

Appendix A -

Consultation

Notice of Commencement

Project Website

Public Information Centre

Agency Correspondence

Public Correspondence

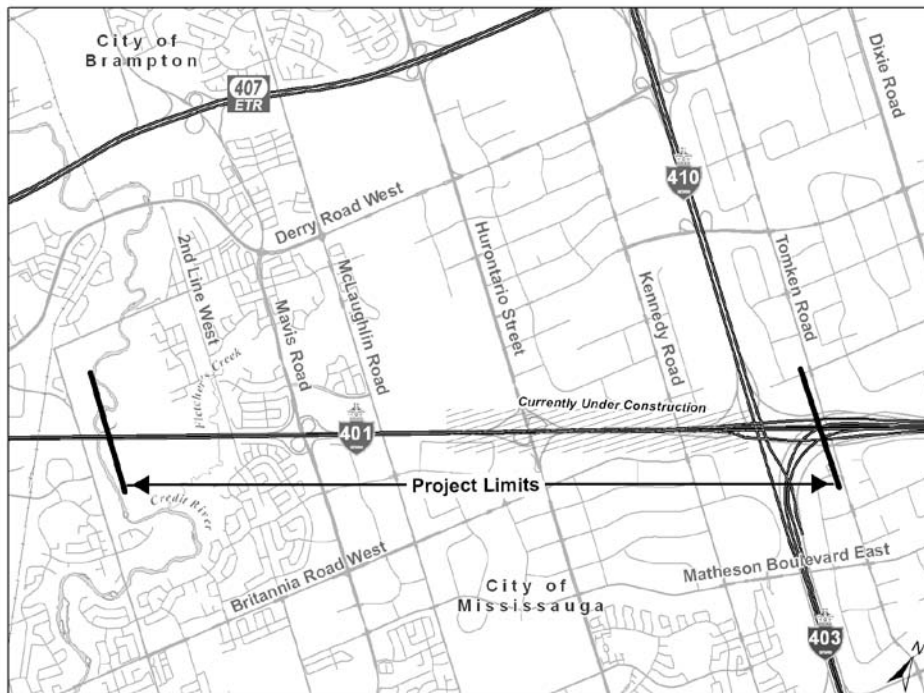
Meetings



Notice of Commencement

HIGHWAY 401 WIDENING
FROM HIGHWAY 403/410 INTERCHANGE TO THE CREDIT RIVER
DETAIL DESIGN G.W.P. 2150-01-00**THE PROJECT**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design Project for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km (see Key Map). The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system including a High Occupancy Vehicle (HOV) lane in each direction.

Key Map**THE PROCESS**

The project will follow the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (2000).

A Transportation and Environmental Study Report (TESR) was prepared in August 2005 and received environmental approval in July 2007. A review of this TESR will be conducted for this project. A Design and Construction Report (DCR) will be prepared to document environmental investigation, environmental impacts, proposed mitigation measures and commitments to future work. This document will be made available for public review upon completion of Detail Design.

Project information will be posted and updated on the project website: www.401expansion-mississauga.ca

A Public Information Centre (PIC) will be held for this project to present details of the proposed Highway 401 widening, construction staging, and mitigation measures to address potential environmental impacts. Notice of the PIC will be provided in local newspapers and on the project website. The PIC is anticipated to be held in the summer of 2012.

COMMENTS

There is opportunity at any time of the project for interested persons to provide comments and input to the Project Team. Comments and information regarding this project are being collected to assist in meeting the requirements of the *Environmental Assessment Act*, in accordance with the *Freedom of Information Act*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.

To obtain additional information, provide comments, or to join our mailing list, please contact either one of the following Project Team members:

Miao Zhou, M.Eng. P.Eng.
Senior Project Engineer
Ontario Ministry of Transportation
Central Region
Building 'D', 4th Floor
1201 Wilson Avenue
Downsview, ON M3M 1J8
Phone: (416) 235-4277
Fax: (416) 235-3576
Email: Miao.Zhou@ontario.ca

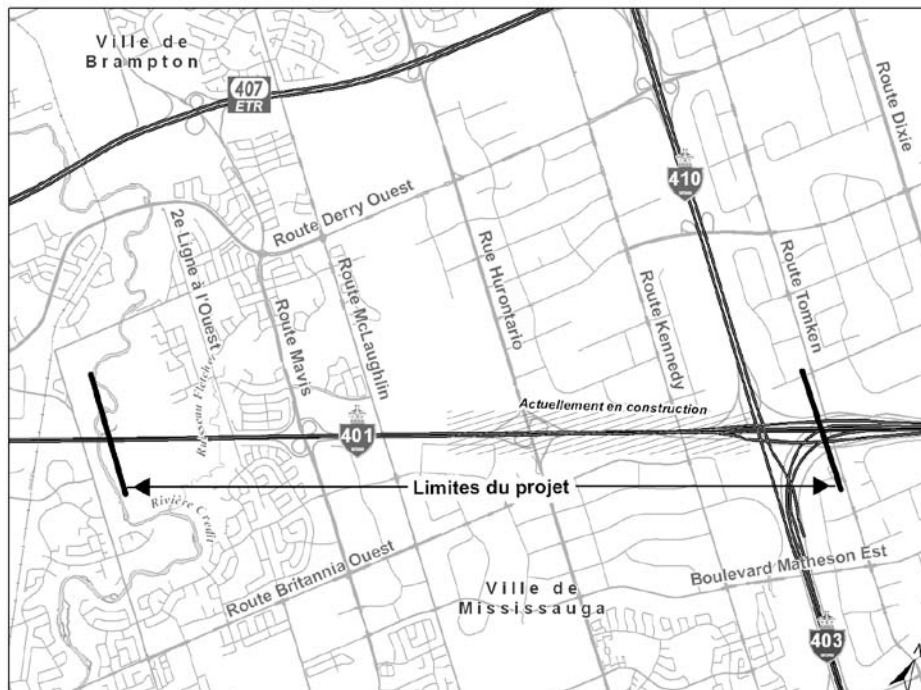
Brian Ruck, P. Eng. C.V.S.,
Consultant Project Manager
AECOM Canada Ltd.
300 Water Street
Whitby, ON L1N 9J2
Toll Free: 1-800-668-1983 or
Phone: (905) 668-4021 ext. 2250
Fax: (905) 665-4867
E-mail: Brian.Ruck@aecom.com

ÉLARGISSEMENT DE L'AUTOROUTE 401
ENTRE L'ÉCHANGEUR DE L'AUTOROUTE 403/410 ET CREDIT RIVER
CONCEPTION DÉTAILLÉE G.W.P. 2150-01-00

LE PROJET

Le ministère des Transports de l'Ontario (MTO) a retenu les services d'AECOM Canada Ltd. pour entreprendre le projet de conception détaillée pour l'élargissement ultérieur de l'autoroute 401 entre l'échangeur de l'autoroute 403/410 et la rivière Credit River dans la ville de Mississauga, Municipalité régionale de Peel, sur une distance de 7 km (voir la carte-index). Le projet complètera l'agrandissement de l'autoroute 401 entre l'échangeur de l'autoroute 403/410 et la rivière Credit River, de 6 voies actuellement en une autoroute principale/collectrice de 12 voies comprenant une voie réservée aux véhicules multioccupants (VMO) dans chaque direction.

Carte index



PROCESSUS

Cette étude se déroulera conformément au processus approuvé de planification environnementale pour les projets du groupe B décrits dans l'*Évaluation environnementale de portée générale pour les installations provinciales de transport (2000)*.

Un Rapport d'étude environnementale pour le transport (REET) a été rédigé en août 2005 et a obtenu l'approbation environnementale en juillet 2007. Ce REET sera réexaminé dans le cadre de ce projet. Un Rapport de conception et de construction (RCC) sera rédigé pour documenter l'étude sur l'environnement, les répercussions sur l'environnement, les mesures d'atténuation proposées ainsi que les engagements pour des travaux futurs. Une fois la conception détaillée achevée ce document sera rendu public pour un examen.

Les informations concernant le projet seront affichées et mises à jour sur le site Web du projet : www.401expansion-mississauga.ca

Un Centre d'information (CI) sera ouvert au public pour ce projet afin de présenter les détails concernant l'élargissement de l'autoroute 401, la planification de la construction, et les mesures d'atténuation pour traiter des répercussions potentielles sur l'environnement. Un avis concernant le CI sera publié dans les journaux locaux et sur le site Web du projet. Il est prévu que le CI sera tenu pendant l'été en 2012.

COMMENTAIRES

Les personnes intéressées pourront à n'importe quel moment pendant le projet, faire des commentaires ou apporter leur contribution à l'équipe du projet. Les commentaires et les informations concernant ce projet sont recueillis afin d'aider à satisfaire les exigences de la *Loi sur les évaluations environnementales*, en conformité avec la *Loi sur l'accès à l'information*. Ces éléments seront conservés dans le dossier pour être utilisés pendant le projet et pourront être inclus dans la documentation du projet. À l'exception des informations personnelles, tous les commentaires feront partie des dossiers publics.

Pour obtenir de plus amples renseignements, faire des commentaires, ou vous inscrire sur notre liste d'abonnement, veuillez communiquer avec l'un des membres suivants de l'équipe du projet :

Miao Zhou, M.Eng. P.Eng.

Ingénieur principal chargé de projet
Ministère des Transports de l'Ontario
Région du Centre
Immeuble D, 4ème étage
1201 Wilson Avenue
Downsview, ON M3M 1J8
Téléphone : 416 235-4277
Télécopieur : 416 235-3576
Courriel : Miao.Zhou@ontario.ca

Brian Ruck, P. Eng. C.V.S.,

Chargé de projet de l'expert-conseil
AECOM Canada Ltd.
300 Water Street
Whitby, ON L1N 9J2
Numéro sans frais : 1 800 668-1983 ou
Téléphone : 905 668-4021, poste 2250
Télécopieur : 905 665-4867
Courriel : Brian.Ruck@aecom.com

Affiliation	Agency	Sub-Agency	Title	Contact Names	Greeting	Street Address	City	Prov	P.C.	Phone No.	Fax No.	Email	NoC Electronic Notification Date	NoC Hard Copy Notification Date
Federal	Canadian Environmental Assessment Agency	Ontario Region	CEAA Coordinator	Mr. Jim Chan	Mr. Chan	55 St. Clair Ave. E., 9th Flr	Toronto	ON	M4T 1M2			jim.chan@ceaa-acee.gc.ca	6/21/2011	6/28/2011
Federal	Canadian Environmental Assessment Agency	Ontario Region	Regional Director	Ms. Louise Knox	Ms. Knox	55 St. Clair Ave. E., 9th Flr	Toronto	ON	M4T 1M2			louise.knox@ceaa-acee.gc.ca	6/21/2011	6/28/2011
Federal	Fisheries and Oceans Canada	Burlington Office	Referral Coordinator		Sir/Madam	304-3027 Harvester Rd, PO Box 85060	Burlington	ON	L7R 4K3			info@dfo-mpo.gc.ca	6/21/2011	6/28/2011
Federal	Fisheries and Oceans Canada	Fish Habitat Management, Ontario-Great Lakes Area	Senior Habitat Biologist	Ms. Sara Eddy	Ms. Eddy	867 Lakeshore Rd.	Burlington	ON	L7R 4A6			sara.eddy@dfo-mpo.gc.ca	6/21/2011	6/28/2011
Federal	Fisheries and Oceans Canada		Inspection Officer			201 N. Front St, Suite 203	Sarnia	ON	N7T 8B1				6/21/2011	6/28/2011
Federal	Environment Canada	Environmental Protection Operations Division - Ontario Region	Manager, Environmental Assessment Section	Mr. Rob Dobos	Mr. Dobos	867 Lakeshore Rd, P.O. Box 5050	Burlington	ON	L7R 4A6			rob.dobos@ec.gc.ca	6/21/2011	6/28/2011
Federal	Aboriginal Affairs and Northern Development Canada	Environmental Assessment Coordination	Environmental Unit			25 St. Clair Ave E, 8th Flr	Toronto	ON	M4T 1M2			Eacoordination.ON@inac-ainc.gc.ca	6/21/2011	6/28/2011
Federal	Aboriginal Affairs and Northern Development Canada	Litigation Management and Resolution Branch	Team Leader, Ontario/Nunavut Litigation Team	Ms. Josee Beauregard	Ms. Beauregard	10 Wellington St. Rm 1310	Gatineau	QC	K1A 0H4			josee.beauregard@ainc-inac.gc.ca	6/21/2011	6/28/2011
Federal	Aboriginal Affairs and Northern Development Canada	Office of the Federal Interlocutor for Metis and Non-status Indians	Senior Policy Analyst	Mr. Jeffrey Betker	Mr. Betker	66 Slater St., Rm 1218	Ottawa	ON	K1A 0H4			jeffrey.betker@ainc-inac.gc.ca	6/21/2011	6/28/2011
Federal	Transport Canada	Environmental Affairs	Regional Manager	Ms. Monique Mousseau	Ms. Mousseau	4900 Yonge St., Suite 300	Toronto	ON	M2N 6A5			monique.mousseau@tc.gc.ca	6/21/2011	6/28/2011
Federal	Transport Canada	Marine Safety	Superintendent	Mr. Barry Putt	Mr. Putt	100 South Front Street	Sarnia	ON	N7T 2M1			barry.putt@tc.gc.ca	6/21/2011	6/28/2011
Federal	Canadian Transportation Agency		Secretariat Directorate	Ms. Cathy Murphy	Ms. Murphy	15 Eddy Street	Gatineau	QC	K1A 0N9			cathy.murphy@ctc-cta.gc.ca	6/21/2011	6/28/2011
Provincial	Ministry of Aboriginal Affairs	Consultation Unit, Aboriginal Relations	Manager	Ms. Heather Levecque	Ms. Levecque	160 Bloor St. E., 9th Flr	Toronto	ON	M7A 2E6	(416)325-4044	(416)326-1066	heather.levecque@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Aboriginal Affairs	Technical	Team Lead	Mr. David Pickles	Mr. Pickles	160 Bloor St. E., 9th Flr	Toronto	ON	M7A 2E6	(416)326-4757		david.pickles@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Aboriginal Affairs			Mr. Martin Rukavina	Mr. Rukavina	160 Bloor St. E., 9th Flr	Toronto	ON	M7A 2E6			martin.rukavina@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Tourism and Culture	Culture Services Unit	A/Heritage Planner, Central and Southeast	Ms. Rosi Zirger	Ms. Zirger	401 Bay St. 17th Floor	Toronto	ON	M7A 0A7	(416)314-7159	(416)314-7175	rosi.zirger@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Environment	Central Region, Halton-Peel District Office	District Manager	Mr. Vincent Sferrazza	Mr. Sferrazza	4145 North Service Rd, Suite 300	Burlington	ON	L7L 6A3			vincent.sferrazza@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Environment	Environmental Assessment and Approvals Branch	Director	Ms. Agatha Garcia-Wright	Ms. Garcia-Wright	2 St. Clair Ave W, Flr 12A	Toronto	ON	M4V 1L5			agatha.garciawright@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Environment	Environmental Assessment and Approvals Branch	EA and Planning Coordinator	Ms. Chunmei Liu	Ms. Liu	5775 Yonge St, 9th Flr	Toronto	ON				chunmei.liu@ontario.ca	6/21/2011	6/28/2011

