trade-off) method of evaluation was used to identify the advantages and disadvantages in order to select the preferred alternative.
- Alternatives were evaluated based on their ability to address 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	• Traffic Operations • Safety & Geometrics • High Occupancy Vehicle Lane Ingress/Egress Locations	• Constructability • Existing utility and servicing infrastructure
Natural Environment	• Fish and Fish Habitat • Species at Risk • Terrestrial Ecosystems • Surface Water / Drainage	• Groundwater • Designated Natural Areas & Wetlands
Socio-Economic Environment	• Community Effects • Commercial / Industrial Operations • Contamination • Agricultural Operations • Municipal / Provincial Land Use Planning / Policies / Goals / Objectives	• Noise & Air Quality • Climate Change • Landscape Composition • Recreational Trails / Active Transportation Networks
Cultural Environment	• Archaeological • Built Heritage Resources and Cultural Heritage Landscapes	
Cost	• Construction Costs	

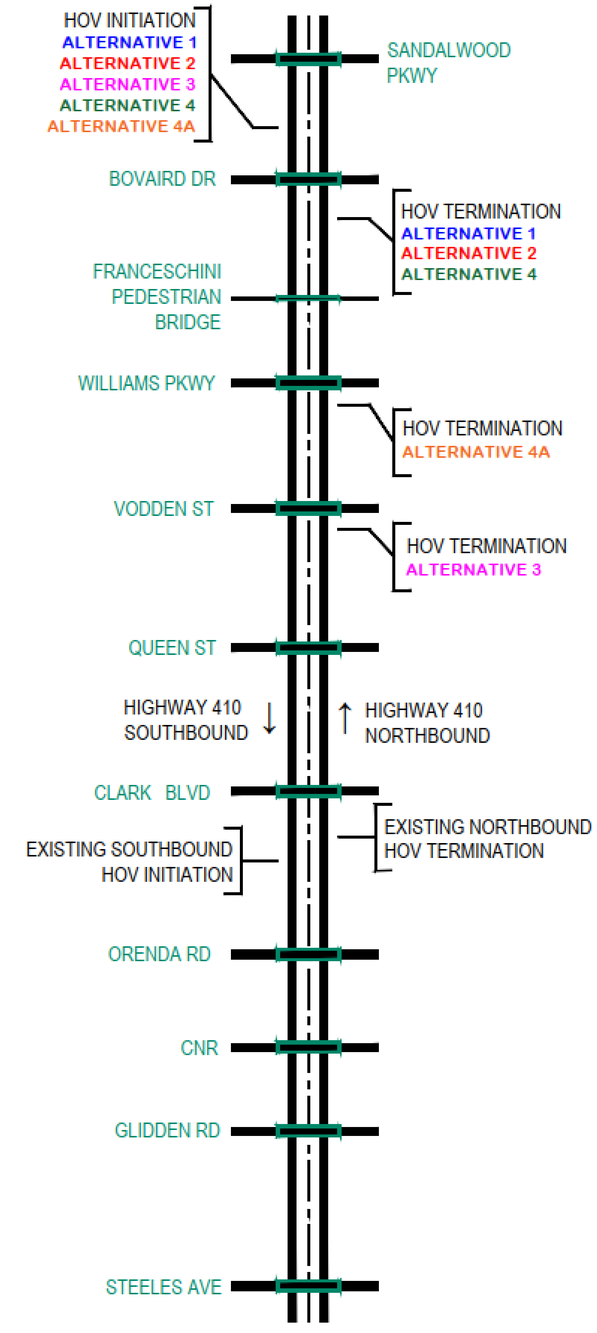


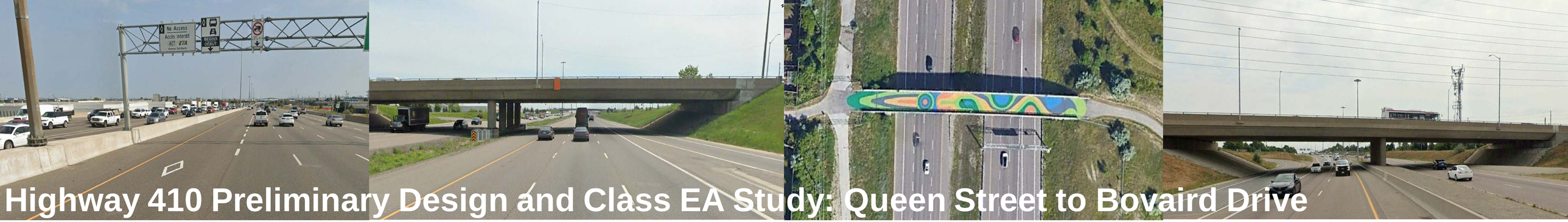
Preliminary Design Alternatives

- 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



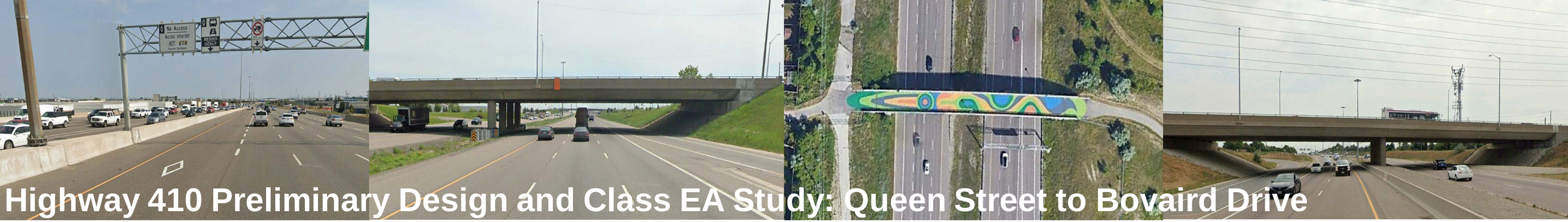


Preliminary Design Alternatives – Key Improvements

- 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.



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.

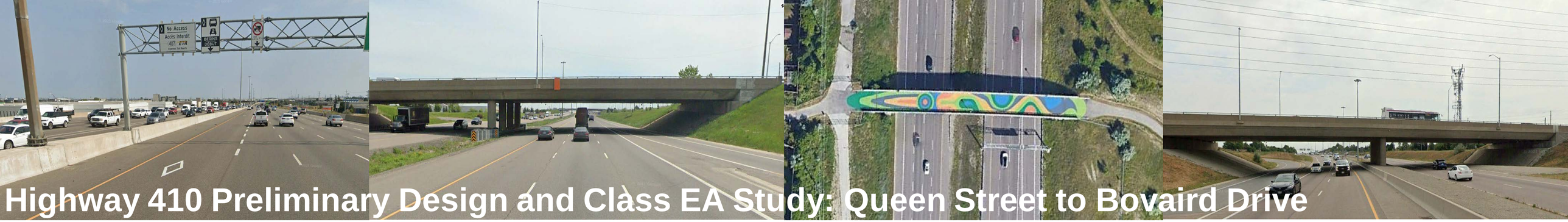
CATEGORY	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
Transportation/ Constructability	◔	◑	◕	●	◕
Natural Environment	●	◕	◕	◕	◕
Socio-Economic Environment	●	◕	◕	◕	◕
Cultural Environment	●	●	●	●	●
Cost	●	◕	◑	◑	◑
RECOMMENDATION	✗	✗	✗	✓	✗

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

Detailed evaluation tables are available at this PIC for viewing.

Construction Staging and Detours

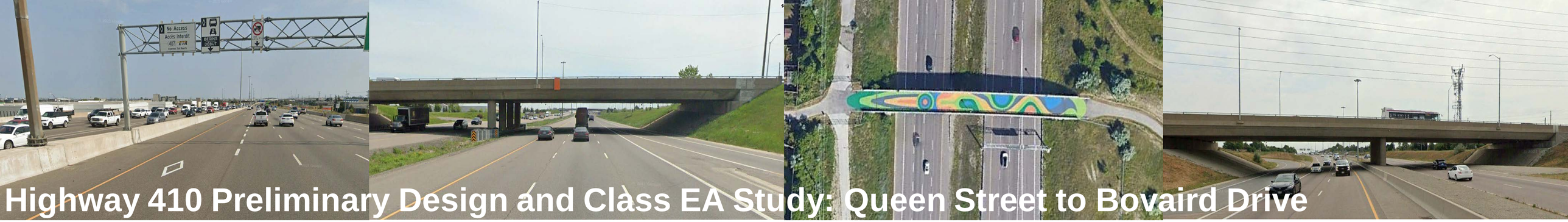
- To facilitate the work, short-term closures of Highway 410 and some interchange ramps will be required.
- For all closures, advanced notification and signage will be provided, including a corresponding detour plan for full closures.
- Consultation with municipalities regarding detour routes will be 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.



Traffic Noise Assessment

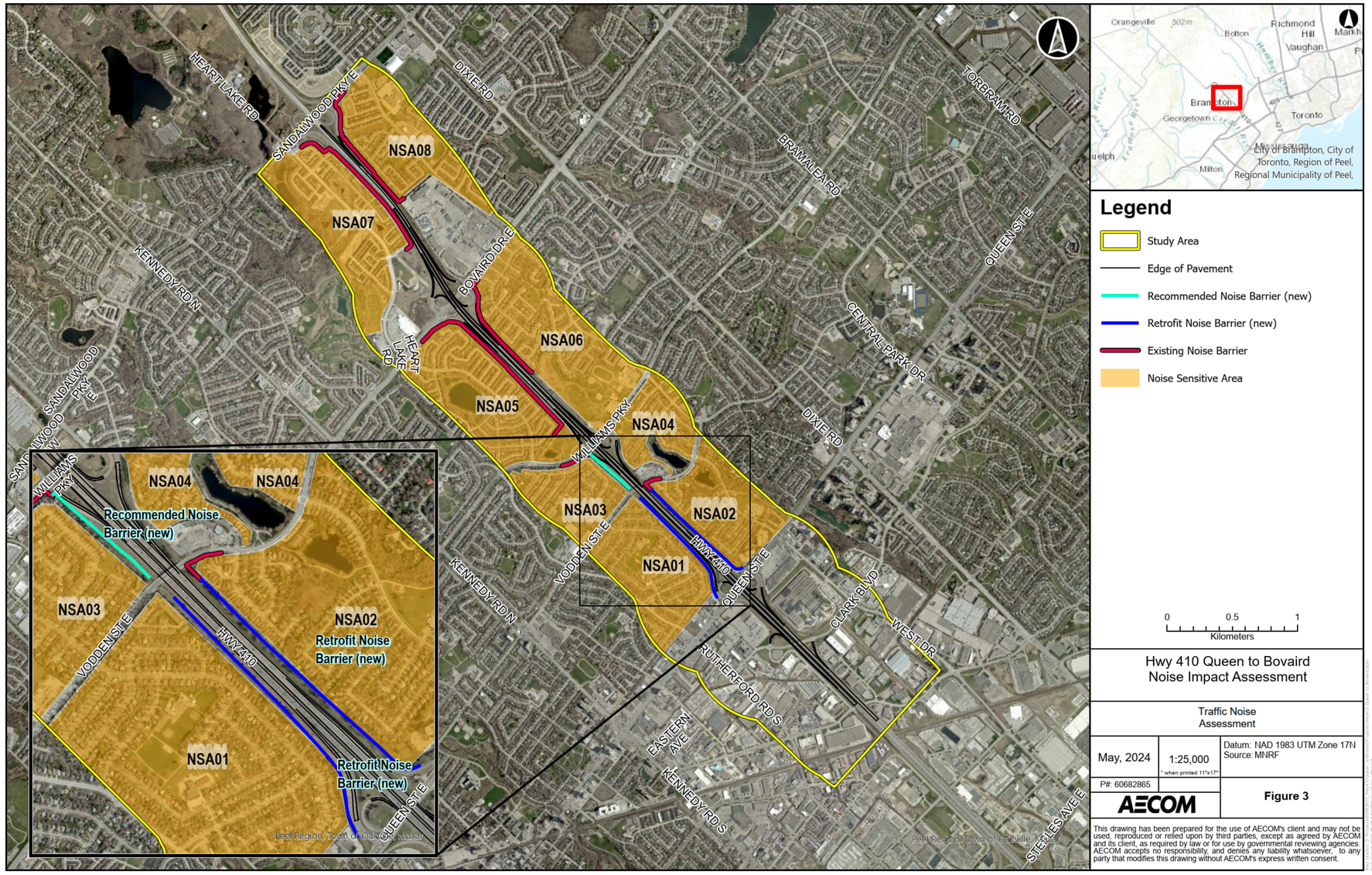
- MTO has a Noise Barrier Retrofit Policy for **existing provincial freeways**:
  - Noise sensitive areas must have outdoor, ground level, leisure areas that were approved for development under the Planning Act before February 8, 1977 and where the sound levels are above 60 dBA.
  - Further details on 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.

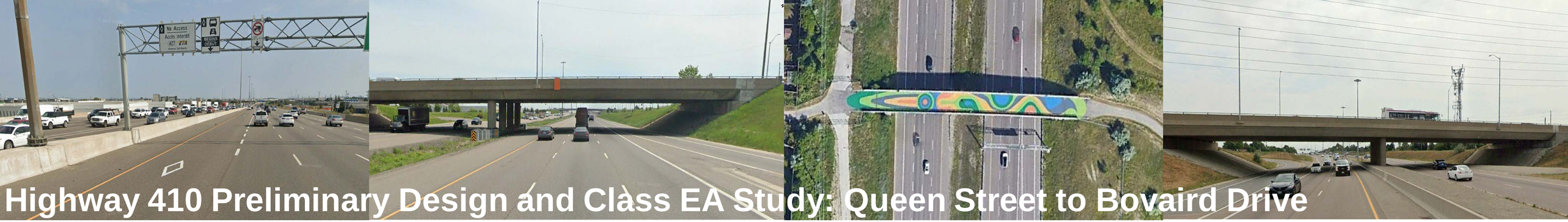
Change in Noise Level Above Future Ambient / Projected Noise Levels with Proposed Improvements	Mitigation Effort Required
< 5 dB Change AND <65 dBA Overall	• None
≥ 5 dB Change OR ≥ 65 dBA Overall	• Investigate noise control measures on right of way • Introduce noise control measures within right of 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.



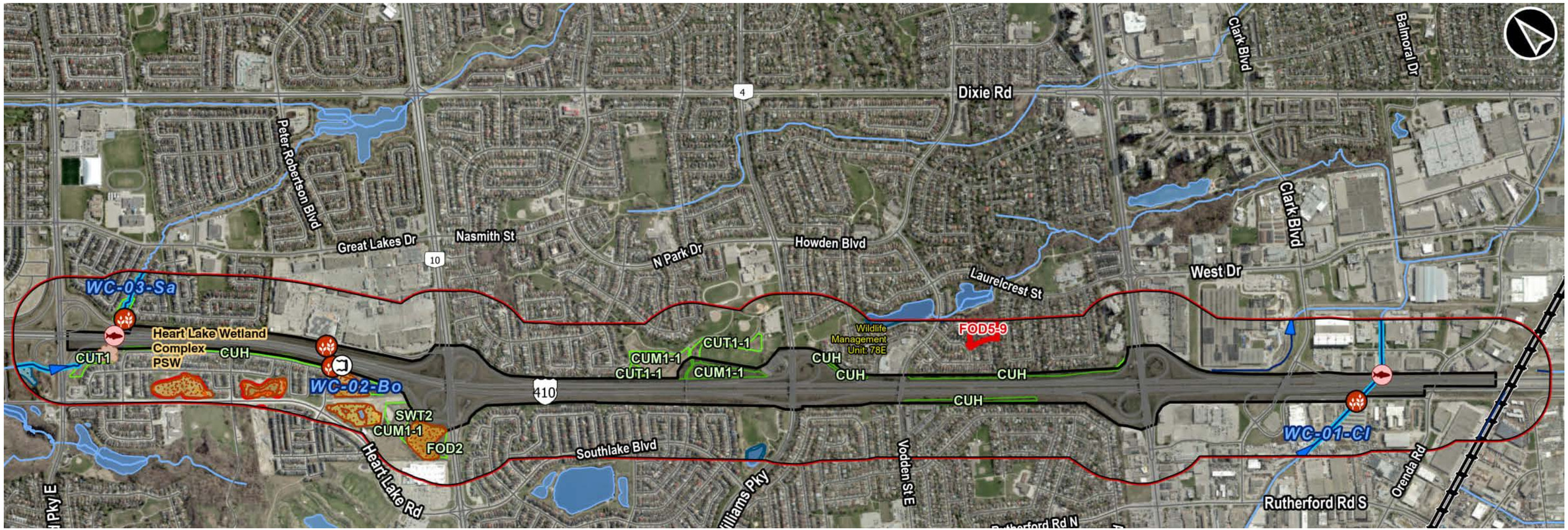
Traffic Noise Assessment (continued)

- 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 Vodden Street and Williams Parkway warrants noise mitigation as a result of the proposed improvements (shown as Recommended Noise Barrier (new)).

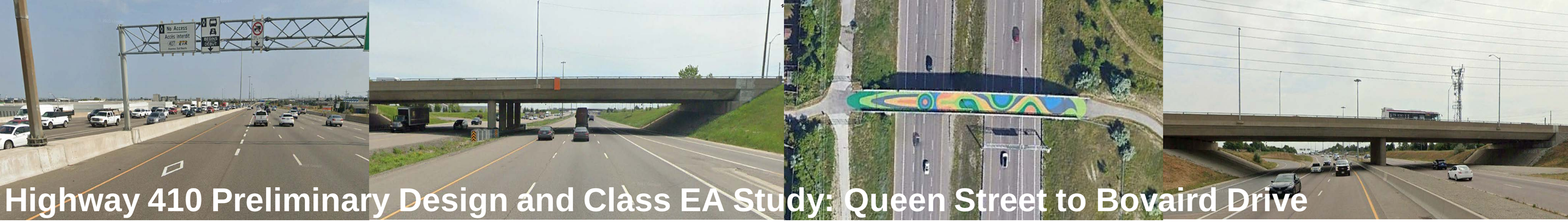




Existing Environmental Conditions



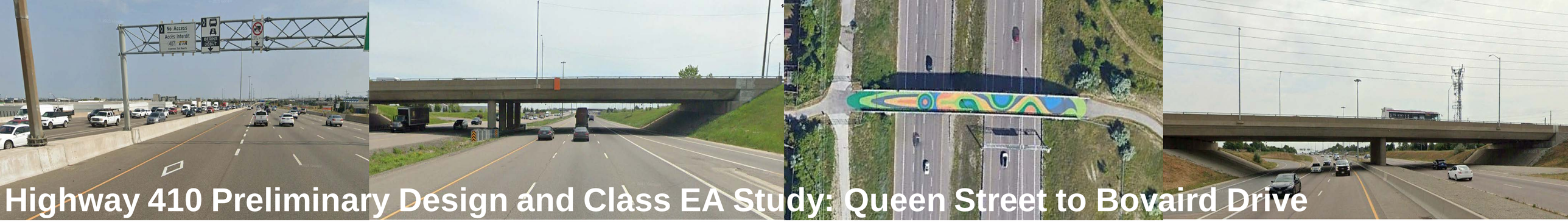
Ecological Land Classification (ELC) Code	Description
FOD2	Dry – Fresh Oak – Maple Deciduous Forest
CUH	Cultural Hedgerow
CUM1-1	Dry – Moist Old Field
CUT1	Mineral Cultural Thicket
CUT1-1	Sumac Cultural Thicket



Environmental Protection and Mitigation Measures

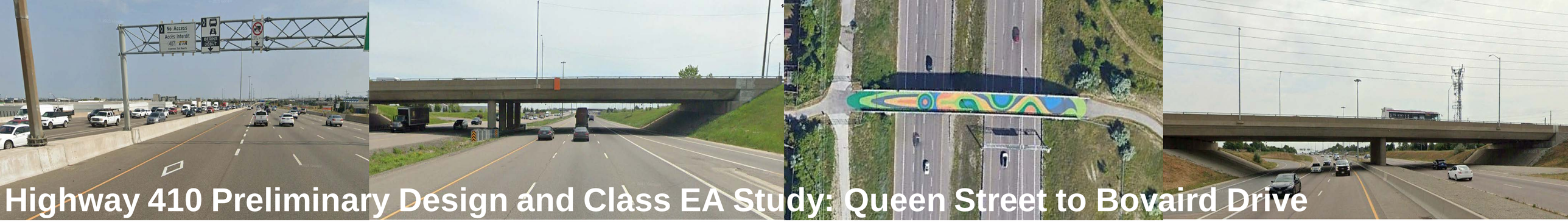
The following potential impacts, key mitigation measures and commitments to future work are preliminary and a final impact assessment will be completed during detail design.

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment	
Fish and Fish Habitat	*Potential Impacts* In addition to general construction activities (vegetation clearing / grubbing, excavation, grading, riparian planting, etc.) the following impacts have potential to occur at each watercourse: • 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. *Key Mitigation Measures / Commitments to Future Work* • 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.



Environmental Protection and Mitigation Measures

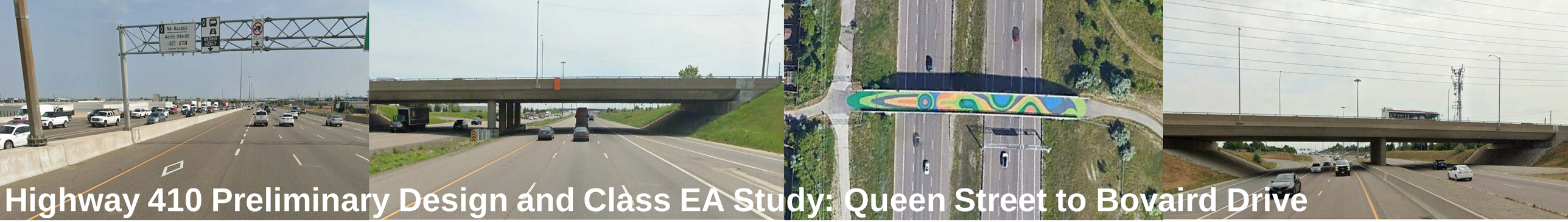
Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment (continued)	
Terrestrial Ecosystems	*Potential Impacts* • Loss or degradation of vegetation cover, wildlife habitat, significant wildlife habitat and Species at Risk habitat. • Disturbance to wildlife including Species at Risk or Species of Conservation Concern. *Key Mitigation Measures / Commitments to Future Work* • 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. • 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	*Potential Impacts* • Potential erosion to newly exposed slopes and ground surfaces. *Key Mitigation Measures / Commitments to Future Work* • Standard mitigation measures will be developed during detail design (e.g. sediment/silt fence, seed and mulch, sod, erosion control blankets, as required).
Landscaping	Preliminary Landscape Plan is being prepared for disturbed / impacted areas along the Highway 410 corridor and will be documented in the TESR.



Environmental Protection and Mitigation Measures

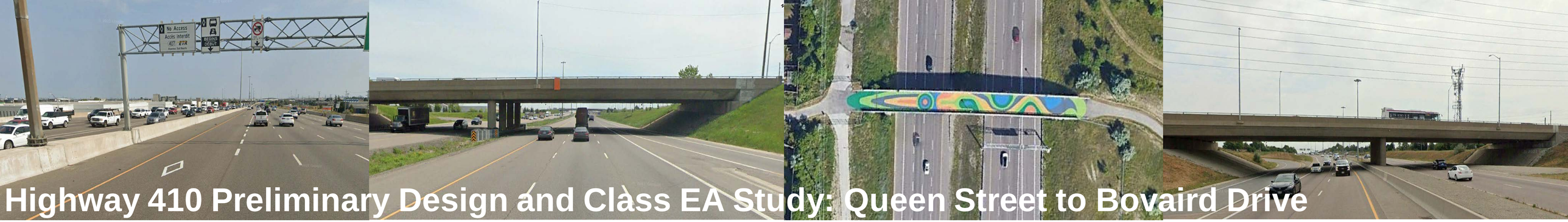
Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment (continued)	
Groundwater	*Potential Impacts* • Potential for groundwater dewatering during construction. *Key Mitigation Measures / Commitments to Future Work* • Determine the need for groundwater dewatering and potential permit or registration requirements during detail design: • 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	*Potential Impacts* • Excess soils may be excavated during construction activities. *Key Mitigation Measures / Commitments to Future Work* • Manage excess soils in accordance with Ontario Regulation 406/19 – On-site and Excess Soil Management.
Socio-Economic Environment	

Noise	*Potential Impacts*
	• Increase in noise levels due to the proposed highway improvements and temporary noise during construction.
	Key Mitigation Measures / Commitments to Future Work
	• 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:
	  • 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.



Environmental Protection and Mitigation Measures

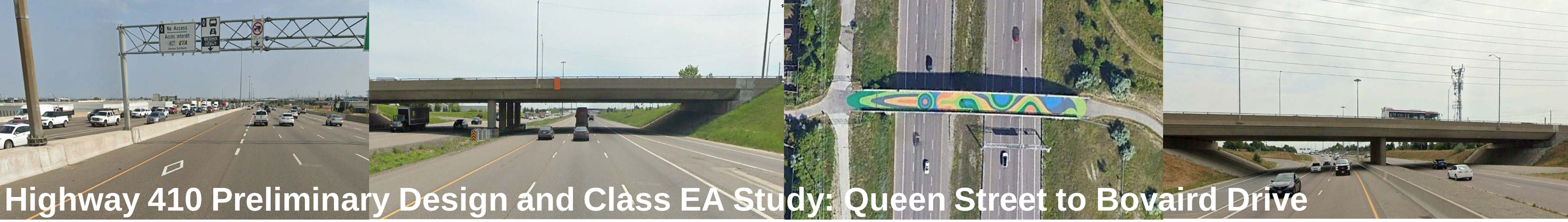
Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Socio-Economic Environment (Continued)	
Air Quality	*Potential Impacts* • Potential for effects of construction operations at adjacent sensitive receivers. *Key Mitigation Measures / Commitments to Future Work* • 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	*Potential Impacts* • Potential to impact undisturbed areas that are identified as having archaeological potential. *Key Mitigation Measures / Commitments to Future Work* • Undertake Stage 2 Archaeological Assessments in areas identified as having archaeological potential.
Technical Considerations	
Traffic During Construction	*Potential Impacts* • Potential impacts to traffic during construction. *Key Mitigation Measures / Commitments to Future Work* • 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	*Potential Impacts* • Potential for light trespass as a result of high mast lighting. *Key Mitigation Measures / Commitments to Future Work* • High mast lighting will be upgraded with LEDs. • Shielded luminaires will be installed to meet MTO light trespass criteria and minimize visible luminaire brightness.



