

CT #	To/From /Organization	Format (Email, Phone, Fax)	Topic / Theme Discussed	Date Comment/ Question/ Request Received	Comment/ Question/ Request	Comment Response	Status / Action Required
TESR_001	To: Highway 410 Queen to Bovaird Project Team From: N/A	Email [REDACTED]	TESR Appendices	May 14, 2026	Good morning Where can I find the Appendices? Thank you	Hello, Please note the appendices should now be visible on the project website at the following link: https://hwy410queentobovaird.ca/documents-links/ . We apologize for their delay in publication. Please reach out if you have any other questions or concerns. Thank you, Project Team	Sent on May 15, 2026
TESR_002	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Web Form [REDACTED]	Add to Project Contact List	May 14, 2026	Email: [REDACTED]	No response needed. Contact added to Project Contact List.	Complete May 15, 2026
TESR_003	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED] [REDACTED]	Email [REDACTED] [REDACTED]	Update Project Contact List	May 19, 2026	Hi: Can we unsubscribe: [REDACTED] And subscribe: [REDACTED] please? Thanks. [REDACTED] Metrolinx	Hello, Please note we have removed [REDACTED] from our contact list and added [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	Sent on May 26, 2026
TESR_004	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED] [REDACTED]	Web Form [REDACTED]	HOV Lanes	May 22, 2026	Heading south on 410, south of queen, there is approximately 500m of unused and unmarked pavement leading up to the beginning of the southbound HOV lane. Curious why the HOV lane wasn't started sooner, utilizing that length of pavement (installed during the completion of the 410). Doing so would allow traffic to disperse sooner into the HOV lane, potentially	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 existing southbound HOV lane was designed to begin at a point that gives vehicles entering Highway 410 from Queen Street and Clark Boulevard enough distance to safely change lanes and access the HOV lane, while minimizing merging and weaving conflicts. Once construction is complete, the	Sent on June 24, 2026

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					accommodating a larger volume of traffic in that area.	southbound HOV lanes will have continuity from Bovaird Drive all the way to Highway 401. 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) 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	
TESR_005	To: Highway 410 Queen to Bovaird Project Team From: N/A	Web Form [REDACTED]	Add to Project Contact List	May 23, 2026	Email: [REDACTED]	No response needed. Contact added to Project Contact List.	Complete May 25, 2026
TESR_006	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED] [REDACTED]	Web Form [REDACTED]	Noise	May 24, 2026	While I am in favour of widening Hwy 410 I am also greatly concerned about the increased noise of highway traffic. Presently, I awake every morning at approximately 5:30 am with the increased volume of noise and that's with my windows closed. It's TOTALLY, impossible for my family to sleep with the windows open during the summer. Increasing the height of the noise walls should weigh heavily in this particular area.	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 traffic noise assessment was 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 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 into detail design and construction. Further details can be found in Section 4.2.2 of the TESR (Transportation Environmental Study Report) located here: https://hwy410queentobovaird.ca/documents-links/ If you have any other questions, please feel free to reach out to the Project Team at your earliest convenience.	Sent on June 24, 2026

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						Thank you, The Project Team	
TESR_007	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Email [REDACTED]	Project Limits	May 25, 2026	This study is too small. Needs to be widened to Mayfield to accommodate trucks!!! You obviously have never tried to drive north on 410 anytime from 3:30 through rush hour any day of the week! Sent from my iPhone	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. No widenings north of Bovaird Drive or south of Queen Street have been identified as part of the recommended plan. The additional growth anticipated as a result of approved development in areas adjacent to the highway has been considered in determining the recommended plan. Specifically, the traffic analysis has considered forecast traffic volumes throughout the study area, up to and including the year 2041. 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	Sent on June 24, 2026
TESR_008	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Email [REDACTED]	Noise	May 26, 2026	My home backs on to the 410 - east side of 410 - north of Queen - south of Williams Parkway. That stretch of road is congested even at 3 in the morning so yes, improvement is definitely needed- but at what cost? More noise, exhaust emission, ground level ozone? The noise from this highway is unbearable to the point that our windows are never open. Never! What I don't understand is why some neighbourhoods north of us have noise barrier walls and we don't. I can't only surmise that our neighbourhood is the oldest and was never a consideration when the highway was put in whereas the newer developments obviously had to have them put up to make the homes sellable. You must agree that noise barrier walls need	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 traffic noise assessment was 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 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 into detail design and construction. Further details can be found in Section 4.2.2 of the TESR (Transportation Environmental Study Report) located here: https://hwy410queentobovaird.ca/documents-links/	Sent on June 24, 2026