Provincial	Ministry of Municipal Affairs and Housing	Central Municipal Services Office	Manager Community Planning and Development	Mr. Victor Doyle	Mr. Doyle	777 Bay St., 2nd Flr	Toronto	ON	M5G 2E5	(416)585-6109	(416)585-6882	victor.doyle@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Natural Resources	Aurora District Office	District Planner	Mr. Steve Strong	Mr. Strong	50 Bloomington Rd W, RR#2	Aurora	ON	L4G 2G8			steven.strong@ontario.ca	6/21/2011	6/28/2011
Provincial	Credit Valley Conservation Authority		Manager, Planning Ecology	Mr. Liam Murray	Mr. Murray	1255 Old Derry Rd	Mississauga	ON	L5N 6R4			lmurray@creditvalleycons.com	6/21/2011	6/28/2011
Provincial	Toronto Region Conservation Authority	Planning and Development	Planner II, Environmental Assessment	Ms. Sharon Lingertat	Ms. Lingertat	5 Shoreham Dr	Downsview	ON	M3N 1S4			slingertat@trca.on.ca	6/21/2011	6/28/2011
Provincial	Ministry of Agriculture, Food and Rural Affairs	Central West-Ontario	Rural Planner	Ms. Jackie Van de Valk	Ms. Van De Valk	6484 Wellington Rd 7, Unit 10	Elora	ON	N0B 1S0			jackie.vandevalk@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Energy and Infrastructure	Ontario Realty Corporation, Professional Services	General Manager, Planning, Survey and Appraisal	Mr. Anil Wijesooriya	Mr. Wijesooriya	1 Dundas St. W. Suite 2000	Toronto	ON	M5G 2L5			anil.wijesooriya@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Energy and Infrastructure	Strategic Policy Branch, Conservation & Strategic Policy Division	Sr. Policy Advisor	Mr. Hartley Springman	Mr. Springman	880 Bay St., 6th Flr	Toronto	ON	M7A 2C1	(416)327-7276	(416)327-7204	hartley.springman@ontario.ca	6/21/2011	6/28/2011
Provincial	Ministry of Energy and Infrastructure	Ontario Growth Secretariat	Manager Growth Policy	Mr. Jamie Austin	Mr. Austin	777 Bay St., 4th Flr, Suite 425	Toronto	ON	M5G 2E5	(416)325-5794	(416)325-7403	jamie.austin@ontario.ca	6/21/2011	6/28/2011
Provincial	Ontario Provincial Police	OPP Facilities Section, Accommodation Services Section	Manager	Ms. Sheryl Bennett	Ms. Bennett	777 Memorial Avenue	Orillia	ON	L3V 7V3			sheryl.bennett@ontario.ca	6/21/2011	6/28/2011
Provincial	GO Transit and Metrolinx	Transportation Planning & Development	Manager	Mr. Dan Francey	Mr. Francey	20 Bay St, Suite 600	Toronto	ON	M5J 2W3	(416)869-3600	(416)869-1563	dan.francey@go-transit.com	6/21/2011	6/28/2011
Political	Mississauga-Streetsville		MPP	Mr. Bob Delaney	Mr. Delaney	2000 Argentia Road, Plaza IV, Suite 220	Mississauga	ON	L5N 1W1					
Political	Mississauga-Brampton South		MPP	Ms. Amrit Mangat	Ms. Mangat	7045 Edwards Boulevard, Suite 203	Mississauga	ON	L5S 1X2					
Political	Mississauga -Streetsville		MP	Ms. Eve Adams	Ms. Adams	House of Commons	Ottawa	ON	K1A 0A4					
Political	Mississauga-Brampton South		MP	Mr. Brad Butt	Mr. Butt	154 Queen Street South, Unit 104	Mississauga	ON	L5M 2P4					

Affiliation	Agency	Sub-Agency	Title	Contact Names	Greeting	Street Address	City	Prov	P.C.
Municipality	Region of Peel		Regional Clerk			10 Peel Centre Dr., Suite A, 5th Flr	Brampton	ON	L6T 4B9
Municipality	Region of Peel		Regional Chair	Mr. Emil Kolb	Mr. Kolb	10 Peel Centre Dr., Suite A, 5th Flr	Brampton	ON	L6T 4B9
Municipality	Region of Peel	Public Works	Commissioner	Mr. Dan Labrecque	Mr. Labrecque	10 Peel Centre Dr., Suite A, 4th Flr	Brampton	ON	L6T 4B9
Municipality	Region of Peel	Transportation Division	Director	Mr. Damian Albanese	Mr. Albanese	9445 Airport Rd, 3rd Flr	Brampton	ON	L6S 4J3
Municipality	Region of Peel		Strategist - Infrastructure Planning and Design	Mr. Gary Kocialek, P.Eng.	Mr. Kocialek	10 Peel Centre Dr. 6th Flr	Brampton	ON	L6T 4B9
Municipality	Region of Peel	Transportation Division	Manager of Transportation Systems Planning	Mr. Sabbir Saiyed	Mr. Saiyed	9 Peel Centre Dr. 6th Flr	Brampton	ON	L6T 4B8
Municipality	Region of Peel	Planning	Principal Planner	Ms. Margie Chung	Ms. Chung	10 Peel Centre Dr. 6th Flr	Brampton	ON	L6T 4B9
Municipality	Region of Peel	Ambulance and Emergency Services	Director	Mr. Peter Dundas	Mr. Dundas	5299 Maingate Dr	Mississauga	ON	L4W 1G6
Municipality	Peel Region Police	12 Division	A/Superintendent	Mr. David Downer	Mr. Downer	4600 Dixie Road	Mississauga	ON	L4W 2R1
Municipality	City of Mississauga	Office of the City Clerk	City Clerk	Ms. Crystal Greer	Ms. Greer	300 City Centre Dr, 3rd Flr	Mississauga	ON	L5B 3C1
Municipality	City of Mississauga	Transportation Planning	Manager	Mr. Robert Sasaki	Mr. Sasaki	3484 Sementyk Crt.	Mississauga	ON	L5C 4R1
Municipality	City of Mississauga	Transportation and Works Department	Transportation Project Manager	Mr. Abdul Shaikh	Mr. Shaikh	201 City Centre Dr, Suite 800	Mississauga	ON	L5B 2T4
Municipality	City of Mississauga		Ward 5 Councillor	Ms. Eve Adams	Ms. Adams	300 City Centre Dr.	Mississauga	ON	L5B 3C1
Municipality	City of Mississauga	Fire and Emergency Services	Information Coordinator			15 Fairview Rd W	Mississauga	ON	L5H 1K7
Municipality	City of Mississauga	Fire and Emergency Services	Fire Chief	Mr. John A. McDougall	Mr. McDougall	15 Fairview Rd W	Mississauga	ON	L5B 1K7
Municipality	City of Brampton		Mayor	Susan Fennell	Mayor Fennell	2 Wellington St W	Brampton	ON	L6Y 4R2
Municipality	City of Brampton	Management and Administrative Services	Commissioner	Ms. Kathy Zammit	Ms. Zammit	2 Wellington St W	Brampton	ON	L6Y 4R2
Municipality	City of Brampton	Works and Transportation	Commissioner	Mr. John Corbett	Mr. Corbett	2 Wellington St W	Brampton	ON	L6Y 4R2
Municipality	City of Brampton	Brampton Fire and Emergency Services	Fire Chief	Mr. Andy MacDonald	Mr. MacDonald	8 Rutherford Rd S	Brampton	ON	L6W 3J1

Municipality	City of Brampton	City Clerk's Office	City Clerk			2 Wellington St W	Brampton	ON	L6Y 4R2
Other	Peel District School Board	Planning and Accommodation Department	Intermediate Planning Officer	Mr. Paul Mountford	Mr. Mountford	HJA Brown Education Centre, 5650 Hurontario St	Mississauga	ON	L5R 1C6
Other	Dufferin-Peel Catholic District School Board	Planning Department	Manager of Planning	Mr. Thane Munn	Mr. Munn	40 Matheson Blvd W	Mississauga	ON	L5R 1C5
Other	TransHelp	Advisory Committee				3190 Mavis Road	Mississauga	ON	L5C 1T9
Other	Mississauga Board of Trade		Chair	Mr. Ian MacFadden	Mr. MacFadden	701-77 City Centre Drive	Mississauga	ON	L5C 1T9
Utilities	Bell Canada			Mr. Rick Englehardt	Mr. Englehardt	2 Fieldway Dr. 9th Flr	Etobicoke	ON	
Utilities	Enbridge Gas Distribution Inc.	Special Projects	Planning and Design Analyst	Mr. Martin Paquette	Mr. Paquette	500 Consumers Rd, 4th Flr, Post D1	North York	ON	
Utilities	Rogers Cable	OPE-GTA West	Planner	Mr. Corry Baker	Mr. Baker	3573 Wolfedale Rd	Mississauga	ON	
Utilities	Hydro One Telecom		OSP Manager	Mr. Ian Mitchell	Mr. Mitchell	65 Kelfield St.	Rexdale	ON	
Utilities	Hydro One Networks	Area Distribution	Engineering Technician	Mr. B. Jamie Bignell	Mr. Bignell	913 Crawford Dr.	Peterborough	ON	
Utilities	Trans Northern Pipelines		Coordinator	Mr. Satish Kumar	Mr. Kumar	45 Vogell Rd., Suite 310	Richmond Hill	ON	
Utilities	Peel Region	PUCC/Permits	Information Services, Operations Support, Public Works	Ms. Wendy Jawdek	Ms. Jawdek	9445 Airport Road, 3rd Floor	Brampton	ON	
Utilities	Greater Toronto Airport Authority	Strategic Planning and Airport Development	Geomatics Planning Analyst	Ms. Agnes Kotowicz	Ms. Kotowicz	PO Box 6031, 3111 Convair Dr	Toronto AMF	ON	
Utilities	Orangeville-Brampton Railway		Operations Manager	Mr. Steve Gallagher	Mr. Gallagher	75 1st St	Orangeville	ON	

Affiliation	Title	Contact Names	Greeting	Street Address	City	Prov	P.C.
Union of Ontario Indians, Nipissing First Nation	CEO	Mr. Alan Ozawanimke	Mr. Ozawanimke	PO Box 711	North Bay	ON	P1B 8J8
Association of Iroquois and Allied Indians	Director of Intergovernmental Affairs	Ms. Adrianna Poulette	Ms. Poulette	387 Princess Street	London	ON	N6B 2A7
Coordinator for the Williams Treaties	Barrister/Solicitor	Karry Sandy-McKenzie	Ms. Sandy	8 Creswick Court	Barrie	ON	L4M 2J7
Mississauga of Scugog Island First Nation	Chief	Tracy Gauthier / Rhonda Coppaway	Chief Gauthier	RR#5, 22521 Island Road	Port Perry	ON	L9L 1B6
Chippewas of Georgina Island First Nation	Chief	Donna Big Canoe	Chief Big Canoe	RR#2, PO Box N13	Sutton West	ON	L0E 1R0
Chippewas of Mnjikaning First Nation	Chief	Sharon Stinson Henry	Chief Stinson Henry	5884 Rama Road, Suite 200	Rama	ON	L0K 1T0
Hiawatha First Nation	Chief	Laurie Carr	Chief Carr	123 Paudash St	Hiawatha	ON	K0L 2G0
Hiawatha First Nation	Councillor	Lorne Paudash	Mr. Paudash	123 Paudash St	Hiawatha	ON	K0L 2G0
Beausoleil First Nation	Chief	Rodney Monague Jr.	Chief Monague Jr.	1 Ogema St	Christian Island	ON	L0K 1C0
Alderville First Nation	Chief	James Marsden	Chief Marsden	Alderville Administrative Office, 11696 Second Line Rd., PO Box 46	Alderville	ON	K0K 2X0
Curve Lake First Nation	Chief	Keith Knott	Chief Knott	22 Winookeeda Rd	Curve Lake	ON	K0L 1R0
Curve Lake First Nation	Councillor	Ted Coppaway	Mr. Coppaway	22 Winookeeda Rd	Curve Lake	ON	K0L 1R0
Mississaugas of the New Credit First Nations	Chief	Bryan Laforme	Chief Laforme	2789 Mississauga Rd, RR#6	Hagersville	ON	N0A 1H0
Mississauga of the New Credit First Nations		Margaret Sault	Ms. Sault	2789 Mississauga Rd, RR#6	Hagersville	ON	N0A 1H0
Six Nations Haudensaunee Confederacy Council	Chief	Allen McNaughton c/o Leroy Hill	Chief McNaughton	RR #2	Ohswéken	ON	N0A 1M0
Six Nations of the Grand River Territory	Chief	William Montour	Chief Montour	1695 Chiefswood Road, PO Box 5000	Ohswéken	ON	N0A 1M0
Metis Consultation Unit				Head Office, 500 Old St. Patrick St, Box 5000	Ohswéken	ON	K1N 9G4
Credit River Metis Council				c/o 1515 Matheson Blvd. E. #103	Mississauga	ON	L4W 2P5



AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

June 24, 2011

Contact Name
Contact Title
Company Name
Company Address

Dear Contact Name:

**Regarding: Notice of Study Commencement
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detail Design**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design Project for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system including a High Occupancy Vehicle (HOV) lane in each direction. The proposed improvements include:

- Widening of Highway 401 to a 12-lane core/collector system from west of Hurontario Street to the Credit River;
- Construction of HOV lanes in both directions;
- Reconstruction or extension of the Mavis Road interchange;
- Removal of the 2nd Line West structure;
- Culvert extensions at Fletcher's Creek; and
- Expansion of COMPASS system

The purpose of this letter is to inform you of the project and to solicit comments that should be addressed throughout the detail design stage. To this end, your assistance in ensuring this letter is circulated to the appropriate personnel within your organization or agency is greatly appreciated.

This project is subject to the *Environmental Assessment Act* and has followed the environmental planning process for Group "B" Projects as described in the *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with public input throughout. A Consultation Plan has been developed to ensure external agencies and the public have an opportunity to participate in the planning and decision-making processes throughout the project. Please find enclosed a copy of the Notice of Study Commencement providing further details regarding the project.

We would appreciate receiving any information your agency may have which is relevant to this project. If your agency has any concerns and/or comments regarding this project and you wish to provide input, please contact the undersigned using the **Reply Form** provided. Should the proposed project have no affect on your agency's program mandate and/or policies, please advise the

undersigned of this fact by returning the **Reply Form** provided. Your response is appreciated by **July 18, 2011** so that we can meet the study schedule, and ensure your issues/concerns are addressed in a timely manner.

If you require additional information or wish to discuss the project or the study process, please contact either one of the following Project Team members listed in the enclosed Notice. Project information will be posted and updated on the project website: **www.401expansion-mississauga.ca**.

Thank you for your assistance with this project.

Sincerely,
AECOM Canada Ltd.



Brian Ruck, P.Eng.
Consultant Project Manager
Brian.Ruck@aecom.com

CL:mo
Encl.
cc: Miao Zhou, P.Eng. – MTO Senior Project Engineer
Larry Sarris – MTO Environmental Planner
Mirjana Osojnicki – AECOM Environmental Planner

**Ministry of
Transportation**
Engineering Office
Central Region
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, Ontario M3M 1J8
Fax: (416) 235-3576

**Ministère des
Transports**
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Région du Centre
4e étage, édifice D
1201 avenue Wilson
Downsview Ontario M3M1J8
Télé: (416) 235-3576



July 4, 2011

<FIRST NATION BAND LETTER>

**Re: Notice of Study Commencement
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detail Design**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design Project for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system including a High Occupancy Vehicle (HOV) lane in each direction. The proposed improvements include:

- Widening of Highway 401 to a 12-lane core/collector system from west of Hurontario Street to the Credit River;
- Construction of HOV lanes in both directions;
- Reconstruction or extension of the Mavis Road interchange;
- Removal of the 2nd Line West structure;
- Culvert extensions at Fletcher's Creek; and
Expansion of COMPASS system.

The purpose of this letter is to inform you of the Study and to solicit comments that should be addressed throughout the detail design stage. To this end, your assistance in ensuring this letter is circulated to the appropriate personnel within your organization or agency is greatly appreciated.