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					

Note: Schedule is subject to change



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

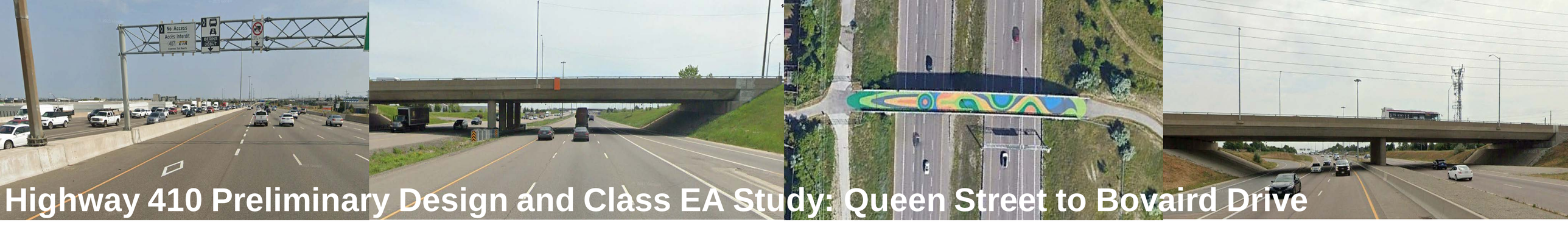
Tim Sorochinsky, P.Eng.
Project Manager, AECOM
105 Commerce Valley Drive West, 7th Floor
Markham, ON L3T 7W3
Toll free number:1-844-698-9876
E-mail: ProjectTeam@hwy410queentobovaird.ca

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

Please provide any comments by July 2, 2024.

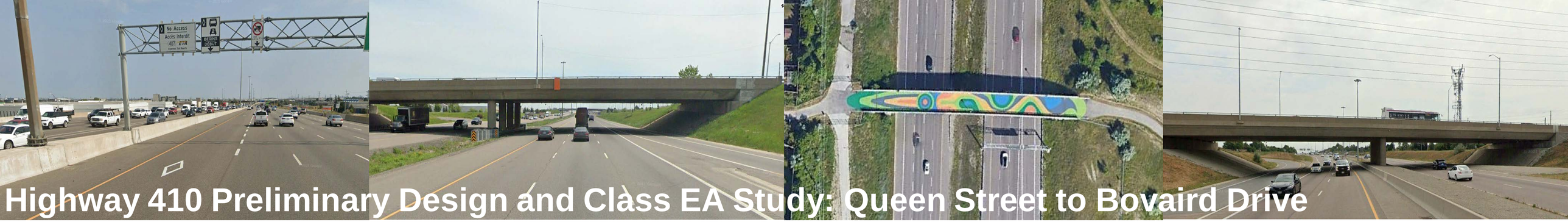
Freedom of Information and Protection of Privacy Act and Accessibility

- 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.



Next Steps

- In-Person PIC (May 29, 2024)
- Address comments received from PIC and make updates as required
- TESR Publication and Review period



Open Discussion

AECOM
105 Commerce Valley Dr. West, 8th Floor
Markham, ON L3T 7W3 Canada
www.aecom.com
tel 905-886-7022

Minutes of Meeting

Subject	MTO Preliminary Design and EA Study, Highway 410 Improvements from Queen Street to Bovaird Drive [redacted] Discussion	
Date	July 24, 2025	
Time	9:00 am – 9:40 am	
Location	Microsoft Teams Teleconference (Virtual)	
Attendees	Frank Mac Chris Barber Tim Sorochinsky Heather Nottbeck Lucy Horne [redacted]	MTO – Area Manager MTO – Environmental AECOM – Project Manager AECOM – Deputy Project Manager AECOM – Environmental [redacted]
Prepared by: AECOM		Distributed to: All attendees and regrets

Summary of Meeting

Introduction

A roundtable was held to introduce the meeting attendees.

AECOM provided an overview of the project and a status update.

Meeting Overview

The purpose of the meeting was to discuss concerns about the potential property impact at [redacted], as a result of the Highway 410 widening.

The Preliminary Design Study is nearing completion. The widening work is currently not programmed; the timing of the future detail design phase and construction are unknown at this time.

General Discussion

- [redacted] provided details about subject property and noted the constraints that impact development potential, including:
    - The irregular shape of the property
    - Provincially Significant Wetland to the north, with setback requirements
    - Highway 410 (MTO ROW) to the east, with 14 m setback requirements
- It was noted this is a small development site as a result of the above constraints.
- [redacted] noted they had pre-consultation with the City of Brampton, and it is assumed that MTO would have provided preliminary feedback at this time. A pre-consultation meeting was held, but they do not recall MTO representatives attending the meeting.
- [redacted] advised that preliminary conversations were held in 2022/2023. AECOM noted the Preliminary Design Study started in Spring 2022.

This transmission is confidential and intended solely for the person or organization to whom it is addressed. It may contain privileged and confidential information. If you are not the intended recipient, you should not copy, distribute or take any action in reliance on it.

Errors or omissions to these minutes shall be identified and provided to projectteam@highway410queentobovaird.ca within seven (7) days of the distribution and publication of these materials. Comments provided within this seven (7) day period will be considered and incorporated.

• For this property, there is a site plan but with no status. The current design was informed by the comments received during the pre-consultation. • It is unclear if MTO Corridor Management reviewed the site plan as part of the pre-consultation. • [redacted] will reach out to the MTO Corridor Management Office to see if there are any records of the pre-consultation. • T. Sorochinsky noted that 14 m setbacks are in place to protect for future improvements to the highway. The current Highway 410 Preliminary Design Study looked at traffic projections and improvements to Highway 410, including the future Highway 413 connection. • [redacted] inquired if there are any alternatives that could be mutually agreeable. • H. Nottbeck noted the current ramp design adjacent to the property has been designed to meet MTO's current design standards.
Action Items
• **Action MTO:** Reach out to the MTO Corridor Management Office to see if there are any records of the pre-consultation. • **Action GSAI:** Provide any previous correspondence with MTO and pre-consultation material provided to the City of Brampton.

AECOM

Appendix D

Consultation Record and PIC Displays

Reference #	Comment / Question / Request	Action / Response
CT2022_23	Hi there, Can you add my name and email to the mailing list for the project. Preferably via Email. Thanks [redacted]	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project*. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_24	From: [redacted] Sent: Thursday, September 1, 2022 4:44 PM To: projectteam@hwy410queentobovaird.ca Subject: Re: Notice of Study Commencement - Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Good Afternoon Parshad, Thank you for contacting the Office of Shafqat Ali, Member of Parliament for Brampton Centre. Thanks for the information! Best Regards, [redacted]	[redacted]
CT2022_25	**From:** [redacted] **Sent:** Thursday, September 8, 2022 10:09 AM **To:** projectteam@hwy410queentobovaird.ca **Subject:** Automatic reply: [EXTERNAL]Notice of Study Commencement - Highway 410 Improvements from South of Queen Street to North of Bovaird Drive ********** **Out of office allert** ********** I am no longer with the City of Brampton and this email address will not be monitored. If you have an inquiry, please contact [redacted] Thanks, [redacted] Acting Director RMOF Public Works & Engineering.	Remove [redacted] from the contact list. Add [redacted] to the contact list [redacted]
CT2022_26	**From:** [redacted]> **Sent:** Thursday, September 8, 2022 12:40 PM	Hello [redacted]

Reference #	Comment / Question / Request	Action / Response
	To: projectteam@hwy410queentobovaird.ca **Subject:** 410 debackle Good afternoon, I just received your flyer regarding an assessment/study of the 410. Is that really necessary, just try driving on the 410, no study required, it is a disaster. A ridiculous amount of money was spent to widen the road, add hov, etc. It isn't any better. I'm sure a "study" was conducted prior to that work too. Anyone involved in the original plans should be ashamed. What a colossal waste of taxpayer money. [redacted]	Thank you for contacting the Highway 410 Improvements Project Team regarding *the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project*. The purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study includes the consideration of potential improvements along the Highway 410 corridor, which may include the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, MTO noise walls etc., along with considerations of upgrades to illumination and traffic signals. As the Project progresses, future design refinements will be presented in future public consultation. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_27	**From:** [redacted] **Sent:** Friday, September 9, 2022 10:25 AM **To:** projectteam@hwy410queentobovaird.ca **Subject:** Re: Notice of Study Commencement - Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Thank you Mr. Sorochinsky. I will forward your e-mail to 2 of my neighbours, [redacted] and [redacted] and will get back to you with our concerns. Appreciate you forwarding the notification. Regards, [redacted]	A response will be provided to the CT2022_35
CT2022_28	**From:** [redacted] **Sent:** Monday, September 12, 2022 12:13 PM **To:** ProjectTeam@hwy410queentobovaird.ca **Subject:** Access to 410 North from East of Williams Parkway Dear Project Team, Thank you for sharing the flyer on the proposed study on Hwy 410 improvement between Queen and Bovaird. I live close to Williams Parkway and Hwy 410. The Williams Parkway, at the access to the north of Hwy 410, is prone to frequent accidents as vehicles from the East of Williams Parkway take a left turn to access the highway. Could you please consider constructing a new ramp on the right side of Williams	Hello [redacted], Thank you for your interest in the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project*, and your suggestion to consider a new ramp on the right side of Williams Parkway (east). The Project Team will consider your input as the Preliminary Design study progresses. The purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study includes the consideration of potential improvements along the Highway 410 corridor, which may include the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, MTO noise walls etc., along with considerations of upgrades to illumination and traffic signals. As the Project progresses, future preliminary design refinements will be presented in future public consultation.

Reference #	Comment / Question / Request	Action / Response
	Parkway East for accessing 410 North as one of the alternatives in your study to avoid the risks of accidents? Regards, [redacted]	We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_29	**From:** [redacted] **Sent:** Monday, September 12, 2022 12:42 PM **To:** projectteam@hwy410queentobovaird.ca **Subject:** 410 highway study The last expansion of 410 northbound, with the inclusion of high occupancy lanes, caused a major bottle neck at the junction of Queen St. The speeding traffic on the HOV lane which ended at Queen St. with the right lane ending at Queen St. caused the traffic to shift over two lanes and also into an the ended HOV lane. My suggestion would be not to activate the HOV lane on the next section of highway improvement until expansion is done past the Bovard interchange. I live near thee intersection of Williams Parkway and 410 and use the highway frequently. There is a tremendous amount of traffic on this section of the highway. The extra lane available to all traffic and less lane changes for half of the traffic would improve traffic flow through the area	Hello [redacted] Thank you for your interest in the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project* and for your comments provided. The Project Team will consider your input as the Preliminary Design study progresses. The purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study includes the consideration of potential improvements along the Highway 410 corridor, which may include the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, MTO noise walls etc., along with considerations of upgrades to illumination and traffic signals. As the Project progresses, future preliminary design refinements will be presented in future public consultation. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
Email	**From:** [redacted] **Sent:** Monday, September 12, 2022 2:33 PM **To:** 'ProjectTeam@hwy410queentobovaird.ca' <ProjectTeam@hwy410queentobovaird.ca> **Subject:** Peel Regional Police Contact Listing Good afternoon, Please remove me from your contact listing for Peel Regional Police and replace me with [redacted]	Remove [redacted] from the contact list. Add [redacted] to the contact list Hello [redacted] Thank you for your email. We have removed you from the Highway 410 distribution list and you will no longer receive updates on the Project. We have added Shawn Fauvelle to the list to receive future notification through email. If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience. Sincerely,

Reference #	Comment / Question / Request	Action / Response
	Thank you,	
CT2022_31 **Includes Attachment**	From: [redacted] Sent: Tuesday, September 13, 2022 11:30 AM To: ProjectTeam@hwy410queentobovaird.ca Cc: [redacted] Subject: Hydro One Response: 20220913-NoticeOfCommence-HIGHWAY 410 IMPROVEMENTS FROM QUEEN STREET TO BOVAIRD DRIVE Please see the attached for [redacted] Response. [redacted]	Remove [redacted] from the contact list. Add [redacted] to the contact list. Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing input on the Stakeholder Comment Form. We can confirm that Hydro One's preliminary assessment has identified no existing Hydro One Transmission assets within the study area. Should our planned study area expand, the Project Team will contact Hydro One to assess impacts of existing or future planned electricity infrastructure. All future communication will be sent to [redacted] If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience. Thank you, Project Team
CT2022_32	From: [redacted] Sent: Tuesday, September 13, 2022 4:19 PM To: projectteam@hwy410queentobovaird.ca Subject: Responding to study Good afternoon. We live across LaFrance Park from The Williams Parkway exit ramp. 20 Liberation Drive. I would ask that, if the highway is being widened (new HOV lanes), can we get sound barriers along the exit and onto Williams Parkway? Increasing volume of traffic will also increase noise volume along the entire length. Thank you for the study. [redacted]	Hello [redacted], Thank you for your interest in the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project* and for your comments provided. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. If you have any questions or concerns, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_33	From: [redacted] Sent: Tuesday, September 13, 2022 4:20 PM	Hello [redacted]

Reference #	Comment / Question / Request	Action / Response
	To: projectteam@hwy410queentobovaird.ca Subject: Improvements to Hwy410 Dear Pashad and Tim, I am [redacted] which is located on [redacted] You can save the time and cost of your study and start to design, Plan and implant the features described. 1: increase widening of road. 2: create extension of HOL 3. Create sound barrier walls both hard and soft. 4. Extend off ramp from Hwy 410 to Queen and provide a solid barrier. Please feel free to contact me should you have any questions. Regards, [redacted]	Thank you for your interest in the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project* and for your comments provided. The purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study includes the consideration of potential improvements along the Highway 410 corridor, which may include the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, MTO noise walls etc., along with considerations of upgrades to illumination and traffic signals. As the Project progresses, future preliminary design refinements will be presented in future public consultation. Additionally, regarding noise and the potential for noise mitigation such as noise barriers and/or berms, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_34	"Hello message for Tim my name is [redacted] I live in the sorry I live [redacted] I've been in that neighborhood since the beginning and there so basically my comments or when that road is to be worked on to increase we have no there is no wall separating the subdivision from the 410 and all the sound comes through all those 165 houses which are right in that subdivision which is absolutely Dreadful and so that is my main concern is that a wall be built in the whole area of Copperfield Road and Heartlake Road. I got your flyer and that is my main concern, because at the moment there is just trees and all the sound comes all the way down and hits my home and when I sit in my yard all the sound is coming from the 410 its absolutely horrible. My home number is [redacted] Thanks,"	Hello [redacted] Thank you for your interest in the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project* and for your comments provided. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. If you would like your contact information added to the Project Contact List so you will receive future notifications, please provide us with your email address. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.

Reference #	Comment / Question / Request	Action / Response
		Thank you, The Project Team
CT2022_35 **Includes Attachment**	**From:** [redacted] **To:** projectteam@hwy410queentobovaird.ca **Subject:** Notice of Study Commencement - Highway 10 WO#17-20005 Dr. Mr. Sorochinsky, (Sr. Project Manager), Mr. Patel, (MTO, Project Manager) Mr. Barber MTO, Senior Environmental Planner), Mr. Drygas (AECOM, Senior Environmental Planner), Mr. Wright (Senior Environmental Planner) Good Afternoon: Please find attached a letter providing comments with respect to the planned expansion of Highway 410 (W.O. #17-20005). I do hope you will take these comments seriously. Thank you. Regards [redacted]	Hello [redacted], Thank you for your interest in the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project* and for your comments provided. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the Ontario Ministry of Transportation (MTO) Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. As for your concerns regarding the current concrete walls in place along the highway; another purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study includes the consideration of potential improvements along the Highway 410 corridor, which may include the assessment of bridges, culverts, retaining walls, MTO noise walls etc., along with considerations of upgrades to illumination and traffic signals. As the Project progresses, future preliminary design refinements will be presented in future public consultation. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_36	**From:** [redacted]> **Sent:** Monday, September 19, 2022 10:45 AM **To:** ProjectTeam@hwy410queentobovaird.ca **Subject:** Sun-Canadian Pipe Line; Notice of Study, Preliminary Design Environmental Assessment HWY 410 Good morning, Sun-Canadian Pipe Line does not operate any facilities within the investigation area. Kind Regards,	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project*. I would like to inform you that we have removed Sun-Canadian Pipe Line from the project contact list. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
	[redacted] ***Crossing & Lands Coordinator*** ***Sun-Canadian Pipe Line Co. Ltd.*** ***Phone:*** [redacted]***1*** ***Cell:*** [redacted]***1*** ***Email:*** [redacted]	
CT2022_37 **Includes Attachment**	**From:** [redacted]> **Sent:** Monday, September 19, 2022 2:43 PM **To:** projectteam@hwy410queentobovaird.ca **Subject:** On behalf of TCPL - Response Letter Good afternoon Tim and project team, On behalf of [redacted], please see attached response letter and stakeholder comment form for the Highway 410 Improvements Preliminary Design and Class Environmental Assessment Study. [redacted] has one high pressure natural gas pipeline contained within an easement crossing the study area, between Sandalwood Pkwy and Bovaird Dr E. Kindly circulate [redacted] with all future notices. Also note – please remove Darlene Presley from your circulation list. Kind regards, [redacted]| Planner *I am currently working remotely and can be reached at* [redacted] *or* [redacted]	[redacted] has been removed from the circulation list and replaced with [redacted] Hello [redacted]s, Thank you for contacting the Highway 410 Improvements Project Team regarding the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project* and providing input on the Stakeholder Comment Form. Thank you for providing information on the one high pressure natural gas pipeline contained within an easement crossing the study area, between Sandalwood Parkway and Bovaird Drive East. I would like to inform you that we have removed Darlene Presley from the contact list and all future notices will be circulated to [redacted] Thank you, The Project Team
CT2022_38	**From:** [redacted]> **Sent:** Monday, September 19, 2022 7:15 PM **To:** ProjectTeam@hwy410queentobovaird.ca **Subject:** Public Transport Inquiry Hello, This email is regarding the study currently underway Could we please conduct studies or work on implementing public transportation specifically in terms of a railway along the 410 highway? This highway is heavily used throughout the day and current transportation routes in Brampton are nearly triple the driving time. I believe implementing public transportation through these routes would be great to see, it'll help with congestion, and provide more greenery to our city while also reducing emissions. With extremely high insurance rates, the public transportation can make an effect to many individuals and families struggling financially and help build better connection to neighboring cities while also hypothetically increasing the number of jobs available in the long-term compared to the short-term which involved any construction that should occur. Please let me know what you think.	Hello [redacted] Thank you for your interest in the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project* and for your comments provided. The purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study includes the consideration of potential improvements along the Highway 410 corridor, the exact details of which are yet to be confirmed. One potential implementation is the addition of dedicated High Occupancy Vehicle (HOV) lanes to help promote carpooling whilst helping to reduce congestion and emissions. As the Project progresses, future preliminary design refinements will be considered and presented in future public consultation. Thank you for providing the suggestion for a railway. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
	Warmly, [redacted]	
CT2022_39 **Includes Attachment**	**From:** [redacted] <[redacted]> **Sent:** Tuesday, September 20, 2022 9:48 AM **To:** projectteam@hwy410queentobovaird.ca **Subject:** Hwy 410 Improvements Good Morning Tim, Please see attached. Thanks, [redacted] Deputy Fire Chief, Fire Prevention & Training Fire & Emergency Services [redacted] Office: [redacted] Cell: [redacted] Email: [redacted] Town of Caledon | www.caledon.ca | www.visitcaledon.ca | Follow us @YourCaledon	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing input on the Stakeholder Comment Form. We have removed you from the Highway 410 distribution list and you will no longer receive updates on the Project. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_40 **Includes Attachment**	**From:** [redacted]> **Sent:** Thursday, September 22, 2022 11:42 AM **To:** projectteam@hwy410queentobovaird.ca **Cc:** [redacted]> **Subject:** Stakeholder Comment Form Hi Tim, please see attached filled Stakeholder Comment Form. Please let me know if you have any questions. Thanks. [redacted] Sr.Project Engineer, Infrastructure Planning [redacted] Tel: [redacted] Email: [redacted]	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing input on the Stakeholder Comment Form. We can confirm that the following concerns you've identified will be considered during this Preliminary Design study: 1. Noise complaints from the sub-divisions along this segment having no noise wall. 2. Coordination of the project with the ongoing Environmental Assessment for Williams Parkway Improvements from Dixie Road to Torbram Road. 3. Coordination of the project with The Queen Street - Hwy 7 BRT TPAP Project in Brampton. 4. Coordination of the project with the ongoing detailed design for Improvements of Williams Parkway from McLaughlin Road to North Park Drive

Reference #	Comment / Question / Request	Action / Response
	From: [redacted]> **Sent:** Thursday, September 22, 2022 11:59 AM **To:** projectteam@hwy410queentobovaird.ca **Subject:** RE: Stakeholder Comment Form Hi Tim, just an additional information that there is a detailed design going on for Improvements of Williams Parkway from McLaughlin Road to North Park Drive which will need coordination as well. #2 project mention in the Form may not be there since it starts from Dixie. Thanks. [redacted]	If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_41	**From:** [redacted]> **Sent:** Friday, September 23, 2022 10:02 AM **To:** ProjectTeam@hwy410queentobovaird.ca **Cc:** [redacted]> **Subject:** Participate in the Study Interested in being a part of this study as my home faces onto 410! The noise level is my to concern. We were told we were to get a noise walls in place by the time 410 opened but then that didn't happen. Across from our house is a sidewalk, trees, fence, large bushes, and an earth burm hill. Does not cut down on the noise much. Approached City of Brampton who said " not our problem", but said they would do a noise analysis, called back, saying not our problem. I called the Ontario Department of Transport (?) that over looked 410, said they would look into it. When 410 opened, the new lights on the highway, eliminated our house. We could read by these lights without putting on any house lights! We couldn't sleep even with curtains and blinds. All Leatherhood Ct not just us. When we called, immediately light hoods were put on and problem solved. We were so grateful and happy at the quick response. Because of my interest with our living side by side with 410, would like to be apart & involved with this study. [redacted]	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_42	**From:** [redacted]> **Sent:** Friday, September 23, 2022 9:29 PM **To:** ProjectTeam@hwy410queentobovaird.ca **Subject:** Noise	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of

Reference #	Comment / Question / Request	Action / Response
	Hi, my name is [redacted] we have been experiencing so much noise at night from the highway, that affecting the sleep, please if you can consedering having a better thick wall to avoid this issue,thx	Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. Your contact information will remain on the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_43	**From:** [redacted]> **Sent:** Friday, September 23, 2022 9:38 PM **To:** ProjectTeam@hwy410queentobovaird.ca **Cc:** [redacted]> **Subject:** Re: Study participation and noise impact from 410 Hello Project Team: We would like to participate in the study of your project and address the current issue that we face daily with the noise and pollution coming from the heavily trafficked Hwy. 410. We live at [redacted] and our backyard backs directly to the highway. As you can imagine and if you were to visit our area throughout the day and especially during rush hour you will be able to witness the constant noise that comes from the highway. Furthermore, with the latest storm we lost a ton of older trees and greenery which was acting as a natural barrier to both noise and pollution. It is not pleasant to stay in the backyard during the spring and summer months as we are constantly bothered by the noise from trucks, bikes and horns from aggravated drivers. If the plan is to increase more lanes as you stated in your letter, yes the traffic flow will benefit greatly but the problem for us in the neighborhoods will worsen. As result, I would like you to consider all sides of the story and would appreciate it if you can take our concerns as a discussion point in your project plan. A noise wall barrier is much needed to block/offset the extra aggregation that will come from your future highway extensions. You can contact us at any time if you have any questions, Regards, [redacted]	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. We have added both of your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_45 **Includes Attachment**	From: [redacted]> **Sent:** Wed 2022-10-05 1:27 PM **To:** ProjectTeam@hwy410queentobovaird.ca CC:	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing input on the Stakeholder Comment Form.

Reference #	Comment / Question / Request	Action / Response
	Subject: Re:NOC for Highway 410 Improvements (South of Queen Street to North of Bovaird Drive)- Ptreliminary and EA Study Hi Tim: Please include me in your stakeholder list. Regards, [redacted] T: [redacted]1	We can confirm that the project will be coordinated with the ongoing TPAP for Queen Street from Mississauga Road to Highway 50. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_46 **Includes Attachment**	From: [redacted]> **Sent:** Wed 2022-10-05 4:19 PM **To:** ProjectTeam@hwy410queentobovaird.ca CC: Subject: Stakeholder Comment Form Good afternoon, Please find the attached completed stakeholder comment form with this email on behalf of the Transportation System Planning team. Please feel free to reach out if you have any questions or concerns. Thank you, [redacted] Transportation Planner Transportation System Planning Region of Peel [redacted]	Hi [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing input on the Stakeholder Comment Form. We can confirm that the project will be coordinated with the Queen St. BRT project. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_47	Sent: Mon 2022-10-10 12:22 PM Subject: MTO - Highway 410 Queen Street to Bovaird Drive	N/A

Reference #	Comment / Question / Request	Action / Response
	From: [redacted] Email: [redacted] Address Line 1: [redacted] Address Line 2: City: [redacted] Province [redacted] Postal Code: Message: Please do not waste our time with another long and extended construction project, that has neither solved or alleviated traffic congestion through this corridor. As the last project with HOV lanes, lane realignment ect. did nothing. Why bother with HOV lanes as there is no enforcement to control the usage abuse. How would you like to recieve study notices? (regular mail)	
CT2022_48	Sent: Tue 2022-10-11 4:06 PM Subject: MTO - Highway 410 Queen Street to Bovaird Drive From: [redacted] Email: [redacted] Address Line 1: Address Line 2: City: Brampton Province: Postal Code: Message: Can you advise when construction is anticipated. The Region has a proposed widening of Dixie Rd in this area over the next few years so coordination regarding construction and staging would be advisable. Thanks, [redacted] How would you like to recieve study notices? (e-mail)	Hi [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. At this current time, as the project is still early in Preliminary Design, we do not yet have an anticipated construction timeline. In regard to your concerns about this project interfering with the Region's planned construction along Dixie Road, we will maintain an open dialogue with you with a goal of reducing construction overlap to the best of our abilities whilst ensuring both projects remain on schedule. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_49	Sent: Thu 2022-10-13 8:09 PM Subject: MTO - Highway 410 Queen Street to Bovaird Drive From: [redacted] Email: [redacted] Address Line 1: [redacted]	Hi [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. The study will undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements, which will allow the team to get a better understanding of any risks relating to safety for local

Reference #	Comment / Question / Request	Action / Response
	Address Line 2: City: [redacted] Province: [redacted] Postal Code: Message: There are always homeless people camping in the embankment on the west side of 410, from the corner of Queen St. (behind the MTO chain link fence & against the back fence of residential lots). They always cut an opening in the chain link fence and pass through the rear parking lot of Kitchen & Couch. They also detach fence planks from old fences and burn them for heat during cold days. I hope the study would also consider these homeless people as they can become a matter of concern & safety/security (& nuisance) for local residents along the 410-Queen corridor. How would you like to recieve study notices? (e-mail)	residents and work to mitigate them prior to construction commencement. As the Project progresses, details will be presented in future public consultation. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_50 **Includes Attachment**	From: [redacted]> **Sent:** Mon 2022-10-17 8:21 AM **To:** ProjectTeam@hwy410queentobovaird.ca CC: Subject: Stakeholder Comment Form Good Morning, Please see attached Stakeholder Comment Form. Thank you,	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing input on the Stakeholder Comment Form. We can confirm that the project will be coordinated with the Miway Transit Station. Any potential impacts on the Miway Transit Station, stops, bus stop, or infrastructure will be circulated to the Miway Team. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_52 **Includes Attachment**	Good Morning Tim, We have received the Notice of Commencement for the Hwy 410 Improvements project. Attached is a memo in response to the notice for your consideration and reference. Please feel free to reach me if you have any questions or comments. Best Regards, [redacted] Principal Planner | Transportation System Planning Region of Peel 10 Peel Centre Dr | Suite B	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project, and for providing information on the various Region of Peel assets located in the study area. In regard to your concerns about this project interfering with the Region's planned construction along Dixie Road, we will maintain an open dialogue with you with a goal of reducing construction overlap to the best of our abilities whilst ensuring both projects remain on schedule. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.