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					to be part of this 410 improvement project. Your thoughts? ██████████	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	
TESR_009	To: Highway 410 Queen to Bovaird Project Team From: ██████████	Web Form ████████████████████	Traffic	May 26, 2026	In the Preliminary Design and Class Environmental Assessment Study (W.O. #17-20005) Conclusions, section 5.6 Summary of Problems and Opportunities, there was no mention of the congestion/collision risks in the Hwy.410 northbound lanes caused by the forced exit lanes at Clark & Queen. These cause many drivers to cut into the lane to their left, at the last minute, with accompanying risks. This issue is exacerbated by the small quantity of GPL's at these points. I do see that 7.1.2 Alternative 2 includes Extension of the SCL from Steeles Avenue (Ramp W-N) to a forced exit at Clark Boulevard and 7.1.3 Alternative 3 includes Extension of the GPL from its current terminus (forced exit to Queen Street) to Williams Parkway. BUT As far as I can tell, 8.1 Summary of the Recommended Plan does not include Extension of the GPL from Clark, ie. there is no forced exit at Clrk. Is only does so from Queen. That will cause a big bottleneck at Clark and between Clark and Queen. How would you like to recieve study notices? (e-mail)	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 includes extension of the speed change lane (SCL) from Steeles Avenue (ramp from west to north) to a forced exit at Queen Street. This shifts the existing forced exit at Clark Blvd to Queen Street. The existing force exit at Queen becomes an additional GPL from Queen Street to Williams Parkway. These are in addition to the new northbound HOV lane. The recommended plan is anticipated to have considerable improvements to traffic operations, bottlenecks and merging/weaving in the northbound direction. 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	Sent on June 24, 2026
TESR_010	To: Highway 410 Queen to Bovaird Project Team From: N/A	Web Form ████████████████████	Add to Project Contact List	May 27, 2026	Email: ████████████████████	<i>No response needed. Contact added to Project Contact List.</i>	Complete May 28, 2026
TESR_011	To: Highway 410 Queen to	Web Form ████████████████████	Timelines	May 27, 2026	To Whom It May Concern, This project should have happened over 10	Hello ██████,	Sent on June 24, 2026

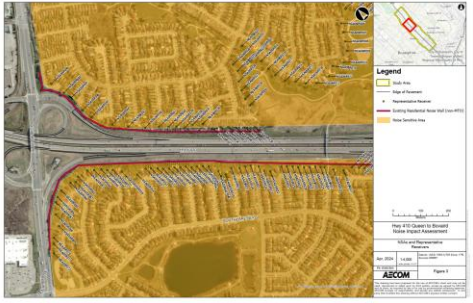
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	Bovaird Project Team From: [REDACTED]				years ago when the initial construction of widening the 410 and adding the HOV lanes occurred! the fact that only Queen to Bovaird is being done is ridiculous...Northbound, the widening should happen from Clark all the way to past Mayfield...And Southbound it should extend the entire length from Mayfield to Steeles where the HOV lanes currently start...By not doing this now, the need for it to be done years from will exist and the congestions and bottlenecking that currently occurs at Clark (Northbound) will happen at Bovaird and Southbound from Mayfield to Steeles the congestion and bottlenecking will continue as it currently does...The government needs to have a better foresight and vision for the future so the current problems aren't repeated.	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 need for additional lanes (capacity) on Highway 410 was assessed using forecasted traffic volumes and operational analyses for the existing and future conditions. These analyses considered anticipated growth resulting from approved development within and surrounding the study area. The traffic study also evaluated lane continuity, lane balancing, and merge/diverge operations along the corridor. The recommended lane additions and lane drops were strategically located to provide gradual transitions and maintain acceptable traffic operations throughout the corridor. In the northbound direction, the operational improvements start north of Steeles Avenue with the HOV lane extension and an additional general-purpose lane. The northbound improvements continue through Bovaird Drive with an additional general-purpose lane that terminates south of Sandalwood Parkway. In the southbound direction, the HOV lane is proposed to extend from Bovaird Drive to the current start of the HOV lane near Orenda Road. Furthermore, one additional general-purpose lane will be added from Bovaird Drive to Queen Street. The proposed design does not preclude future extensions of the northbound and southbound HOV lanes north of Bovaird Drive, should future traffic demands warrant further improvements. 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	
TESR_012	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Email [REDACTED]	Widening	May 28, 2026	To the honorable Mr. Patel, Mr. Sorochinsky P. Eng., I can speak as a resident of Brampton working in Beamsville that the information received of the Hwy 410 widening is welcome news. It has baffled me on the day-to-day afternoon drive home in the 410 'parking lot' to understand the initial evaluations	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 need for additional lanes (capacity) on Highway 410 was assessed using forecasted traffic volumes and operational analyses for the existing and future conditions. These analyses considered anticipated growth resulting from approved development within and surrounding the study area.	Sent on June 24, 2026

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					performed years ago when the initial widening of Hwy 410 took place. There seems no recognition and/or consideration of future city growth and associated traffic volumes when this was performed, let alone the coordination with the City of Brampton. The funneling of the current 7 lanes starting from Steeles down to 3 lanes at Queen Street is mind boggling to say the least. Furthermore, these designs do not consider errant traffic flow from what I would consider ‘inconsiderate’ drivers that make use of exit lanes to circumvent main traffic flow, only to create more congestion when they merge downstream. Your proposed plan to widen to 10 lanes up to Bovaird, in my opinion, will only transpose this problem from Queen to Bovaird and aggravate the problem with more lanes funneling to a smaller subset of lanes with the same merging problems as we see today. It would make more sense to include additional widening (not necessarily to 10 lanes) of the highway to, at least, Sandalwood Pkwy. I will leave this feedback for your review. It is my hope that the wheels of government can turn marginally faster through this assessment to positive result that will relieve the current traffic chaos that exists day to day on Hwy 410. Respectfully ██████████	The traffic study also evaluated lane continuity, lane balancing, and merge/diverge operations along the corridor. The recommended lane additions and lane drops were strategically located to provide gradual transitions and maintain acceptable traffic operations throughout the corridor. In the northbound direction, the operational improvements start north of Steeles Avenue with the HOV lane extension and an additional general-purpose lane. The northbound improvements continue through Bovaird Drive with an additional general-purpose lane that terminates south of Sandalwood Parkway. In the southbound direction, the HOV lane is proposed to extend from Bovaird Drive to the current start of the HOV lane near Orenda Road. Furthermore, one additional general-purpose lane will be added from Bovaird Drive to Queen Street. The proposed design does not preclude future extensions of the northbound and southbound HOV lanes north of Bovaird Drive, should future traffic demands warrant further improvements. 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	
TESR_013	To: Highway 410 Queen to Bovaird Project Team From: N/A	Email ██████████	Add to Project Contact List	May 28, 2026	Email: ██████████	<i>No response needed. Contact added to Project Contact List.</i>	Complete June 3, 2026