This Study is subject to the *Environmental Assessment Act* and has followed the environmental planning process for Group "B" Projects as described in the *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with public input throughout. A Consultation Plan has been developed to ensure external agencies and the public have an opportunity to participate in the planning and decision-making processes throughout the Study. Please find enclosed a copy of the Notice of Study Commencement providing further details regarding the project.

We would appreciate receiving any information your agency may have which is relevant to this Study. If your agency/First Nation has any concerns and/or comments regarding this Study and you wish to provide input, please contact the undersigned. Your response is appreciated by **July 25, 2011** so that we can meet the study schedule, and ensure your issues/concerns are addressed in a timely manner.

If you require additional information or wish to discuss the project or the study process, please contact the undersigned. Study information will be posted and updated on the project website: **www.401expansion-mississauga.ca**.

Thank-you for your assistance with this project.

Sincerely,

ORIGINAL SIGNED

Miao Zhou, M. Eng., P. Eng.
Senior Project Engineer
Ministry of Transportation, Central Region

Encl.

Information will be collected 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.



Ministry of
Transportation
Engineering Office
Central Region
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, Ontario M3M 1J8
Fax: (416) 235-3576

Ministère des
Transports
Bureau de génie
Région du Centre
4e étage, édifice D
1201 avenue Wilson
Downsview Ontario M3M1J8
Télé: (416) 235-3576

July 4, 2011

Mr. Brad Butt, MP
154 Queen Street South, Unit 104
Mississauga, ON L5M 2P4

Dear Mr. Butt,

Re: Notice of Study Commencement
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detailed Design

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design Project for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system including a High Occupancy Vehicle (HOV) lane in each direction. The proposed improvements include:

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- Expansion of COMPASS system

The purpose of this letter is to inform you of the project and to solicit comments that should be addressed throughout the detail design stage. This project is subject to the Environmental Assessment Act and has followed the environmental planning process for Group "B" Projects as described in the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with public input throughout. A Consultation Plan has been developed to ensure external agencies and the public have an opportunity to participate in the planning and decision-making processes throughout the project.

Please find enclosed a copy of the Notice of Study Commencement providing further details regarding the project. The Notice was published in the *Mississauga News* and the *Toronto Star* during the week of June 20th and in the *L'Express de Toronto* during the week of June 27th, 2011.

If you require additional information or wish to discuss the project or the study process, please contact either one of the following Project Team members listed in the enclosed Notice. Project information will be posted and updated on the project website: **www.401expansion-mississauga.ca**.

Thank you for your assistance with this project.

Sincerely,



Miao Zhou, M.Eng. P.Eng.
Senior Project Engineer
Ontario Ministry of Transportation

CL:mo
Encl.

cc: Brian Ruck – AECOM Project Manager
Larry Sarris – MTO Environmental Planner
Mirjana Osojnicky – AECOM Environmental Planner

Ministry of
Transportation
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Télé: (416) 235-3576



July 4, 2011

Amrit Mangat, MPP
7045 Edwards Boulevard, Suite 203
Mississauga, Ontario L5S 1X2

Dear Ms. Mangat,

**Re: Notice of Study Commencement
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detailed Design**

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www.401expansion-mississauga.ca.

Thank you for your assistance with this project.

Sincerely,



Miao Zhou, M.Eng. P.Eng.
Senior Project Engineer
Ontario Ministry of Transportation

CL:mo
Encl.

cc: Brian Ruck – AECOM Project Manager
Larry Sarris – MTO Environmental Planner
Mirjana Osojnicki – AECOM Environmental Planner

Ministry of
Transportation
Engineering Office
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Bureau de génie
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1201 avenue Wilson
Downsview Ontario M3M1J8
Télé: (416) 235-3576



July 4, 2011

Ms. Eve Adams, MP
4870 Tomken Road, Unit 7
Mississauga, Ontario
L4W 1J8

Dear Ms. Adams,

**Re: Notice of Study Commencement
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detailed Design**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design Project for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system including a High Occupancy Vehicle (HOV) lane in each direction. The proposed improvements include:

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If you require additional information or wish to discuss the project or the study process, please contact either one of the following Project Team members listed in the enclosed Notice. Project information will be posted and updated on the project website: **www.401expansion-mississauga.ca**.

Thank you for your assistance with this project.

Sincerely,



Miao Zhou, M.Eng. P.Eng.
Senior Project Engineer
Ontario Ministry of Transportation

CL:mo
Encl.

cc: Brian Ruck – AECOM Project Manager
Larry Sarris – MTO Environmental Planner
Mirjana Osojnicki – AECOM Environmental Planner

Ministry of
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1201 avenue Wilson
Downsview Ontario M3M1J8
Télé: (416) 235-3576



July 4, 2011

Mr. Bob Delaney, MPP
Meadowvale Corporate Centre
Suite 220, 2nd Floor, Plaza IV
2000 Argentia Road
Mississauga, Ontario L5N 1W1

Dear Mr. Delaney,

**Re: Notice of Study Commencement
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detailed Design**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design Project for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system including a High Occupancy Vehicle (HOV) lane in each direction. The proposed improvements include:

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The purpose of this letter is to inform you of the project and to solicit comments that should be addressed throughout the detail design stage. This project is subject to the Environmental Assessment Act and has followed the environmental planning process for Group "B" Projects as described in the *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with public input throughout. A Consultation Plan has been developed to ensure external agencies and the public have an opportunity to participate in the planning and decision-making processes throughout the project.

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Toronto Star during the week of June 20th and in the *L'Express de Toronto* during the week of June 27th, 2011.

If you require additional information or wish to discuss the project or the study process, please contact either one of the following Project Team members listed in the enclosed Notice. Project information will be posted and updated on the project website:

www.401expansion-mississauga.ca.

Thank you for your assistance with this project.

Sincerely,



Miao Zhou, M.Eng. P.Eng.
Senior Project Engineer
Ontario Ministry of Transportation

CL:mo
Encl.

cc: Brian Ruck – AECOM Project Manager
Larry Sarris – MTO Environmental Planner
Mirjana Osojnicky – AECOM Environmental Planner

REPLY FORM**PLEASE REPLY BY July 18, 2011****To:** MIRJANA OSOJNICKI, AECOM**Date:** _____**Fax:** (905) 238-0038**E-mail:** mirjana.osojnicki@aecom.com**Re:** Notice of Study Commencement Highway 401 Widening, from Highway 403/410 Interchange to the Credit River, City of Mississauga, Regional Municipality of Peel, 7 km, GWP 2150-01-00

NAME: _____ **Use my contact information as the key project contact for future correspondence****TITLE:** _____**MUNICIPALITY/AGENCY:** _____**ADDRESS:** _____**POSTAL CODE:** _____**PHONE:** _____**FAX:** _____**E-MAIL:** _____**Please indicate the appropriate response:**

- My group/agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- My group/agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** my group/agency from Study Mailing List.

Area of interest or concern/preliminary comments:



Project Website

HIGHWAY 401 WIDENING

FROM HIGHWAY 403/410 INTERCHANGE TO THE CREDIT RIVER

AECOM

Detail Design G.W.P. 2150-01-00

CONTACT US | SITE MAP



HOME

EA PROCESS

PROJECT OVERVIEW

BACKGROUND

CONSULTATION/
UPCOMING EVENTS

REPORTS

FAQs

LINKS

CONTACT US



PROJECT OVERVIEW

Highway 401 is recognized as a key economic corridor. It provides access within the Greater Toronto Area, across Ontario and to the U.S.A. through border crossings at Windsor and Samia. In 2005, Highway 401 carried a commodity value of \$ 900 M per day through the project limits. Safe and efficient goods movement plays an important role in this transportation corridor.

The Ministry is currently undertaking a number of studies to examine broader transportation initiatives such as transit and high occupancy vehicle facilities. This included the Class Environmental Assessment (EA) Study for Improvements to Highway 401 from east of the Credit River to east of Trafalgar Road (9.7km). The purpose of this study was to identify the interim and ultimate capacity for this section of Highway 401 and to consider provisions for high occupancy vehicle lanes (HOV) and transit.

AECOM Canada Ltd (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design project for the widening of Highway 401 from the Highway 403/410 Interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km.

The project section of Highway 401 is currently a 6 lane divided freeway. East of Highway 410/403, a 12-lane express collector system is in place. A portion of Highway 401 is currently under construction for widening to a 12-lane core/collector system from Highway 410/403 to west of Hurontario Street, including reconstruction of the Hurontario Interchange (Contract #2009-2031).

This project will carry forward the issues and commitments identified as part of the August 2005 Transportation Environmental Study Report (TESR) (Approved, 2007), which identified design improvements for this section of Highway 401. This includes:

- Widening of Highway 401 to a 12-lane core/collector system from west of Hurontario Street to the Credit River;
- Construction of HOV lanes in both directions;
- Reconstruction or extension of the Mavis Road Interchange;
- Removal of the 2nd Line West structure;
- Culvert extensions at Fletcher's Creek; and
- Expansion of COMPASS system

A key component of addressing these issues is through consultation. Further information about the consultation program is in the [Upcoming Events](#) section.



Please Note: In some cases you will require Adobe Acrobat Reader to view these files. Click [here](#) on the link below to download this software.

HOME | EA PROCESS | PROJECT OVERVIEW | BACKGROUND | UPCOMING EVENTS | REPORTS | LINKS | CONTACT US

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Public Information Centre

NOTICE OF PUBLIC INFORMATION CENTRE

Highway 401 Widening From Highway 403/410 Interchange to the Credit River G.W.P.s 2150-01-00 and 2152-01-00

THE PROJECT

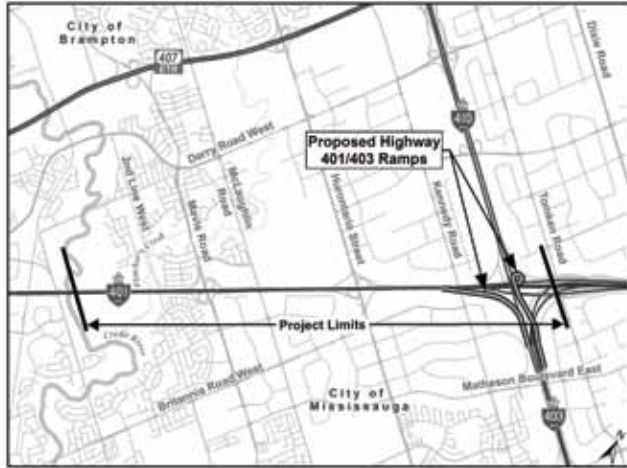
AECOM Canada Ltd. is undertaking the Detail Design on behalf of the Ontario **Ministry of Transportation (MTO)** for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River, Mississauga, a distance of 7 km (see key plan). This project involves:

Under G.W.P. 2150-01-00

- Expansion of Highway 401 from its current six lanes to a 12-lane core/collector system including High Occupancy Vehicle (HOV) lanes;
- Removal of the Second Line West structure over Highway 401 to accommodate the widening; and
- Construction of two ramps from Highway 401 eastbound to Highway 403 southbound and from Highway 403 northbound to Highway 401 westbound at the 401/410/403 interchange.

Under G.W.P. 2152-01-00

- Extension of the Mavis Road bridge as an advanced construction contract.



THE PROCESS

This project will follow the environmental planning process for Group 'B' undertakings as defined in the *Class Environmental Assessment for Provincial Transportation Facilities* (2000). A previous Transportation Environmental Study Report (TESR) was prepared in August 2005 and received environmental approval. Since that time, it has been determined that reconstruction of the Mavis Road bridge can be advanced by preparing the Detail Design separately and documenting this in its own Design and Construction Report (DCR).

A second DCR will subsequently be prepared to document the Detail Design for the remainder of the highway expansion work. A TESR Addendum will be prepared for the proposed extension of Belgrave Road to connect to Mavis Road. Details regarding the release of these documents will be provided in future notices.

Project information will be posted and updated on the project website: www.401expansion-mississauga.ca.

The City of Mississauga is considering a separate study for pedestrian/cycling options across Highway 401 at the location of the removed Second Line West structure. This study will be undertaken in accordance with the *Municipal Class Environmental Assessment* process.

PUBLIC INFORMATION CENTRE

The public is invited to attend a Public Information Centre (PIC) for this project. The purpose of the PIC is to present and receive input on the design details of the proposed Highway 401 improvements, including information on construction staging, potential environmental impacts and proposed mitigation measures. The PIC will be held on:

Date: Wednesday, November 13, 2013
Location: Meadowvale Village Hall
6970 Second Line West, Mississauga, ON
Time: 4:00 p.m. to 8:00 p.m.

This PIC will be an informal drop-in centre. Representatives from the MTO and the project's consultant team will be available to answer questions, receive comments and discuss the next steps in this project. You are encouraged to attend the PIC and provide the Project Team with your views and comments so that they can be considered as the project progresses. For further information or if you wish to be added to the project mailing list, please contact:

Miao Zhou, P.Eng., M.Eng.
Project Engineer
Ontario Ministry of Transportation
Central Region
1201 Wilson Avenue, Building D, 4th Floor
Downsview, ON M3M 1J8
tel: 416-235-4277
fax: 416-235-3576
e-mail: miao.zhou@ontario.ca

Brian Ruck, P.Eng., C.V.S.
Consultant Project Manager
AECOM Canada Ltd.
300 Water Street
Whitby, ON L1N 9J2
toll-free: 1-800-668-1983
tel: 905-668-4021 ext. 2250
fax: 905-665-4867
e-mail: brian.ruck@aecom.com

Comments and information regarding this project are being collected to assist in meeting the requirements of the *Environmental Assessment Act*, in accordance with the *Freedom of Information Act*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.



MINISTRY OF TRANSPORTATION
PN-5596-URS_ENG
Toronto Star 6C (6.267) x 145ag (set-size)
Mississauga News 6C (6.191") x 150ag

AVIS CONCERNANT LA SÉANCE D'INFORMATION PUBLIQUE

Élargissement de l'autoroute 401 à partir de l'échangeur entre les autoroutes 403 et 410 jusqu'à la rivière Credit G.W.P. 2150-01-00 et G.W.P. 2152-01-00

PROJET

AECOM Canada Ltd. entreprend une étude de conception détaillée pour le compte du **ministère des Transports de l'Ontario (MTO)** en vue du dernier élargissement de l'autoroute 401 à partir de l'échangeur entre les autoroutes 403 et 410 jusqu'à la rivière Credit à Mississauga sur une distance de 7 km (voir la carte-index). Le projet comprend ce qui suit :

Aux termes de G.W.P. 2150-01-00

- Élargissement de l'autoroute 401 qui comporte actuellement 6 voies afin d'y aménager un système de 12 voies principales et collectrices comprenant des voies réservées aux véhicules multioccupants (VMO);
- Enlèvement de la structure de Second Line West au-dessus de l'autoroute 401 afin de permettre l'élargissement;
- Construction de deux bretelles de l'autoroute 401 en direction est jusqu'à l'autoroute 403 en direction sud et de l'autoroute 403 en direction nord jusqu'à l'autoroute 401 en direction ouest à l'échangeur 401/410/403.



Aux termes de G.W.P. 2152-01-00

- Prolongement du pont de Mavis Road à titre de contrat de construction avancée.

PROCESSUS

Ce projet suit le processus de planification environnementale approuvé pour les projets du groupe B en vertu de l'*Évaluation environnementale de portée générale pour les installations provinciales de transport* (2000). Un rapport d'étude environnementale pour les transports (REET) a été préparé en août 2005 et a fait l'objet d'une approbation environnementale. Depuis, il a été déterminé que la reconstruction du pont de Mavis Road pouvait être avancée en préparant une étude de conception détaillée distincte et en documentant ce projet dans un rapport de conception-construction (RCC) s'y rattachant en propre.

Un deuxième RCC a par la suite été préparé pour documenter la conception détaillée du reste des travaux d'élargissement de l'autoroute. Un addenda au REET sera préparé pour le prolongement proposé du Belgrave Road pour le relier au Mavis Road. Les détails concernant la publication de ces documents seront fournis dans des avis futurs.