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	Brampton, ON L6T 4B9 C: [redacted]	Thank you, The Project Team
CT2022_53 **Includes Attachment**	Good Morning Please see attached completed form. Thank you [redacted] Administrative Assistant **Brampton Fire and Emergency Services** 8 Rutherford Road South Brampton, ON L6W 3J1 t: [redacted] e: [redacted]	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing input on the Stakeholder Comment Form. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_54 Includes Attachment	Good afternoon, Please see attached for Bell Canada comments. Thank you, Bell [redacted] IM Peel North Access Network Provisioning	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing input on the Stakeholder Comment Form. Thank you for the preliminary assessment identifying that no Bell Canada infrastructure exists within the study area. Should our planned study area expand, the Project Team will contact Bell Canada to assess impacts of existing or future planned Bell Canada infrastructure. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_55	Hello message for Tim it's [redacted] let me see it's 10:10 [redacted] calling from [redacted] I am off today but heading out I just wanted to comment about this this 410 Improvement that you're going to be doing I'm living at [redacted] there's about 165 houses it's in the subdivision across from White Spruce Park when I moved in here and April 2006 there was to be a sound barrier boarding the 410 and this subdivision and it was not done and what was put in its place was trees and shrubs which do zero for noise. I was hoping that they are going to put a barrier up and that barrier between the 410 and the houses facing the 410 in this subdivision because we get a tremendous amount of noise and it is awful. So please call me back at [redacted] thank you very much and bye.	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed

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		mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. If you would like your contact information added to the Project Contact List so you will receive future notifications, please provide us with your email address. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_56	Good morning, Will the Bovaird off ramp from the 410 north be expanded to have two left hand turn lanes, instead of one and a half lanes? A lot of drivers like to run up the right side and cut in at the last minute to make a left turn. Suggestion: With the on and off ramps, drivers like to cut across the shoulders to use the on and off ramps to pass other vehicles. I suggest where the solid white lines merge together after an on ramp and where they spread apart just before the off ramp, RUMBLE strips be installed completely covering those non driving areas. Hopefully deterring drivers from cutting across the shoulders back into traffic. [redacted]	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. The Project Team will consider your input as the Preliminary Design study progresses. The purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study includes the consideration of potential improvements along the Highway 410 corridor, which may include the widening of Highway 410 to provide additional mainline capacity, implementation of dedicated High Occupancy Vehicle (HOV) lanes, assessment of bridges, culverts, retaining walls, MTO noise walls etc., along with considerations of upgrades to illumination and traffic signals. As the Project progresses, future design refinements will be presented in future public consultation. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_57	I live on [redacted] and although I do not back directly onto the 410 the noise from the highway is often deafening. Depending on the wind direction it is impossible to sit on the porch or in the backyard and hold a conversation. I am hoping that with the expansion of highway 410 that a noise barrier wall will be installed from Queen St to Bovaird. You can reach me at this email or at [redacted] for further information. [redacted]	Hello [redacted], Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study.

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		Please note that I have added your contact information to the Project Contact List so you will receive future notifications. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_58 Includes Attachment	Good Morning, I am not sure if anyone from the Public Sector Network (PSN) has shared this information and my apologies for the late reply. Please see attached documents, PSN has 2 crossing along the 410. Please let me know if any further action is required on my part. Thanks [redacted]	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and providing the Public Sector Network graphic. Thank you for the preliminary assessment identifying the two PSN crossings along the 410. Should our planned study area expand, the Project Team will contact PSN to assess further impacts of existing or future planned PSN crossings. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_59 Includes Attachment	Good afternoon, Please see attached TRCA's Notice of Study Commencement response letter for the above noted project. Should you have any questions or concerns, please do not hesitate to reach out. Kind regards, [redacted]	Hello [redacted], Thank you for your interest in the *Highway 410 Improvements project from South of Queen Street to North of Bovaird Drive,* and letter you provided November 18, 2022. The project is currently in the early Preliminary Design phase; however, as the project progresses, we will continue to be in contact with TRCA at key consultation milestones (such as upcoming Public Information Centres etc.). A comprehensive set of field investigations pertaining to various environmental factors will be conducted throughout 2023. The results of these field investigations will inform the evaluation of alternatives and impact assessment. We have added contact information for both Victoria Kramkowski and yourself to the Project Contact List, so you will receive future notifications. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_60	Thank you for the update Mr. Sorochinsky. I wonder if you would be kind enough to also include my neighbours Margaret Northrup and David Misurka on any future e-mails. I am copying them on this e-mail.	Hello [redacted], Please note I have added Margaret and David's contact information to the Project Contact List so they will receive future notifications.

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	Thank you. [redacted]	If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_61	Thank you for your status update of the proposed widening of 410. As mentioned I live two blocks east of 410 just at Vodden bridge overpass. From my backyard I can clearly hear the traffic especially motorcycles speeding along.when the 410 was built in the late 80's the birm that was created did not deal with the noise. A stone wall is required along with numerous pine trees to help absorb the noise. Please notify me of any public meetings. Kind regards, [redacted] Sent from my iPhone	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. Once the study has been completed the Project Team will examine any potential mitigation tools required, one such example could be a stone wall however we are unable to comment on what measures are required until after the study. As you are on the project mailing list you will be notified of any public meetings throughout the project. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_62	Thank you for getting back to me. I also thought of another ramp for the Bovaird 410 intersection. The intersection of the north 410 and Bovaird, on the north side is the exit from Trinity Commons. You can only make a right hand turn. If the south west side of Bovaird, where the east bound traffic can turn onto the 410 north was opened up. This would allow the traffic coming out of Trinity Commons to cross Bovaird allowing them to go north. This would also help reduce the amount of truck traffic going through the mall and exiting onto the residential streets on the east side of Trinity Common. [redacted]	[redacted] Thank you for your interest in the *Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project* and for your additional suggestions. The Project Team will consider your input as the Preliminary Design study progresses. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_63	Yes it's 2:14 December 23rd my name is [redacted] I live at [redacted] I've lived here since 2006. I have a couple of questions regarding the project that is happening, the Highway 410 service, if you can please call me back at [redacted]1 thank you.	N/A – Response being provided via email in CT2022_64.

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	Hello, yes if you could please return my call I have a couple of questions. I live in Brampton closer to 4:10 and yeah no one has returned my call as of yet so please leave me a message at [redacted] thank you.	
CT2022_64	Good afternoon No one has returned my call at [redacted] regarding a question 🙋‍♀️ I have regarding this project I live at [redacted] I have lived here since 2006 The burm of trees at the end of [redacted] has never made it quieter when I sit on my porch at the front of my house The roaring noise from the 410 comes down the street Will you be building a sound barrier at the end of Copperfield road instead of cleaning up the bushes and trees that have been there since 2006 The solid barrier will reduce this terrible noise from the highway that we are not too close to but not far enough away Please call or return my email regarding my concern about this terrible noise from the highway Thank you 😊 Best Regards [redacted]	[redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project and for your patience as we responded to your message. In regard to your concerns about noise impacts near the Highway 410 corridor, the Project Team will be reviewing additional traffic capacities due to the potential proposed improvements including widening of Highway 410 to provide additional mainline capacity and implementation of dedicated High Occupancy Vehicle (HOV) lanes through a traffic noise assessment to determine potential noise impacts of the Project. The Noise study will be undertaken in accordance with the MTO Environmental Guide for Noise, 2022 and any impacts identified during the assessment will be reviewed for mitigation. Potential impacts and proposed mitigation measures will be summarized in a Transportation Environmental Study Report, which will be available for public review following the Environmental Assessment Study. Please note that I have added your contact information to the Project Contact List so you will receive future notifications. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_65 Includes Attachment	Good afternoon, Please find attached a letter from the Ministry of the Environment, Conservation and Parks, Environmental Assessment Branch, regarding the above mentioned project. Feel free to contact Trevor at [redacted] directly with any questions or concerns you may have. Sincerely, [redacted] Assistant Project Officer Project Review | Environmental Assessment Branch | Ministry of the Environment, Conservation and Parks 135 St. Clair Avenue West | Toronto ON M4V 1P5 | [redacted]	Hello [redacted], Thank you for your letter provided on January 23, 2023, for the *Highway 410 Improvements project from South of Queen Street to North of Bovaird Drive.* We can confirm that the information has been received and will be incorporated into the Environmental Assessment documentation, where applicable. Regarding air quality, an assessment will be completed as per the *MTO Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects (May 2020).* A copy of the project final notice (Transportation Environmental Study Report Submission) and downloadable version will be provided to the MECP's Central Region EA notification email account, as well as a copy will be sent to Trevor Bell. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team

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CT2022_66	Thank you for your e-mail today indicating you have added my neighbours' to the Project Team Contact List. I wonder if you could advise as to any progress with this project. Regards [redacted]	Hello [redacted], At this point the project is currently in the early Preliminary Design phase and we are still conducting preliminary assessments including air quality assessments, noise studies and traffic assessments. Once the studies have been completed the Project Team will examine potential design solutions and any mitigation measures required as part of the Environmental Assessment Process. As you are on the project mailing list, we will continue to be in contact with you and your neighbours at key consultation milestones (such as upcoming Public Information Centres etc.). If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_67	Thank you for the update. I was talking to a few construction men working on the noise barrier wall along the 410 in our subdivision Hopefully this summer we will notice a much needed improvement in cutting back the noise from the 410 north and south but also concerning now is the amount of noise emitted from bovaird east and west We can't even sit in our backyard facing bovaird direction without massive noise and now heart lake road is picking up noise too with the additional housing /condos going up we can't seem to get enough quite and maybe it is time to move out of this area because of the noise traffic in north south east and west directions where my house is located I have lived here since 2006 when it was quite and could hear the wildlife in the wetlands behind my backyard which I paid a hefty fee for in hindsight Keep me posted anyways and thanks for responding to my email a while ago Best regards [redacted]	Hello [redacted] As you have been added to our project mailing list, we will be in contact at key consultation milestones such as upcoming Public Information Centres where additional information (including results of impact assessments) about the project will be presented. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2022_68	Thank you for the update. Regard [redacted]	N/A
CT2022_69	Hello, is there a timeline as to when hwy 410 northbound will be expanded from Queen ?? With the population expanding, I don't think any thought was given to any infrastructure that is desperately needed to accommodate more and more people!! The commute is atrocious!	Dear Ms. [redacted] Thank you for your email regarding the suggested expansion of Highway 410 beyond the Highway 410/Queen Street East interchange to relieve traffic congestion, I appreciate the opportunity to respond on behalf of the Honourable Minister of Transportation, Caroline Mulroney. The Ministry of Transportation is committed to improving the transportation network across the province to reduce traffic congestion and get people moving safely, efficiently and sustainably. I am pleased to inform you that the ministry has commenced a Preliminary Design and Class Environmental Assessment (EA) Study for highway improvements along Highway 410 from south of Queen Street interchange to the north of Bovaird Drive. Within this study area, the ministry will review future traffic operations, bridge rehabilitation needs, and the feasibility of highway widening, including HOV extension, to ease traffic congestion in the area. The future

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		timing for construction of Highway 410 improvements will be subject to the completion of necessary planning work, engineering approvals, funding availability, and prioritization of Highway 410 improvements among other important transportation infrastructure needs across the province. Should you have any further questions regarding Preliminary Design and Class Environmental Assessment (EA) Study for the widening of Highway 410, please feel free to contact Parshad Patel by email at [redacted] or by phone at [redacted]6. The ministry will also keep you on the contact list as a stakeholder for future study information updates. Thank you again for sharing your concerns with the ministry. I assure you that the ministry is actively working towards building and maintaining a safe and efficient road network for all users. Yours truly, Parshad Patel
CT2022_70	This message comes to you regarding the now very broken Highway #410. This is not to address the major problem on the Northbound section, between Steels and Queen street, where it very quickly tapers down from 6 lanes to 3 (literally adding 25 minutes onto my commute, if I were to chose to go that way home), but the issues that are ongoing with the southbound lanes, specifically south of Sandalwood Parkway, until Queen. I've lived in the Heartlake area, minutes away form the 410 now for 24 years. I've seen many changes to this stretch of highway over that time. The issue I have currently are the wide open on/off lanes between Sandalwood & Bovaird, Bovaird & Williams, and Williams & Queen. More so however the Sandalwood & Bovaird stretch where the highway is only 2 lanes. Seemingly, at any time of the day, this stretch of the highway is always backed up until south of Bovaird. The issue is the number of inconsiderate southbound drivers that enter the Sandalwood "on ramp" from the 410, often crossing the solid white lines and the median to do so, to drive down that lane until the exit for Bovaird, where they then cross solid white lines again, often driving on the shoulder to jam their vehicle into traffic. This inevitably causes everyone in the "middle lane" to have to slam on their brakes, halting traffic in that and also the outside lane. I often find myself getting into altercations with these drivers that think it is their right to cross the solid lines and median to jam themselves in front of me, and it is often an incredibly stressful situation. Living off of Sandalwood, and using that on-ramp daily to get to work, I would be much happier if that lane was in fact closed, forcing the drivers that are actually using the on-ramp for it's intended purpose to merge into traffic as soon as possible. If closed, this would prevent these inconsiderate drivers from entering that lane and causing the traffic to stop before Bovaird, so merging should then be a lot easier and the traffic will flow a lot better. People like myself, that might occasionally use this long lane to actually travel from Sandalwood to Bovaird, would either merge onto, then off of the 410 to do so, or simply use Dixie or Heartlake road. These lanes between Bovaird and Williams and then Williams and Queen, receive the very same treatment from this class of idiotic driver, however with 3 other available lanes it is less of an issue. Thank you for your time.	Dear [redacted]: Thank you for your email regarding lane balancing issue on Highway 410 southbound between Sandalwood Parkway and Queen Street East interchange to relieve traffic congestion, I appreciate the opportunity to respond on behalf of the Honourable Minister of Transportation, Caroline Mulroney. The Ministry of Transportation is committed to improving the transportation network across the province to reduce traffic congestion and get people moving safely, efficiently and sustainably. I am pleased to inform you that the ministry has commenced a Preliminary Design and Class Environmental Assessment (EA) Study for highway improvements along Highway 410 from south of Queen Street interchange to the north of Bovaird Drive. Within this study area, the ministry will review future traffic operations, bridge rehabilitation needs, and the feasibility of highway widening, including HOV extension, to ease traffic congestion in the area. The future timing for construction of Highway 410 improvements will be subject to the completion of necessary planning work, engineering approvals, funding availability, and prioritization of Highway 410 improvements among other important transportation infrastructure needs across the province. As part of the Preliminary Design, the Project Team will investigate Highway 410 northbound and southbound traffic capacity and identify potential solutions to alleviate traffic related concerns. A Traffic Report will be prepared to capture the analysis and recommendations, and the preferred plan will be presented at a future Public Information Centre. The Project Team will consider your input regarding capacity concerns in the northbound direction approaching Queen Street and the southbound direction from Sandalwood Drive to Queen Street, as the Preliminary Design study progresses. We have added your contact information to the Project Contact List so you will receive future notification through email. We will be in contact at key consultation milestones such as the upcoming Public Information Centre where additional information about the project will be

Reference #	Comment / Question / Request	Action / Response
		presented. Should you have any further questions regarding Preliminary Design and Class Environmental Assessment (EA) Study for the widening of Highway 410, please feel free to contact Parshad Patel by email at [redacted] or by phone at [redacted]6. Thank you again for sharing your concerns with the ministry. I assure you that the ministry is actively working towards building and maintaining a safe and efficient road network for all users. Yours Truly, Parshad
CT2022_71	Hi [redacted] Thanks for sending the Draft Cultural Heritage Resource Assessment Report for the above reference project for MCM's review. We will review and provide comments, as appropriate, by mid November. Could you please let us know if this was triggered by an EA, and if yes, what the status of the EA is? We haven't received any EA notices. Thanks again, [redacted]	Hi [redacted] Thanks for the quick reply and letting us know that MCM will review the draft CHRAR and provide any comments by mid November. The attached Notice of Study Commencement letter was sent by the project team to Rosi Zirger. The project team has now updated the contact list to include yourself, Laura and Joseph. The anticipated schedule for this project is to hold a Public Information Centre (PIC) in early Spring 2024 and then file the EA document (Transportation Environmental Study Report) for public comment in late Spring 2024. Further information is available on the project website: http://hwy410queentobovaird.ca/ Take care, [redacted]
CT2023_01	Thanks Heather for including me in the list from City of Brampton. I am the project manager for Williams Parkway improvements from McLaughlin to Dixie Road. The project is in detailed design stage close to 60% submission. The structure over Hwy.410 is within the study area. No widening to the structure but 3.0 m multi use path on both sides, lane widths reduction to 3.3 m, rehabilitated barrier wall are few items being taken up in the design so far. We are expecting 60% design soon, will share with you along with identified staff in MTO for this project. In the list, I realize there are few staff who do not work for City any more, as below. [redacted]	NA

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	Thanks, [redacted]	
CT2024_01	Hi [redacted] We are working on *Highway 410 Improvements from South of Queen Street to North of Bovaird Drive*, *Preliminary Design and Class Environmental Assessment Study*. We are aware of existing noise walls along/near the highway corridor (approximate locations attached) but do not have the heights of these walls as they are not owned by MTO. As these were either likely constructed by the City of Brampton or as part of municipal approvals, we are wondering if you are able to provide the heights of these walls and ownership information? Please advise or let me know if you know who might be able to answer this question for us. Thank you in advance, [redacted]	[redacted] Please note that the attachment is not opening. Please send me the correct location of the Noise Wall. I will try with our other departments to find the requested document. Thanks and best regards, [redacted]
CT2024_02	Hi [redacted] Thank you for the quick response. I've included three screenshots of the locations below. Please let me know if you have any questions. [redacted] 	[redacted] I received few drawings of the Noise Wall for the area requested. However, Files are very large. I will share them separately with you. Let me know if those are sufficient or not. Thanks and best regards, [redacted]

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	   [redacted]	[redacted] provided the link to a folder containing the files
CT2024_03	Thank you, I was able to download them. We will review and let you know if we have any questions. Regards, [redacted] Hi [redacted] Thank you for providing the noise wall details. It looks like the information you provided is missing details for the walls near Bovaird Dr E and Hwy 410 (see screenshot below). Do you happen to have this information as well?	

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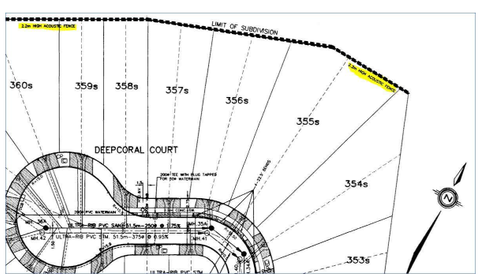
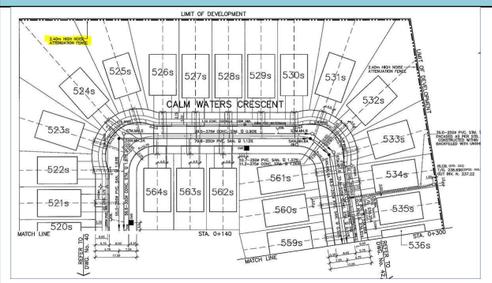
	   Thanks in advance, [redacted] [redacted] Good morning [redacted] I'm just following up on my email below. Do you happen to also have the information for the walls near Bovaird Dr E and Hwy 410 (screenshot below)? Thank you, [redacted]	
CT2024_04	Hi [redacted] Please see attached drawing and clip below. This is from the TaccPar North 43M-1613 subdivision on the west side of 410 and the walls are 2.2m high.  This is from the TaccPar South subdivision 43M-1647 and the walls are 2.4m high. I've attached the M-Plans showing the limits of these two subdivisions.	

Reference #	Comment / Question / Request	Action / Response
	 I've also attached the drawings from the east side of 410, but they do not show the walls or height. There were phases of subdivisions – Bramalea Limited, Residential 9 from 1987 to 1989. I've copied [redacted] from the City's Open Space department who may have some historical records of the subdivisions on the east side of Hwy #410 that shows the wall height. FYI – [redacted]etired from the City last year and [redacted] no longer works for the City. Regards, [redacted]3	
CT2024_05	Good Morning [redacted] Thank you for speaking with me last week regarding your property at the Highway 410/Bovaird Drive Interchange. As discussed, we have prepared a letter with some additional information about the Highway 410 Improvements Preliminary Design and Environmental Assessment (EA) Study, and the potential impact to your property (please find attached). We have added you to our study contact list, and will provide you with details about the Public Information Centre when they become available. Please let us know if you have any questions. Thank you, [redacted]	Follow up received from [redacted] below. No response needed.
CT2024_06	Hello, I am writing from ConstructConnect for the Daily Commercial News to follow up on the status of a project that we had followed in our lead services for the construction industry.	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project.

Reference #	Comment / Question / Request	Action / Response
	The scope of the development included 410 Improvements from South of Queen Street to North of Bovaird Drive. This is a project that was last updated in 2022 at which time and Environmental Assessment and concept plan was underway. I hoped to confirm timing for a Request For Proposals for Detailed design, tender and construction? With this information I will update our lead services for the construction industry. Warm Regards, [redacted] [redacted]	Please be advised that the Environmental Assessment is still underway and the project is not programmed for detail design and construction at this time. We have added your contact information to the Project Contact List so you will receive future project notifications through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2024_07	I have always considered 410 one of the worse highways in our area. Having to constantly move to the LEFT if you don't want to exit is awful. Hopefully the next span of the 410 will be done correctly & we won't have to continually merge to the left at all the exits. The concern I have is with the SOUTHBOUND exit going Westbound on WIlliams Parkway. Currently we have to turn LEFT to enter the 410 south. There are so many Accidents there. Since there will be lots of construction anyway I would reccomend that the entrance should be changed so that we do NOT turn LEFT but enter from the right aff Williams Parkway.	Hello [redacted] Thank you for your interest in the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project and for your additional suggestions. A standard parclo interchange configuration (loop ramp) is not a feasible design alternative to provide access to vehicles travelling westbound on Williams Parkway and taking the southbound exit onto Highway 410. The parclo configuration would result in larger property impacts and also result in significant impacts to the Major Oaks Park located close by. The traffic team has assessed collision history, existing and future traffic operations at this interchange, and is currently reviewing available alternatives/warranted improvements for implementation. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
CT2024_08	Please look into installing “use of engine breaks prohibited” at all exit ramps between Bovaird and Sandalwood Parkway. We live approximately 800 meters (as the crow flys) away from the North bound exit at 410 and Sandalwood Parkway and here the trucks using their engine brakes regularly.	Hello [redacted] Thank you for your interest in the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project and for your additional suggestions. Please note that the mentioned "use of engine brakes prohibited" is non-standard and not available in MTO's sign catalog. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2024_09	Dear Mr. Sorochinsky: Thank you for the information. I would just like to confirm that you have on file all correspondence previously submitted by myself, Mrs. Northrup, and Mr. Misurka, or do we need to bring along with us.? Your notification indicates there is a PIC Form for comment on the website, but I was unable to find this form. I checked under Documents and Links but could not find the Comment Form. Perhaps I misread the literature.	Hello [redacted], Thank you for attending the PIC and filling in the provided comment form. Please note that your previous comments are recorded and will be included as part of our record of consultation along with your comment form. As part of this project, a traffic noise assessment was undertaken to review any noise sensitive areas. 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. The exact details of the noise mitigation are unconfirmed at this stage of the project but further information will be available as the project progresses. Noise barriers constructed by a developer are located entirely on private property and accordingly, the ministry does not maintain or repair them.