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TESR_002 Cont.	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Web Form [REDACTED]	Add to Project Contact List	June 1, 2026	Email: [REDACTED]	<i>No response needed. Contact added to Project Contact List.</i>	Complete June 3, 2026
TESR_014	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED] [REDACTED]	Web Form [REDACTED]	Noise and Air Quality	June 3, 2026	Will they install noise and wind wall before beginning work and was air quality checked. They are at the limit from my property line to hwy .	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 traffic noise assessment was completed for this project and 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 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 into detail design and construction. Further details can be found in Section 4.2.2 of the TESR (Transportation Environmental Study Report) located here: https://hwy410queentobovaird.ca/documents-links/ An Air Quality Impact Assessment was also completed for the project. This assessment evaluated current and future air quality at sensitive and critical locations, including residential properties within a 500-metre buffer of the highway. The study considered a range of contaminants such as nitrogen dioxide, carbon monoxide, sulphur dioxide, particulate matter, and benzene. The project's contribution is expected to be small and, for most contaminants, below the established criteria. During construction, best management practices will be implemented to minimize dust and emissions. These may include using dust suppressants, covering trucks, adjusting work schedules during adverse weather, and using temporary wind screens or fences as needed. Regarding your property, property impacts and acquisitions will be finalized during the Detail Design phase. If your property is directly impacted by the project, you will be consulted about any required property taking and the compensation process.	Sent on June 24, 2026

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						If you have any other questions, including specific property questions, please feel free to reach out to the Project Team at your earliest convenience. Thank you, The Project Team	
TESR_016	To: Highway 410 Queen to Bovaird Project Team From:   Peel Region	Email  	Highway Design	June 9, 2026	Hello Project Team MTO, I tried to submit Peel W&WW comments on Friday and the email bounced back, is there a trusted site where documentation can be uploaded? Peel is provided As Built Drawings and Utility conflicts. Regards, 	Hello, Please send your email and attachments to  Thank you, Project Team	Sent on June 11, 2026
TESR_018	To: Highway 410 Queen to Bovaird Project Team From:  	Email 	Noise	June 12, 2026	Dear Mr. Patel/Mr. Sorochinsky Further to the issuance of the TESR regarding the extension of Highway 410, I would like to address the lack of replacement for the concrete walls for the residences that run along the off-ramps from Highway 410 to Bovaird Drive. I, along with a neighbour, attended the Public Information Centre on May 29, 2024. At that time we had a lengthy conversation with the Noise Specialist and it was obvious that there was no intention to address the issue of the walls affecting our properties. It was simply due diligence to hold the meeting, and the decision to install new noise barriers on the west side of Highway 410 between Vodden Street and Williams Parkway had already been made, while the noise barriers (which are	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 acknowledge your concerns about the lack of replacement for the concrete noise barriers adjacent to your properties and the ongoing impact of traffic noise and vibration. Your comments regarding the proximity of your homes to the off-ramp and the deteriorating condition of the existing barriers have been carefully reviewed. The Noise Impact Assessment Report for the Highway 410 project included an evaluation of all Noise Sensitive Areas (NSAs) within the study limits, which extend from south of Queen Street to north of Bovaird Drive. This assessment included the off-ramps as part of the highway corridor. For NSA06, which covers the residential properties along the off-ramp to Bovaird Drive ( , the report provides the following findings: • Predicted Noise Levels: The predicted 24-hour equivalent sound levels (Leq, 24hr) for NSA06 ranged	Sent on June 24, 2026