Des renseignements sur le projet seront fournis et mis à jour sur le site Web du projet : www.401expansion-mississauga.ca.

La Ville de Mississauga envisage de commander une étude distincte visant des options pour la circulation des piétons et des cyclistes au-dessus de l'autoroute 401 à l'endroit où se trouvait la structure enlevée à la Second Line West. Cette étude sera menée conformément au processus de l'*évaluation environnementale municipale de portée générale*.

SÉANCE D'INFORMATION PUBLIQUE

Le public est invité à participer à une séance d'information publique (SIP) pour ce projet. L'objectif de la SIP est de présenter les détails de la conception et de recueillir les commentaires relatifs aux améliorations proposées à l'autoroute 401, ce qui comprend des renseignements sur les étapes de la construction, les incidences environnementales potentielles ainsi que les mesures d'atténuation proposées. Date de la SIP :

Le mercredi 13 novembre 2013
Meadowvale Village Hall, 6970 Second Line West, Mississauga, ON
16 h – 20 h

Cette SIP sera une séance informelle à laquelle tous pourront se présenter à l'heure désirée. Des représentants du MTO et de l'équipe de l'expert-conseil du projet seront disponibles pour répondre aux questions, recevoir des commentaires et discuter des prochaines étapes du projet. Nous vous encourageons à y assister et à exprimer à l'équipe du projet vos opinions et commentaires pour qu'ils puissent être pris en considération au fur et à mesure de l'avancement du projet. Pour en savoir plus ou pour faire ajouter votre nom sur la liste d'envoi du projet, veuillez communiquer avec :

Miao Zhou, P.Eng., M.Eng.

Ingénieur chargé de projet
Ministère des Transports de l'Ontario
Région du Centre
Immeuble D, 4^e étage, 1201, avenue Wilson
Downsview, ON M3M 1J8
Téléphone : 416-235-4277
Télécopieur : 416-235-3576
Courriel : miao.zhou@ontario.ca

Brian Ruck, P.Eng. C.V.S.,

Chargé de projet de l'expert-conseil
AECOM Canada Ltd.
300, rue Water
Whitby, ON L1N 9J2
Sans frais : 1-800-668-1983 ou
Téléphone : 905-668-4021, poste 2250
Télécopieur : 905-665-4867
Courriel : brian.ruck@aecom.com

Les commentaires et les renseignements concernant ce projet sont recueillis afin d'aider à satisfaire aux exigences de la Loi sur les évaluations environnementales et ils seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. Ces éléments seront conservés dans le dossier pour être utilisés pendant le projet et pourront être inclus dans la documentation du projet. À l'exception des renseignements personnels, tous les commentaires feront partie du domaine public.





AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

<<date>>

Sample Letter to municipalities,
agencies and interest groups

Contact Name
Contact Title
Company Name
Company Address

Dear Contact Name:

**Regarding: Notice of Public Information Centre (PIC)
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Detail Design Group Work Projects (G.W.P. 2150-01-00 and G.W.P. 2152-01-00)**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system.

The purpose of this letter is to advise you of the upcoming Public Information Centre (PIC) scheduled for **Wednesday November 13, 2013**, and to invite you to attend the session held from **3:00 p.m. to 4:00 p.m.** at the **Meadowvale Village Hall (6970 Second Line West, Mississauga, ON)** for municipal councillors/staff, First Nations representatives and external agency staff only. Additional information is enclosed and available on the project website at www.401expansion-mississauga.ca.

The PIC will be a drop-in style open house format, at which the Recommended Plan will be presented. Staff from Project Team will be in attendance at the PIC to answer questions. You are encouraged to attend the PIC and provide your views and comments so they can be considered.

If you require additional information or wish to discuss the project, please contact either one of the following Project Team members listed in the enclosed Notice.

Sincerely,
AECOM Canada Ltd.

Brian Ruck, P.Eng. CVS
Consultant Project Manager
Brian.Ruck@aecom.com

CL:mo
Encl. Notice of Public Information Centre
cc: Miao Zhou – MTO Project Engineer; Larry Sarris – MTO Environmental Planner
Mirjana Osojnicky – AECOM Environmental Planner



AECOM
300 Water Street
Whitby, ON, Canada L1N 9J2
www.aecom.com

905 668 9363 tel
905 668 0221 fax

Sample Letter to Impacted
Property Owners

<<date>>

Contact Name
Address

Dear Contact Name:

**Regarding: Notice of Public Information Centre (PIC)
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Detail Design Group Work Projects (G.W.P. 2150-01-00 and G.W.P. 2152-01-00)**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system.

The purpose of this letter is to advise you of the upcoming Public Information Centre (PIC) scheduled for **Wednesday November 13, 2013** from **4:00 p.m. to 8:00 p.m.** at the **Meadowvale Village Hall (6970 Second Line West, Mississauga, ON)**, and to invite you to attend. Additional information is enclosed and available on the project website at www.401expansion-mississauga.ca.

The PIC will be a drop-style open house format, at which the Recommended Plan will be presented.

Staff from the Project Team will be in attendance at the PIC to answer questions. You are encouraged to attend the PIC and provide your views and comments so they can be considered.

Sincerely,
AECOM Canada Ltd.

Brian Ruck, P.Eng.
Consultant Project Manager
Brian.Ruck@aecom.com

CL:mo

Encl. Notice of Public Information Centre

cc: Miao Zhou – MTO Project Engineer
Larry Sarris – MTO Environmental Planner
Mirjana Osojnicki – AECOM Environmental Planner

Ministry of Transportation

Planning and Environmental Office
Central Region
4th Floor, Bldg. 'D'
1201 Wilson Avenue
Downsview, ON M3M 1J8
Tel.: 416-235-4277
Fax.: 416-235-3576

Ministère des Transports

Bureau de la planification et de
l'environnement
Région du Centre
4^e étage, édifice D
1201, avenue Wilson
Downsview, ON M3M 1J8
Tél.: 416-235-4277
Télééc.: 416-235-3576



Sample Letter to First Nations

<<date>>

Contact Name
Contact Title
Company Name
Company Address

Dear Contact Name:

**Regarding: Notice of Public Information Centre (PIC)
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Detail Design Group Work Projects (G.W.P. 2150-01-00 and G.W.P. 2152-01-00)**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system.

The purpose of this letter is to advise you of the upcoming Public Information Centre (PIC) scheduled for **Wednesday November 13, 2013**, and to invite you to attend the session held from **3:00 p.m. to 4:00 p.m.** at the **Meadowvale Village Hall (6970 Second Line West, Mississauga, ON)** for municipal councillors/staff, First Nations representatives and external agency staff only. Additional information is enclosed and available on the project website at www.401expansion-mississauga.ca.

The environmental investigations for this assignment include:

- Fish and Fish Habitat Existing Conditions and Impact Assessment Report.
- Terrestrial Ecosystems Report, including ecological land classification (ELC), botanical inventory, migratory bird activity and wildlife activity and habitat.
- Groundwater Assessment. This project involves the identification of groundwater resources.
- A Stage 1/2 Archaeological Assessment following Ministry of Tourism and Culture guidelines for the completion of archaeological assessments.
- A Built Heritage and Cultural Heritage Landscape Assessment within the Project Limits.

The PIC will be a drop-in style open house format, at which the Recommended Plan will be presented. Staff from MTO and their consultant, AECOM, will be in attendance at the PIC to answer questions. You are encouraged to attend the PIC and provide your views and comments so they can be considered.

If you have any questions about the project, please contact one of the individuals named in the enclosed Notice. Should you prefer to meet with Ministry staff to discuss the study, please contact the undersigned at 416-235-4277, or by email at: Miao.Zhou@ontario.ca.

Sincerely,

Miao Zhou, M. Eng., P. Eng.
MTO Project Engineer
Ministry of Transportation, Central Region

Encl. Notice of Public Information Centre

cc: Brian Ruck – AECOM Project Manager
Leslie Currie – MTO Regional Archaeologist
Larry Sarris – MTO Environmental Planner
Mirjana Osojncki – AECOM Environmental Planner

Ministry of Transportation

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Tél.: 416-235-4277
Télééc.: 416-235-3576



Sample Letter to Member of
Provincial Parliament (MPP)

DATE

Contact Name
Contact Title
Company Name
Company Address

Dear Contact Name:

**Regarding: Notice of Public Information Centre (PIC)
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Detail Design Group Work Projects (G.W.P. 2150-01-00 and G.W.P. 2152-01-00)**

AECOM Canada Ltd. (AECOM) has been retained by the Ontario Ministry of Transportation (MTO) to undertake the Detail Design for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga, Regional Municipality of Peel, a distance of 7 km. The project will complete the expansion of Highway 401 from Highway 410/403 interchange to the Credit River, from its current 6 lanes to a 12-lane core/collector system.

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The PIC will be a drop-in style open house format, at which the Recommended Plan will be presented. Staff from Project Team will be in attendance at the PIC to answer questions. You are encouraged to attend the PIC and provide your views and comments so they can be considered.

If you require additional information or wish to discuss the project, please contact either one of the following Project Team members listed in the enclosed Notice.

Sincerely,

Miao Zhou, M.Eng. P.Eng.
Project Engineer
Ontario Ministry of Transportation

CL:mo

Encl. Notice of Public Information Centre

cc: Brian Ruck - AECOM Project Manager
Larry Sarris – MTO Environmental Planner
Mirjana Osojnicky – AECOM Environmental Planner

Highway 401 Widening
From Highway 403/410 Interchange to the Credit River

Welcome to the

PUBLIC INFORMATION CENTRE

for the
Highway 401 Widening
From Highway 403/410 Interchange to the Credit River
Detail Design Project
G.W.P. 2150-01-00 and G.W.P. 2152-01-00

Wednesday November 13, 2013
4:00 p.m. to 8:00 p.m.

PLEASE SIGN IN

AECOM



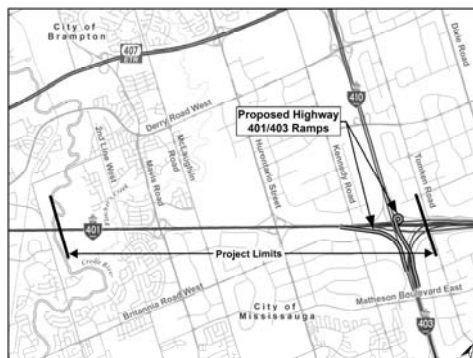
Highway 401 Widening
From Highway 403/410 Interchange to the Credit River

Purpose of the Public Information Centre

The purpose of this Public Information Centre (PIC) is to seek input on the Detail Design for the recommended plan and answer questions about the project.

Purpose of the Project

- The purpose of the project is to carry out a Detail Design and Class Environmental Assessment (EA) for the ultimate widening of Highway 401 from the Highway 403/410 interchange to the Credit River, a distance of 7 km.
- The project will complete the expansion of Highway 401 within the project limits from its current 6- lanes to a 12-lane core/collector system, as documented in the Transportation Environmental Study Report (TESR) for the *Preliminary Design of Highway 401 From Highway 410/403 Interchange to East of the Credit River*, August 2005.
- Upon completion, the project will be documented in Design and Construction Reports (DCRs) and will include mitigation measures and future commitments to address the identified environmental impacts.



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Project Background

- In 1982, the Ministry of Transportation completed a Preliminary Design study for Highway 401 from Renforth Drive to 2nd Line West (G.W.P. 127-66-64). This study identified the need for significant capacity improvements to accommodate growing travel demands, including the need for an express/collector system west of the Highway 410/403.
- In August 2005, the Ministry of Transportation completed a Preliminary Design study for improvements to Highway 401 from the Highway 410/403 interchange westerly to east of the Credit River (G.W.P. 2149-01-00 and 2150-01-00). This study was undertaken to review and update previous work and look for opportunities to integrate High Occupancy Vehicle (HOV) facilities within the corridor.
 - The study included two (2) PICs held in June 2003 and June 2004.
 - The Transportation Environmental Study Report (TESR) was approved with Conditions by the Minister of the Environment in 2007 following receipt of two (2) bump-up requests (Part II Orders).
- In June 2011, the Ministry of Transportation initiated the current Detail Design project (G.W.P. 2150-01-00).

Design Features

This project involves:

Under G.W.P. 2150-01-00

- Expansion of Highway 401 from its current 6-lanes to a 12-lane core/collector system including:
 - Collector lanes consisting of three (3) general purpose lanes in each direction;
 - Core lanes consisting of two (2) general purpose lanes and one (1) High Occupancy Vehicle (HOV) lane in each direction;
 - HOV lanes from west of Mavis Road to east of Highway 410 to be opened following construction completion;
 - Removal of the 2nd Line West structure over Highway 401 to accommodate the highway widening;
 - New ramps from Highway 401 eastbound to Highway 403 southbound and from Highway 403 northbound to Highway 401 westbound at the 401/410/403 interchange;
 - New structures carrying the proposed collector lanes over Fletcher's Creek;
 - Stormwater management strategy;
 - High mast illumination on Highway 401 throughout the project limits; and
 - Reconstruction of the existing highway pavement.

Under G.W.P. 2152-01-00

- Extension of the Mavis Road bridge as an advanced construction contract to accommodate the proposed additional collector lanes.

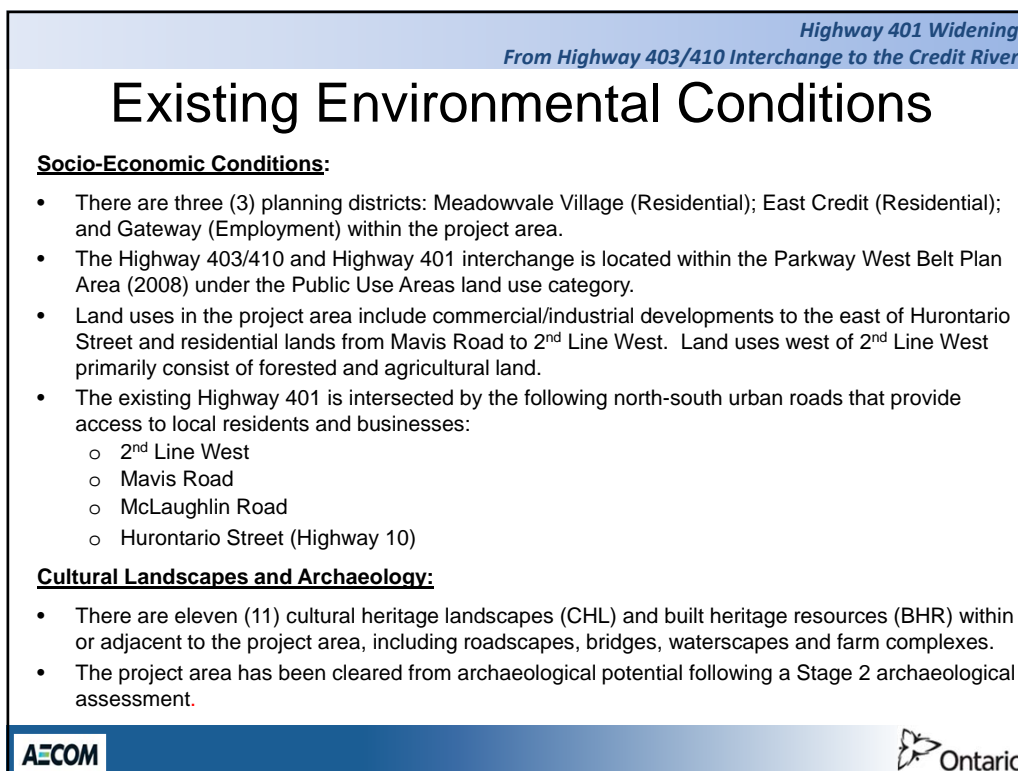
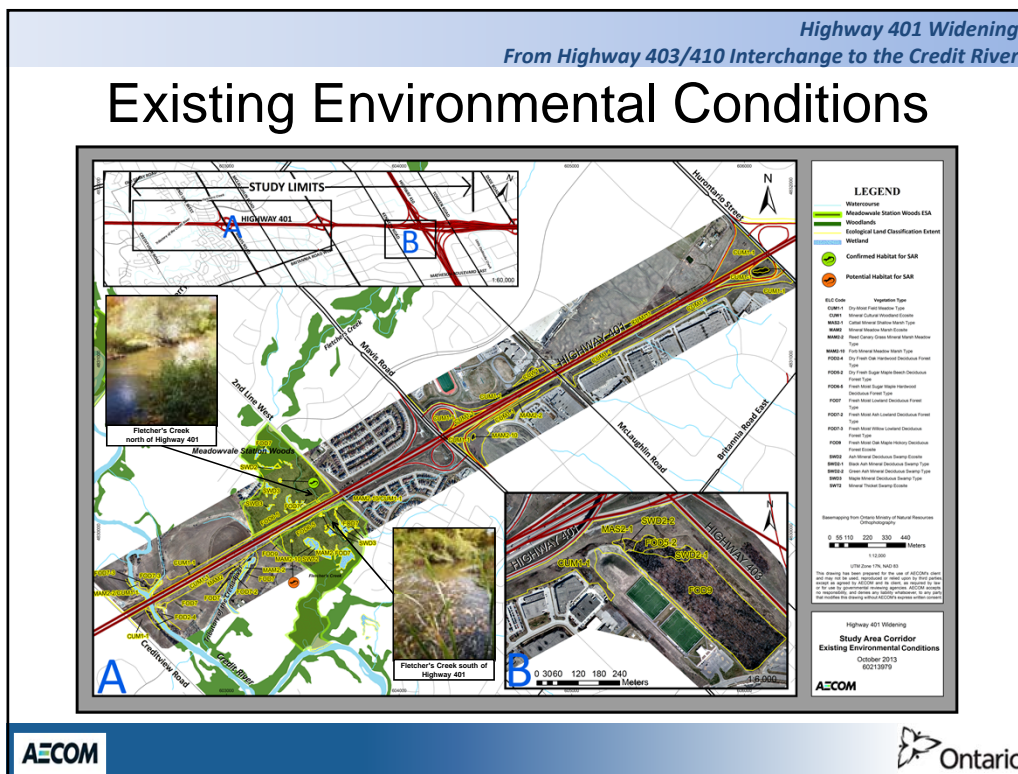
EA Process