Reference #	Comment / Question / Request	Action / Response
	Thank you again for notification of this meeting. Regards [redacted] 4. Email 5. Other: After constant complaints re concrete fence 6. Prelim. Preferred Alt. 7. My interest relates to the effect of noise vibration along the boraird offramp where current walls are in total disrepair!! 5 Panels down on my property and neighbor's. Security is a major issue. 8. I am a landowner or resident in the study area 9. No 10.Need walls replaced first!! 11. N/A 12. Replace walls along "Boraird" offramp!! 13. My Concerns relate to increased noise without TRUE acoustic walls. Walls (5 panels) are down. Security is an issue since anyone from highway can enter property. 14. Confirmation that noise levels have been taken at rush hour and state of concrete walls along boraird off-ramp have been truly assessed. 15. Partly-I Feel that the issue I have is not on the agenda!! 16. N/A Good Morning: Further to the Public Information Meeting on May 29th in which concerns were expressed by myself and my neighbour about the concrete wall that runs along our properties, I would like to reiterate again the security issue these broken fences pose. I realize that there is little or no interest in replacing these walls, however we did point out at that meeting that the disrepair of the fences is a security risk. I would now like to enhance that issue by advising that this morning a large coyote was in my garden. My sister in law went out onto the deck and	We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, Project Team

Reference #	Comment / Question / Request	Action / Response
	the coyote was inside the garden by the broken fence. Fortunately, he exited the garden that way without incident. This is a serious concern and a real security risk. The coyote obviously entered from MTO property on the other side of the fence. At any time we could be in the garden and not be aware that a coyote is there. I would like my further concern about security documented please. Thank you. Regards, [redacted]	
CT2024_10	Good Day , I hope you are open to similar idea , widening from Mayfield south to Bovaird in lieu of Queen to Bovaird , daily I see that stretch of road backed up , 2hrs. , sometimes on weekends ,in the afternoon, as you know it's 2 lanes , more traffic is coming outside of Brampton south on 410 to also Mississauga due to work , major medical apps. , large shopping centers , ministry offices thx. [redacted]	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. As part of the Preliminary Design, the Project Team has investigated Highway 410 northbound and southbound traffic capacity between Queen Street and Bovaird Drive and identified potential solutions to alleviate traffic related concerns. Widening of Highway 410 will occur in the southbound direction just south of Sandalwood Parkway to Queen Street in order to address the poor levels of service in the area. A Traffic Report will be prepared to capture the analysis and recommendations. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you,

Reference #	Comment / Question / Request	Action / Response
		The Project Team
CT2024_11	Hello. I've received the notice in the mail regarding the public information and input request regarding the expansion of the 410 from south of Queen St. to north of Bovaird. I live on [redacted] which is a good distance east of the 410. The back of my house faces west. Sometimes the noise from the 410 is very noticeable and I believe that noise has grown due to the 410s growth and increased traffic volume since we moved into the neighbourhood a bit more than 20 years ago. I believe the noise is because the land on the east side of the 410 between Vodden and a bit north of Williams Parkway is low which means there is really nothing to stop the noise. As part of the 410 upgrade, please ensure that either the land is elevated on that east side section (perhaps berms?) or place sound barriers. Otherwise the noise which is already becoming noticeable in a not so good way will only get worse and it would likely be more expensive to go back after the fact to make a remedy. Thanks in advance for including this input into the process.	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. The purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements. The Study includes the consideration of potential improvements along the Highway 410 corridor. The Project Team has undertaken a noise assessment to determine if any noise mitigation measures are warranted. The results of the traffic noise assessment indicate that noise levels due to the proposed changes to Highway 410 do not warrant noise mitigation on the east side of Highway 410 north of Williams Parkway. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2024_12	After reviewing the notice for this project as well as the "proposed" highway 413, I notice that these two projects will end up creating a choke-point on highway 410 between Sandalwood Parkway and Mayfield Rd.	Hello [redacted]

Reference #	Comment / Question / Request	Action / Response
	We've already seen the effects of the choke-point created with the last highway 410 widening project. It looks to me like it is less than 3 kilometres. Why are we planning to repeat that nightmare?	Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. The Highway 413 Project is separate from the Highway 410 widening and as such our Project Team cannot comment on specific details of intersections in the future. However, where the proposed Hwy 413 and Hwy 410 intersects will be considered a freeway-to-freeway interchange and therefore will operate at a higher speed, likely with multiple lanes. In addition, traffic analysis for the point where Highway 410 and 413 intersect will be completed and will determine the number of lanes and other traffic measures to minimize potential for creating 'choke points'. Additional traffic reviews will also take place during detail design of the Highway 413 Project to review and refine the proposed Hwy 413 and Hwy 410 interchange as appropriate and in response to conditions at that time (e.g., traffic volumes). For additional information regarding Highway 413 please visit the project website (https://www.highway413.ca/). We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_13	Hi Please widen the 410. Thanks	Hello, Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2024_14	Need to add on and off ramps to highway 410 from Countryside Drive as part of this project! There are two massive subdivisions that are being built on Countryside Drive and all this traffic will head towards Sandalwood pkwy to access the highway. This will greatly reduce congestion on Sandalwood Pkwy	Hello,

Reference #	Comment / Question / Request	Action / Response
		Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. The recommended plan for the project involves HOV lane extensions and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street No new interchanges have been identified as part of the recommended plan however the additional growth to adjacent, approved development has been considered in determining the recommended plan. Specifically, the traffic analysis has considered forecast traffic volumes up to and including the year 2041 and in consideration of the additional traffic anticipated throughout the Study Area. Additional information related to the traffic analysis will be provided in a Transportation Environmental Study Report (TESR) which will be prepared and made available for a 30-day public and agency comment period at the completion of the study. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_15	Hello, I'm writing you today because I came across an article that mentioned there is a team collecting data from the public about the 410. The 410 is a huge headache for anybody in Brampton that lives north of Queen Street. I myself need to travel to Mayfield on the 410 and generally try to avoid it as much as possible due to the bottleneck at Clark and then again at Queen Street. This, which you probably know already is the biggest headache, however another issue with the 410 is that the HOV lane only runs to Clark, that it's being used as an additionally by drivers who why not eligible to use the HOV lane. I was in Miami recently and I noticed that Miami's HOV lane is a separate roadway completely separated from the highway using concrete barriers and their own Bridges. I'm hoping that during this consultation process and during the revitalization of the 410 there is an opportunity to create a completely separate area for the HOV lane this includes concrete barriers for those using the HOV lane. With Brampton and Caledon exploding in population the 410 after sandalwood will also need widening and I'm hoping that there is an opportunity for this consultation to include a widening to Mayfield as well.	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project. The purpose of this study is to undertake a Preliminary Design and Class Environmental Assessment Study for Highway 410 Improvements.. A copy of the recommended plan for the corridor can be found on the project website (https://hwy410queentobovaird.ca/wp-content/uploads/2024/08/Hwy-410-Queen-to-Bovaird-Technically-Preferred-Plan.pdf) and we can confirm that widening the highway has been recommended. Specifically, the recommended plan involves HOV lane extensions and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street Separate roadways for HOV lanes is not possible for this project due to property constraints as it would involve significant impacts to adjacent properties.

Reference #	Comment / Question / Request	Action / Response
	I'm unable to attend the public consultation on the 29th of May so I do appreciate that this email address was opened to take submissions. I appreciate the time I apologize for the long winded email however the 410 has been a huge issue for me since about 2017. Thanks in advance, [redacted]	We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2024_16	Received a paper notification of this project in my mail today, May 28, 2024. Pretty surprised to read that the public information meeting (PIC) is being held May 29th - You have a duty to provide notice of these events prior to the "day before" . Unprofessional start to your project. If you "truly" want public comment and participation --- you need to notify the public of the project and give them a "reasonable" opportunity to learn about the project and comment. I live less than 500 m from the study area and yes, I'm keenly interested to learn more about the project.	Hello, Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. We apologise for the delay in your notification of the event, we can confirm that letters were mailed on May 13th in an attempt to provide ample notice. Please be advised that all materials presented at the PIC held on May 29, 2024 are available on the Project Website for you to view and comment on (https://hwy410queentobovaird.ca/consultation/). We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
CT2024_17	Hi There, I had a question in regards to the study area being looked at for the possible expansion of lanes from south of Queen street to south of Sandalwood. Unfortunately, I am not able to make it to the public consultation that is taking place tomorrow. This need for an expansion of lanes has been discussed in our neighborhood for quite some time due to significant traffic flows in the area, both northbound and southbound on the 410, very frequently in non-peak times. So we are encouraged that there are discussions and study work looking into this. The question is more along the strategy as the general idea is to promote the future traffic requirements along the 410 (where to be honest, is not a future need but a current one, I would challenge to look at a southbound corridor on Saturday morning and see the impact as an example), and the limitation of the study to only look to south of Sandalwood Road and why stop there? If the strategy is to review the future traffic needs, and given the significant development between Sandalwood Rd and Mayfield Rd (and beyond), the future traffic needs would certainly require widening of lanes/HOV all the way up to Mayfield Road. Understanding that there is still significant work required on the separate issue and handling of the potential of HWY413, but this would also add more traffic in the corridor between Queen and Mayfield, notwithstanding the additional housing and commercial development north of Sandalwood Road. Will there be a separate study to look at this, or how can we incorporate expansion up to Mayfield road into this study? Thank you kindly and I'm looking forward to your response. [redacted]	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. A copy of the recommended plan for the corridor can be found on the project website (https://hwy410queentobovaird.ca/wp-content/uploads/2024/08/Hwy-410-Queen-to-Bovaird-Technically-Preferred-Plan.pdf) and we can confirm that widening the highway has been recommended. Specifically, the recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street The Highway 413 Project is separate from the Highway 410 widening and as such our Project Team cannot comment on specific details of intersections in the future. However, where the proposed Hwy 413 and Hwy 410 intersects will be considered a freeway-to-freeway interchange and therefore will operate at a higher speed, likely with multiple lanes. In addition, traffic analysis for the point where Highway 410 and 413 intersects will be completed and will determine the number of lanes and other traffic measures to minimize potential for creating 'choke points'. Additional traffic reviews will also take place during detail design of the Highway 413 Project to review and refine the proposed Hwy 413 and Hwy 410 interchange as appropriate and in response to conditions at that time (e.g., traffic volumes). For additional information regarding Highway 413 please visit the project website (https://www.highway413.ca/).

Reference #	Comment / Question / Request	Action / Response
		We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2024_18	Good afternoon, My name is [redacted]s and I am the Treasurer of the Board of Directors of [redacted] Our property is located on the northeast corner of highway 410 and Queen Street. Our complex consists of two, 12 story towers, extensive property of approximately 12 acres, and a number of outdoor amenities including a pool and regulation tennis court. The west end of our property falls within your study area. While my board colleagues and I will attempt to attend the meeting tomorrow (we received no notice of the meeting by mail - I stumbled on it while reading the Guardian website but in fact NO ONE reads the local paper online any more) I am requesting that you email me any information you can regarding your preferred design layout as we are curious to see if it will impact our property in any way. If you wish to contact me, you can do so via email at [redacted], or via my private cell number at [redacted] Regards, [redacted] [redacted] Copy - Board	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. Please be advised that all materials presented at the PIC held on May 29, 2024 are available on the Project Website for you to view and comment on (https://hwy410queentobovaird.ca/consultation/). We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
CT2024_19	4. Email 5. Other: Professor Lake 6. Prelim. Preferred Alt. 7. What is the project budget? What are the design standards used? Has the project been awarded for design? Which software will be used in design? Civil 3D or microstation? Has there been any preliminary design done or still under study phase? 8. Other: designer? [illegible] 9. Yes 10. I think this could reduce the traffic on 410, as the population in peel is at a peak. 11. N/A 12. Timely completion of the project rather than pushing the deadlines. All the possible hiccups should be exam before. As it can cause challenge for the residents. 13. Answer to Question 7. 14. Will AECOM be doing the CA and constriction will there be any sub-consult for CA 15. Yes 16. N/A	Hello [redacted] Thank you for completing the comment form for the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. At this time the project has not progressed into Detailed Design so information regarding the budget, design standards and software usage are not available. At the end of this phase of the study preliminary design will be complete and documented in the Transportation Environmental Study Report that will be made available for a 30-day public and agency comment period. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_20	4. Email 5. Other: internet search 6. Prelim. Preferred Alt, Another Alt. 7. Do it right the first time. Brampton resident for 42 years. Saw 410 built from scratch. Concerns about Williams parkway. 8. I am a landowner or resident in the study area 9. No 10. Williams parkway overpass -> westbound to southbound -> have 2 left turn lanes, that is signalized (only turn left on green). This would mean a addition westbound deck for westbound lanes. 11. All sound barriers should be concrete. Replace any and all wooden sound barriers. 12. Allow for 6 lane Williams parkway in future by protecting North side of Williams overpass to allow a future new deck. 13. Williams Pkway overpass. Review Edmonton's white mud Drive and 50 St Northwest intersection. Request westbound Williams to copy 50 St Northwest double turning lane design. Want to see clear boundary on North with Hwy 413's 410 extension work. Please email and phone call follow up. 14. Clear boundary on north with Hwy 413's. 410 extension work. 15. No 16. Email and phone call follow up	Hello [redacted] Thank you for completing the comment form for the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. As part of this project, a traffic noise assessment was undertaken to review any noise sensitive areas. 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. The exact details of the noise mitigation are unconfirmed at this stage of the project but further information will be available as the project progresses. Existing wooden noise barriers within the study area are not owned by the Ministry of Transportation (MTO). As part of the Preliminary Design, the Project Team will investigate Highway 410 northbound and southbound traffic capacity and identify potential solutions to alleviate traffic related concerns. A Traffic Report will be

Reference #	Comment / Question / Request	Action / Response
		prepared to capture the analysis and recommendations. The Project Team will consider your input regarding capacity concerns and turning lanes, as the Preliminary Design study progresses. For additional information regarding Highway 413 please visit the project website (https://www.highway413.ca/). We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_21	4. Email 5. Received a notice in the mail 6. N/A 7. Concerned with noise level and want noise walls installed before construction starts. Sewer in backyard empties to highway and want to ensure that it is kept in place. Understanding is noise walls will be built on highway side of existing fence. 8. I am a landowner or resident in the study area 9. N/A 10. N/A 11. N/A 12. Noise wall is needed. No increase in highway lighting. No alteration to burn (hill). 13. N/A 14. Noise, etc. 15. Yes 16. N/A	[redacted] Thank you for completing the comment form for the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. As part of this project, a traffic noise assessment was undertaken to review any noise sensitive areas. 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. The exact details of the noise mitigation are unconfirmed at this stage of the project but further information will be available as the project progresses. The recommended plan does include adjustments to interchange illumination and high-mast lighting. The exact details of the lighting adjustments are unconfirmed at this stage of the project, but further information will be available as the project progresses. As part of the Preliminary Design, the Project Team will investigate drainage including the placement of current sewers and any relocations needed to ensure adequate water removal. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_18	Good afternoon,	Hello [redacted]

Reference #	Comment / Question / Request	Action / Response
	My name is [redacted] Our property is located on the northeast corner of highway 410 and Queen Street. Our complex consists of two, 12 story towers, extensive property of approximately 12 acres, and a number of outdoor amenities including a pool and regulation tennis court. The west end of our property falls within your study area. While my board colleagues and I will attempt to attend the meeting tomorrow (we received no notice of the meeting by mail - I stumbled on it while reading the Guardian website but in fact NO ONE reads the local paper online any more) I am requesting that you email me any information you can regarding your preferred design layout as we are curious to see if it will impact our property in any way. If you wish to contact me, you can do so via email at [redacted], or via my private cell number at [redacted]7. Regards, [redacted] [redacted] Copy - Board	Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. Please be advised that all materials presented at the PIC held on May 29, 2024 are available on the Project Website for you to view and comment on (https://hwy410queentobovaird.ca/consultation/). We have added your contact information to the Project Contact List so you will receive future notification through email. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2024_19	4. Email 5. Other: Professor Lake 6. Prelim. Preferred Alt. 7. What is the project budget? What are the design standards used? Has the project been awarded for design? Which software will be used in design? Civil 3D or microstation? Has there been any preliminary design done or still under study phase? 8. Other: designer? [illegible] 9. Yes 10. I think this could reduce the traffic on 410, as the population in peel is at a peak. 11. N/A 12. Timely completion of the project rather than pushing the deadlines. All the possible hiccups should be exam before. As it can cause challenge for the residents. 13. Answer to Question 7. 14. Will AECOM be doing the CA and constriction will there be any sub-consult for CA 15. Yes 16. N/A	Hello [redacted] Thank you for completing the comment form for the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. At this time the project has not progressed into Detailed Design so information regarding the budget, design standards and software usage are not available. At the end of this phase of the study preliminary design will be complete and documented in the Transportation Environmental Study Report that will be made available for a 30-day public and agency comment period.

Reference #	Comment / Question / Request	Action / Response
		We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_22	4. Email 5. Other: After constant complaints re concrete fence 6. Prelim. Preferred Alt. 7. My interest relates to the effect of noise vibration along the boraird offramp where current walls are in total disrepair!! 5 Panels down on my property and neighbor's. Security is a major issue. 8. I am a landowner or resident in the study area 9. No 10.Need walls replaced first!! 11. N/A 12. Replace walls along "Boraird" offramp!! 13. My Concerns relate to increased noise without TRUE acoustic walls. Walls (5 panels) are down. Security is an issue since anyone from highway can enter property. 14. Confirmation that noise levels have been taken at rush hour and state of concrete walls along boraird off-ramp have been truly assessed. 15. Partly-I Feel that the issue I have is not on the agenda!! 16. N/A	Responded in an earlier thread
CT2024_23	4. Email 5. Received a notice in the mail, from a friend or neighbour 6. Prelim. Preferred Alt. 7. No sound barriers. Stonewalls falling apart. No guard rails on ramps. 8. I am a landowner or resident in the study area 9. No 10. Need noise barriours 11. N/A 12. In sure proper barriover are inplace. 13. N/A 14. Sound testing 15. Partly 16. Do not agree with what they call a sound barriors	Hel[redacted] Thank you for completing the comment form for the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. Safety is of the upmost importance and safety mitigation measures are to be considered at the Highway 410/Bovaird Drive interchange. As part of this project, a traffic noise assessment was undertaken to review any noise sensitive areas. 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. The exact details of the noise mitigation are unconfirmed at this stage of the project but further information will be available as the project progresses. Noise barriers constructed by a developer are located entirely on private property and accordingly, the ministry does not maintain or repair them. We have added your contact information to the Project Contact List so you will receive future notification through email.

Reference #	Comment / Question / Request	Action / Response
		Thank you, The Project Team
CT2024_24	4. Email 5. Received a notice in the mail 6. Prelim. Preferred Alt. 7. Old Heart Lake Road is not closed off at Queen St. I am worried about family's safety. Encampments have been set up, MTO had them removed. 8. I am a landowner or resident in the study area 9. No 10. No noise wall Queen to Vodden West side 11. N/A 12. N/A 13. N/A 14. N/A 15. Yes 16. N/A	Hi [redacted] Thank you for completing the comment form for the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. As part of this project, a traffic noise assessment was undertaken to review any noise sensitive areas. 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. The exact details of the noise mitigation are unconfirmed at this stage of the project but further information will be available as the project progresses. MTO will review the need for fencing at Queen Street to close this access during the detail design phase of the project. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_25	4. Email 5. Noitce in the newspaper. Other: ONLINE NEWS 6. N/A 7. the objective of adding additional lanes while good, adding such to facilitate a 24-7 HOV will not likely remedy the bottleneck. As it currently stands, the HOV NB 410 which ends at Queen St. is a contributing factor to a bottleneck. The same applies to the QEW at Trafalgar Rd. While HOV lanes are a good idea during rush hours 24-7 is NOT. 8. I am a landowner or resident in the study area 9. No 10. The improvement must go beyond the planned extension due to contained development N of Mayfield Rd. 11. N/A 12. N/A 13. Good idea forethought is required 14. N/A 15. Partly	Hello [redacted] Thank you for completing the comment form for the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. A copy of the recommended plan for the corridor can be found on the project website (https://hwy410queentobovaird.ca/wp-content/uploads/2024/08/Hwy-410-Queen-to-Bovaird-Technically-Preferred-Plan.pdf) and we can confirm that widening the highway has been recommended. Specifically, the recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations:

Reference #	Comment / Question / Request	Action / Response
	16. Why is an EA required. The roadway already exists	Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street The Highway 413 Project is separate from the Highway 410 widening and as such our Project Team cannot comment on specific details of intersections in the future. However, where the proposed Hwy 413 and Hwy 410 intersects will be considered a freeway-to-freeway interchange and therefore will operate at a higher speed, likely with multiple lanes. In addition, traffic analysis for the point where Highway 410 and 413 intersect will be completed and will determine the number of lanes and other traffic measures to minimize potential for creating 'choke points'. Additional traffic reviews will also take place during detail design of the Highway 413 Project to review and refine the proposed Hwy 413 and Hwy 410 interchange as appropriate and in response to conditions at that time (e.g., traffic volumes). For additional information regarding Highway 413 please visit the project website (https://www.highway413.ca/). An Environmental Assessment (EA) is required to meet the requirements of the Ontario Environmental Assessment Act. The project is therefore following the approved planning process for a Group B project under the Ontario Ministry of Transportation Class Environmental Assessment for Provincial Transportation Facilities (amended 2000). Additional information is available on the project website at: https://hwy410queentobovaird.ca/class-environmental-assessment-process-schedule/. If you have any additional comments or questions related to the Project, please let us know. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
CT2024_26	Good morning I took a look of the PIC presentation slides and you mention on page 10 and 11, five alternatives in the roll plans but I cannot find them anywhere. Could you please send me the PDF (downloadable) copy of draft Roll Plans illustrating the alternatives and preliminary Technically Preferred Alternative?	Hello, Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. The Roll Plans are available on the Project Website at the following URL: https://hwy410queentobovaird.ca/consultation/ We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
	Good afternoon [redacted] We trust this email finds you well and in good spirits. We are writing to confirm that we have received the notice of the Notice of Public Information Centre Hwy 410 Improvements from South Queen Street to North of Bovaird Drive. (links below and attached) In our initial review of the linked webpage and supporting sources, it is clear that the proposed project will impair, infringe and interfere with Haudenosaunee rights and interests. We would like to know how and when engagement with respect to Haudenosaunee Treaty rights will occur. We require, at a minimum, engagement and consent in upholding established Haudenosaunee treaty rights, which exist over the entirety of the Elgin County.	SEE BELOW as a second email was received from this individual

Reference #	Comment / Question / Request	Action / Response
	We look forward to sitting down with you and discuss how and when the obligation to uphold the honor of the crown as well as the specific engagements required for a comprehensive process. This will obviously include our engagement in developing the terms of reference, with which we presently have significant concerns. At the same time, we need to consider the following projects, where engagement has not occurred. We would also like to sit down and discuss the Projects set out at the Official Plan (link below) and the Transportation Master Plan (link below) as they are all proceeding without engagement despite the fact that the Elgin County is aware of their obligations to engage	
CT2024_27	yes my name is [redacted] my number is [redacted] and I live my backyard backs on to the 410 just north of Queen I was wondering if there's been any talk of putting a noise barrier along our fence line at the back it's very loud and my husband had talked to one of the people when we were voting for the council twenty years ago and she was supposed to do something but never did. Anyway my husband has passed away now but I was just wondering if there is any talk about putting a noise barrier? Thank you, Have a nice day	Hello [redacted] Thank you for contacting us regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. As part of this project, a traffic noise assessment was undertaken to review any noise sensitive areas. 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. The exact details of the noise mitigation are unconfirmed at this stage of the project but further information will be available as the project progresses. Thank you, The Project Team
CT2024_28	Project Team: I was not available for the public info meeting. The study area only looks at Hwy 410 and not the adjacent north-south alternatives such as Dixie Road, West St. and Rutherford Road. • Dixie Road narrows from 6 lanes to 4 lanes at Queen St. • West Street/Tomken Road ends at Queen St and becomes a local road with speed bumps north of Queen until Vodden St.	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. Improvements to adjacent roadways such as Dixie Road, Rutherford Road, etc. are under the jurisdictions of the Region or City who own these roads and are described in the Transportation Master Plans for the area.

Reference #	Comment / Question / Request	Action / Response
	• Rutherford Road (only goes from Steeles to Williams Parkway) It goes from 4 lanes & a centre turning lane south of Queen St to only 2 lanes north of Queen St. (since it was reduced from 4 lanes to add 2 bike lanes) and it becomes a local collector road that doesn't go north to Bovaird. Only 4 northbound lanes and 1 HOV lane north of Queen St. is not enough lanes given there are 5 southbound lanes & an HOV lane. And other northbound alternatives also narrow or end at Queen St. I would also suggest that the Region widen Dixie Road to 6 lanes and a centre turning lane north of Queen St. just as the road is south of Queen St. It seems that Hwy 410 just keeps on losing lanes as it goes northbound. There seems to be a lot more lanes at Hwy 410 and lanes are lost at Hwy 407, Steeles, Clark, Queen St and Bovaird where it goes to only 2 northbound lanes. During the evening rush hour almost all northbound traffic backs up at Queen St partially because Hwy 410 and other main streets all narrow or end at Queen St. It also seems unusual that the planning of Hwy 410 north of Queen St does not consider how 410 is going to intersect to the future Hwy 413 which is only a few kilometers north of the study area. Perhaps this study should look at this as well. It would be cheaper to widen this section of the highway now rather than delaying to a few years in he future. I would suggest that Hwy 410 be expanded to at least 5 northbound lanes plus an HOV lane north of Queen St.. [redacted]	Future improvements to these roadways have also been considered as part of the Ministry's Highway 410 Improvements Project and included in the traffic analysis for the project which has considered volumes anticipated up to and including future horizon year of 2041. A copy of the recommended plan for the corridor can be found on the project website (https://hwy410queentobovaird.ca/wp-content/uploads/2024/08/Hwy-410-Queen-to-Bovaird-Technically-Preferred-Plan.pdf) and we can confirm that widening the highway has been recommended. Specifically, the recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street The Highway 413 Project is separate from the Highway 410 widening and as such our Project Team cannot comment on specific details of intersections in the future. However, where the proposed Hwy 413 and Hwy 410 intersects will be considered a freeway-to-freeway interchange and therefore will operate at a higher speed, likely with multiple lanes. In addition, traffic analysis for the point where Highway 410 and 413 intersect will be completed and will determine the number of lanes and other traffic measures to minimize potential for creating 'choke points'. Additional traffic reviews will also take place during detail design of the Highway 413 Improvements Project to review and refine the proposed Hwy 413 and Hwy 410 interchange as appropriate and in response to conditions at that time (e.g., traffic volumes). We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
CT2024_29	Good morning, On behalf of the Owner of the lands municipally known as 11 Brussels Avenue, in the City of Brampton, we are pleased to provide the attached Letter of Concern. As further described in the attached Letter of Concern, we are concerned with the preliminary design and property impacts associated with the identified Highway 410 improvements. We welcome the opportunity to further discuss. Please do not hesitate to contact our office if there are any questions or concerns. Thank you. [redacted]2	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements South of Queen Street to North of Bovaird Drive Project.
CT2024_30	Good afternoon I was checking the traffic noise assessment of the 410 extension between Bovaid dr and Sandalwood rd and don't see any proposal in changing the material used on the road. Since right now it is concrete, the noise is higher than if the material used was pavement. I would suggest to use pavement to lower the noise in that section. Also I would suggest to install "Do not use engine brakes" signs, since it seems to be the prefer method of many trucks when there is a traffic jam. Thank you for your attention [redacted]	Hello, Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. The recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street

Reference #	Comment / Question / Request	Action / Response
		The pavement used in the widening will be asphalt. In areas of existing concrete pavement, where widening is proposed (north of Bovaird Drive), the existing concrete surface will be replaced with asphalt. The mentioned use of "Do not use engine brakes" signs is non-standard and not available in MTO's sign catalog. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_31	Good Morning: Further to the Public Information Meeting on May 29th in which concerns were expressed by myself and my neighbour about the concrete wall that runs along our properties, I would like to reiterate again the security issue these broken fences pose. I realize that there is little or no interest in replacing these walls, however we did point out at that meeting that the disrepair of the fences is a security risk. I would now like to enhance that issue by advising that this morning a large coyote was in my garden. My sister in law went out onto the deck and the coyote was inside the garden by the broken fence. Fortunately, he exited the garden that way without incident. This is a serious concern and a real security risk. The coyote obviously entered from MTO property on the other side of the fence. At any time we could be in the garden and not be aware that a coyote is there. I would like my further concern about security documented please. Thank you.	

Reference #	Comment / Question / Request	Action / Response
	Regards, [redacted]	
CT2024_32	[redacted]	[redacted]
CT2024_33	Thank you for acknowledging this transit problem. The Hwy 410 bottlenecking at Clark and Queen brings a fast moving highway to a slow crawl every weekday. This obvious problem appears to have a fairly simple solution (do not bottleneck) that would greatly improve travel for a large number of commuters. Personally, I avoid the 410 North on weekdays because city roads (sadly) move more consistently than the highway.	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project.