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					not really noise barriers) on our properties were not even in the conversation. Reviewing the TESR report with regard to this issue alone, nothing has changed. Based on Figure 4-5: Noise Sensitive Areas: it seems any noise issues were not even considered for our properties (NSA06), even though our properties are only about 10 feet from the off ramp. The current disrepair of the current concrete barriers are based, not just on wear and tear, but constant vibration over the years from traffic and trucks idling as they wait to turn onto Bovaird Drive. This should absolutely be an MTO issue. I would urge the Project Team along with MTO officials to reconsider our properties in the assessment. Thank you. Regards,  Dear Mr. Patel/Mr. Soroichinsky I wanted to add another comment to my previous e-mail, as follows: The study limits for the Preliminary Design and Class Environmental Assessment (EA) Study for Highway 410 were to extend from South of Queen Street to North of Bovaird Drive. Based on these limits, the assessment should have included the off ramp from Highway 410 to Bovaird Drive. In Ontario, the legal definition of a "highway" includes entrance and exit ramps. I would therefore request that for the noise assessment, if you could please provide me with your actual decibel level readings for the area that includes the residential properties along the off ramp from the highway to Bovaird Drive (believe this is NSA06). Perhaps they are in the report and I simply cannot find them, as it is a lengthy	from 50.6 dBA to 65.5 dBA without the project, and from 50.0 dBA to 64.5 dBA with the project. • Change in Noise Levels: The highest change in noise levels due to the project for NSA06 was 2.4 dB, which is below the Ministry of Transportation Ontario (MTO) threshold for considering noise mitigation (5 dB). • Mitigation Criteria: According to the MTO Environmental Guide for Noise, noise mitigation is only investigated if the predicted noise level is 65 dBA or higher and/or if the project results in a noise increase of 5 dB or more. In NSA06, while some locations approached the 65 dBA threshold, the change due to the project was less than 5 dB, and therefore, per MTO policy, further noise mitigation (such as new or replacement barriers) was not warranted. We have included a map of the noise receptors utilized for the study so you may investigate their proximity to your house. As previously discussed at the PIC, the noise barriers adjacent to your properties along the off-ramp are developer built and not owned by the MTO. Therefore, these barriers are not subject to MTO maintenance or repair programs. Responsibility for the upkeep and repair of these barriers rests with the property owner or the relevant municipal authority, not the MTO. Thank you for your input and for taking the time to review the Technical Environmental Study Report. Sincerely, The Project Team AECOM	

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					report. Once again it seems the only area designated for remediation of noise is NSA03, which was also identified at the Public Meeting, so it seems this was decided before the actual assessment was performed. Thank you.		
TESR_019	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED] Ministry of Citizenship and Multiculturalism	Email [REDACTED]	Cultural Heritage and Archaeology	June 17, 2026	Good afternoon Parshad, Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Notice of Completion for the above-referenced project. I have attached MCM's comments here. My apologies for the delay in getting these to you. If you have any questions or if any of the comments enclosed require clarification, please do not hesitate to contact me. Thank you, [REDACTED] Dear Parshad Patel: Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Notice of Completion for the above-referenced project. MCM's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage. Project Summary The Ontario Ministry of Transportation (MTO) has retained AECOM Canada ULC. (AECOM) to undertake a Preliminary Design and Class Environmental Assessment (EA) Study for Highway 410 Improvements. The	Hello [REDACTED], Thank you for sharing the Ministry of Citizenship and Multiculturalism's (MCM) comments on the Highway 410 Queen Street to Bovaird Drive Project's Statement of Completion and Transportation Environment Study Report (TESR). The Ministry appreciates the comments regarding Archaeological resources and our team is actively working to address MCM's June 30th comments on the Stage 1 Archaeological Assessment Report and aims to resubmit the Report in September. Any further stages of archaeological assessment required for the Project such as Stage 2 Assessment will be completed as early as possible during Detail Design and prior to any ground disturbing activities. A response to MCM's comments on the draft Cultural Heritage Resource Assessment Report (CHRAR) was issued by MTO's Heritage policy analyst on January 18, 2024 and the CHRAR has been finalized in keeping with that response. If MCM would like a copy of the Final CHRAR for their records, please let us know. Sincerely, The Project Team	Sent on September 9, 2026

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					study limits extend from South of Queen Street to North of Bovaird Drive. The study includes widening of Highway 410 to provide additional mainline capacity in each direction through reconstruction of the existing median and lanes. The implementation of dedicated High Occupancy Vehicle (HOV) lanes has been considered to provide continuation northerly of the existing HOV lane termination south of Clark Boulevard. In addition, the Study included an 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. The study followed the approved planning process for a Group 'B' project under the MTO Class Environmental Assessment for Provincial Transportation Facilities (amended 2000) (Class EA).. Comments We have reviewed the Highway 410 Improvements from South of Queen Street to North of Bovaird Drive – Preliminary Design and Class Environmental Assessment Study (W.O. #17-20005) Transportation Environment Study Report prepared by AECOM Canada Ltd., dated April, 2026 (TESR) and have the following and recommendations to support MTO in fulfilling its responsibilities under the Ontario Heritage Act and the requirements under the Environmental Assessment Act and the Class EA : Please note that the Standards and Guidelines for Conservation of Provincial Heritage Properties (S&G), prepared pursuant to Section 25.2 of the Ontario Heritage Act (OHA), came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is		

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					owned or controlled by the Crown in right of Ontario or by a prescribed public body. Archaeological Resources Our records indicate that a Stage 1 archaeological assessment (AA) (under Project Information Form (PIF) number [REDACTED]) has been submitted to MCM and is currently under review. Please note that archaeological concerns have not been fully addressed until reports have been entered into the Ontario Public Register of Archaeological Reports ('the Register') where those reports recommend that: 1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through excavation or an avoidance and protection strategy. The findings and recommendations of the Stage 1 AA report should be considered preliminary at this time. Approval authorities and/or proponents should wait to receive the MCM's written confirmation that the archaeological assessment report(s) has been entered into the Register before issuing a decision or proceeding with any ground disturbing activities. The letter will also indicate either that there are no further concerns for impacts to archaeological resources or articulate next steps to mitigate any concerns. Proponents must follow the recommendations of the archaeological assessment reports. MCM recommends that further stages of archaeological assessment (if recommended) be undertaken as early as possible during detailed design and prior to any ground disturbing activities. Section 9.3.1.1 of the TESR states that a Stage 2 archaeological assessment will be completed.		