- This project is following the approved environmental planning process for **Group 'B' projects**, under the Ministry's Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000), with the opportunity for public input throughout.
- **Group 'B' Projects** generally include major improvements to existing provincial transportation facilities. They do not require formal EA Act review and approval, provided the Class EA process is followed.
- There is an opportunity at any time during the Class EA Process for interested persons to provide comments and review outstanding issues.
- The project will proceed with documentation as follows:
 - Extension of the Mavis Road bridge will be documented in a **Design and Construction Report (DCR)** for construction start in 2014;
 - The remainder of the highway expansion work will be documented in a separate **DCR**; and
 - An **Addendum to the August 2005 TESR** will be prepared to document the proposed extension of Belgrave Road to connect to Mavis Road. Only the changes documented in the Addendum are eligible for a bump-up (request for a Part II Order by the Minister of the Environment).
- There is no bump up opportunity (request for Part II Order by the Minister of the Environment) for a DCR.
- Details regarding the release of these documents will be provided in future notices.

Existing Environmental Conditions

Natural Environment:

- The project area contains two watercourses, including:
 - **Tributary of the Credit River** – crosses Highway 401 approximately 0.7 km east of the Credit River. It originates on the north side of the Highway to the west of Meadowvale Station Woods and discharges approximately 700 m downstream of the highway. This tributary is an intermittent stream with a coolwater thermal classification and is located within the Credit River Watershed.
 - **Fletcher's Creek** – large meandering watercourse that flows through Meadowvale Station Woods and discharges to the Credit River approximately 1.5 km downstream of the highway. Fletcher's Creek is a permanent stream with coolwater thermal classification and is located within the Credit River Watershed.
- There is evidence of wildlife crossings through existing culverts at the Tributary of the Credit River and Fletcher's Creek.
- Species at Risk and/or habitat are present within the project area including the Jefferson Salamander (*Ambystoma jeffersonianum*) and Redside Dace (*Clinostomus elongatus*), as designated under the *Endangered Species Act* (2007).
- The Environmentally Sensitive Area (ESA) and Life Science Area of Natural and Scientific Interest (ANSI) named *Meadowvale Station Woods*, bisects Highway 401.
- There are no Provincially Significant Wetlands within the project limits, however there is an unevaluated wetland near the Highway 403/410 interchange.
- MOE Well Water Records indicate that there are fourteen (14) wells located in the project area, the majority are inactive, decommissioned, or demolished.



Noise Assessment

- A Noise Sensitive Area (NSA) is defined as a noise sensitive land use with an outdoor living area, including: single family houses (typically backyard); townhouses (typically backyard); multiple unit buildings, such as apartments with outdoor living areas for use by all occupants; hospitals and nursing homes, where there are outdoor living areas for patients.
- Highway noise levels take into consideration the vehicle type, road grade, distance from an NSA, type of ground between the road and the NSA and travel speeds.
- A noise analysis was carried out to assess the potential impacts of the proposed highway conditions. The analysis determined that no additional noise mitigation measures are warranted.

New Highway 401 West to Highway 403 South Ramp and Highway 403 South to Highway 401 West Ramp



See Roll Plan for Greater Detail

Key Changes from the 2005 TESR

Key changes include:

- An eastbound transfer from collector to core has been added;
- To address concerns with respect to wildlife crossings, the Fletcher's Creek crossing was enlarged and wildlife fencing will direct animals to safe crossings at the Credit River and Fletcher's Creek;
- A Stormwater (SWM) management pond identified for the north side of Highway 401 at 2nd Line West has been removed from the design. The SWM strategy for the area draining to Fletcher's Creek will include a series of small wetlands within the Mavis Road interchange. This will allow for additional vegetation restoration once 2nd Line West is closed;
- MTO's Green Pavement Design Rating System 'GreenPave' was considered in the development and evaluation of pavement recommendations; and
- 'Green Road' design concepts were incorporated to mitigate environmental impacts (A copy of the Report is on the Reference Table).

Fletcher's Creek Crossing

- The August 2005 TESR recommended retaining the existing twin cell culvert and constructing a third cell under the future core lanes to address hydraulic deficiencies. In addition, two (2) rigid frame structures were proposed to carry the future Highway 401 collector lanes over Fletcher's Creek.
- The project team has re-evaluated the crossing and determined that full replacement with two bridges is preferred:
 - Provides enhancement to the SAR designated watercourse;
 - Provides ultimate infrastructure upgrade within the Highway 401 core/collector expansion;
 - Culvert inspection revealed that the existing structural culverts are weak and would require rehabilitation;
 - Allows for additional room for construction access;
 - Will significantly reduce upstream flooding conditions;
 - Allows opportunity for increased light, air penetration and a larger opening to make it more attractive to wildlife crossing the highway; and
 - Reduces future maintenance and disruption of Highway 401 traffic.
- MTO has obtained MNR's agreement in principle on the design concept including the span of the new bridges.



Existing twin cell culvert at Fletcher's Creek



Proposed replacement with two full span bridges

Conceptual Fletcher's Creek Crossing



Conceptual bird's eye view of 2 clear span bridges



Conceptual view from north side of Highway 401

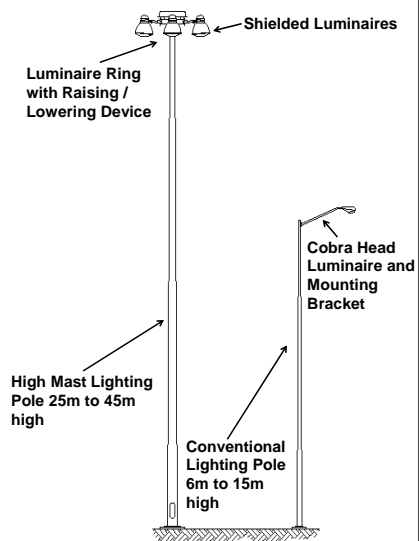


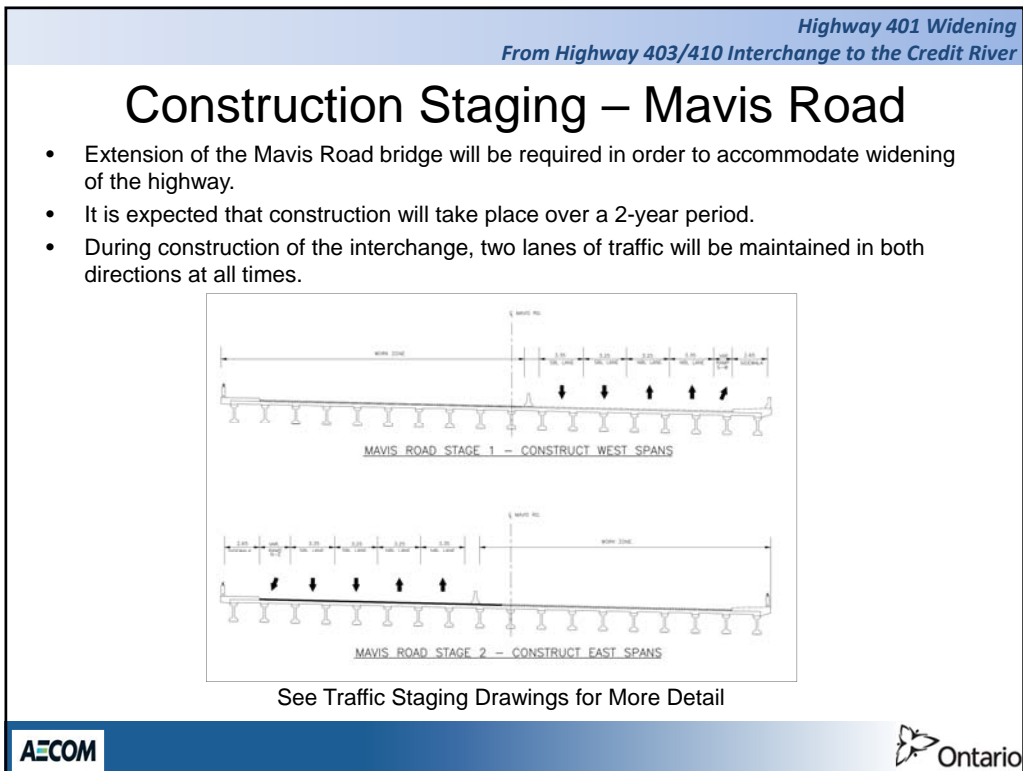
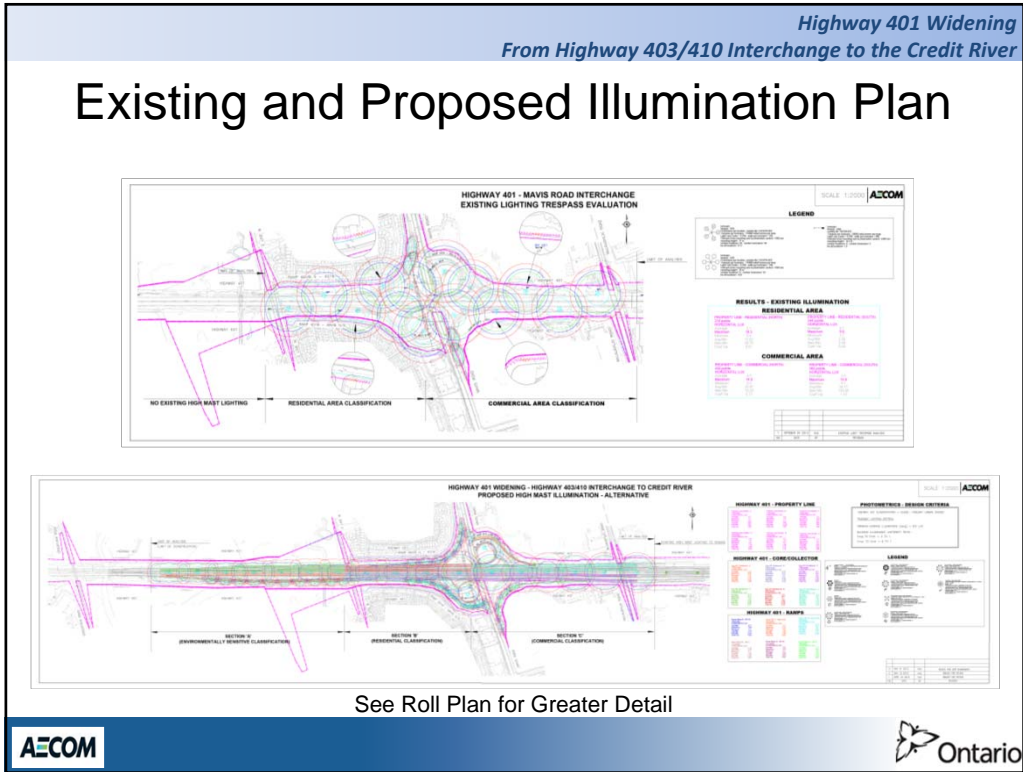
Conceptual view from south side of Highway 401



Lighting System Improvements

- High mast system will be implemented within the entire project corridor and will extend along Highway 401 from Mavis Road to the Credit River.
- High mast lighting at the Mavis Road interchange will be upgraded to meet current standards and to reduce the amount of light trespass onto private properties.
- Special measures will be applied to control light and minimize light spillage into environmentally sensitive and residential areas:
 - Environmentally Sensitive Area extends from 2nd Line West to the Credit River; and
 - Residential zone covers the section of Highway 401 between Mavis Road and 2nd Line West.
- In some sections, high mast lighting will be supplemented by lower conventional lighting poles to minimize light spillage.
- High mast lighting poles will be located in the median for the main sections of the Highway 401 core/collector system and located strategically within the Mavis Road interchange to provide uniform coverage of Highway 401 and access ramps.
- Shielded high mast lighting fixtures have been selected to significantly reduce glare and create a well defined lighting corridor while controlling lighting levels beyond the MTO Right-of-Way.





Highway 401 Widening
From Highway 403/410 Interchange to the Credit River

Proposed Construction Staging – Removal of 2nd Line West

- Removal of the 2nd Line West structure will require the temporary full closure of Highway 401 in the eastbound and westbound direction from Mavis Road to Mississauga Road.
- Closure will take place over the weekend for approximately a 12-18 hour period; typically starting 11pm on Saturday to 5pm on Sunday.
- A Communication Plan will be developed to include:
 - PVMS signs advising motorists in advance of and during construction;
 - Notification to transit and emergency services;
 - Media notification; and
 - Signage along all detour routes.
- Detours will ensure that thru traffic avoids travel through residential neighbourhoods.
- Details are subject to approval by the City of Mississauga and the Regional Municipality of Peel.
- Detour routes include Mavis Road, Derry Road West, Britannia Road West, Queen Street North and Mississauga Road.