Reference #	Comment / Question / Request	Action / Response
		As part of the Preliminary Design, the Project Team has investigated Highway 410 northbound and southbound traffic capacity between Queen Street and Bovaird Drive and identified potential solutions to alleviate traffic related concerns. A copy of the recommended plan for the corridor can be found on the project website (https://hwy410queentobovaird.ca/wp-content/uploads/2024/08/Hwy-410-Queen-to-Bovaird-Technically-Preferred-Plan.pdf) and we can confirm that widening the highway has been recommended. Specifically, the recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
CT2024_34	If you are calling the concrete wall a noise barrier, I would like to see the study done that the wall meets the ratings of a noise barrier .Now that it is Hwy 410 and not Heart lake Rd.	Hello [redacted] Thank you for contacting us regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. The wall at your property was not administered or constructed by MTO. The wall was initially constructed by the developer of your community as part of the subdivision agreement or the owner of the property. The wall is located outside provincial lands on private property and the ministry does not maintain or repair privately-owned walls. If you have any other questions, please feel free to reach out to the Project Team. Thank you,

Reference #	Comment / Question / Request	Action / Response
		The Project Team
CT2024_35	Thank you for your reply. I am disappointed about the decision to allow further expansion of HWY 410 in that area without adding sound barriers on the east side. The noise level is very noticable on most days and has gotten louder over the years. Adding more lanes and traffic will further add to the noise and negatively impact residents in the area. My house is about a kilometer from the highway and the noise is often far from insignificant when I'm in my backyard. I therefore hope that more evaluation is conducted next year again. Thank you. [redacted]	Hello [redacted] The traffic noise assessment completed for this project was undertaken in accordance with the Ministry of Transportation (MTO) Environmental Guide for Noise (February 2022) which is the basis for completing all noise assessments for MTO projects. The Noise Assessment evaluated the need to investigate mitigation measures such as noise barrier walls. The results indicated that the traffic noise levels along the east side of Highway 410 north of Williams Parkway due to the proposed expansion will be approximately the same as compared to noise levels if the project is not undertaken. Since it is not expected that the traffic noise due to the project will be noticeably higher than without the project, mitigation measures were neither warranted nor investigated in that section of the project. Generally speaking, and due to the nature of how sound travels, the use of noise barrier walls as mitigation is most effective for properties near the barrier wall and the effect is considered negligible at larger distances. Your neighbourhood is located at a distance such that it is expected that noise barrier walls along the highway would not provide any noticeable reduction in sound levels. As previously noted, the Noise Assessment concluded that one of the noise sensitive areas on the west side of Highway 410 between Vodden Street and Williams Parkway warrants noise mitigation as a result of the proposed Highway 410 improvements. Thank you, The Project Team
CT2024_36	Thanks for responding to my email. Widening the highway only until Sandalwood will only cause bottlenecking the same way it does, just further up the highway. From Sandalwood onwards, the highway is only 2 lanes, and tons of traffic moves up the 410 to Mayfield and beyond to Orangeville. Is there room for this Project team to recommend further highway extension to the end of the 410 (Valleywood)? Separate roadways for HOV lanes were merely a suggestion based on observations from other cities where HOV lanes are used (Miami and Pittsburgh are great examples). Thanks	Hello [redacted] No widenings beyond Sandalwood Parkway have been identified as part of the recommended plan however the additional growth to adjacent, approved development has been considered in determining the recommended plan. Specifically, the traffic analysis has considered forecast traffic volumes up to and including the year 2041 and in consideration of the additional traffic anticipated throughout the Study Area. Additional information related to the traffic analysis will be provided in a Transportation Environmental Study Report (TESR) which will be prepared and made available for a 30-day public and agency comment period at the completion of the study. Thank you, The Project Team
CT2024_36	Hi, I am just reaching out about the planned Highway 410 improvements in Brampton, from Heart Lake to Valleywood, to confirm if the EA is complete or ongoing?	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project.

Reference #	Comment / Question / Request	Action / Response
	Thanks,	The environmental assessment (EA) is ongoing and the project limit for this EA study is from South of Queen Street to North of Bovaird Drive. The Project Team is working to finalize the Transportation Environmental Study Report (TESR) which will summarize the study process and recommended plan for improvements. Once complete, the TESR will be made available for a 30-day public and agency comment period at the completion of the study. Please note that we have added your contact information to the Project Contact List so you will receive future notification through e-mail. If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team
CT2024_37	To whosoever it may concern. The hiway 410 should widened to 4 lanes with a HOV from steeles road onward to north of mayfield road by doing that we all taxpayers will be saving time and money and inconvenience in near future of widening the hiway again. Thank you, [redacted]	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. As part of the Preliminary Design, the Project Team has investigated Highway 410 northbound and southbound traffic capacity between Queen Street and Bovaird Drive and identified potential solutions to alleviate traffic related concerns. The recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street HOV widenings will be limited to the Study Area boundaries at this time. Additional information related to the traffic analysis will be provided in a Transportation Environmental Study Report (TESR) which will be prepared and made available for a 30-day public and agency comment period at the completion of the study.

Reference #	Comment / Question / Request	Action / Response
		We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team
2025_01	Hello, I am a daily commuter of hwy410, I observed in the morning the highway backed up from before Sandalwood to Bovaired and in the evening before Steele to Bovaired due to bottle neck north of Queen st. I request you to open one more lane in-between Queen st and Mayfield	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. As part of the Preliminary Design, the Project Team has investigated Highway 410 northbound and southbound traffic capacity between Queen Street and Bovaird Drive and identified potential solutions to alleviate traffic related concerns. The recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street Additional information related to the traffic analysis will be provided in a Transportation Environmental Study Report (TESR) which will be prepared and made available for a 30-day public and agency comment period at the completion of the study. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
CT2025_02	Good afternoon, As a concerned citizen of Brampton who uses the 410 everyday for work has there been any movement on this project? The 410 north bound has consistently increased in traffic and not improved in the last year and has steadily got worse. Increase in people and warehousing north of Sandalwood has brought more transport trucks causing gridlock. Thank you for any information, [redacted]	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. During the Preliminary Design phase of the Project, the Project Team has investigated Highway 410 northbound and southbound traffic capacity between Queen Street and Bovaird Drive and identified potential solutions to alleviate traffic related concerns. A copy of the recommended plan for the corridor can be found on the project website (https://hwy410queentobovaird.ca/wp-content/uploads/2024/08/Hwy-410-Queen-to-Bovaird-Technically-Preferred-Plan.pdf) and we can confirm that widening the highway has been recommended. Specifically, the recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street Additional information related to traffic analysis and environmental impacts will be provided in a Transportation Environmental Study Report (TESR) which will be prepared and made available for a 30-day public and agency comment period at the completion of the study. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team

Reference #	Comment / Question / Request	Action / Response
CT2025_03	What is the plan with this highway? It is complete chaos every day and only getting worse! How is this acceptable?! An hour to get from Mayfield to steeles. Changes need to happen ASAP!	Hello [redacted] Thank you for contacting the Highway 410 Improvements Project Team regarding the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive Project. During the Preliminary Design phase of the Project, the Project Team has investigated Highway 410 northbound and southbound traffic capacity between Queen Street and Bovaird Drive and identified potential solutions to alleviate traffic related concerns. A copy of the recommended plan for the corridor can be found on the project website (https://hwy410queentobovaird.ca/wp-content/uploads/2024/08/Hwy-410-Queen-to-Bovaird-Technically-Preferred-Plan.pdf) and we can confirm that widening the highway has been recommended. Specifically, the recommended plan for the project involves HOV lane extensions from Clark Boulevard to Bovaird Drive in the northbound direction and from Bovaird Drive to Orenda Road in the southbound direction, and additional lanes in the following locations: Northbound • South of Orenda Road to Clark Boulevard • Clark Boulevard to Queen Street • Queen Street to Williams Parkway • Bovaird Drive to Sandalwood Parkway Southbound • Sandalwood Parkway to Queen Street Additional information related to traffic analysis and environmental impacts will be provided in a Transportation Environmental Study Report (TESR) which will be prepared and made available for a 30-day public and agency comment period at the completion of the study. We have added your contact information to the Project Contact List so you will receive future notification through email. Thank you, The Project Team

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)

Ontario

AECOM

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.

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

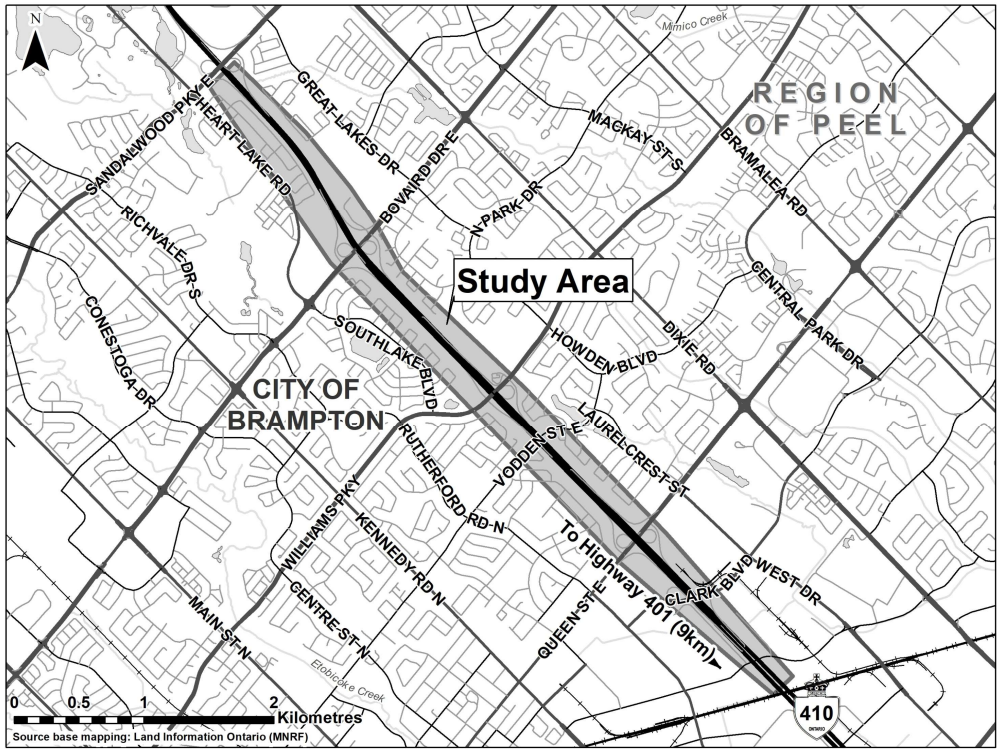
The following information available at this PIC will be available on the Study website:

- 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

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!

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.

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.

Study Process Graphic – Class Environmental Assessment

Generate and Assess Preliminary Design Alternatives → Evaluate and Select the Preliminary Preferred Design Alternative → Develop Preferred Preliminary Design Alternative → Environmental Clearance → Future Stages of Design and Construction

Notice of Study Commencement

Public Information Centre May 2024

We are here

Notice of Completion and Transportation Environmental Study Report (TESR) Submission

TESR 30-day Public Comment Period

Ontario

AECOM

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

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

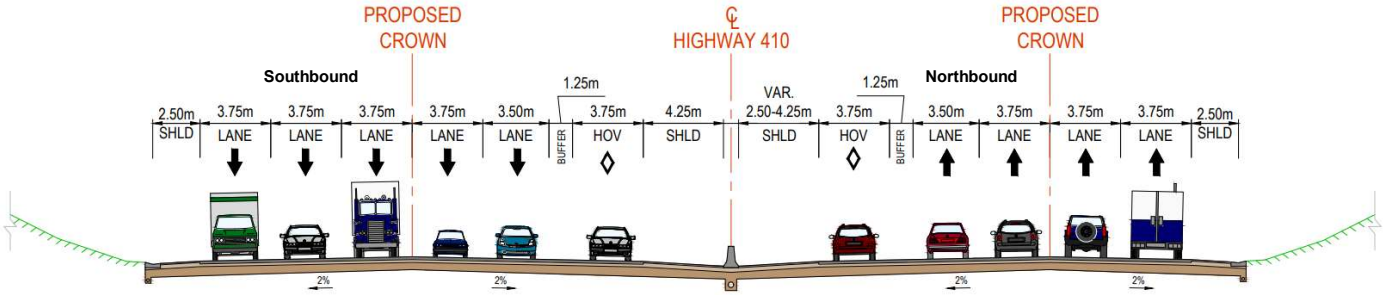
Overview of Alternative Evaluations

- 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.

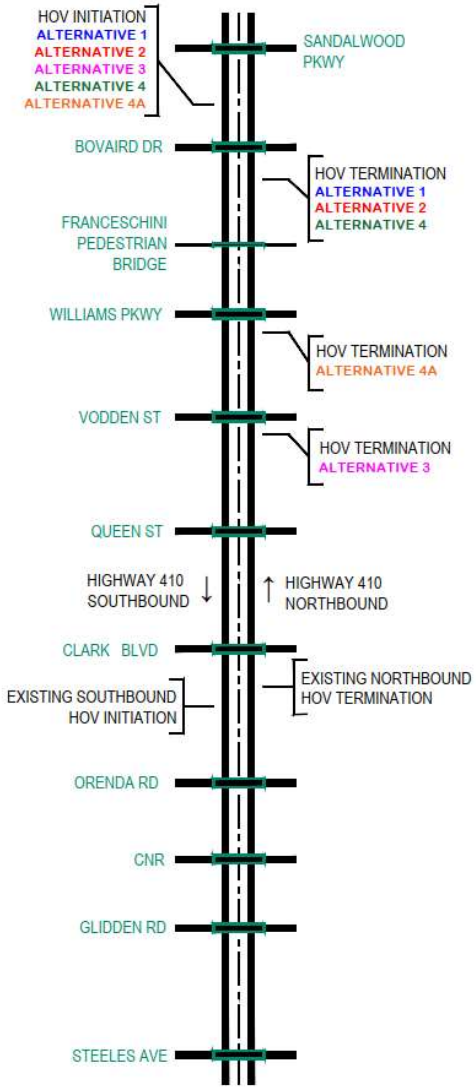
Evaluation Component	Criteria	
Transportation/ Constructability	• Traffic Operations • Safety & Geometrics • High Occupancy Vehicle Lane Ingress/Egress Locations	• Constructability • Existing utility and servicing infrastructure
Natural Environment	• Fish and Fish Habitat • Species at Risk • Terrestrial Ecosystems • Surface Water / Drainage	• Groundwater • Designated Natural Areas & Wetlands
Socio-Economic Environment	• Community Effects • Commercial / Industrial Operations • Contamination • Agricultural Operations • Municipal / Provincial Land Use Planning / Policies / Goals / Objectives	• Noise & Air Quality • Climate Change • Landscape Composition • Recreational Trails / Active Transportation Networks
Cultural Environment	• Archaeological • Built Heritage Resources and Cultural Heritage Landscapes	
Cost	• Construction Costs	

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



Ontario

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.

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.

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.

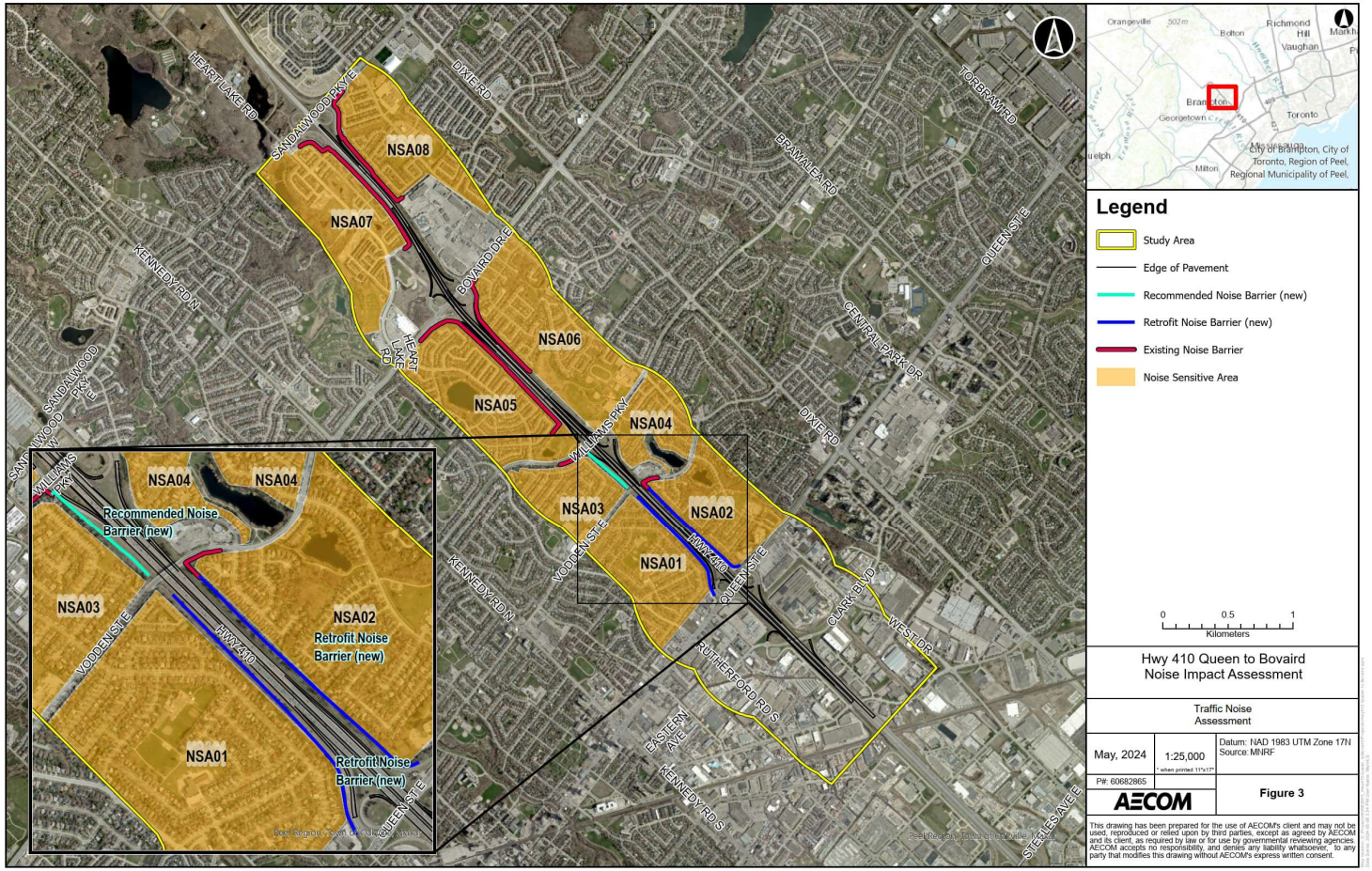
Traffic Noise Assessment

- 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.

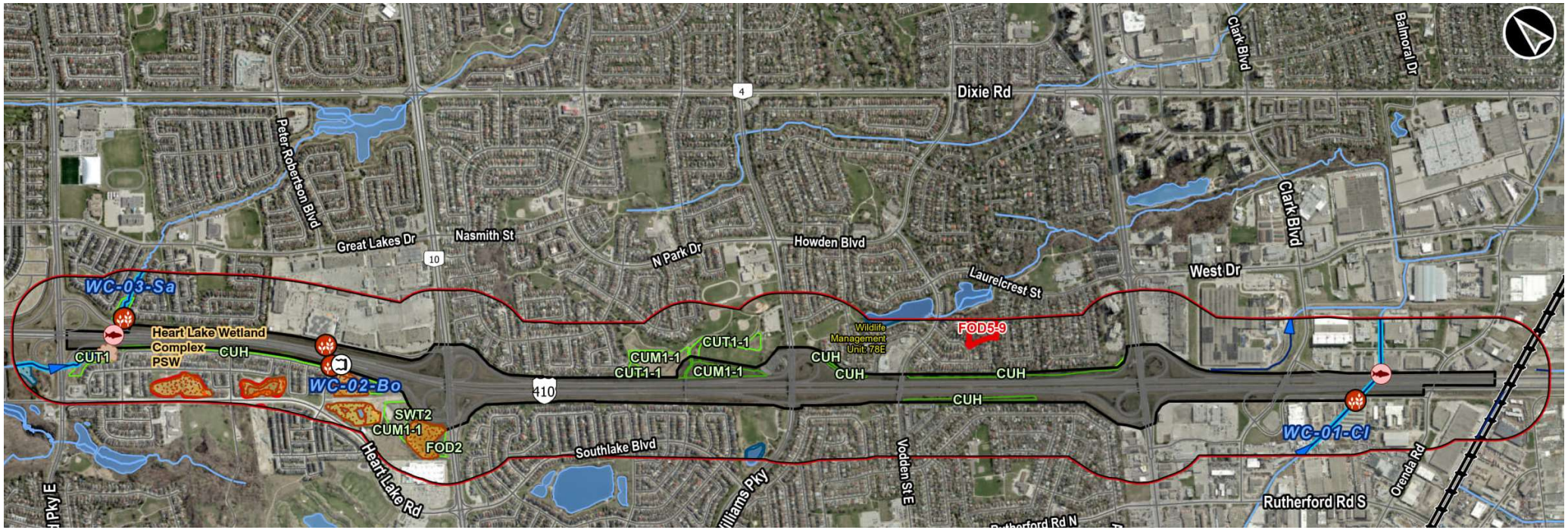
Change in Noise Level Above Future Ambient / Projected Noise Levels with Proposed Improvements	Mitigation Effort Required
< 5 dB Change AND <65 dBA Overall	• None
≥ 5 dB Change OR ≥ 65 dBA Overall	• Investigate noise control measures on right of way • Introduce noise control measures within right of 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.

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 Vodden Street and Williams Parkway warrants noise mitigation as a result of the proposed improvements (shown as Recommended Noise Barrier (new)).



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

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	*Potential Impacts* In addition to general construction activities (vegetation clearing / grubbing, excavation, grading, riparian planting, etc.) the following impacts have potential to occur at each watercourse: • 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. *Key Mitigation Measures / Commitments to Future Work* • 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.

Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment (continued)	
Terrestrial Ecosystems	*Potential Impacts* • 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. *Key Mitigation Measures / Commitments to Future Work* • 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. • 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	*Potential Impacts* • Potential erosion to newly exposed slopes and ground surfaces. *Key Mitigation Measures / Commitments to Future Work* • Standard mitigation measures will be developed during detail design (e.g. sediment/silt fence, seed and mulch, sod, erosion control blankets, as required).
Landscaping	Preliminary Landscape Plan is being prepared for disturbed / impacted areas along the Highway 410 corridor and will be documented in the TESR.

Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Natural Environment (continued)	
Groundwater	*Potential Impacts* • Potential for groundwater dewatering during construction. *Key Mitigation Measures / Commitments to Future Work* • Determine the need for groundwater dewatering and potential permit or registration requirements during detail design: • 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	*Potential Impacts* • Excess soils may be excavated during construction activities. *Key Mitigation Measures / Commitments to Future Work* • Manage excess soils in accordance with Ontario Regulation 406/19 – On-site and Excess Soil Management.
Socio-Economic Environment	

Noise	*Potential Impacts*
	• Increase in noise levels due to the proposed highway improvements and temporary noise during construction.
	Key Mitigation Measures / Commitments to Future Work
	• 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:
	  • 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.

Environmental Protection and Mitigation Measures

Potential Impacts	Summary of Potential Impacts, Key Mitigation Measures / Commitments to Future Work
Socio-Economic Environment (Continued)	
Air Quality	*Potential Impacts* • Potential for effects of construction operations at adjacent sensitive receivers. *Key Mitigation Measures / Commitments to Future Work* • 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	*Potential Impacts* • Potential to impact undisturbed areas that are identified as having archaeological potential. *Key Mitigation Measures / Commitments to Future Work* • Undertake Stage 2 Archaeological Assessments in areas identified as having archaeological potential.
Technical Considerations	
Traffic During Construction	*Potential Impacts* • Potential impacts to traffic during construction. *Key Mitigation Measures / Commitments to Future Work* • 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	*Potential Impacts* • Potential for light trespass as a result of high mast lighting. *Key Mitigation Measures / Commitments to Future Work* • High mast lighting will be upgraded with LEDs. • Shielded luminaires will be installed to meet MTO light trespass criteria and minimize visible luminaire brightness.

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					

Note: Schedule is subject to change

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.