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					MCM recommends that the Stage 2 archaeological assessment along with further stages of archaeological assessment (if recommended) be undertaken as early as possible during detailed design and prior to any ground disturbing activities. Built Heritage Resources and Cultural Heritage Landscapes On January 8, 2024, MCM provided comments on the Draft Cultural Heritage Resource Assessment Report (CHRAR): Built Heritage Resources & Cultural Heritage Landscapes (dated September 2023, by AECOM Canada Ltd.) prepared for this project. The report identified no previously identified or potential built heritage resources or cultural heritage landscapes, and, as a result, no mitigation measures were included. MCM found that the report is overall consistent with the requirements, guidance and standards of the MCEA and with best practice guidance prepared by MCM and included several recommended revisions. It is unclear whether the report was revised following the comments we provided. To address our comments above, MCM recommends that the status of the AA report referenced above and MCM's comments and recommendations be documented in an Errata to the TESR. Thank you for consulting MCM on this project. If you have any questions or any of the above requires clarification, please do not hesitate to contact me. Sincerely, ██████████		
TESR_016 Cont.	To: Highway 410 Queen to	Email	Highway Design	June 24, 2026	Hi █████,	Hi █████	Sent on June 30, 2026

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	Bovaird Project Team From: Peel Region	 			Following up on the email below. I have some information to share with the team. Could you please provide me with a FTP site to download the information and As Built dwgs for this Project? Thanks, 	Unfortunately, MTO does not have a file transfer system in place, can you please try and email them to me here and I will ensure they get to MTO? Thank you, 	
TESR_018 Cont.	To: Highway 410 Queen to Bovaird Project Team From: 	Email 	Noise	June 24, 2026	Good Afternoon: Thank you for your response. I would ask if you could please clarify whether the chain link fences on the West side of Highway 10 which you plan to replace, are not on the property of the residential owners. I find it hard to believe that these homes are affected more by noise levels than our homes. Also, I would remind MTO once again, that when these homes were built, the Highway did not exist. It was Heart Lake Road. If this was still the case, we would not be having this conversation. I, and my neighbours, would absolutely take responsibility for replacement of these fences. Over the years, I will repeat again, it is not just wear and tear, it is constant vibration from traffic, which is on MTO property. I did not see any attachment regarding a map of the noise receptors used. Thank you	Hello , Thank you for reaching out. Please note that there are no existing residential noise walls on the west side of Highway 410 in NSA03. For NSA03, where noise mitigation has been suggested, the report provides the following findings: • Predicted Noise Levels: The predicted 24-hour equivalent sound levels (Leq, 24hr) for NSA03 ranged from 49.0 dBA to 67.5 dBA without the project, and from 48.7 dBA to 69.1 dBA with the project. • Change in Noise Levels: The highest change in noise levels due to the project for NSA06 was 2.4 dB, which is below the Ministry of Transportation Ontario (MTO) threshold for considering noise mitigation (5 dB). • Mitigation Criteria: According to the MTO Environmental Guide for Noise, noise mitigation is only investigated if the predicted noise level is 65 dBA or higher and/or if the project results in a noise increase of 5 dB or more. Since in NSA03, locations are expected to exceed the 65 dBA threshold, further noise mitigation was warranted. A feasibility analysis	Sent on July 13, 2026

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					Regards, [REDACTED]	of a noise barrier option has shown that noise mitigation is feasible for implementation at NSA03. At this time, there are no confirmed timelines for the widening of Highway 410. Please note that if and when the project moves forward to detail design, noise predictions may be re-evaluated based on the finalized design details and updated traffic information available at that time. This process ensures that any recommended noise mitigation measures remain appropriate and effective as the project progresses. We apologize that the mapping was not received, it has been reattached to this email in PDF form rather than an image. Thank you, The Project Team	
TESR_007 Cont.	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Email [REDACTED]	Project Limits	June 24, 2026	Guess my question is why not widen 410 now at least to Mayfield as the 413 will be completed before 2041 and the access from 410 will fall short by that time. Narrow minded planning ???? Sent from my iPhone	Hello [REDACTED], Thank you for your follow-up and for sharing your perspective regarding the future needs of Highway 410. We understand your concerns about long-term traffic growth and connectivity, especially with the anticipated completion of Highway 413. The current recommended plan for Highway 410 is based on comprehensive traffic studies and growth forecasts extending to 2041. At this time, widening Highway 410 north of Bovaird Drive or south of Queen Street has not been identified as necessary within the planning horizon, given the projected traffic volumes and regional development patterns. We recognize that transportation needs may evolve as new infrastructure, such as Highway 413, is developed. The Ministry of Transportation Ontario (MTO) regularly reviews and updates its plans in response to changing conditions, future growth, and community feedback. Thank you again for your engagement and for taking the time to share your thoughts. If you have any further questions, please don't hesitate to reach out. Sincerely, The Project Team	Sent on July 13, 2026
TESR_012 Cont.	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Email [REDACTED]	Widening	June 26, 2026	To the Project Team, I would have to agree to disagree with your statements below: “The need for additional lanes (capacity) on Highway 410 was assessed using forecasted traffic volumes and operational	Hello [REDACTED], Thank you for your thoughtful feedback and for sharing your observations regarding current traffic conditions on Highway 410. We understand and appreciate your concerns about congestion, driver frustration, and safety along the corridor. The project team recognizes that real-world conditions, such as recurring high traffic volumes and incidents, are important	Sent on July 13, 2026