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Highway 401 Widening
From Highway 403/410 Interchange to the Credit River

Potential Environmental Impacts and Mitigation

Potential Issues/Effects	Mitigation
Natural Environment	
Soil Erosion and Sediment Control <ul style="list-style-type: none"> Excavation and grading activities associated with construction may result in erosion and generation of sediment carried into the watercourses within the project limits 	<ul style="list-style-type: none"> Sedimentation control measures consisting of the installation of silt fencing, as per Ontario Standard Drawings, will be installed prior to construction and any surface grading. Plans will be developed and reviewed by the CVC and MNR. Erosion and sediment control practices will focus on two separate targets: minimizing site erosion; and, keeping any eroded material on site. Best management practices for erosion and sediment control include: <ul style="list-style-type: none"> Silt fence barriers, erosion control blanket, and rock flow checks will be implemented during construction to prevent migration of sediment to the watercourses within the project area and all other natural features; Rip rap or other stabilizing systems will be installed at outlets or spillways; and Stabilization and re-vegetation of all disturbed surfaces will be established as soon as possible with the most appropriate treatments available.
Watercourses and Fisheries <ul style="list-style-type: none"> Potential for impacts to fish habitat in Tributary to the Credit River and Fletcher's Creek 	<ul style="list-style-type: none"> Maintain fish habitat through structures with fisheries resources by providing natural substrate and channel form. Apply timing constraints for construction. Contract package to include appropriate timing restrictions and mitigation design (i.e. open bottom culvert, clear span bridge, where possible). Manage fisheries impacts and mitigation in accordance with the Federal <i>Fisheries Act</i> and the MTO/DFO/MNR Fisheries Protocol. Reinstate and expand culvert inlet and outlet at Fletcher's Creek and enhance pools at inlet and outlet of culvert at tributary of the Credit River.
Wildlife <ul style="list-style-type: none"> Potential for wildlife passage through existing culverts at Tributary to the Credit River and Fletcher's Creek 	<ul style="list-style-type: none"> A wildlife crossing will be established at Fletcher's Creek that allows for increased light, air penetration and a larger opening to make it more attractive to wildlife crossing the highway and provides enhancement to the SAR designated watercourse. Fencing will be provided along Highway 401 within the Meadowvale Station Woods to encourage/direct wildlife to use the crossing.
Vegetation <ul style="list-style-type: none"> Loss of vegetation due to construction 	<ul style="list-style-type: none"> Develop an overall-benefit plan and contract documents to include operational constraints and special provisions with respect to vegetation removal.
Species At Risk <ul style="list-style-type: none"> Loss of habitat for species at risk due to construction 	<ul style="list-style-type: none"> A permit will be obtained under the <i>Endangered Species Act</i> for the area of the Meadowvale Station Woods and crossing of Fletcher's Creek prior to construction for two species at risk. Tree and site clearing will take place between September and March 31st and avoid the months of April until August, in accordance with the <i>Migratory Birds Convention Act</i>.
Groundwater/Surface Water <ul style="list-style-type: none"> Potential for increased pollutants to enter receiving watercourses and groundwater recharge areas 	<ul style="list-style-type: none"> Drainage will be designed to manage stormwater quality and quantity, and will include a series of small wetlands within the Mavis Road interchange for the area draining to Fletcher's Creek. Obtain Permit to Take Water for dewatering activities exceeding 50,000L/day. Re-fuelling during construction will occur in designated areas.
Management of Excess Material and Property Contamination	<ul style="list-style-type: none"> Management of excess materials will be dealt with in accordance with normal MTO practices (regulated by OPSS 180). Lead paint on guard rails will be managed in accordance with the <i>Ontario Occupational Health and Safety Act</i> (Reg. 843) and <i>Ontario Environmental Protection Act</i> (Reg. 347).

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*Highway 401 Widening
From Highway 403/410 Interchange to the Credit River*


Potential Environmental Impacts and Mitigation

Potential Issues/Effects	Mitigation
Socio-Economic Environment	
Noise <ul style="list-style-type: none"> Highway operational noise Potential noise increase during construction activities 	<ul style="list-style-type: none"> A noise analysis was carried out to assess the potential impacts of the proposed highway conditions. The analysis determined that no additional noise mitigation measures are warranted. The Contractor will be required to maintain equipment in good operating condition to prevent unnecessary noise and restrict idling of equipment to the minimum necessary to perform the work. Complaints about noise will be investigated in accordance with the MTO/MOE Noise Protocol. Adherence to the municipal noise by-law.
Archaeology <ul style="list-style-type: none"> Potential impact to archaeological resources 	<ul style="list-style-type: none"> A Stage 2 Archaeological Assessment recommended that no further archaeological concern is warranted for lands with the project area. If any archaeological and/or historical resources be discovered during construction, they may be a new archaeological site and therefore subject to Section 48(1) of the <i>Ontario Heritage Act</i>. Construction must cease immediately and a licensed consultant archaeologist must be engaged to carry out archaeological fieldwork in compliance with Section 48(1) of the <i>Ontario Heritage Act</i>. Work in the area would not resume until cleared by the Ministry of Tourism, Culture and Sport.
Property Impacts <ul style="list-style-type: none"> Limited property requirements for widening 	<ul style="list-style-type: none"> MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures.
Emergency Access <ul style="list-style-type: none"> Temporary or permanent change to access 	<ul style="list-style-type: none"> Notify OPP and emergency medical services of construction staging, start of construction, temporary closure of Highway 401 for the removal of the 2nd Line West structure, etc. to minimize delay in emergency response times during and after construction.
Air Quality (Dust)	<ul style="list-style-type: none"> Dust suppressants will be used during construction. Construction equipment will be required to conform to emissions standards and the idling of equipment will be restricted to ensure that air quality is not unduly impacted.
Utilities <ul style="list-style-type: none"> Potential impacts to existing utilities 	<ul style="list-style-type: none"> Utility relocations will be coordinated.
Traffic <ul style="list-style-type: none"> Motorists may experience delays and disruption during construction 	<ul style="list-style-type: none"> Collector lanes will be generally constructed first thereby minimizing traffic disruptions on Highway 401. Closure of lanes only once additional capacity of the network has been provided. Short-term closures will be limited to off-peak and/or nighttime hours.


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*Highway 401 Widening
From Highway 403/410 Interchange to the Credit River*


Proposed Belgrave Road Extension

- At the request of the City of Mississauga, the Ministry of Transportation has investigated the need for a future extension of Belgrave Road from the Highway 401 EB off ramp at Mavis Road easterly to the existing cul-de-sac west of Suffolk Court – a distance of approximately 200m.
- Three (3) alternatives were considered. They include:
 - 

Alternative A – Mavis Road Underpass to Belgrave Road

 - The full grade separated option would provide unimpeded unidirectional traffic flow onto Belgrave Road from the W-N/S ramp via a tunnel under the existing Mavis Road, similar to that currently under construction at Hurontario Street.
 - Access from Highway 401 east would be split into two ramps when approaching Mavis Road. Ramp W-N/S would approach Mavis Road at-grade while a second Ramp W-E would tunnel under Mavis Road [and S-E Ramp] to connect to Belgrave Road.
 - 

Alternative B – At-Grade Intersection with Mavis Road Structure Over Realigned Ramp S-E

 - An at-grade connection would provide 2-way access to Belgrave Road from Mavis Road. Some turning movements would be restricted at the intersection (i.e. Belgrave WB Left) to optimize traffic operations.
 - A south to east at-grade ramp would be constructed under the Belgrave Road extension.
 - MTO would construct the S-E ramp on a lower profile and the City would build a bridge over the ramp to connect Belgrave Road at a later date.
 - 

Alternative C – At Grade Full Intersection at Mavis Road Ramp S-E Relocated North of the Existing Intersection

 - MTO Central Region has utilized this type of connection within Parclo-A type interchanges in some recent highway projects to maintain connections to existing connected roadways.
 - Construction of a tighter Ramp S-E avoids the construction of a bridge structure.

AECOM

Proposed Belgrave Road Extension



- **Alternative B** is selected to be carried forward as the Recommended Plan. This alternative provides operational benefits including providing free flow of traffic and provision of a 'right out' access to northbound Mavis Road; allows for the protection of a future Belgrave extension within the current MTO contract; and, has minimal impact to existing environmental features.
- For this proposed design enhancement, MTO will prepare an Addendum to the August 2005 TESR, on behalf of the City of Mississauga. The TESR Addendum will document the proposed change to the 2005 TESR and consultation which has taken place. It will be available for a 30-day public review period. Only the changes identified in this presentation and documented in the Addendum will be eligible for a 'bump up' (request for a Part II Order by the Minister of the Environment).
- A Notice of TESR Addendum Filing will be posted in the **Mississauga News**, **L'Express de Toronto**, as well as the project website at www.401expansion-mississauga.ca.
- Timing for the construction of the Belgrave Road extension will be determined at a later date.

Copy of the Geometric Feasibility Design Report (August 2012) on the Reference Table

Next Steps

Following tonight's information session we will:

- Review and consider your comments and input;
- Respond to your written questions;
- Produce the following EA documentation:
 - DCR to document the reconstruction of the Mavis Road interchange;
 - DCR to document the remainder of the highway expansion work, with the exception of the proposed Belgrave Road extension; and
 - TESR Addendum to the 2005 TESR to document the proposed extension of Belgrave Road.



Details regarding the release of these documents and will be provided in future notices, as well as the project website at www.401expansion-mississauga.ca.

Once the Detail Design and contract package for the Mavis Road interchange and the remainder of the highway expansion is finalized, the project will proceed to construction.

The City of Mississauga is considering a separate study for pedestrian/cycling options across Highway 401 at the location of the removed 2nd Line West structure. This study will be undertaken in accordance with the *Municipal Class EA* process.

Highway 401 Widening
From Highway 403/410 Interchange to the Credit River

Remain Involved in the Project

Thank you for attending this PIC and participating in the Detail Design process. We encourage you to fill out the comment sheet provided and drop it off in the comment box. Alternatively, you can mail, fax, or email your comments by December 13, 2013 to either of the individuals listed below:

Miao Zhou, P.Eng.
Project Engineer
Ontario Ministry of Transportation
Central Region
Building 'D', 4th Floor, 1201 Wilson Ave
Downsview, ON M3M 1J8
Phone: (416) 235-4277
Fax: (416) 235-3576
Email: Miao.Zhou@ontario.ca

Brian Ruck, P. Eng. C.V.S.,
Consultant Project Manager
AECOM Canada Ltd.
300 Water Street
Whitby, ON L1N 9J2
Toll Free: 1-800-668-1983 or
Phone: (905) 668-4021 ext. 2250
Fax: (905) 665-4867
E-mail: Brian.Ruck@aecom.com

All comments received will be reviewed and considered in the Detail Design process to implement the proposed improvements within the Highway 401 Project Limits. Public comments will be collected 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.



Agency Correspondence



REPLY FORM

PLEASE REPLY BY July 25, 2011

To: MIRJANA OSOJNICKI, AECOM

Date: July 11, 2011

Fax: (905) 238-0038

E-mail: mirjana.osojnicki@aecom.com

Re: Notice of Study Commencement Highway 401 Widening, from Highway 403/410 Interchange to the Credit River, City of Mississauga, Regional Municipality of Peel, 7 km, GWP 2150-01-00

NAME: Adrian Smith

Use my contact information as the key project contact for future correspondence

TITLE: Director, Planning Policy and Growth Management

MUNICIPALITY/AGENCY: City of Brampton

ADDRESS: 2 Wellington Street West, Brampton, ON

POSTAL CODE: L6Y 4R2

PHONE: 905-874-2052

FAX: 905-874-2099

E-MAIL: adrian.smith@brampton.on

Please indicate the appropriate response:

My group/agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.

My group/agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.

Please **remove** my group/agency from Study Mailing List.

Area of interest or concern/preliminary comments:



REPLY FORM

PLEASE REPLY BY July 25, 2011

To: MIRJANA OSOJNICKI, AECOM

Date: July 19/2011

Fax: (905) 238-0038

E-mail: mirjana.osojnicki@aecom.com

Re: Notice of Study Commencement Highway 401 Widening, from Highway 403/410 Interchange to the Credit River, City of Mississauga, Regional Municipality of Peel, 7 km, GWP 2150-01-00

NAME: Liam Marray

Use my contact information as the key project contact for future correspondence

TITLE: Manager, Planning Ecology

MUNICIPALITY/AGENCY: Credit Valley Conservation

ADDRESS: 1255 Old Derry Rd

POSTAL CODE: L5N 6R4

PHONE: 905-670-1615 x239

FAX: 905-670-2210

E-MAIL: lmarray@creditvalleyca.ca

Please indicate the appropriate response:

- My group/agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- My group/agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** my group/agency from Study Mailing List.

Area of interest or concern/preliminary comments:

<u>Detailed comments forthcoming via email</u>



REPLY FORM

PLEASE REPLY BY July 25, 2011

To: MIRJANA OSOJNICKI, AECOM

Date: July 5/2011

Fax: (905) 238-0038

E-mail: mirjana.osojnicki@aecom.com

Re: Notice of Study Commencement Highway 401 Widening, from Highway 403/410 Interchange to the Credit River, City of Mississauga, Regional Municipality of Peel, 7 km, GWP 2150-01-00

NAME: HYDRO ONE NETWORKS

Use my contact information as the key project contact for future correspondence

TITLE: SCHEDULING

MUNICIPALITY/AGENCY: HYDRO ONE

ADDRESS: 913 CRAWFORD DR

POSTAL CODE: K9J 3X1

PHONE: 1-888-871-3514 x 3307

FAX:

E-MAIL: ZONE 3A SCHEDULING @ HYDROONE.COM

Please indicate the appropriate response:

- My group/agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- My group/agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** my group/agency from Study Mailing List.

Area of interest or concern/preliminary comments:

Osojnicky, Mirjana

From: Zirger, Rosi (MTC) <Rosi.Zirger@ontario.ca>
Sent: Wednesday, August 03, 2011 4:04 PM
To: Osojnicky, Mirjana
Subject: Highway 401 widening - Highway 403/410 Interchange to Credit River (MTO) - Detail Design (GWP 2150-01-00)

Follow Up Flag: Follow up
Flag Status: Flagged

Project: Highway 401 widening – Highway 403/410 Interchange to Credit River (MTO) - Detail Design (GWP 2150-01-00)

Location: City of Mississauga

MTC File: 21EA063

The Ministry of Tourism and Culture (MTC) received a Notice of Study Commencement for the project mentioned above. As part of the Class Environmental Assessment process, the MTC has an interest in the conservation of cultural heritage resources including:

- archaeological resources,
- built heritage resources, and
- cultural heritage landscapes.

MTC would be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. We ask that you update your contact list to remove the names of Karla Barboza and Mairflor Toneatto, and send future notices to **Rosi Zirger A/Heritage Planner at the address below**.

Best regards,

[Rosi Zirger](#)

[A/Heritage Planner | Central and Southeast](#)

[Ministry of Tourism and Culture | Culture Services Unit](#)

[Tel. 416.314.7159 | Fax 416.314.7175](#)

rosi.zirger@ontario.ca

[Ministry of Tourism and Culture](#)

[Programs and Services Branch](#)

[Culture Services Unit](#)

[401 Bay Street, 17th Floor](#)

[Toronto, Ontario M7A 0A7](#)

REPLY FORM

PLEASE REPLY BY July 25, 2011

To: MIRJANA OSOJNICKI, AECOM

Date: July 8/2011

Fax: (905) 238-0038

E-mail: mirjana.osojnicki@aecom.com

Re: Notice of Study Commencement Highway 401 Widening, from Highway 403/410 Interchange to the Credit River, City of Mississauga, Regional Municipality of Peel, 7 km, GWP 2150-01-00

NAME: John M^cDougall

Use my contact information as the key project contact for future correspondence

TITLE: Fire chief

MUNICIPALITY/AGENCY: Mississauga Fire & Emergency Services

ADDRESS: 15 Fairview Rd W

POSTAL CODE: L5B 1K7

PHONE: (905) 615-3750

FAX: (905) 615-3773

E-MAIL: john.m^cDougall@mississauga.ca

Please indicate the appropriate response:

- My group/agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- My group/agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** my group/agency from Study Mailing List.

Area of interest or concern/preliminary comments:

We would like to be informed of any changes throughout the process that may impact access for emergency service vehicles.