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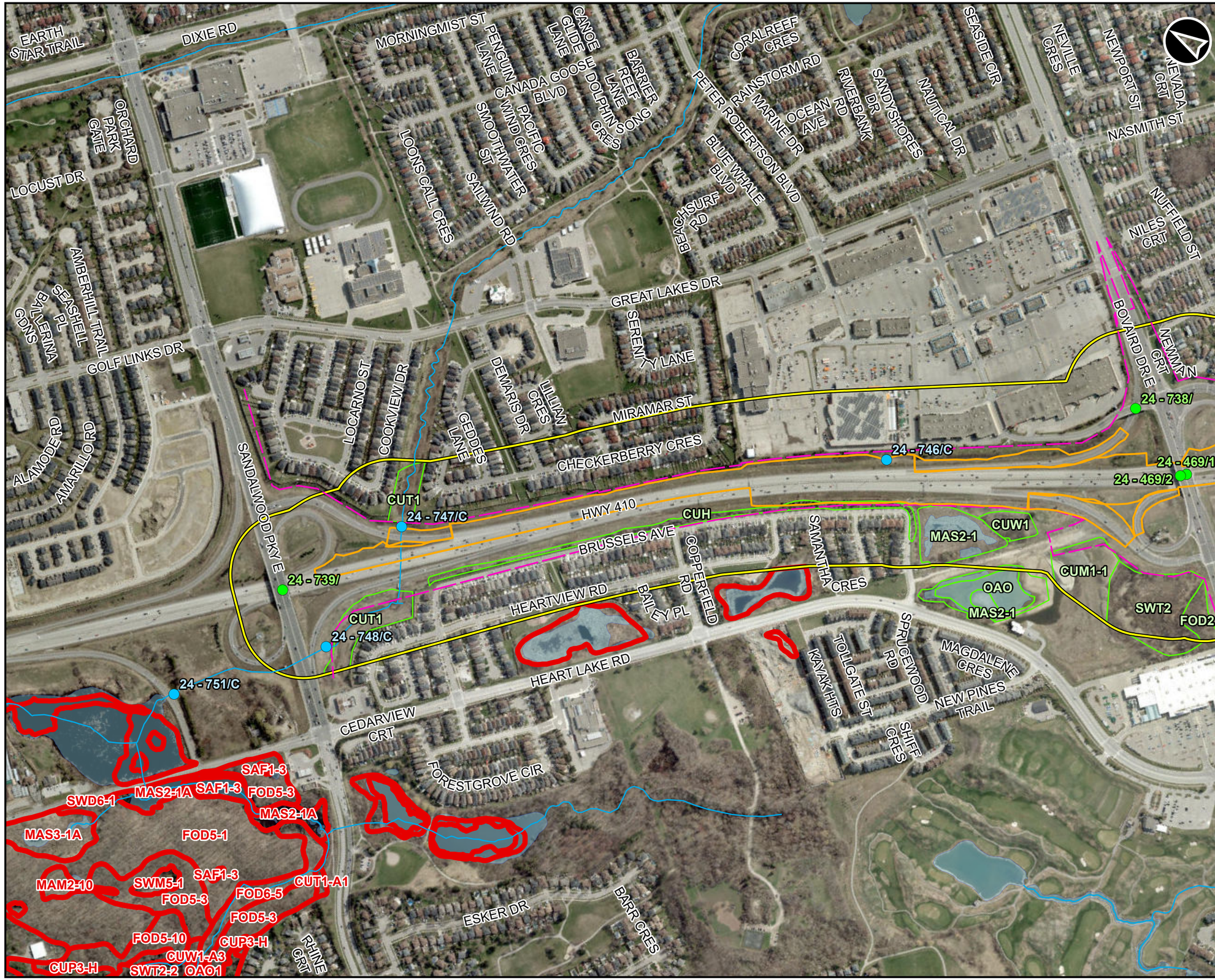
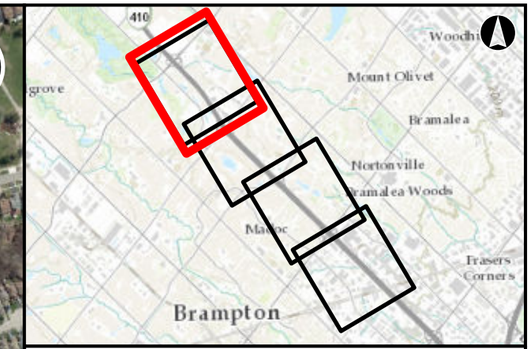
Appendix E

Terrestrial Mapping





Legend

- MTO Bridge Location
- MTO Culvert Location
- Watercourse
- Grading Limits
- ROW
- 120m Study Area
- Waterbody
- TRCA ELC
- ELC (AECOM)

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
CUW1	Mineral Cultural Woodland
SWT2	Mineral Swamp Thicket
MAS2-1	Cattail Mineral Shallow Marsh
OAO	Open Aquatic

0 50 100 200 300 400
Meters

Highway 410 Preliminary Design & EA Study from Queen to Bovaird

Ecological Land Classification Mapping

Apr, 2024

1:7,050
* when printed 11"x17"

Datum: NAD 1983 UTM Zone 17N
Source: MNRF

P#: 60682865

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Figure 2-1

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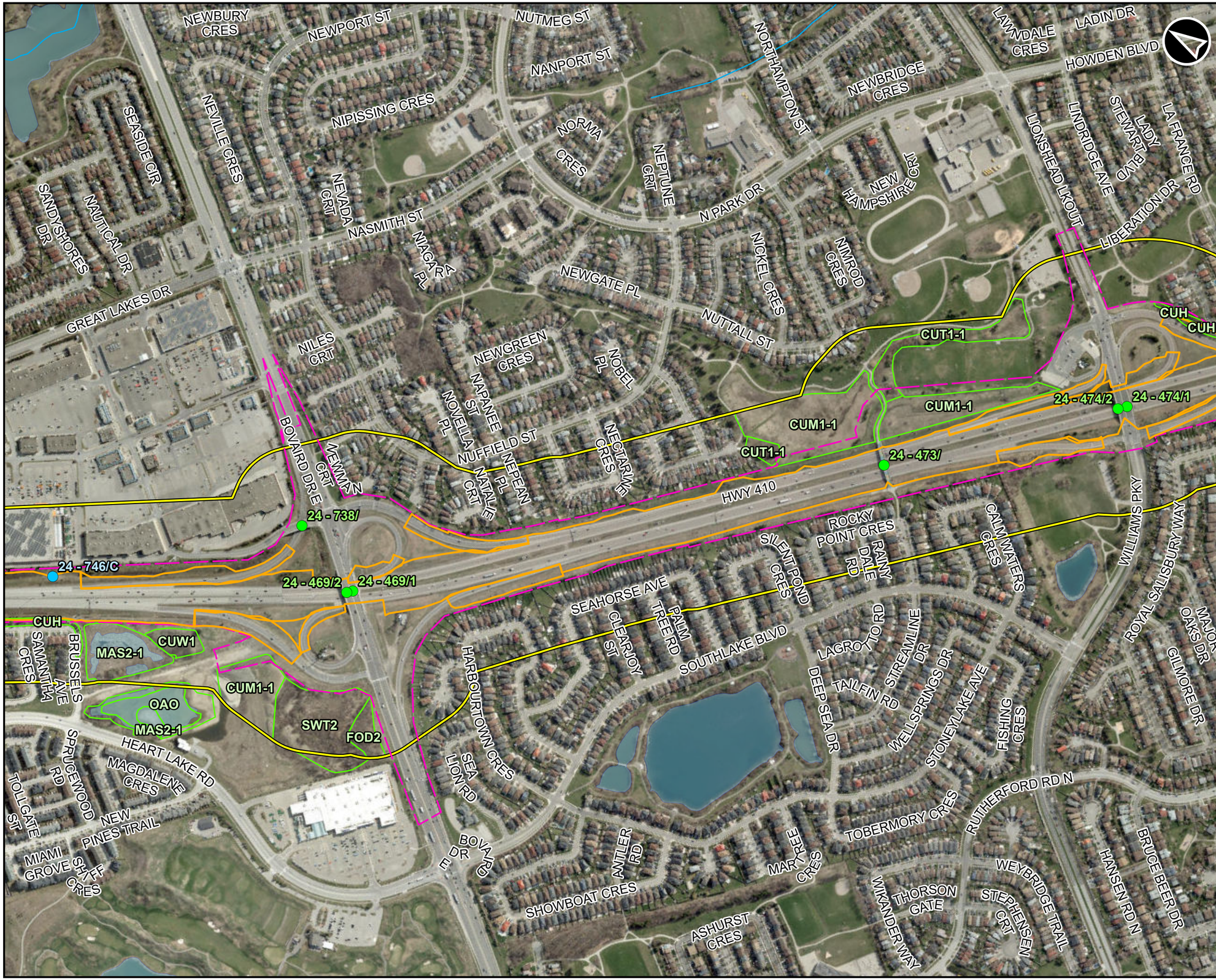

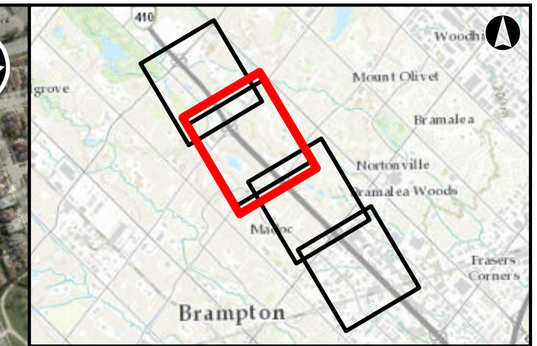

Legend

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Meters

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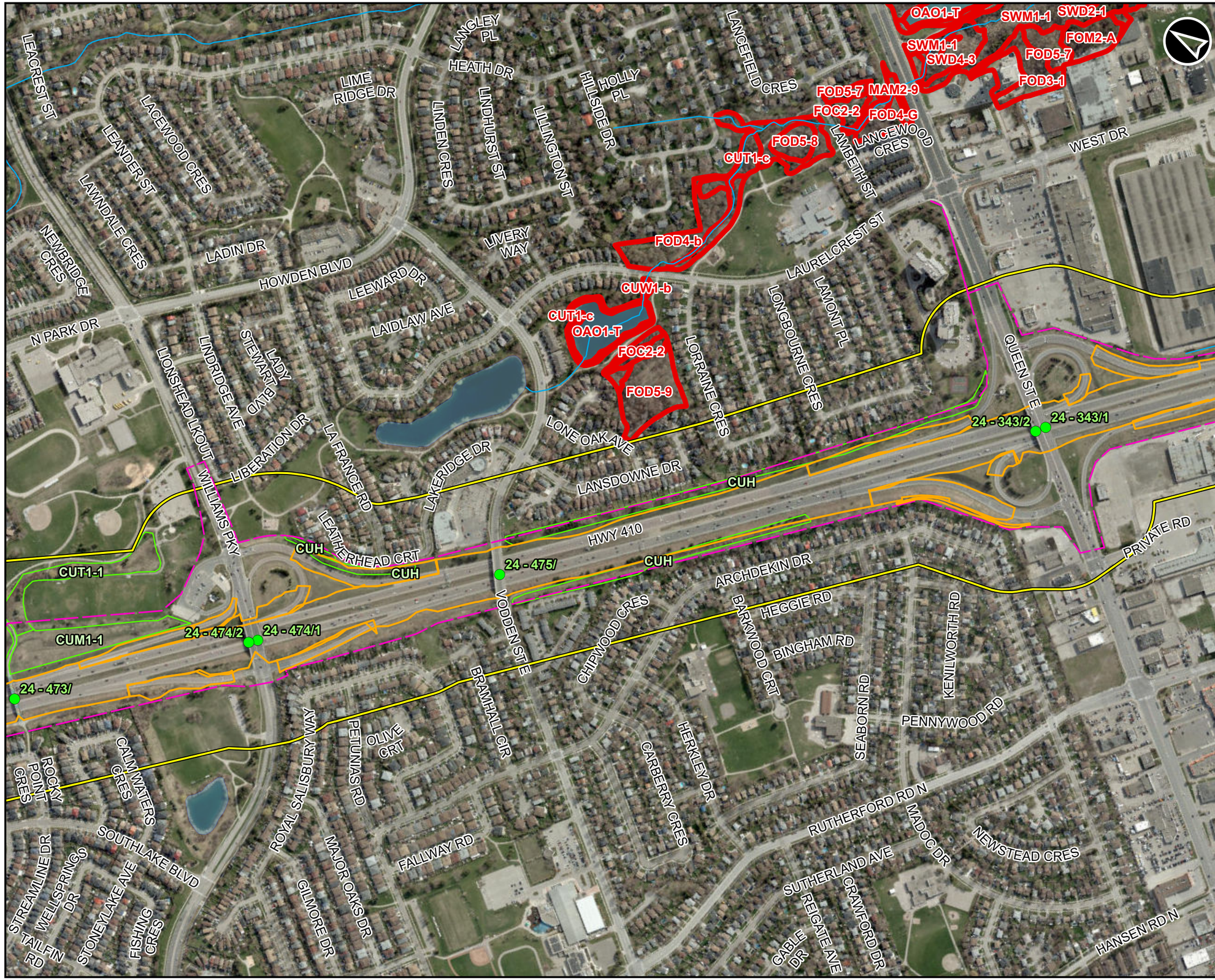

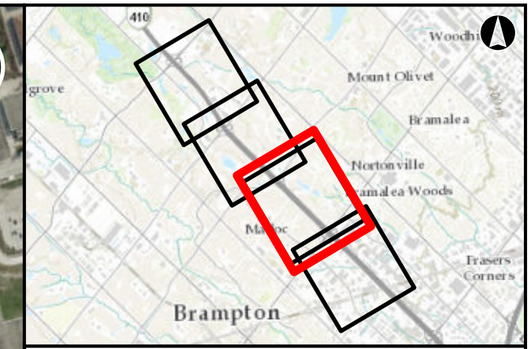

Legend

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Ecological Land Classification Mapping

Apr, 2024 | 1:7,050 * when printed 11"x17" | Datum: NAD 1983 UTM Zone 17N Source: MNRF

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Figure 2-3

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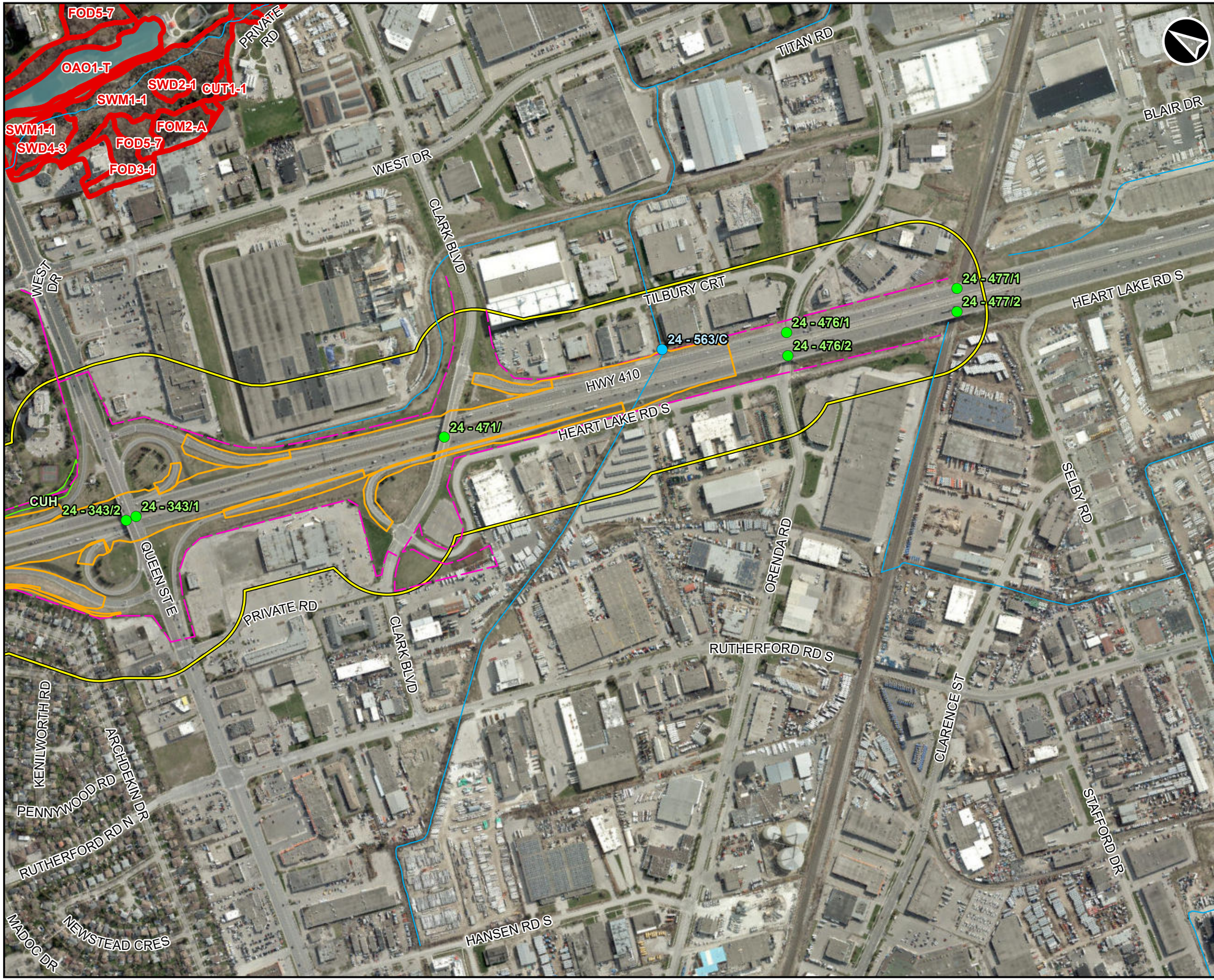

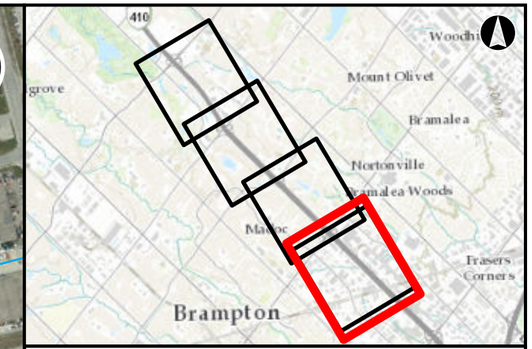

Legend

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Ecological Land Classification Mapping

Apr, 2024

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Datum: NAD 1983 UTM Zone 17N
Source: MNRF

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Figure 2-4

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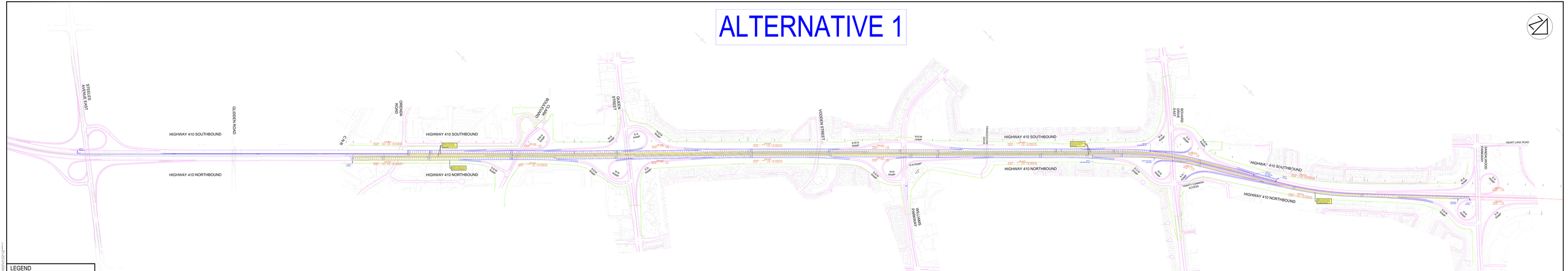
Appendix F

Evaluation of Alternatives

ALTERNATIVE 1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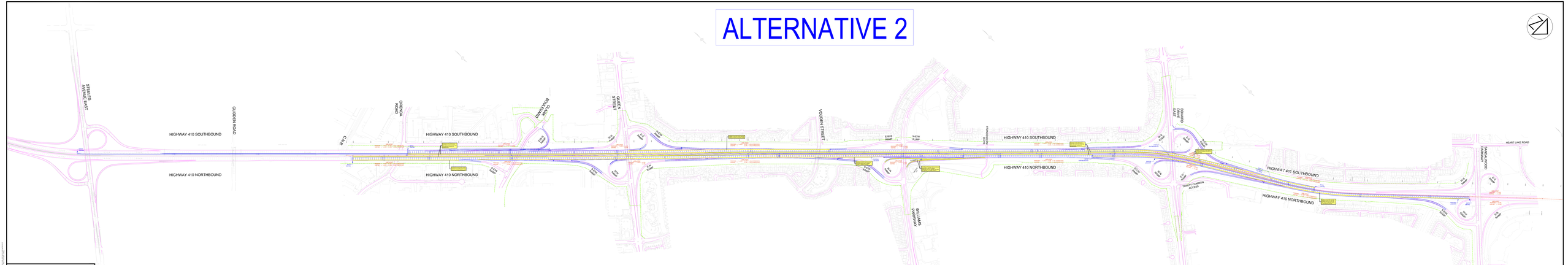
GUELPH ROAD
HIGHWAY 410 SOUTHBOUND
HIGHWAY 410 NORTHBOUND
C.N.R.
ORENDA ROAD
CLARK BOULEVARD
HIGHWAY 410 SOUTHBOUND
HIGHWAY 410 NORTHBOUND
W.B. RAMP
E.B. RAMP
E.B. RAMP
W.B. RAMP
E.B. RAMP
W.B. RAMP
E.B. RAMP
W

ALTERNATIVE 2



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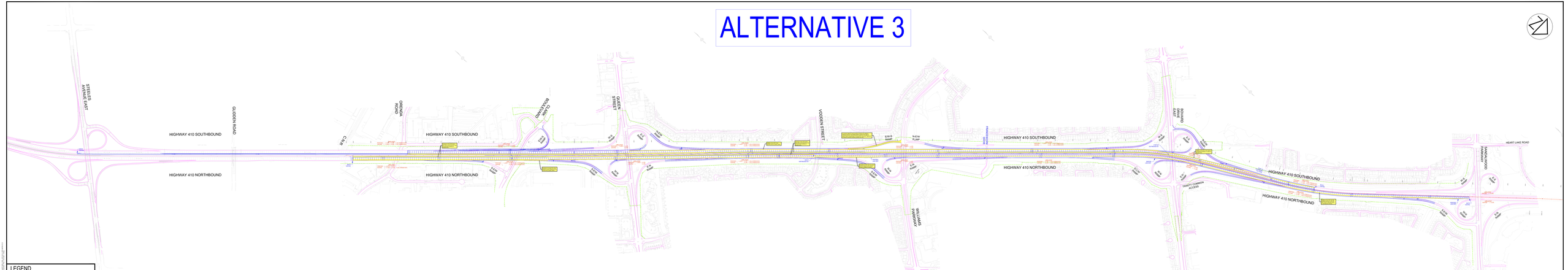
Ontario Ministry of Transportation

HIGHWAY 410 IMPROVEMENTS
PRELIMINARY DESIGN - CLASS EA
2020-E-0030

HIGHWAY 410
ALTERNATIVE 2
PLAN

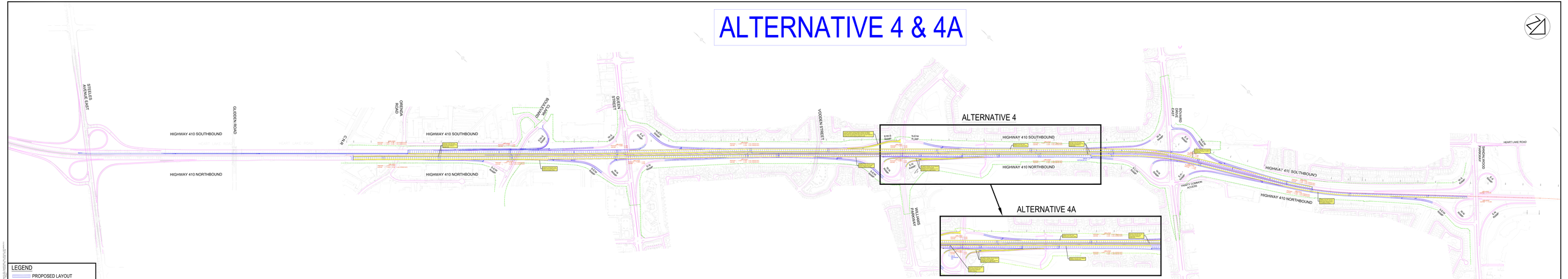
SHEET 1

ALTERNATIVE 3



AECOM / Ontario Ministry of Transportation	HIGHWAY 410 IMPROVEMENTS PRELIMINARY DESIGN - CLASS EA 2020-E-0030	HIGHWAY 410 ALTERNATIVE 3 PLAN	SHEET 1

ALTERNATIVE 4 & 4A



AECOM

Ontario Ministry of Transportation

HIGHWAY 410 IMPROVEMENTS
PRELIMINARY DESIGN - CLASS EA
202-6-0030

HIGHWAY 410
CONCEPT 4 & 4A
PLAN

SHEET 1

5 → 3 → 1
Very Good, Low Complexity, No/Low Impacts → Very Poor, High Complexity, High Impacts

Indicator not Decision Relevant

Factor		Indicator		Measure	Weighting: Weighting By Category	Weighting: Overall Weighting	Description	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
CATEGORY - TECHNICAL CONSIDERATIONS (45%)												
Ability to Address Projected Highway Capacity Needs and Operational Issues (75%)	**75%**	Geometric Improvements to Speed Change Lanes (5%)	5%	No Improvements (1) to Significant Improvements (5)	3.8%	1.7%	Description	Three existing SCL lengths have been identified to not meet design standards. Modifications are not proposed for these SCLs.	Three existing SCL lengths have been identified to not meet design standards. As part of this concept, these SCL lengths have been modified to meet design standards.	Three existing SCL lengths have been identified to not meet design standards. As part of this concept, these SCL lengths have been modified to meet design standards.	Three existing SCL lengths have been identified to not meet design standards. As part of this concept, these SCL lengths have been modified to meet design standards.	Three existing SCL lengths have been identified to not meet design standards. As part of this concept, these SCL lengths have been modified to meet design standards.
							Measure	No Improvements	Significant Improvements	Significant Improvements	Significant Improvements	Significant Improvements
							Score (/5)	**1.0**	**5.0**	**5.0**	**5.0**	**5.0**
							Weighted Score	**0.3**	**1.7**	**1.7**	**1.7**	**1.7**
		Improvements to Traffic Operations (40%)	40%	No Improvements (1) to Significant Improvements (5)	30.0%	13.5%	Description	Alternative 1 is not anticipated to improve the existing and future operational issues along the studied section of Highway 410 in either direction. Anticipated average time to travel the studied southbound section (approximately 10 km) in the AM peak hour is 16 minutes. Anticipated average time to travel the studied northbound section (approximately 10 km) in the PM peak hour is 12.5 minutes.	Alternative 2 is anticipated to have moderate improvements to traffic operations along the studied section of Highway 410 in both directions. Anticipated average time to travel the studied southbound section (approximately 10 km) in the AM peak hour is 10.7 minutes. Anticipated average time to travel the studied northbound section (approximately 10 km) in the PM peak hour is 9.5 minutes.	Alternative 3 is anticipated to have significant improvements to traffic operations in the southbound direction and considerable improvements in the northbound direction. Anticipated average time to travel the studied southbound section (approximately 10 km) in the AM peak hour is 7.8 minutes. Anticipated average time to travel the studied northbound section (approximately 10 km) in the PM peak hour is 8.3 minutes.	Alternative 4 is anticipated to have significant improvements to traffic operations in the southbound direction and considerable improvements in the northbound direction. Anticipated average time to travel the studied southbound section (approximately 10 km) in the AM peak hour is 7.8 minutes. Anticipated average time to travel the studied northbound section (approximately 10 km) in the PM peak hour is 8.7 minutes.	Alternative 4A is anticipated to have significant improvements to traffic operations in the southbound direction and considerable improvements in the northbound direction. Anticipated average time to travel the studied southbound section (approximately 10 km) in the AM peak hour is 7.8 minutes. Anticipated average time to travel the studied northbound section (approximately 10 km) in the PM peak hour is 8.4 minutes.
							Measure	No Improvements	Moderate Improvements	Significant Improvements	Significant Improvements	Significant Improvements
							Score (/5)	**1.0**	**3.0**	**5.0**	**4.8**	**4.9**
							Weighted Score	**2.7**	**8.1**	**13.5**	**13.0**	**13.2**
		Address Traffic Bottlenecks and Merging/Weaving Issues (30%)	30%	No Improvements (1) to Significant Improvements (5)	22.5%	10.1%	Description	In the southbound direction, a bottleneck is anticipated to form upstream of the Bovaird Drive interchange in the AM peak period with queues extending up to the Mayfield Road interchange. The average density of the noted section is anticipated to be approximately 65 pc/km/lane, which corresponds to LOS F. In the northbound direction, a bottleneck is anticipated to form between the Queen Street and Williams Parkway interchanges in the PM peak period. The average density of the section upstream of the noted bottleneck is anticipated to be approximately 56 pc/km/lane, which corresponds to LOS F.	Geometric improvements in the southbound direction would result in better operations when compared to Alternative 1. Nevertheless, a bottleneck is anticipated to form upstream of the Williams Parkway interchange in the AM peak period. The average density of the section upstream of the noted bottleneck is anticipated to be approximately 60 pc/km/lane, which corresponds to LOS F. In the northbound direction, and in comparison to Alternative 1, noticeable improvements in operations are anticipated with the addition of one (1) GPL between the Queen Street and Williams Parkway interchanges. The GPL lane drop upstream of the Williams Parkway interchange coincides with the HOV access/egress point which is anticipated to create some vehicular friction. The average density through the noted merging area is approximately 52 pc/km/lane, which corresponds to LOS F.	In the southbound direction, the addition of one (1) GPL from Sandalwood Parkway to Queen Street is anticipated to resolve all operational issues, with average densities ranging from approximately 22 pc/km/lane, which corresponds to LOS D, to approximately 11 pc/km/lane, which corresponds to LOS A. In the northbound direction, Concept 3 generally results in higher overall capacity and speeds, when compared to Concept 2, mainly due to having an additional GPL between the Williams Parkway and Bovaird Drive interchanges (the HOV lane is terminated sooner compared to Concept 2). The weave distance between the Williams Parkway E-N on-ramp and the Bovaird Drive S-E/W off-ramp under Concept 3 is reduced by 130 meters, when compared to that under Concept 2, resulting in reductions in speed of approximately 8 km/h through this weave section (for weaving traffic).	In the southbound direction, the addition of one (1) GPL from Sandalwood Parkway to Queen Street is anticipated to resolve all operational issues, with average densities ranging from approximately 22 pc/km/lane, which corresponds to LOS D, to approximately 11 pc/km/lane, which corresponds to LOS A. In the northbound direction, noticeable improvements in operations are anticipated with the addition of one (1) GPL between the Queen Street and Williams Parkway interchanges. The GPL lane termination at the Williams Parkway interchange coincides with the HOV access/egress point which is anticipated to create some vehicular friction. Further downstream, the weaving section between the Williams Parkway E/W-N on-ramp and the Bovaird Drive S-E/W is improved (lengthened) compared to Concept 3 resulting in less notable vehicular friction.	In the southbound direction, the addition of one (1) GPL from Sandalwood Parkway to Queen Street is anticipated to resolve all operational issues, with average densities ranging from approximately 22 pc/km/lane, which corresponds to LOS D, to approximately 11 pc/km/lane, which corresponds to LOS A. In the northbound direction, noticeable improvements in operations are anticipated with the addition of one (1) GPL between the Queen Street and Bovaird Drive interchanges (the HOV lane is terminated sooner compared to Alternative 2 and Alternative 4). The GPL lane termination at the Williams Parkway interchange coincides with the HOV termination point which is anticipated to create some vehicular friction. Further downstream, the weaving section between the Williams Parkway E/W-N on-ramp and the Bovaird Drive S-E/W is improved (lengthened) compared to Alternative 3 resulting in less notable vehicular friction.
							Measure	No Improvements	Minor Improvements	Considerable Improvements	Considerable Improvements	Considerable Improvements
							Score (/5)	**1.0**	**2.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**2.0**	**4.1**	**8.1**	**8.1**	**8.1**
		Provisions for Currently Planned HOV Extension (10%)	10%	Very Poor (1) to Very Good (5)	7.5%	3.4%	Description	Proposed northbound HOV extended to 440 m south of Bovaird Drive.	Proposed northbound HOV extended to 440 m south of Bovaird Drive.	Proposed northbound HOV extended to 500 m south of Williams Parkway.	Proposed northbound HOV extended to 440 m south of Bovaird Drive.	Proposed northbound HOV extended to 60 m south of Williams Parkway.
							Measure	Very Good	Very Good	Moderate	Very Good	Good
							Score (/5)	**5.0**	**5.0**	**3.0**	**5.0**	**3.5**
							Weighted Score	**3.4**	**3.4**	**2.0**	**3.4**	**2.4**
		Provisions for Future HOV Continuity (5%)	5%	Very Poor (1) to Very Good (5)	3.8%	1.7%	Description	The proposed HOV facility does not preclude future extension of HOV north of Bovaird Drive.	The proposed HOV facility does not preclude future extension of HOV north of Bovaird Drive.	The proposed HOV facility may result in challenges for the future extension of HOV north of Bovaird Drive, as the northbound HOV gate between Williams Parkway and Bovaird Drive may pose as weaving issue. Hence the current proposed terminus south of Williams Parkway. Relocation, removal or reconfiguration of ingress/egress location may be required for a future extension.	The proposed HOV facility does not preclude future extension of HOV north of Bovaird Drive.	The proposed HOV facility does not preclude future extension of HOV north of Bovaird Drive.
							Measure	Very Good	Very Good	Good	Very Good	Very Good
							Score (/5)	**5.0**	**5.0**	**4.0**	**5.0**	**5.0**
							Weighted Score	**1.7**	**1.7**	**1.4**	**1.7**	**1.7**