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					analyses for the existing and future conditions. These analyses considered anticipated growth resulting from approved development within and surrounding the study area. The traffic study also evaluated lane continuity, lane balancing, and merge/diverge operations along the corridor. The recommended lane additions and lane drops were strategically located to provide gradual transitions and maintain acceptable traffic operations throughout the corridor.” The result we see today which is repeated high traffic volumes, jams and occasionally accidents resulting from increased driver frustration are indicative that these initial studies were not evaluated properly. As the old adage goes...”the proof is in the pudding”. I trust this time, a more thorough engineering study is performed to provide a solution that mitigates the ever-increasing traffic flow and perhaps, considers time staging the allowance of large transport trucks on this vital thoroughfare into and around Brampton during critical peak volume times. Respectfully, ██████████	indicators of how well transportation infrastructure is meeting community needs. As part of the current study, we undertook traffic analyses using the latest available data, growth forecasts, and operational modeling. These assessments are designed to ensure that recommendations reflect both current and future conditions, and we are committed to a thorough and transparent evaluation process. Thank you again for your engagement and for taking the time to share your thoughts. If you have any further questions, please don’t hesitate to reach out. Sincerely, The Project Team	
TESR_016 Cont.	To: Highway 410 Queen to Bovaird Project Team From: ██████████ Peel Region	Email ████████████████████ ████	Highway Design	June 30, 2026	Hi ██████, Attached is the aerial map showing all existing Water and Wastewater infrastructure in the area. Pleas note size of pipes, materials, date of installation have been included as part of the known details. I will be sending a couple of emails with all As built drawings available.	Hi ██████, Apologies I am unable to take your call at the moment as I am in a meeting, I can call you back later this afternoon if that works for you. Thank you, ██████████ ██	Sent on June 30, 2026

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					thanks, [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED] Hi [REDACTED] Is it possible for you to add the files to a sharepoint site and send me a link to download? Thank you, [REDACTED] [REDACTED] [REDACTED]	
TESR_016 Cont.	To: Highway 410 Queen to Bovaird Project Team	Email [REDACTED]	Highway Design	June 30, 2026	Hi [REDACTED], I am getting this message. Please advise what other options are available. We have put together a map with all the conflicts including size, age, and date of installation for al existing W&WW infrastructure. Also, we would like to share all available As Build Dwgs relevant to this project. [REDACTED] [REDACTED] [REDACTED] [REDACTED] [REDACTED]	Hello [REDACTED], Thank you for sharing the files with us.	Sent on September 10, 2026

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	From: [REDACTED] [REDACTED] Peel Region				internal process to create an sharing site only for this purpose. We are trying to compress the files, if that doesn't work then we might have to go old school and use a USB. I don't see any other way. Usually I share information with many different agencies and everyone provides a FTP/Sharepoint site. thanks, [REDACTED] Good afternoon, I have compressed the aerial map file as well as the as-built drawing files for easier access and sharing. They are both attached to this email. Hopefully this work! If you have any questions, please feel free to reach out, or we can set up a call to go through the files. Regards, [REDACTED] Region of Peel	They have been forwarded to MTO and they will be considered as the Project moves into Detail Design. We look forward to consulting with you in future Project phases. Sincerely, The Project Team	

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TESR_020	To: Highway 410 Queen to Bovaird Project Team From:  Toronto and Region Conservation Authority	Email 	Natural Environment	July 9, 2026	Good morning, Please see attached TRCA’s formal response to the Notice of Study Completion and review of the TESR for Highway 410 Improvements. Should you have any questions, please reach out. Kind regards,  These comments response to the Notice of Study Completion received by Toronto and Region Conservation Authority (TRCA) on MAY 14, 2026. <u>TRCA Review</u> 1. Staff have completed the review of this submission and no objection in principle to the preferred alternative. However, staff have several comments related to the detailed design that we recommend be addressed in the future. These are enclosed as Appendix C: TRCA Preliminary Detail Design Comments 2. It is recommended that a Project Compliance Review (TCPR) can be sought from TRCA prior to project construction. 3. As noted in TRCA’s Notice of Commencement Response letter (dated May 28, 2024), this	Hello , Thank you for sharing Toronto and Region Conservation Authority’s comments on the Highway 410 Queen Street to Bovaird Drive Project’s Statement of Completion and Transportation Environment Study Report (TESR). Please see attached the Project’s Team responses to the comments provided as well as a we transfer link for the Drainage and Stormwater Management Report prepared for the Highway 410 Queen Street to Bovaird Drive Project. https://wettransfer.com/downloads/faa79a37e646b3b50e39ecbb93fd04de20260910194812/1e2635?t_exp=1789328892&tsid=edebe64b-a8bd-4297-9ec1-145ad2104622&network=link&rid=ZW1haWx8YWRyb2l0fGY5OGExMzI1LWI1NTAtNDZhYy1iNDhiLTA1YzYwYTkyNTq5Nw==&s=download_link&ts=1789069712 If you have any further questions, please don’t hesitate to reach out. Sincerely, The Project Team	Sent on September 10, 2026