REPLY FORM

PLEASE REPLY BY July 25, 2011

To: MIRJANA OSOJNICKI, AECOM

Date: July 4, 2011

Fax: (905) 238-0038

E-mail: mirjana.osojnicki@aecom.com

Re: Notice of Study Commencement Highway 401 Widening, from Highway 403/410 Interchange to the Credit River, City of Mississauga, Regional Municipality of Peel, 7 km, GWP 2150-01-00

NAME: Jackie Van de Valk - know you dont return till July 11/11. (SD)

Use my contact information as the key project contact for future correspondence

TITLE: Rural Planner

MUNICIPALITY/AGENCY: OMAFRA

ADDRESS: 6481 Wellington Rd 7, Unit 10 Elora, ON

POSTAL CODE: N0B 1S0

PHONE: 519-846-3415

FAX: _____

E-MAIL: _____

Please indicate the appropriate response:

- My group/agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- My group/agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** my group/agency from Study Mailing List.

Area of interest or concern/preliminary comments:

June 23, 2011

Mr. Brian Buck, P.Eng C.V.S.
Consultant Project Manager
AECOM Canada Ltd.
300 Water Street
Whitby, ON L1N 9J2

⇒ Mirjana Osojnicki
(Mississauga)

Dear Mr. Buck:

**RE: Highway 401 Widening – From Hwy 403/410 Interchange to the Credit River
Notice of Study Commencement
Ontario Government**

Thank you for your letter of June 21, 2011 informing us of the commencement of the Design and Construction Report for the above noted project. The Peel District School Board is interested in this project as we have a school in the vicinity of the study area. Please keep us informed of the status of this project and provide us with any information available so that we may monitor its progress and provide comments as necessary.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Paul Mountford, MCIP RPP
Intermediate Planning Officer
Planning and Accommodation Department

c. S. Hare, Peel District School Board
M. Zhou, Ontario Ministry of Transportation

Hwy 401 CR.doc

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Stan Cameron
Beryl Ford
David Green
Meredith Johnson

Steve Kavanagh
Sue Lawton
Brad MacDonald
Harinder Malhi
Jeff White
Rick Williams

Director of Education and Secretary

Tony Pontes

**Associate Director,
Instructional Support Services**
Pam Tomasevic

**Associate Director,
Operational Support Services**
Carla Kisko

 **TORONTO AND REGION**
Conservation
for The Living City

July 4, 2011

CFN 40699

BY MAIL AND EMAIL (Brian.Ruck@aecom.com)

Mr. Brian Ruck
AECOM Canada Ltd.
300 Water Street
Whitby, ON L1N 9J2

Dear Mr. Ruck:

**Re: Response to Notice of Study Commencement
Highway 401 Widening (Highway 403/410 Interchange to the Credit River)
Class Environmental Assessment for Provincial Transportation Facilities – Group B
Etobicoke Creek Watershed; City of Mississauga; Regional Municipality of Peel**

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above-noted project on June 21, 2011. It is our understanding that this undertaking involves preparing the Design and Construction Report (DCR) to complete the expansion of Highway 401 from the Highway 403/410 interchange to the Credit River. Works will involve widening Highway 401 from its current 6 lanes to a 12-lane core/collector system, including a High Occupancy Vehicle (HOV) lane in each direction.

Only the section between the Highway 403/410 interchange west to approximately Huronario Street falls within TRCA's jurisdiction and, based on the Key Map provided, it appears that work is currently underway within this area. Staff previously provided comments on the November 2008 DCR and the Stormwater Management Report in a letter dated January 14, 2009. A response to our comments was not provided.

It is unclear whether further detailed information will be made available for the segment within our jurisdiction. Should any additional information become available, please forward three (3) hard copies of any reports for review.

Should you have any questions, please contact me at extension 5717 or by email at SLingertat@trca.on.ca.

Yours truly,



Sharon Lingertat
Acting Senior Planner, Environmental Assessment Planning
Planning and Development

BY EMAIL

cc: MTO: Miao Zhou (Miao.Zhou@ontario.ca)
TRCA: Beth Williston, Senior Manager, Environmental Assessment Planning
Quentin Hanchard, Senior Manager, Development, Planning and Regulation
Chandra Sharma, Etobicoke/Mimico Watershed Specialist

F:\Home\Public\Development Services\EA\Letters for Mailing\40699-NoC.doc

Member of Conservation Ontario





REPLY FORM

PLEASE REPLY BY July 25, 2011

To: MIRJANA OSOJNICKI, AECOM

Date: July 20/2011

Fax: (905) 238-0038

E-mail: mirjana.osojnicki@aecom.com

Re: Notice of Study Commencement Highway 401 Widening, from Highway 403/410 Interchange to the Credit River, City of Mississauga, Regional Municipality of Peel, 7 km, GWP 2150-01-00

NAME: Sabbir Saiyed

Use my contact information as the key project contact for future correspondence

TITLE: Manager of Transportation System Planning

MUNICIPALITY/AGENCY: Region of Peel

ADDRESS: 10 Peel Centre Drive, Suite A, 6th floor

POSTAL CODE: L6T 4B9

PHONE: (905) 791-7800 Extension: 4352

FAX: (905) 791-7920

E-MAIL: sabbir.saiyed@peelregion.ca

Please indicate the appropriate response:

- My group/agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- My group/agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** my group/agency from Study Mailing List.

Area of interest or concern/preliminary comments:



REPLY FORM

PLEASE REPLY BY July 25, 2011

To: MIRJANA OSOJNICKI, AECOM

Date: July 13/11

Fax: (905) 238-0038

E-mail: mirjana.osojnicki@aecom.com

Re: Notice of Study Commencement Highway 401 Widening, from Highway 403/410 Interchange to the Credit River, City of Mississauga, Regional Municipality of Peel, 7 km, GWP 2150-01-00

NAME: Ken McBRIDE

Use my contact information as the key project contact for future correspondence

TITLE: _____

MUNICIPALITY/AGENCY: TRANS CANADA PIPE LINES

ADDRESS: 11200 WESTON ROAD, MAPLE, ON

POSTAL CODE: L6A 1S7

PHONE: 905-832-7344

FAX: _____

E-MAIL: _____

Please indicate the appropriate response:

- My group/agency **is interested** in providing input regarding this Study. Please leave me on the Study Mailing List.
- My group/agency **is not interested** in providing input regarding this Study but would like to be kept informed. Please leave me on the Study Mailing List.
- Please **remove** my group/agency from Study Mailing List.

Area of interest or concern/preliminary comments:



ALDERVILLE FIRST NATION
P.O. Box 46
11696 Second Line
Roseneath, Ontario K0K 2X0

Chief:	James R. Marsden
Councillor:	Dave Mowat
Councillor:	Pam Crowe
Councillor:	Leonard Gray
Councillor:	Randall Smoke

July 28th, 2011

Att: Miao Zhou, M.Eng. P.Eng.

**Re: Notice of Study Commencement
Highway 401 Widening - Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00**

Dear Miao,

Thank you for your consultation request to Alderville First Nation regarding the **Project for the Ultimate Widening of Highway 401 from the Highway 403/410 Interchange to the Credit River**, which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that the **Ministry of Transportation**, recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur.

Although we may not always have representation at all stakeholders meetings, it is our wish to be kept apprised throughout all phases of this project. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources
Communications Officer
Alderville First Nation

dsimpson@aldervillefirstnation.ca

Tele: (905) 352-2662
Fax: (905) 352-3242

Miao



HIAWATHA FIRST NATION
123 Paudash Street
Hiawatha On. K0L2G0

Chief:	Sandra Moore
Councillor:	Jill Smith
Councillor:	Duane Cowie
Councillor:	Lorne Paudash
Councillor:	Donald Paudash

RECEIVED

AUG - 2 2011

MTO-CENTRAL REGION
PLANNING & DESIGN
ENGINEERING SECTION

Date: July 20, 2011:

Ontario Ministry of Transportation:

Miao Zhou:

Thank you for the information you sent to Hiawatha First Nation regarding "401 Widening Project 2150-01-00" which is being proposed within Hiawatha First Nations' Traditional and Treaty Territories. Hiawatha First Nation appreciates the fact that MTO recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process however this correspondence is not considered meaningful consultation.

As per the Hiawatha First Nation Consultation Protocol, your proposed project is deemed, having minimal potential to impact Hiawatha First Nations' rights at this time, however, please keep us apprised of any updates, archaeological findings, and/ or of any environmental impacts, should any occur. We reserve the right to comment later, if something further along in the process is deemed to have a potential impact.

We would like to be contacted if artifacts are found and to be sent any archaeological reports as they are completed. We also have trained archaeological liaisons that we require being present at the archaeological sites during the assessments if first nation artifacts are found.

We can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Lori Ritter and Diane Sheridan
Land Resource Workers
Hiawatha First Nation

hfnconsultation@nexicom.net
Tele: (705) 295 4421
Fax: (705) 295-7144



Chippewas of RAMA
First Nation

A Proud Progressive First Nation Community

5884 Rama Road, Suite 200
Rama, Ontario L0K 1T0
T 705.325.3611 F 705.325.0879

RECEIVED

AUG 12 2011

MTO-CENTRAL REGION
PLANNING & DESIGN
ENGINEERING SECTION

August 2, 2011

Ministry of Transportation
Engineering Office
Central Region
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, ON M3M 1J8

Attention: Miao Zhou, Senior Project Engineer

**Re: Notice of Study Commencement
Highway 401 Widening—Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detail Design**

Dear Mr. Zhou:

As a member of the Williams Treaties First Nations, Rama First Nation acknowledges receipt of your letter of July 4, 2011, which was received on July 11, 2011.

A copy of your letter has been forwarded to Karry Sandy-McKenzie, Barrister & Solicitor, Coordinator for Williams Treaties First Nations for further review and response directly to you. Please direct all future correspondence and inquiries, with a copy to Rama First Nation, to Ms. Sandy-McKenzie at 8 Creswick Court, Barrie, ON L4M 2J7 or her e-mail address at k.a.sandy-mckenzie@rogers.com. Her telephone number is (705) 792-5087.

We appreciate your taking the time to share this important information with us.

Sincerely,

Chief Sharon Stinson Henry

c: Council, Rama First Nation
Jeff Hewitt, General Counsel
Karry Sandy-McKenzie, Coordinator Williams Treaties First Nations
Chief Roland Monague Portfolio Chief for Williams Treaties Nations

miao



RECEIVED

AUG 12 2011

MTO-CENTRAL REGION
PLANNING & DESIGN
ENGINEERING SECTION

August 3, 2011

Mr. Brian Ruck, P.Eng
Project Manager
AECOM Canada Ltd.
300 Water St.
Whitby, ON L1N 9J2

**Re: Notice of Study Commencement
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detail Design**

Further to receipt of the Notice of Commencement dated June 27, 2011, CVC staff offer the following preliminary comments:

It is the understanding of CVC staff that the Ontario Ministry of Transportation (MTO) is undertaking the Detail Design for a Class Environmental Assessment (EA) for the ultimate widening of Highway 401 a distance of 7km from the Highway 403/410 interchange to the Credit River (without crossing the river) in the City of Mississauga, Regional Municipality of Peel.

CVC has provided comments in the past on the MTO Transportation Environmental Study Report dated August 2005. These comments can be found in a letter dated October 10, 2005 and addressed to Ecoplans Limited, J.A. Nairn, Consultant Environmental Planner, and remain outstanding. Please find attached a copy of this letter for your reference.

Further, CVC provided more detailed comments regarding the Meadowvale Station Woods addressed to Frank Martins, Sr. Project Engineer, Ministry of Transportation dated April 11, 2006. Please also find a copy of this memo attached for your reference.

In addition to the above noted correspondence, CVC has the following comments:

Fish Habitat and Department of Fisheries and Oceans (DFO):

Please note that CVC's agreement with the DFO establishes a streamlined approach to addressing issues pertaining to the Federal Fisheries Act. CVC staff, in consultation with the DFO staff, is responsible for co-coordinating the review of proposed works that may potentially result in the harmful alteration, disruption or destruction (HADD) of a fish habitat. Please be advised that in stream works where the HADD of fish habitat requires compensation; authorization from DFO is required pursuant to Section 35 (2) of the Federal Fisheries Act.

Erosion and Sediment Controls

During the detailed design period of this project, all proposed methods to control sedimentation during construction and potential erosion following the completion of the project must be detailed.

Page 1 of 2

August 3, 2011

Re: **Notice of Study Commencement**
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Group Work Project (G.W.P.) 2150-01-00
Detail Design

Furthermore, as means of minimizing impacts to aquatic habitat all works must be completed in the dry.

Given CVC's interest, including a number of outstanding issues of concern, staff would like to be kept informed of future meetings and proceedings through the Detailed Design process. Please forward any information or reports when available to ensure that this Authority's policy and program interest are reflected in the planning and design components for this project.

Should you have any further questions please contact the undersigned at (905) 670-1615 extension 239.

Regards,



for Liam Marray
Manager, Planning Ecology

cc: **Region of Peel**
9445 Airport Rd. -3rd Floor

City of Mississauga
Transportation and Works

Mark Heaton
Ministry of Natural Resources – Aurora

Melinda Thompson-Black
Ministry of Natural Resources – Aurora

Miao Zhou
Senior Project Engineer
Ontario Ministry of Transportation – Central Region
Building 'D'; 4th Floor
1201 Wilson Avenue
Downsview, ON M3M 1J8



COPY

MEMO

TO: Frank Martins
Sr. Project Engineer
Ministry of Transportation
TO: Richard Tupholme
TO: Mary Bracken
Environmental Planner
FROM Liam Marray
Planner
Date: April 11, 2006
RE: Highway 401 Widening
410 to 1st Line West
Mississauga
Meadowvale Station Woods south of Highway 401

Further to our meeting of November 3, 2005 regarding the above note site and potential impacts to the habitat of the Jefferson Salamander (*Ambystoma jeffersonianum*), staff of CVC, MNR and City of Mississauga under took a site visit on April 6, 2006.

During our reconnaissance of the area, one vernal pool located approximately 50 metres from the drip-line was identified that may be suitable for the breeding of the Jefferson Salamander. The vernal pool is small, but is likely deep enough to sustain water long enough to support the breeding of mole salamanders (*Ambystoma*). At the time of the site visit, staff observed egg masses of the spotted salamander (*Ambystoma maculatum*), several adult wood frogs (*Rana sylvatica*), and several wood frog egg masses. No adults, or egg masses of the Jefferson Salamander were observed. This does not mean that the Jefferson Salamander is not present since salamanders may skip a year of breeding if the conditions are unfavourable. Other surveys should be carried out in the following years to determine if the Jefferson Salamander is using that breeding pond. Surveys will require a permit from the Ontario Ministry of Natural Resources and should be carried out during the four weeks following the snowmelt. Staff recommend that surveyors contact the Ontario Ministry of Natural Resources prior to conducting any work. The vernal pool is located at approximately the following UTM coordinates: 4829950, 603378.

Page 2

Date: April 11, 2006

RE: Highway 401 Widening
410 to 1st Line West
Mississauga
Meadowvale Station Woods south of Highway 401

There is a second vernal pool located in the floodplain of Fletcher's Creek which was much closer to the edge of the woodlot. However, based upon the reconnaissance there were no signs of adult salamanders or egg masses.

Other notable features on site include: Fletchers Creek, and a complex of small wetlands. One of the wetlands is dominated by blue beech (*Carpinus caroliniana*) and sedges. This wetland is an unusual feature and contains a swamp white oak (*Quercus bicolor*) which is considered a Regionally Rare Species according to the Ontario Ministry of Natural Resources. There was also significant evidence (browse, scat, tracks, and distinctive parts) of the woodland being used by white-tailed deer (*Odocoileus virginianus*). In addition, the woodland contains high portions of mast trees including bitternut hickory (*Carya cordiformis*), shagbark hickory (*Carya ovata*), and black walnut (*Juglans nigra*). A snapping turtle (*Chelydra serpentina*) was observed in a wetland on the floodplain of Fletchers Creek, and may indicate a hibernation site (due to the timing and observations that indicate that snapping turtles will return to the same site year after year to hibernate). Finally, staff noted that dozens of gypsy moth (*Lymantria dispar*) egg masses were observed on many of the trees of Meadowvale Station Woods.