5 — Very Good, Low Complexity, No/Low Impacts
3
1 — Very Poor, High Complexity, High Impacts

Indicator not Decision Relevant

Factor		Indicator		Measure	Weighting: Weighting By Category	Weighting: Overall Weighting	Description	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
Constructability (15%)	15%	HOV Ingress/Egress Locations (10%)	10%	Very Poor (1) to Very Good (5)	7.5%	3.4%	Description	The designated HOV weaving zones meet the 250m/lane weave guideline. Given the short distances between existing interchanges (<2km), spacing for access openings are as follows: - 1100m of NB HOV distance provided between Queen St and Williams Pkwy - 1000m of NB HOV distance provided between Williams Pkwy and End of HOV - 1150m of SB HOV distance provided from Beginning of SB HOV to Williams Pkwy - 900m of SB HOV distance provided between Williams Pkwy and Queen St Exit signage spacing for some HOV egress locations may not meet desirable standards.	The designated HOV weaving zones meet the 250m/lane weave guideline. Given the short distances between existing interchanges (<2km), spacing for access openings are as follows: - 1450m of NB HOV distance provided between Queen St and Williams Pkwy - 700m of NB HOV distance provided between Williams Pkwy and End of HOV - 1250m of SB HOV distance provided from Beginning of SB HOV to Williams Pkwy - 900m of SB HOV distance provided between Williams Pkwy and Queen St Exit signage spacing for some HOV egress locations may not meet desirable standards.	'The designated HOV weaving zones meet the 250m/lane weave guideline. Given the short distances between existing interchanges (<2km), spacing for access openings are as follows: - 1000m of NB HOV distance provided between Queen St and End of HOV - 1250m of SB HOV distance provided from Beginning of SB HOV to Williams Pkwy - 900m of SB HOV distance provided between Williams Pkwy and Queen St Exit signage spacing for some HOV egress locations may not meet desirable standards.	'The designated HOV weaving zones meet the 250m/lane weave guideline. Given the short distances between existing interchanges (<2km), spacing for access openings are as follows: - 1450m of NB HOV distance provided between Queen St and Williams Pkwy - 700m of NB HOV distance provided between Williams Pkwy and End of HOV - 1250m of SB HOV distance provided from Beginning of SB HOV to Williams Pkwy - 900m of SB HOV distance provided between Williams Pkwy and Queen St Exit signage spacing for some HOV egress locations may not meet desirable standards.	'The designated HOV weaving zones meet the 250m/lane weave guideline. Given the short distances between existing interchanges (<2km), spacing for access openings are as follows: - 1450m of NB HOV distance provided between Queen St and End of HOV - 1250m of SB HOV distance provided from Beginning of SB HOV to Williams Pkwy - 900m of SB HOV distance provided between Williams Pkwy and Queen St Exit signage spacing for some HOV egress locations may not meet desirable standards.
							Measure	Very Good	Good	Very Good	Good	Very Good
							Score (/5)	**4.5**	**4.0**	**4.5**	**4.0**	**4.5**
							Weighted Score	**3.0**	**2.7**	**3.0**	**2.7**	**3.0**
		Grading Impacts (50%)	50%	High Impacts (1) to Low Impacts (5)	7.5%	3.4%	Description	No grading impacts to the outside are anticipated along Highway 410 south of Bovaird Drive. The additional GPL between Bovaird Drive and Sandalwood Parkway introduces potential for minor grading impacts.	Grading impacts are anticipated along areas with proposed additional mainline capacity/addition of SCL's (expansion to the outside), and updated/flattened ramp geometry associated with these mainline improvements. Outer mainline expansion proposed NB from Clark Boulevard to Williams Parkway, and Bovaird Drive to Sandalwood Parkway. Outer mainline expansion proposed SB from Sandalwood Parkway to Bovaird Drive, and Williams Parkway to Queen Street.	Grading impacts are anticipated with the proposed additional mainline capacity/addition of SCL's (expansion to the outside), and updated/flattened ramp geometry associated with these mainline improvements. Outer mainline expansion proposed NB from Orenda Road to Williams Parkway, and Bovaird Drive to Sandalwood Parkway. Outer mainline expansion proposed SB from Sandalwood Parkway to Queen Street.	Grading impacts are anticipated with the proposed additional mainline capacity/addition of separate SCL's (expansion to the outside), and updated/flatten ramp geometry associated with these mainline improvements. Outer mainline expansion proposed northbound from Orenda Road to Williams Parkway, and Bovaird Drive to Sandalwood Parkway. Outer mainline expansion proposed southbound from Sandalwood Parkway to Queen Street.	Grading impacts are anticipated with the proposed additional mainline capacity/addition of separate SCL's (expansion to the outside), and updated/flatten ramp geometry associated with these mainline improvements. Outer mainline expansion proposed northbound from Orenda Road to Williams Parkway, and Bovaird Drive to Sandalwood Parkway. Outer mainline expansion proposed southbound from Sandalwood Parkway to Queen Street.
							Measure	Low Impacts	Moderate-Low	Moderate-Low	Moderate-Low	Moderate-Low
							Score (/5)	**4.5**	**3.5**	**3.5**	**3.5**	**3.5**
							Weighted Score	**3.0**	**2.4**	**2.4**	**2.4**	**2.4**
		Complexity of staging and detours (50%)	50%	High Complexity (1) to Low Complexity (5)	7.5%	3.4%	Description	Some staging complexity associated with constructing the proposed mainline median/HOV facility, and additional outer mainline capacity. Some staging complexity and temporary ramp closures associated with ramp tie-in with new mainline alignment. Additional complexity including temporary lane closures and/or traffic realignment anticipated with the required full depth reconstruction of southbound Highway 410 between Bovaird Drive and Queen Street.	Some staging complexity and temporary lane closures associated with constructing the proposed mainline median/HOV facility, and additional outer mainline capacity. Some staging complexity and temporary ramp closures associated with ramp tie-in with new mainline alignment, notably the two realigned NB on-ramps at Williams Parkway. Additional complexity including temporary lane closures and/or traffic realignment anticipated with the required full depth reconstruction of southbound Highway 410 between Bovaird Drive and Queen Street.	Some staging complexity and temporary lane closures associated with constructing the proposed mainline median/HOV facility, and additional outer mainline capacity. Some staging complexity and temporary ramp closures associated with ramp tie-in with new mainline alignment. Additional complexity including temporary lane closures and/or traffic realignment anticipated with the required full depth reconstruction of southbound Highway 410 between Bovaird Drive and Queen Street.	Some staging complexity and temporary lane closures associated with constructing the proposed mainline median/HOV facility, and additional outer mainline capacity. Some staging complexity and temporary ramp closures associated with ramp tie-in with new mainline alignment, notably the two realigned NB on-ramps at Williams Parkway. Additional complexity including temporary lane closures and/or traffic realignment anticipated with the required full depth reconstruction of southbound Highway 410 between Bovaird Drive and Queen Street.	Some staging complexity and temporary lane closures associated with constructing the proposed mainline median/HOV facility, and additional outer mainline capacity. Some staging complexity and temporary ramp closures associated with ramp tie-in with new mainline alignment, notably the two realigned NB on-ramps at Williams Parkway. Additional complexity including temporary lane closures and/or traffic realignment anticipated with the required full depth reconstruction of southbound Highway 410 between Bovaird Drive and Queen Street.
							Measure	Moderate-Low Complexity	Moderate Complexity	Moderate Complexity	Moderate Complexity	Moderate Complexity
							Score (/5)	**3.5**	**2.5**	**3.0**	**2.5**	**2.5**
							Weighted Score	**2.4**	**1.7**	**2.0**	**1.7**	**1.7**
Potential to Impact Municipal Work (5%)	5%	Impacts to municipal projects (100%)	100%	Significant Impacts (1) to No Impacts (5)	5.0%	2.3%	Description	No anticipated impacts to adjacent municipal projects.	No anticipated impacts to adjacent municipal projects.	Minor impacts with City of Brampton's "Williams Parkway Reconstruction Project" at west ramp terminal intersection from the proposed Williams Parkway EW-S ramp.	Minor impacts with City of Brampton's "Williams Parkway Reconstruction Project" at west ramp terminal intersection from the proposed Williams Parkway EW-S ramp.	Minor impacts with City of Brampton's "Williams Parkway Reconstruction Project" at west ramp terminal intersection from the proposed Williams Parkway EW-S ramp.
							Measure	No Impacts	No Impacts	Low Impacts	Low Impacts	Low Impacts
							Score (/5)	**5.0**	**5.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**2.3**	**2.3**	**1.8**	**1.8**	**1.8**
Potential to Impact Existing Utility and Servicing Infrastructure (5%)	5%	Impacts to existing and planned utilities (100%)	100%	High Impacts (1) to Low Impacts (5)	5.0%	2.3%	Description	Minor impacts to utilities (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 grass median.	Minor-moderate impacts to utilities are anticipated due to the mainline widening and ramp adjustments.	Minor-moderate impacts to utilities are anticipated due to the mainline widening and ramp adjustments.	Minor-moderate impacts to utilities are anticipated due to the mainline widening and ramp adjustments.	Minor-moderate impacts to utilities are anticipated due to the mainline widening and ramp adjustments.
							Measure	Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.5**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**2.0**	**1.8**	**1.8**	**1.8**	**1.8**
Score for Transportation Category (Out of 5)								**2.54**	**3.30**	**4.19**	**4.24**	**4.20**
Overall Weighted Score for Transportation Category (Out of 45)								**22.84**	**29.70**	**37.69**	**38.16**	**37.76**

5 — Very Good, Low Complexity, No/Low Impacts
3
1 — Very Poor, High Complexity, High Impacts

Indicator not Decision Relevant

Factor		Indicator		Measure	Weighting: Weighting By Category	Weighting: Overall Weighting	Description	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
CATEGORY - NATURAL ENVIRONMENT (15%)												
Fish and Fish Habitat (20%)	20%	Impacts to fish and fisheries habitat (100%)	100%	High Impacts (1) to Low Impacts (5)	20.0%	3.0%	Description	Potential in-water works anticipated at crossing just south of Clark Blvd for all concepts.	Potential in-water works anticipated at crossing just south of Clark Blvd for all concepts.	Potential in-water works anticipated at crossing just south of Clark Blvd for all concepts.	Potential in-water works anticipated at crossing just south of Clark Blvd for all concepts.	Potential in-water works anticipated at crossing just south of Clark Blvd for all concepts.
							Measure	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**2.4**	**2.4**	**2.4**	**2.4**	**2.4**
Species at Risk (SAR) (20%)	20%	Impacts to SAR (100%)	100%	High Impacts (1) to Low Impacts (5)	20.0%	3.0%	Description	Minor impacts to SAR (if any) are anticipated. Majority of proposed enhancements occur within the existing edge of pavement.	Minor-moderate impacts to SAR due to outer mainline expansion and ramp adjustments, particularly those proposed southbound from Sandalwood Parkway and Bovaird Drive.	Minor-moderate impacts to SAR due to outer mainline expansion and ramp adjustments, particularly those proposed southbound from Sandalwood Parkway and Bovaird Drive.	Minor-moderate impacts to SAR due to outer mainline expansion and ramp adjustments, particularly those proposed southbound from Sandalwood Parkway and Bovaird Drive.	Minor-moderate impacts to SAR due to outer mainline expansion and ramp adjustments, particularly those proposed southbound from Sandalwood Parkway and Bovaird Drive.
							Measure	Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.5**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**2.7**	**2.4**	**2.4**	**2.4**	**2.4**
Terrestrial Ecosystems (20%)	20%	Impacts to vegetation, wildlife & habitat, and species at risk (100%)	100%	High Impacts (1) to Low Impacts (5)	20.0%	3.0%	Description	Minor impacts to terrestrial ecosystems are anticipated. Majority of proposed enhancements occur within the existing edge of pavement.	Minor-moderate impacts to terrestrial ecosystems are anticipated due to the mainline widening and ramp adjustments.	Minor-moderate impacts to terrestrial ecosystems are anticipated due to the mainline widening and ramp adjustments.	Minor-moderate impacts to terrestrial ecosystems are anticipated due to the mainline widening and ramp adjustments.	Minor-moderate impacts to terrestrial ecosystems are anticipated due to the mainline widening and ramp adjustments.
							Measure	Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.5**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**2.7**	**2.4**	**2.4**	**2.4**	**2.4**
Surface Water / Drainage (13.33%)	13%	Impacts to surface water and drainage (100%)	100%	High Impacts (1) to Low Impacts (5)	13.3%	2.0%	Description	Minor impacts to surface water and drainage anticipated.	Minor impacts to surface water and drainage anticipated.	Minor impacts to surface water and drainage anticipated.	Minor impacts to surface water and drainage anticipated.	Minor impacts to surface water and drainage anticipated.
							Measure	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**1.6**	**1.6**	**1.6**	**1.6**	**1.6**
Groundwater (13.33%)	13%	Susceptibility to construction activities (100%)	100%	High Impacts (1) to Low Impacts (5)	13.3%	2.0%	Description	Groundwater dewatering is expected to be required between Sandalwood and Bovaird, potentially further along the alignment.	Groundwater dewatering is expected to be required between Sandalwood and Bovaird, potentially further along the alignment.	Groundwater dewatering is expected to be required between Sandalwood and Bovaird, potentially further along the alignment.	Groundwater dewatering is expected to be required between Sandalwood and Bovaird, potentially further along the alignment.	Groundwater dewatering is expected to be required between Sandalwood and Bovaird, potentially further along the alignment.
							Measure	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**1.6**	**1.6**	**1.6**	**1.6**	**1.6**
Designated Natural Areas & Wetlands (13.33%)	13%	Impacts to designated natural areas and wetlands (100%)	100%	High Impacts (1) to Low Impacts (5)	13.3%	2.0%	Description	No impacts to Heart Lake PSW Complex are anticipated.	Potential impacts to Heart Lake PSW Complex due to outer mainline expansion and ramp adjustments proposed southbound from Sandalwood Parkway and Bovaird Drive.	Potential impacts to Heart Lake PSW Complex due to outer mainline expansion and ramp adjustments proposed southbound from Sandalwood Parkway and Bovaird Drive.	Potential impacts to Heart Lake PSW Complex due to outer mainline expansion and ramp adjustments proposed southbound from Sandalwood Parkway and Bovaird Drive.	Potential impacts to Heart Lake PSW Complex due to outer mainline expansion and ramp adjustments proposed southbound from Sandalwood Parkway and Bovaird Drive.
							Measure	Low Impacts	Moderate Impacts	Moderate Impacts	Moderate Impacts	Moderate Impacts
							Score (/5)	**5.0**	**3.0**	**3.0**	**3.0**	**3.0**
							Weighted Score	**2.0**	**1.2**	**1.2**	**1.2**	**1.2**
Score for Natural Environment Category (Out of 5)								**4.33**	**3.87**	**3.87**	**3.87**	**3.87**
Overall Weighted Score for Natural Environment Category (Out of 15)								**13.00**	**11.60**	**11.60**	**11.60**	**11.60**

5 — Very Good, Low Complexity, No/Low Impacts
3
1 — Very Poor, High Complexity, High Impacts

Indicator not Decision Relevant

Factor		Indicator		Measure	Weighting: Weighting By Category	Weighting: Overall Weighting	Description	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
CATEGORY - SOCIO-ECONOMIC ENVIRONMENT (25%)												
Community Effects (25%)	25%	Potential Residential properties requiring acquisition (50%)	50%	Number of displacements	12.5%	3.1%	Description	No anticipated residential properties requiring acquisition.	No anticipated residential properties requiring acquisition.	No anticipated residential properties requiring acquisition.	No anticipated residential properties requiring acquisition.	No anticipated residential properties requiring acquisition.
							Measure	No displacements	No displacements	No displacements	No displacements	No displacements
							Score (/5)	**5.0**	**5.0**	**5.0**	**5.0**	**5.0**
							Weighted Score	**3.1**	**3.1**	**3.1**	**3.1**	**3.1**
		Potential impacts to residential property (not displaced) (50%)	50%	High Impacts (1) to No Impacts (5)	12.5%	3.1%	Description	Minor impacts to residential properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to residential properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to residential properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to residential properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to residential properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.
							Measure	Low Impacts	Low Impacts	Low Impacts	Low Impacts	Low Impacts
							Score (/5)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**2.5**	**2.5**	**2.5**	**2.5**	**2.5**
Commericial/ Industrial Operations (15%)	15%	Potential Commercial or Institutional properties requiring acquisition (50%)	50%	Number of displacements	7.5%	1.9%	Description	No anticipated commercial or institutional properties requiring acquisition.	No anticipated commercial or institutional properties requiring acquisition.	No anticipated commercial or institutional properties requiring acquisition.	No anticipated commercial or institutional properties requiring acquisition.	No anticipated commercial or institutional properties requiring acquisition.
							Measure	No displacements	No displacements	No displacements	No displacements	No displacements
							Score (/5)	**5.0**	**5.0**	**5.0**	**5.0**	**5.0**
							Weighted Score	**1.9**	**1.9**	**1.9**	**1.9**	**1.9**
		Potential impacts to Businesses, Commercial and Institutional Properties (not displaced) (50%)	50%	High Impacts (1) to No Impacts (5)	7.5%	1.9%	Description	Minor impacts to businesses, commercial, and industrial properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to businesses, commercial, and industrial properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to businesses, commercial, and industrial properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to businesses, commercial, and industrial properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to businesses, commercial, and industrial properties (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.
							Measure	Low Impacts	Low Impacts	Low Impacts	Low Impacts	Low Impacts
							Score (/5)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**
Contamination (COS and DSS) (10%)	10%	Impact to potentially contaminated areas (100%)	100%	High Impacts (1) to Low Impacts (5)	10.0%	2.5%	Description	Minor remediation likely required in areas where release of contaminants has occurred along major intersections and adjacent sites south of Queen Street along both sides of Highway 410 ROW.	Minor remediation likely required in areas where release of contaminants has occurred along major intersections and adjacent sites south of Queen Street along both sides of Highway 410 ROW.	Minor remediation likely required in areas where release of contaminants has occurred along major intersections and adjacent sites south of Queen Street along both sides of Highway 410 ROW.	Minor remediation likely required in areas where release of contaminants has occurred along major intersections and adjacent sites south of Queen Street along both sides of Highway 410 ROW.	Minor remediation likely required in areas where release of contaminants has occurred along major intersections and adjacent sites south of Queen Street along both sides of Highway 410 ROW.
							Measure	Moderate Impacts	Moderate Impacts	Moderate Impacts	Moderate Impacts	Moderate Impacts
							Score (/5)	**3.0**	**3.0**	**3.0**	**3.0**	**3.0**
							Weighted Score	**1.5**	**1.5**	**1.5**	**1.5**	**1.5**
Agricultural Operations (10%)	10%	Impact to farming operations and displacement/disruption of land currently used in agricultural production (100%)	100%	High Impacts (1) to No Impacts (5)	10.0%	2.5%	Description	No anticipated impacts to farming operations or agricultural lands.	No anticipated impacts to farming operations or agricultural lands.	No anticipated impacts to farming operations or agricultural lands.	No anticipated impacts to farming operations or agricultural lands.	No anticipated impacts to farming operations or agricultural lands.
							Measure	No Impacts	No Impacts	No Impacts	No Impacts	No Impacts
							Score (/5)	**5.0**	**5.0**	**5.0**	**5.0**	**5.0**
							Weighted Score	**2.5**	**2.5**	**2.5**	**2.5**	**2.5**
Municipal/Provincial Land Use Planning Policies/Goals/Objectives (10%)	10%	Impacts to employment lands and planned land use. (100%)	100%	High Impacts (1) to Low Impacts (5)	10.0%	2.5%	Description	Minor impacts to employment lands and planned land use (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to employment lands and planned land use (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to employment lands and planned land use (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to employment lands and planned land use (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.	Minor impacts to employment lands and planned land use (if any) are anticipated. Majority of proposed enhancements occur within the existing Highway 410 ROW, grass median or open spaces.
							Measure	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	4	4	4	4	4
							Weighted Score	**2.0**	**2.0**	**2.0**	**2.0**	**2.0**

5 — Very Good, Low Complexity, No/Low Impacts
3
1 — Very Poor, High Complexity, High Impacts