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					application has an outstanding free of \$10,855.00 as per our Fee Schedule, and as noted in previous correspondence. For payment options refer to How to Pay TRCA Review Fees. Ensure your accounting department references [REDACTED] when making payment. A TPCR application(s), together with the appropriate plans and documents, should be submitted for review following guidelines on the TRCA website, including: • Application Forms • TRCA Planning and Development Technical Guidelines • Technical Checklists and Guidelines for Infrastructure • TRCA Digital Submission Requirements for Permit or Voluntary Project Review Applications TPCR Applications are subject review fees as per our Fee Schedule and will be confirmed upon application submission. <u>Appendix C:</u> Clearly delineate all TRCA Regulated Features and Hazards with respective setbacks. The grading limit shown on the Preliminary Design Plan appears to extend to the limit of the Heart Lake Wetland Complex north of Bovaird Drive East and south Brussels Avenue. Encroachment into the wetland should be avoided if possible. Explore whether the road widening and associated grading can be accommodated further east in order to avoid or minimize encroachment into the Heart Lake Wetland Complex. Where		

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					avoidance or minimization is not feasible, further justification should be provided. There are three watercourse crossings where grading is also being shown. In addition, there is a watercourse running parallel to the highway north of Clark Boulevard where grading is also shown. A screenshot has been provided of the watercourse running parallel to the highway. Please clarify how these watercourses will be managed during construction. 		
					The Transportation Environmental Study Report (TESR) completed by AECOM (April 2026) identifies five culvert crossings within the study area. Three culverts convey runoff to Spring Creek, while the remaining two culverts (C4 and C5) convey interchange drainage. The existing conditions assessment presented in the TESR concludes that the existing culvert crossings have adequate hydraulic capacity to convey the design flows and, there, no hydraulic improvements are recommended. It is unclear from the TESR how the potential increase in runoff resulting from the proposed road widening and associated increase in impervious area will be managed. Water Quantity, Erosion, and Water Balance controls consistent with the TRCA Stormwater Management Criteria (August 2012) are required to mitigate		

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					potential adverse impacts to the receiving watercourses. Please refer to the TRCA SWM Criteria document for the applicable design requirements and guidance. Please provide a Stormwater Management Brief summarizing the proposed drainage strategy, findings and mitigation measures to address potential impacts associated with the proposed works. The brief should also confirm whether the existing watercourse crossings require extension to accommodate the proposed road widening. If culvert extensions are proposed, a hydraulic assessment shall be provided demonstrating that the proposed works will not result in adverse impacts, including increases in flood water surface elevations flood velocities, or upstream flooding under the applicable design event. Erosion and sediment control measures shall be implemented to minimize erosion and sediment transport during construction. At the detail design stage, please provide an Erosion and Sediment Control (ESC) Report, together with supporting plans, drawings, ESC details, locations, and design calculations. The proposed mitigation shall conform to the Erosion and Sediment Control Guideline for Urban Construction (December 2019).		
TESR_007 Cont.	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Email [REDACTED]	Project Limits	July 13, 2026	You obviously don't drive this... and are extremely short sighted with your studies.	Hello [REDACTED], Thank you for your response. As future Highway 410 projects begin, such as the Highway 413/410 extension, residents and businesses in close proximity to the projects will be notified and given the opportunity to provide feedback. Sincerely, The Project Team	Sent on September 10, 2026

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TESR_018 Cont.	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Email [REDACTED]	Noise	July 17, 2026	Thank you Project Team. I find your response still does not give actual noise levels recorded for NSA06. You simply indicate that the predicted 24-hour equivalent sound levels (Leq, 24hr) for NSA03 ranged from 49.0 dBA to 67.5 dBA without the project, and from 48.7 dBA to 69.1 dBA with the project and that the highest change in noise levels due to the project for NSA06 was 2.4 dB, which is below the Ministry of Transportation Ontario (MTO) threshold for considering noise mitigation (5 dB). You indicate that "according to the MTO Environmental Guide for Noise, noise mitigation is only investigated if the predicted noise level is 65 dBA or higher and/or if the project results in a noise increase of 5 dB or more. Since in NSA03, locations are expected to exceed the 65 dBA threshold, further noise mitigation was warranted. A feasibility analysis of a noise barrier option has shown that noise mitigation is feasible for implementation at NSA03." If these are predicted noise levels only, how can you determine that NSA06 will be lower than NSA03? Did the Project Team take actual current readings for noise levels for NSA06 at this time?. Your predicted change may only be 2.4dB, but based on what current reading? We would be interested in those readings. I am copying 2 of my neighbours who have a vested interest in this assessment report and the outcome of the environmental assessment. Thank you. [REDACTED]	Hello [REDACTED] Thank you for your response. In accordance with the Ministry of Transportation (MTO)'s Environmental Guide for Noise (2022), the Noise Impact Assessment does not incorporate existing noise levels. Under the MTO Guide, the "noise impact" is defined as the difference between the "Future No Project" and the "Future With Project" noise levels during the subject year of assessment, which is typically 10 years post-construction. The horizon year of 2041 was used as the basis of assessment. Your address, [REDACTED], was one of our modeled receptor locations (NSA06R045). Your house has an anticipated future sound level of approximately 59dBA with and without the project. The anticipated traffic demand in the future horizon year of 2041 was estimated by comparing the travel demand forecast output from the 2041 Emme models and the 2016 Emme models and applying the growth to the existing traffic data. This model informs the predicted "Future No Project" and the "Future With Project" noise levels. We look at future levels and conditions post-construction given the time between design studies and the completion of construction to capture potential increases/changes in traffic during that time. We appreciate your concern, however, the process outlined in the MTO Environmental Guide for Noise (2022) and the traffic model outlined in Section 5 of the Transportation Environment Study Report is standard for projects in Ontario and is the only model accepted by the Ministry of the Environment, Conservation and Parks. During Detail Design, the Project Team will advance the recommend Preliminary Design to a refined level. Additional field investigations will be completed to provide more data that is specific to the refined design. We encourage you to continue to consult with the Project Team as future noise studies are undertaken in Detail Design.	Sent on September 10, 2026