Indicator not Decision Relevant

Factor		Indicator		Measure	Weighting: Weighting By Category	Weighting: Overall Weighting	Description	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
Noise (10%)	10%	Impact to noise sensitive receivers (100%)	100%	High Impacts (1) to Low Impacts (5)	10.0%	2.5%	Description	Potential increase in noise impact due to additional lanes, noted below: - Queen St. to Williams Pkwy. (2 Lanes) - Williams Pkwy. to Bovaird Dr. (2 Lanes) - Bovaird Dr. to Sandalwood Pkwy. (1 Lane)	Potential increase in noise impact due to additional lanes, noted below: - Queen St. to Williams Pkwy. (4 lanes) - Williams Pkwy. to Bovaird Dr. (2 lanes) - Bovaird Dr. to Sandalwood Pkwy. (3 Lanes transition to 1 additional lane)	Potential increase in noise impact due to additional lanes, noted below: - Queen St. to Williams Pkwy. (4 Lanes) - Williams Pkwy. to Bovaird Dr. (3 Lanes) - Bovaird Dr. to Sandalwood Pkwy. (3 Lanes transition to 1 additional lane)	Potential increase in noise impact due to additional lanes, noted below: - Queen St. to Williams Pkwy. (4 Lanes) - Williams Pkwy. to Bovaird Dr. (3 Lanes) - Bovaird Dr. to Sandalwood Pkwy. (2 Lanes transition to 1 additional lane)	Potential increase in noise impact due to additional lanes, noted below: - Queen St. to Williams Pkwy. (4 Lanes) - Williams Pkwy. to Bovaird Dr. (3 Lanes) - Bovaird Dr. to Sandalwood Pkwy. (2 Lanes transition to 1 additional lane)
							Measure	Moderate-Low Impacts	Moderate Impacts	Moderate Impacts	Moderate Impacts	Moderate Impacts
							Score (/5)	**4.0**	**3.0**	**2.5**	**2.6**	**2.6**
							Weighted Score	**2.0**	**1.5**	**1.3**	**1.3**	**1.3**
Air Quality (5%)	5%	Impact to air quality receivers (100%)	100%	High Impacts (1) to Low Impacts (5)	5.0%	1.3%	Description	Potential increase in air quality impact due to road geometry changes, additional lanes noted below: - Queen St. to Williams Pkwy. (2 Lanes) - Williams Pkwy. to Bovaird Dr. (2 Lanes) - Bovaird Dr. to Sandalwood Pkwy. (1 Lane) No traffic improvements are present in Alternative 1. Therefore, this Alternative would have high air quality impacts for select contaminants among the alternatives.	Potential increase in air quality impact due to road geometry changes, additional lanes noted below: - Queen St. to Williams Pkwy. (4 lanes) - Williams Pkwy. to Bovaird Dr. (2 lanes) - Bovaird Dr. to Sandalwood Pkwy. (3 Lanes transition to 1 additional lane) Though air quality impacts would be lowered due to moderate traffic improvements, it falls short in comparison to Alternatives 3 & 4.	Potential increase in air quality impact due to road geometry changes, additional lanes noted below: - Queen St. to Williams Pkwy. (4 Lanes) - Williams Pkwy. to Bovaird Dr. (3 Lanes) - Bovaird Dr. to Sandalwood Pkwy. (3 Lanes transition to 1 additional lane) However, due to the anticipated improvement in traffic congestion in Alternative 3, the multiple lanes would lower air quality impacts for select contaminants. This alternative provides slightly improved travel times at the PM peak period in comparison to Alternative 4.	Potential increase in air quality impact due to road geometry changes, additional lanes noted below: - Queen St. to Williams Pkwy. (4 Lanes) - Williams Pkwy. to Bovaird Dr. (3 Lanes) - Bovaird Dr. to Sandalwood Pkwy. (2 Lanes transition to 1 additional lane) However, due to the anticipated improvement in traffic congestion in Alternative 4, the multiple lanes would lower air quality impacts for select contaminants.	Potential increase in air quality impact due to road geometry changes, additional lanes noted below: - Queen St. to Williams Pkwy. (4 Lanes) - Williams Pkwy. to Bovaird Dr. (3 Lanes) - Bovaird Dr. to Sandalwood Pkwy. (2 Lanes transition to 1 additional lane) However, due to the anticipated improvement in traffic congestion in Alternative 4A, the multiple lanes would lower air quality impacts for select contaminants.
							Measure	Moderate-High Impacts	Moderate Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**2.0**	**3.0**	**3.5**	**3.6**	**3.6**
							Weighted Score	**0.5**	**0.8**	**0.9**	**0.9**	**0.9**
Climate Change (5%)	5%	Potential for project to impact climate change and for climate change to impact project (100%)	100%	High Impacts (1) to Low Impacts (5)	5.0%	1.3%	Description	Potential for the project to impact climate change due to increased traffic.	Potential for the project to impact climate change due to traffic.	Potential for the project to impact climate change due to traffic.	Potential for the project to impact climate change due to traffic.	Potential for the project to impact climate change due to traffic.
							Measure	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**
Landscape Composition (5%)	5%	Impacts to the landscape composition (100%)	100%	High Impacts (1) to Low Impacts (5)	5.0%	1.3%	Description	Minor impacts to landscape composition anticipated.	Minor impacts to landscape composition anticipated.	Minor impacts to landscape composition anticipated.	Minor impacts to landscape composition anticipated.	Minor impacts to landscape composition anticipated.
							Measure	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**
Recreational Trails / Active Transportation Networks (5%)	5%	Impacts to trails and active transportation networks (100%)	100%	High Impacts (1) to Low Impacts (5)	5.0%	1.3%	Description	Minor impacts to trails and active transportation networks.	Minor impacts to trails and active transportation networks.	Minor impacts to trails and active transportation networks.	Minor impacts to trails and active transportation networks.	Minor impacts to trails and active transportation networks.
							Measure	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts	Moderate-Low Impacts
							Score (/5)	**4.0**	**4.0**	**4.0**	**4.0**	**4.0**
							Weighted Score	**1.0**	**1.0**	**1.0**	**1.0**	**1.0**
Score for Socio-Economic Environment Category (Out of 5)								**4.10**	**4.05**	**4.03**	**4.04**	**4.04**
Overall Weighted Score for Socio-Economic Environment Category (Out of 25)								**20.50**	**20.25**	**20.13**	**20.20**	**20.20**

5 — Very Good, Low Complexity, No/Low Impacts
3
1 — Very Poor, High Complexity, High Impacts

Indicator not Decision Relevant

Factor		Indicator		Measure	Weighting: Weighting By Category	Weighting: Overall Weighting	Description	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 4A
CATEGORY - CULTURAL ENVIRONMENT (5%)												
Archaeological (St. 1 AA) (50%)	50%	Impact to land with archaeological potential (100%)	100%	High Impacts (1) to No Impacts (5)	50.0%	2.5%	Description	No impacts to archaeological resources anticipated.	No impacts to archaeological resources anticipated.	No impacts to archaeological resources anticipated.	No impacts to archaeological resources anticipated.	No impacts to archaeological resources anticipated.
							Measure	No Impacts	No Impacts	No Impacts	No Impacts	No Impacts
							Score (/5)	**5.0**	**5.0**	**5.0**	**5.0**	**5.0**
							Weighted Score	**2.5**	**2.5**	**2.5**	**2.5**	**2.5**
Built Heritage Features and Cultural Heritage Landscapes (50%)	50%	Impacts to built heritage features and cultural heritage landscapes (100%)	100%	High Impacts (1) to No Impacts (5)	50.0%	2.5%	Description	No impacts to built heritage features and cultural heritage landscapes anticipated.	No impacts to built heritage features and cultural heritage landscapes anticipated.	No impacts to built heritage features and cultural heritage landscapes anticipated.	No impacts to built heritage features and cultural heritage landscapes anticipated.	No impacts to built heritage features and cultural heritage landscapes anticipated.
							Measure	No Impacts	No Impacts	No Impacts	No Impacts	No Impacts
							Score (/5)	**5.0**	**5.0**	**5.0**	**5.0**	**5.0**
							Weighted Score	**2.5**	**2.5**	**2.5**	**2.5**	**2.5**
Score for Cultural Environment Category (Out of 5)								**5.00**	**5.00**	**5.00**	**5.00**	**5.00**
Overall Weighted Score for Cultural Environment Category (Out of 5)								**5.00**	**5.00**	**5.00**	**5.00**	**5.00**
CATEGORY - COST (10%)												
Construction Costs (100%)	100%	Capital Cost (100%)	100%	Proportional to Lowest Cost (5)	100.0%	10.0%	Description	Preliminary Construction Cost Estimate: $160M	Preliminary Construction Cost Estimate: $202M	Preliminary Construction Cost Estimate: $212M	Preliminary Construction Cost Estimate: $213M	Preliminary Construction Cost Estimate: $213M
							Measure	Lowest Cost	High Cost	Highest Cost	Highest Cost	Highest Cost
							Score (/5)	**5.0**	**4.0**	**3.77**	**3.75**	**3.75**
							Weighted Score	**10.0**	**7.9**	**7.5**	**7.5**	**7.5**
Score for Cost Category (Out of 5)								**5.00**	**3.96**	**3.77**	**3.75**	**3.75**
Overall Weighted Score for Cost Category (Out of 10)								**10.00**	**7.92**	**7.54**	**7.50**	**7.50**
Total Weighted Average Score							**/5**	**3.57**	**3.72**	**4.10**	**4.12**	**4.10**
Overall Total Score							**/100**	**71.34**	**74.47**	**81.95**	**82.46**	**82.05**

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Appendix G

Landscape Concept Plan

LEGEND:

- MTO ROW
- 10m ROADSIDE CLEARANCE SET BACK
- EXISTING VEGETATION TO REMAIN
- EXISTING MARSH LAND
- OPPORTUNITY FOR LANDSCAPE ENHANCEMENT WITH PLANTING
- OPPORTUNITY FOR VISUAL SCREENING
- OPPORTUNITY FOR ENHANCED INTERCHANGE HIGH PLANTING
- OPPORTUNITY FOR ENHANCED INTERCHANGE LOW PLANTING
- ROADSIDE DESIGNS INCLUDING DITCHES
- OPPORTUNITY FOR ROADSIDE LANDSCAPE ENHANCEMENT - MIX PLANTING
- OPPORTUNITY FOR ROADSIDE LANDSCAPE ENHANCEMENT - LOW PLANTING (SLOPE STABILIZATION)
- HEART LAKE WETLAND COMPLEX
- CULVERT TREATMENT

NOTES:

THIS LANDSCAPE CONCEPT PLAN IS PRELIMINARY AND WILL BE FURTHER REFINED AND CONFIRMED DURING THE DETAIL DESIGN PHASE OF THE PROJECT.

AECOM Ontario Ministry of Transportation	HIGHWAY 410 IMPROVEMENTS PRELIMINARY DESIGN - CLASS EA 2025-E-0030	HIGHWAY 410 PRELIMINARY DESIGN - LANDSCAPE CONCEPT PLAN -	Scale: 1:5000 Date: June 2025

SHEET 1

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Appendix H

Proposed Roadway Drainage and Stormwater Management Plan

MATCHLINE 2

VODDEN STREET

WILLIAMS PARKWAY

FRANCESCHINI DRIVE (PEDESTRIAN BRIDGE)

MATCHLINE 8

EXISTING MUNICIPAL STORM SEWER

S12

S13

S9

S10

POND 2

HRP 1.6

HRP 1.7

PROPOSED WET POND (WATER QUALITY POND)

HRP 1.8

15+100 15+200 15+300 15+400 15+500 15+600 15+700 15+800 15+900 16+000 16+100 16+200

6000 | 1.23ha | 72%

7000 | 4.52ha | 46%

8000 | 3.12ha | 81%

LEGEND

- CATCHMENT BOUNDARY
- S1 GRASS SWALE WITH SWALE ID
- EXISTING STORM SEWERS
- PROPOSED STORM SEWERS
- WATERCOURSE CROSSING/CULVERT
- PROPERTY LINE
- POND CATCHMENT
- IMPERVIOUS/PAVEMENT AREA TREATED BY POND
- IMPERVIOUS/PAVEMENT AREA TREATED BY SWALE
- MINOR FLOW
- MAJOR FLOW ROUTE
- C2 MTO CULVERT/CROSSING ID
- 220 | 1.3ha | 30% CATCHMENT ID / DRAINAGE AREA/IMPERVIOUSNESS
- HRP HYDROLOGIC REFERENCE POINT

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Ontario Ministry of Transportation

HIGHWAY 410 IMPROVEMENTS FROM SOUTH OF QUEEN STREET TO NORTH OF BOVAIRD DRIVE
PRELIMINARY DESIGN & CLASS EA STUDY

PROPOSED CONDITIONS
ROADWAY DRAINAGE & STORMWATER MANAGEMENT CONCEPT PLAN

SCALE: 1:3000
25m 0m 100m

DATE: FEBRUARY 2025

FILENAME: C:\Users\Zawiszad\OneDrive – AECOM\04-CAD\SHEETS\FIG-5-RD-DRN-P.dwg
PLOTDATE: Feb 17, 2025 – 2:37pm

FRANCESCHINI DRIVE
(PEDESTRIAN BRIDGE)

BOVAIRD DRIVE EAST

MATCHLINE 3

MATCHLINE 4

PROPOSED SUPERPIPE STORAGE 137cu.m.

HIGH POINT

CONTROL MH

LOW POINT

LOW POINT

LOW POINT

HRP 1.9

OUTLET 2

OUTLET 3

S15

S14

POND 3

NEPEAN PL

NATALIE CT

EXISTING 750mm STORM SEWER (BY CITY OF BRAMPTON)

EXISTING 1050mm STORM SEWER (BY CITY OF BRAMPTON)

PROPOSED DRY POND

9000	2.804ha	71%
12000	2.1ha	53%
14100	1.7ha	54%
14000	2.57ha	61%
13000	4.25ha	48%

16+200 16+300 16+400 16+500 16+600 16+700 16+800 16+900 17+000 17+100 17+200 17+300

LEGEND

- CATCHMENT BOUNDARY
- S1 GRASS SWALE WITH SWALE ID
- EXISTING STORM SEWERS
- PROPOSED STORM SEWERS
- WATERCOURSE CROSSING/CULVERT
- PROPERTY LINE
- POND CATCHMENT
- IMPERVIOUS/PAVEMENT AREA TREATED BY POND
- IMPERVIOUS/PAVEMENT AREA TREATED BY SWALE
- MINOR FLOW
- MAJOR FLOW ROUTE
- C2 MTO CULVERT/CROSSING ID
- 220 / 1.3ha / 30% CATCHMENT ID / DRAINAGE AREA/IMPERVIOUSNESS
- HRP HYDROLOGIC REFERENCE POINT

AECOM

Ontario Ministry of Transportation

HIGHWAY 410 IMPROVEMENTS FROM SOUTH OF QUEEN STREET TO NORTH OF BOVAIRD DRIVE
PRELIMINARY DESIGN & CLASS EA STUDY

PROPOSED CONDITIONS
ROADWAY DRAINAGE & STORMWATER MANAGEMENT CONCEPT PLAN

SCALE: 1:3000
25m 0m 100m

DATE: FEBRUARY 2025

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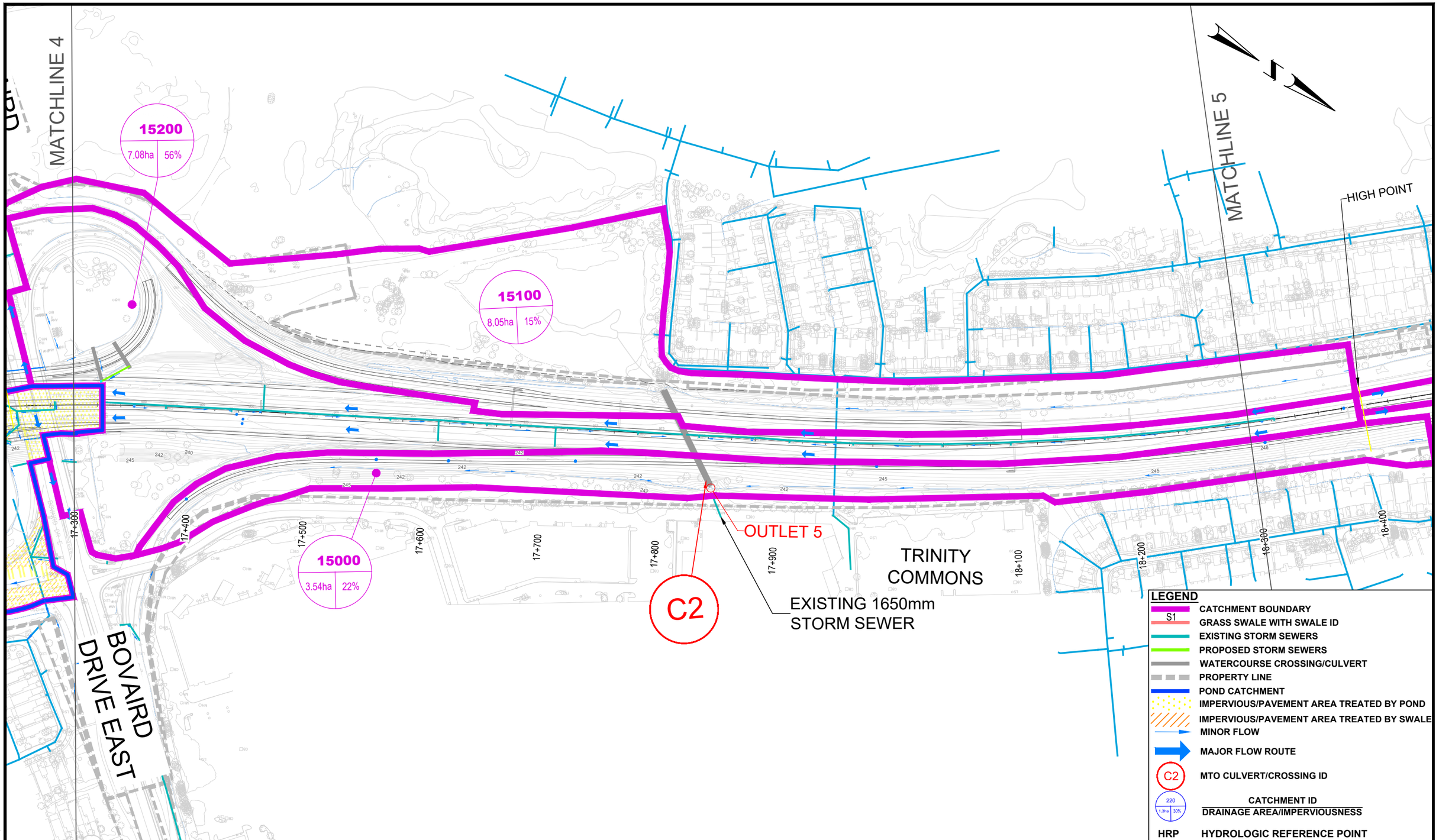

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Ontario Ministry of Transportation

HIGHWAY 410 IMPROVEMENTS FROM SOUTH OF QUEEN STREET TO NORTH OF BOVAIRD DRIVE
PRELIMINARY DESIGN & CLASS EA STUDY

PROPOSED CONDITIONS
ROADWAY DRAINAGE & STORMWATER
MANAGEMENT CONCEPT PLAN

SCALE: 1:3000
25m 0m 100m

DATE:
FEBRUARY 2025

FILENAME: C:\Users\ZawiszaD\OneDrive – AECOM\04-CAD\SHEETS\FIG-5-RD-DRN-P.dwg
PLOTDATE: Feb 17, 2025 – 2:39pm

MATCHLINE 5

HIGH POINT

C3

C4

C5

OUTLET 6

SPRING CREEK TRIBUTARY

SANDALWOOD PARKWAY

16100
1.05ha | 90%

17100
0.3ha | 100%

16000
1.9ha | 36%

17000
1.3ha | 20%

18+300 18+400 18+500 18+600 18+700 18+800 18+900 19+000 19+100 19+200 19+300 19+400

LEGEND

- CATCHMENT BOUNDARY
- S1 GRASS SWALE WITH SWALE ID
- EXISTING STORM SEWERS
- PROPOSED STORM SEWERS
- WATERCOURSE CROSSING/CULVERT
- PROPERTY LINE
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- IMPERVIOUS/PAVEMENT AREA TREATED BY POND
- IMPERVIOUS/PAVEMENT AREA TREATED BY SWALE
- MINOR FLOW
- MAJOR FLOW ROUTE
- C2 MTO CULVERT/CROSSING ID
- 220 / 1.3ha | 30% — CATCHMENT ID / DRAINAGE AREA/IMPERVIOUSNESS
- HRP HYDROLOGIC REFERENCE POINT

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PLOTDATE: Feb 17, 2025 – 2:40pm

AECOM

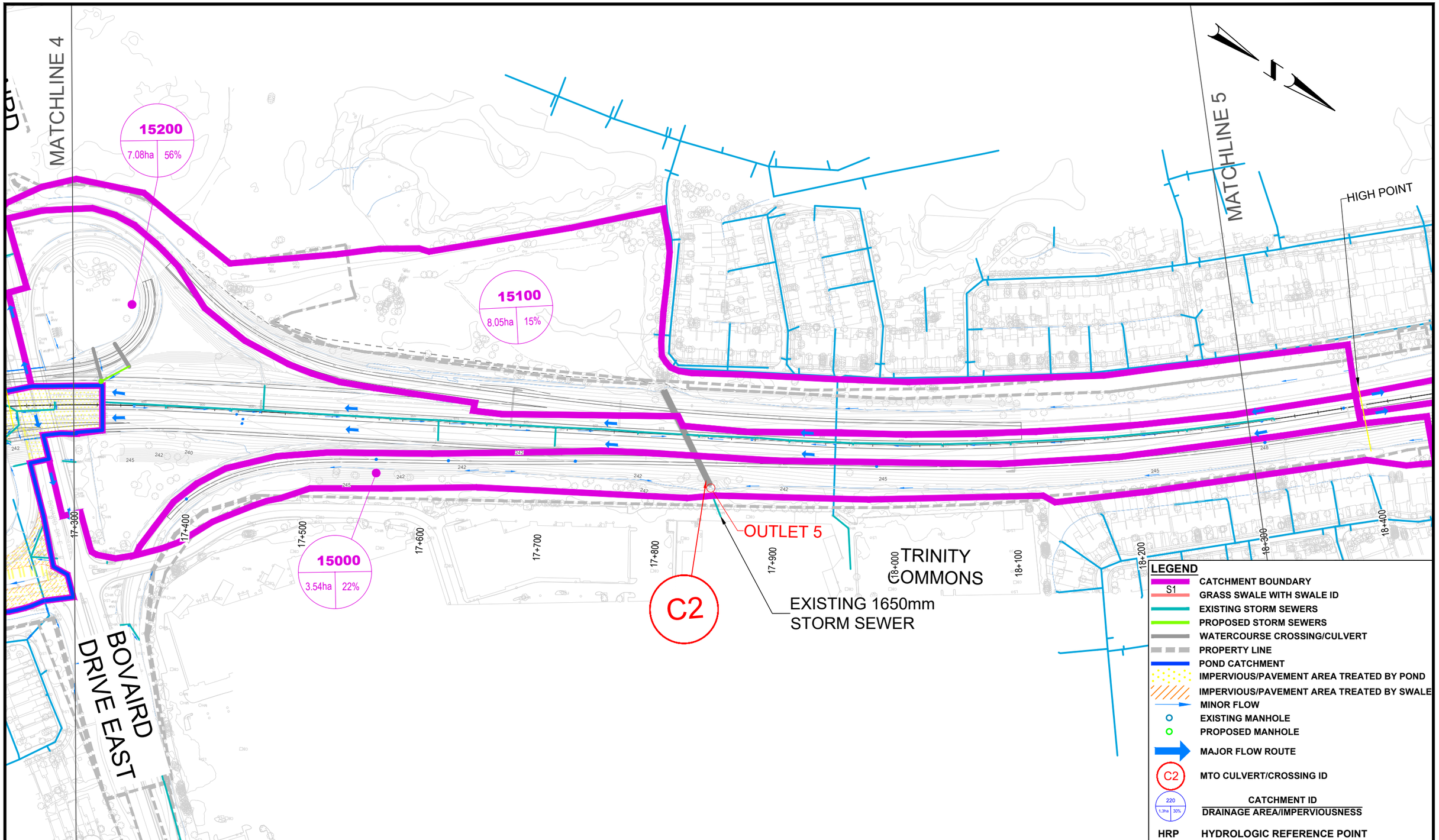
Ontario Ministry of Transportation

HIGHWAY 410 IMPROVEMENTS FROM SOUTH OF QUEEN STREET TO NORTH OF BOVAIRD DRIVE
PRELIMINARY DESIGN & CLASS EA STUDY

PROPOSED CONDITIONS
ROADWAY DRAINAGE & STORMWATER MANAGEMENT CONCEPT PLAN

SCALE: 1:3000
25m 0m 100m

DATE: FEBRUARY 2025



PLOTDATE: Aug 05, 2025 – 3:12pm

AECOM

Ontario Ministry of Transportation

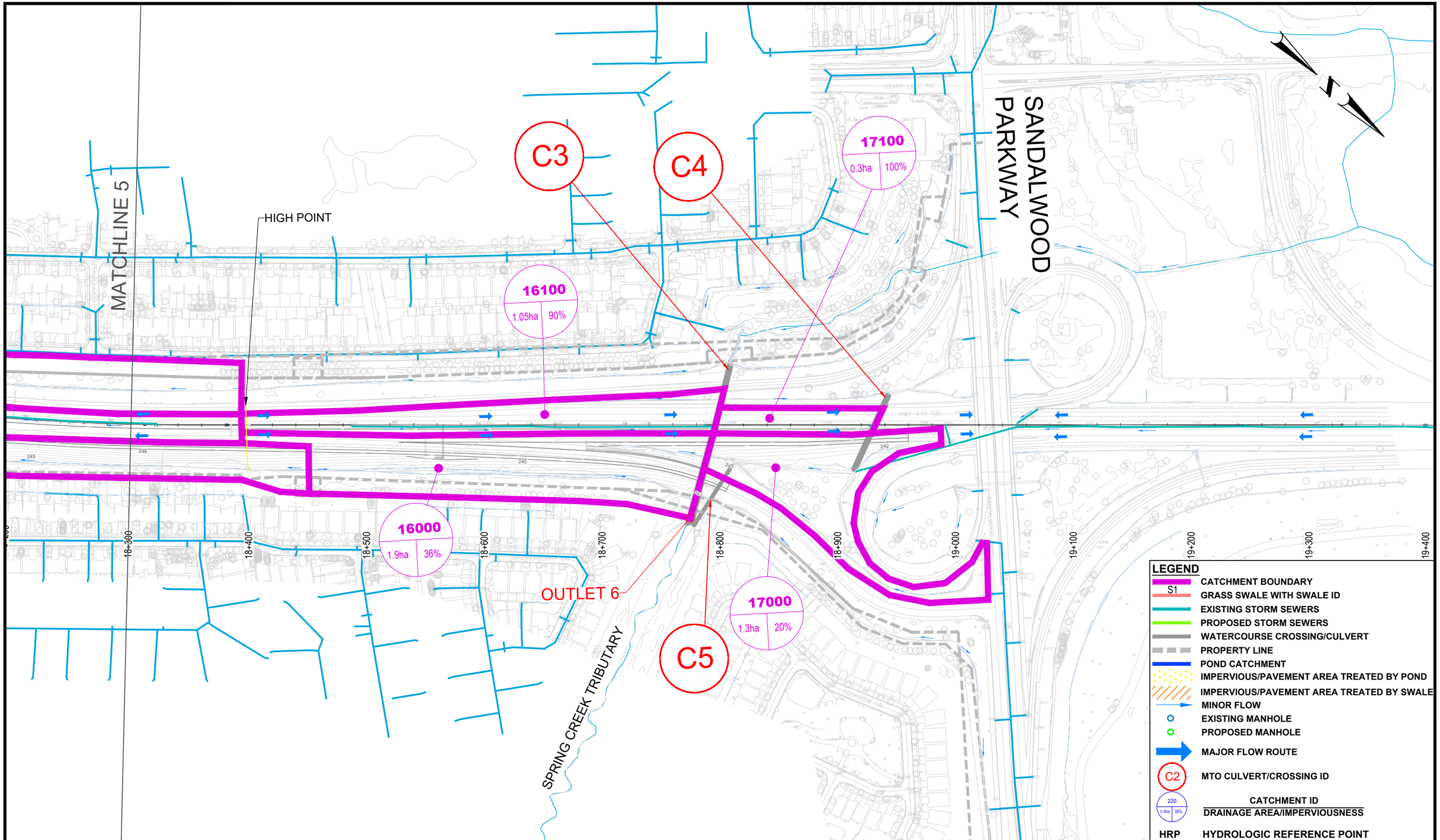
HIGHWAY 410 IMPROVEMENTS FROM SOUTH OF QUEEN STREET TO NORTH OF BOVAIRD DRIVE PRELIMINARY DESIGN & CLASS EA STUDY

PROPOSED CONDITIONS
ROADWAY DRAINAGE & STORMWATER MANAGEMENT CONCEPT PLAN

SCALE: 1:3000
25m 0m 100m

DATE:
FEBRUARY 2025

FIGURE
5.6



AECOM

Ontario Ministry of Transportation

HIGHWAY 410 IMPROVEMENTS FROM SOUTH OF QUEEN STREET TO NORTH OF BOVAIRD DRIVE PRELIMINARY DESIGN & CLASS EA STUDY

PROPOSED CONDITIONS
ROADWAY DRAINAGE & STORMWATER MANAGEMENT CONCEPT PLAN

SCALE: 1:3000
25m 0m 100m

DATE: FEBRUARY 2025

FIGURE 5.7

PLOTDATE: Aug 05, 2025 – 3:14pm