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					Good Afternoon: I am following up my e-mail of July 17th, 2026 to which I have not received a reply I am once again asking if you could please provide actual noise levels that the Project Team took for NSA06. Based on what current reading is your predicted change of 2.4dB? We are simply asking for those current readings. Thank you. ██████████	If you have any further questions, please don't hesitate to reach out. Sincerely, The Project Team	
TESR_014 Cont.	To: Highway 410 Queen to Bovaird Project Team From: ██████████	Web Form ████████████████████	Noise	July 23, 2026	Will the west side get a noise wall? .I live at ██████████, Noise level is higher to me since you did last work moving on ramp closer to my property line and raising hwy level up, the wind factor is high . Where are you taking noise levels from, all night and day long trucks and cars backfire horns blasting? I'm not happy with this project from day one we were I was told that a noise wall would be installed when hwy was first installed and the limit to how close you can come to the property line when I bought the house from builders and MTO. ██████████	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. Based on the Ministry of Transportation's Environmental Guide for Noise (2022), where future noise level with the proposed improvements in the Outdoor Living Area results in equal or greater than 5 dB increase over the future noise level without the proposed improvements; or the projected noise level is equal to or is greater than 65 dBA, the following must occur: - Noise control measures must be investigated within the Right of Way. - If a minimum attenuation of 5 dB can be achieved in the OLA averaged over first row receivers, the feasibility of the selected measures within the right-of-way are to be investigated. Please note that ████████████████████ is located in NSA02 as detailed in the Noise Impact Assessment for the Project. Based on the result of the assessment, it was determined that noise mitigation in NSA02 is not required based on the project's noise impacts. NSA02 is within one of MTO's Retrofit Noise Barrier locations that consider mitigation for homes built pre-1977. The exact details of the noise mitigation measures proposed will be confirmed during Detail Design.	Sent on September 10, 2026

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						During Detail Design, the Project Team will advance the recommend Preliminary Design to a refined level. Additional assessments will be completed to provide more data that is specific to the refined design. We encourage you to continue to consult with the Project Team as future noise studies are undertaken in Detail Design. If you have any further questions, please don't hesitate to reach out. Sincerely, The Project Team	
TESR_018 Cont.	To: Highway 410 Queen to Bovaird Project Team From: [REDACTED]	Email [REDACTED]	Noise	September 15, 2026	Good Afternoon: Thank you once again for your response. However, I have to question once again how you can determine that homes on the West side of Highway 410 North of Williams Parkway (NSA03) experience higher noise levels than our homes (NSA06). In your e-mail response you indicate "noise assessment evaluates future modeled levels (horizon year 2041) rather than existing levels, showing your address ([REDACTED]) at ~59 dBA with/without project, below MTO mitigation thresholds." You also indicate that "Project Team confirmed MTO guidelines do not use existing noise levels and attached Highway 410 noise figures.pdf, noting further investigations will occur during Detail Design. As the response is written through AI it is difficult to totally understand what is being outlined. The pdf attached did not show anything that we did not see at the Environmental Assessment Meeting. Also, if you judge our noise levels to be approximately 59dBA, how can you judge the noise levels of the homes on the West side of Highway 410 north of Williams Parkway (NSA03) to be louder than those	Hello [REDACTED], Thank you for your response and apologies if our prior exchange seemed unclear. We can also appreciate why noise levels in different Noise Sensitive Areas (NSAs) may be perceived differently based on proximity to the highway and other aspects of the environment. In order to generate accurate predicted noise levels, the MTO Environmental Guide for Noise (2022) requires traffic noise levels be calculated using the United States Federal Highway Administration's (FHWA) Traffic Noise Model (TNM). TNM is specifically used on MTO projects due to the complexity of modelling road alignments and topography between the roadway and the assessed locations. The prediction model inputs include the following: • Road traffic data ○ Volumes ○ Speed limit ○ Vehicle composition (percentage Medium and Heavy Trucks) • Ground characteristics ○ Roadway surface type (e.g., Asphalt, concrete) ○ Ground topography ○ Ground type between assessment locations and roadways	October 2, 2026

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					experienced by our homes (NSA06) and thereby those fences are to be replaced? It appears there is really no clear answer to this question, so I believe we will continue to follow up with local and regional City Councillors, MTO representatives, and provincial MPP's. Regards, ██████████	○ Roadway layout ○ Roadway profile • Shielding effects ○ Berms ○ Barriers ○ Housing ○ Topographical features As noted in our earlier exchanges, additional noise studies will be completed in Detail Design and will include assessment via the TNM with inputs updated to reflect conditions at that time. We understand that doesn't address your particular concerns but wanted to share how the assessment considers a number of parameters to determine future anticipated noise levels. If you have any further questions, please don't hesitate to reach out. Sincerely, The Project Team	