In conclusion, CVC recommends:

- 1) That another 2 years of monitoring be undertaken by MTO to confirm the presence of Jefferson Salamander within the Southern portion of Meadowvale Station Woods;
- 2) If MTO is unable to the undertake the field work due to the project beginning in the next two years or the appropriate staff cannot be retained then the project should proceed assuming that there are Jefferson Salamander within the southern portion of Meadowvale Station Woods. As a result appropriate mitigation and compensation will be required for both the north and south woodlots for the impacts to the habitat of a Threatened Species.
- 3) If another 2 years of monitoring is undertaken and Jefferson Salamander are not confirmed within the southern portion of the woodlot, then mitigation and compensation measures will not be required for the Jefferson Salamander in the southern portion of Meadowvale Station Woods. However, compensation and mitigation will be required for the other features impacted in the Meadowvale Station Woods including Jefferson Salamander in the north portion of the woods.

Please do not hesitate to contact the undersigned if you have any questions.

Yours truly,

Liam Marray
Planner/Ecologist
Credit Valley Conservation
1255 Old Derry Road West
Meadowvale, Ontario
L5N 6R4
Phone: (905) 670-1615 Ext. 239
Fax: (905) 670-2210
Email: lmarray@creditvalleycons.com

COPY

October 10, 2005

Ecoplans Limited
2655 North Sheridan Way, Suite 280
Mississauga, Ontario L5K 2P8

Attention: J.A. Nairn, Consultant Environmental Planner

**Re: CVC File No. R.19.MI.M.04 Ministry of Transportation
Highway 401 Improvements from Highway 410/403
Interchange to East of the Credit River
Environmental Study Report
Part Lots Concession
Mississauga**

Staff of Credit Valley Conservation have had an opportunity to review the above-noted documents and provide the following comments for your consideration.

Although portions of the Highway are within the Cooksville drainage area, CVC does not consider any drainage features that cross Highway 401 to be tributaries of Cooksville Creek, however, stormwater is still an issue that needs to be resolved within this watershed.

As observed on site and previously discussed, the ditch line of Highway 401 contained water and flow to Fletcher's Creek. This feature and its functions has not been identified in the report. As a result the report does not address mitigation and/or compensation for the impacts to this feature. As well, with respect to the tributary to the Credit River, just because a watercourse may have poor water quality does not mean that impacts from development do not need to be addressed.

The subject lands also include lands designated by the Region of Peel and City of Mississauga as Core Greenlands and Natural Areas Survey, respectively. CVC provides technical support to the Region of Peel and City of Mississauga with respect to identifying these features and reviewing any development that would impact on their form and function. Additional work is required by the proponent to identify these features, the impact of the proposed works on their form and function and to propose suitable mitigation.

Please be advised that Meadowvale Station Woods ESA/ANSI is within the jurisdiction of Credit Valley Conservation as a result all Flora and Fauna should be reviewed in comparison to the Flora and Fauna of the Credit River Watershed (April 2002). Species lists should be revised to reflect this

CREDIT VALLEY CONSERVATION

1255 Old Derry Road, Mississauga, Ontario L5N 6R4

October 24, 2005

**Re: CVC File No. R.19.MI.M.04 Ministry of Transportation
Highway 401 Improvements from Highway 410/403
Interchange to East of the Credit River
Environmental Study Report
Part Lots Concession
Mississauga**

document and submitted to CVC. Furthermore, any species found that is identified as rare or significant and will be impacted by the development needs to be addressed.

The Jefferson Salamander is identified as threatened by the Ministry of Natural Resources (MNR) and Schedule 1 SARA Species. Not only has CVC identified that Jefferson Salamander on site, CVC and MNR undertook monitoring of the species during the spring of 2005. The proposed road widening may impact on significant habitat of this species. Additional field work is required to determine the habitat that is utilized by this species and to ensure that that the project will not impact this species.

At present, the Regional Storm of Fletcher's Creek overtops Highway 401. It is recognized that a new culvert is proposed to be added under the highway in order to address hydraulic requirements. However, CVC has not received a copy of the hydraulic analysis in order to ensure that the Highway will be flood free. CVC requests a copy of any hydraulic analysis for a review and approval.

CVC typically requires any new bridge span the meander belt so that in future the bridge abutments will not be put at risk and to protect aquatic habitat. It is not clear if the proposed design if the proposed bridge was sized to span the meander belt. As part of detailed design CVC recommends that a meander belt analysis be undertaken to determine the required size of the bridges over Fletcher's Creek.

There is no information with respect to how the proponent will compensate for the loss of 2 Ha. of ESA/ANSI as well as other natural communities. A compensation package, that not only addresses form but also function, needs to be completed. As well, indirect impacts of forest removal will be required.

It should be noted that there is no Stormwater Management facility at Bristol Road within the Cooksville Creek watershed. The consultants need to review the Special Policy Area Study for the Cooksville Creek Floodplain, April 2003 in order to address stormwater within the Cooksville Creek Drainage Areas.

As part of detailed design CVC requests a stormwater management plan which conforms to the CVC SWM Guidelines and the MOE SWM Planning & Design Manual. According to the CVC SWM Guidelines, quantity controls are required for developments greater than 5 hectares in size. As well, the issue of erosion / geomorphology is to be addressed.

Vegetated Swales are proposed as part of the highway widening. It should be shown that the proposed swales are adequately sized for the contributing drainage area. The report should also consider other options such as creating an artificial wetland in the floodplain and the use of wet swales.

CREDIT VALLEY CONSERVATION

1255 Old Derry Road, Mississauga, Ontario L5N 6R4

October 24, 2005

Re: CVC File No. R.19.MLM.04 Ministry of Transportation
Highway 401 Improvements from Highway 410/403
Interchange to East of the Credit River
Environmental Study Report
Part Lots Concession
Mississauga

The Proposed Fletcher's Creek SWM Pond is located over the abutment of the 2nd Lined bridge over Highway 401. It is understood that the bridge will be removed in the future. Unless the bridge removal is done concurrent or prior to the widening of the Highway, there may not be any SWM for the subject stretch of Highway. It may be necessary to provide interim SWM until the pond is built.

In conclusion, as identified above, there are still a number of issues of concern to CVC that will need to be addressed as part of detailed design. On this basis, CVC respectfully requests that we be allowed to participate in the detailed design phase of the project.

Please do not hesitate to contact the undersigned if you have any additional questions.

Yours truly,



Liam Marray
Planner/Ecologist

cc City of Mississauga
Attention: Mary Bracken, Environmental Planner
Attention: Brian Chan, Stormwater

Region of Peel
Attention: Andrea Warren, Manager

Ministry of Natural Resources
Attention: Mark Heaton, Area Biologist

October 21, 2011

To Miao Zhou and Brian Ruck

RE: Highway 401 Widening from Highway 403/410 Interchange to the Credit River

Thank you for circulating Infrastructure Ontario (formerly the Ontario Realty Corporation) on your Notice of Study Commencement. Infrastructure Ontario (IO) is the strategic manager of the government's real property with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, IO is responsible for managing real property that is owned by the Ministry of Infrastructure (MOI). Our preliminary review of your notice and supporting information indicates that IO-managed property is directly in the study area. As a result, your proposal may have the potential to impact this property and/or the activities of tenants present on IO-managed lands. Attached please find a map that identifies these properties to assist you in identifying and avoiding potential impacts on IO-managed lands. Please note that lands managed by Hydro One, on behalf of IO are in the study area. These lands are also subject to the same following requirements.

Potential Negative Impacts to IO Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative these should be appropriately mapped and quantified within EA report documentation. In addition, details of appropriate

mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

Heritage Management Process & Class Environmental Assessment (EA) Process

Should the proposed activities impact cultural heritage features, on IO managed lands, a request to examine cultural heritage issues which can include the cultural landscape, archaeology and places of sacred and secular value could be required. The IO (formerly Ontario Realty Corporation) Heritage Management Process should be used for identifying and conserving heritage properties in the provincial portfolio (this document can be downloaded from the Heritage section of our website: <http://www.ontariorealty.ca/What-We-Do/Heritage.htm>). Through this process, IO identifies, communicates and conserves the values of its heritage places. In addition, the Class EA ensures that IO considers the potential effects of proposed undertakings on the environment, including cultural heritage.

Potential Triggers Related to MOI's Class EA

The IO is required to follow the MOI Class Environmental Assessment Process for Realty Activities Not Related to Electricity Projects (MOI Class EA). The MOI Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the IO Class EA please visit the Environment and Heritage page of our website found at <http://www.ontariorealty.ca/AssetFactory.aspx?did=2240>

If the MOI Class EA is triggered, and deferral to another ministry's or agency's Class EA or individual EA is requested, the alternative EA will be subject to a critical review prior to approval for any signoff of a deferral by the proponent. The alternative EA needs to fulfill the minimum criteria of the MOI Class EA. When evaluating an alternative EA there must be explicit reference to the corresponding undertaking in the MOI Class EA (e.g., if the proponent identifies the need to acquire land owned by MOI, then "acquisition of MOI-owned land", or similar statement, must be referenced in the EA document). Furthermore, sufficient levels of consultation with MOI's/IO's specific stakeholders, such as the Ontario Ministry of Natural Resources, must be documented with the relevant information corresponding to MOI's/IO's undertaking and the associated maps. In addition to archaeological and heritage reports, a Phase I Environmental Site Assessment (ESA), on IO lands should also be incorporated into the alternative EA study. Deficiencies in any of these requirements could result in an inability to defer to the alternative EA study and require completing MOI's Class EA prior to commencement of the proposed undertaking.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed

as part of any alternative, please contact the Sales and Marketing Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

If an EA for this project is currently being undertaken and the undertaking directly affects all or in part any IO-managed property, please send the undersigned a copy of the DRAFT EA report and allow sufficient time (minimum of 30 calendar days) for comments and discussion prior to finalizing the report to ensure that all MOI Class EA requirements can be met through the EA study.

Concluding Comments

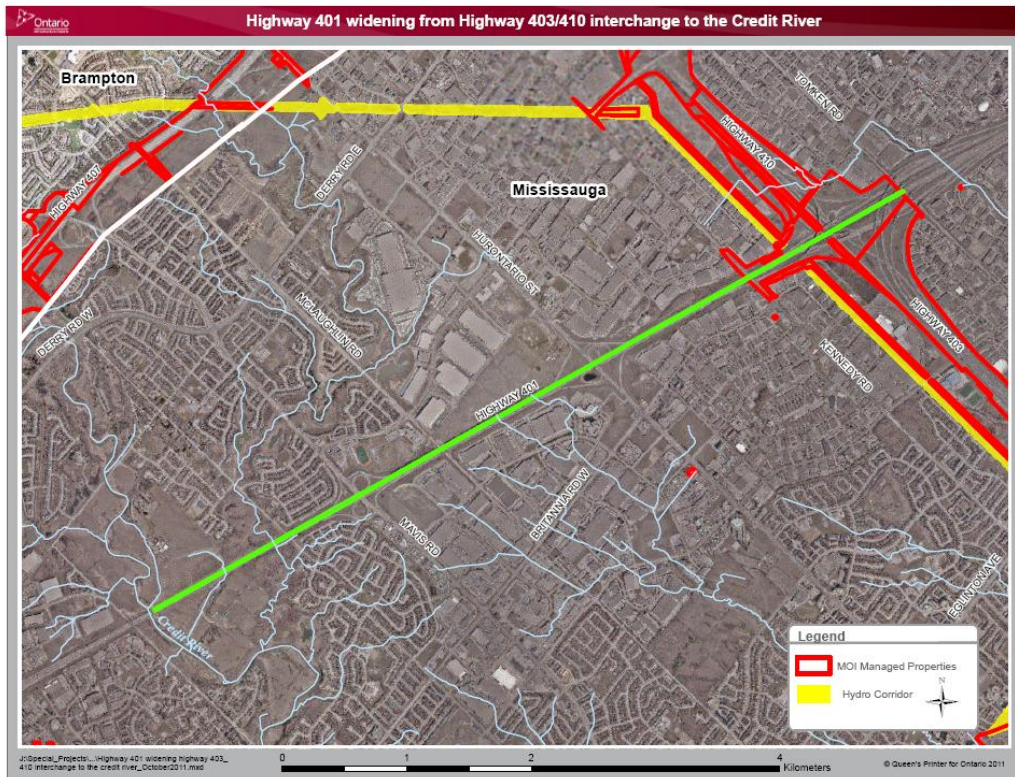
Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions on the above I can be reached at the contacts below.

Sincerely,



Lisa Myslicki
Environmental Advisor
Infrastructure Ontario - Professional Services
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

Figure 1: Site Map



Ministry of Tourism, Culture and Sport

Culture Programs Unit
Programs and Services Branch
Culture Division
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel.: 416-314-5345
Email: Tom.Irvin@ontario.ca

Ministère du Tourisme, de la Culture et du Sport

Unité des programmes culturels
Direction des programmes et des services
Division de culture
401, rue Bay, bureau 1700
Toronto ON M7A 0A7
Tél. : 416-314-5345
Email: Tom.Irvin@ontario.ca



March 5, 2013

Jessica Marr
Archeoworks
16715-12 Yonge Street, Suite #1029
Newmarket, Ontario
L3X 1X4

RE: Review and Entry into the Ontario Public Register of Archaeological Reports: Archaeological Assessment Report Entitled, “Stage 2 Archaeological Assessment (AA): Highway 401 Widening from Highway 403/401 Interchange to the Credit River, Detailed Design GSP # 2150-01-00, City of Mississauga, Regional Municipality of Peel, Ontario, Original Report”, Dated November 6 2012, Filed by MTCS Toronto Office November 30 2012, MTCS Project Information Form Number P334-10-2011, MTCS File Number 401H028

Dear Ms. Marr:

This office has reviewed the above-mentioned report, which has been submitted to this ministry as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18.¹ This review has been carried out in order to determine whether the licensed professional consultant archaeologist has met the terms and conditions of their licence, that the licensee assessed the property and documented archaeological resources using a process that accords with the 2011 *Standards and Guidelines for Consultant Archaeologists* set by the ministry, and that the archaeological fieldwork and report recommendations are consistent with the conservation, protection and preservation of the cultural heritage of Ontario.

The report documents the assessment/mitigation of the study area as depicted in *Map 1: National Topographical System Map (Energy, Mines and Resources Canada, 1994)* identifying the study corridor limits of the above titled report and recommends the following:

5.0 RECOMMENDATIONS

During the Stage 2 AA of the Highway 401 Widening from the Highway 403/410 Interchange, westerly to the Credit River within the City of Mississauga, no archaeological resources were encountered. As a result, it is recommended that no further archaeological concern is warranted for those lands identified within this report as having been subjected to Stage 2 AA.

¹*In no way will the ministry be liable for any harm, damages, costs, expenses, losses, claims or actions that may result: (a) if the Report(s) or its recommendations are discovered to be inaccurate, incomplete, misleading or fraudulent; or (b) from the issuance of this letter. Further measures may need to be taken in the event that additional artifacts or archaeological sites are identified or the Report(s) is otherwise found to be inaccurate, incomplete, misleading or fraudulent.*

The above recommendation is subject to MTCS approval. No excavation activities shall take place within the study area prior to the MTCS (Heritage Operations Unit) confirming in writing that all archaeological licensing and technical review requirements have been satisfied.

Based on the information contained in the report, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 *Standards and Guidelines for Consultant Archaeologists* and the terms and conditions for archaeological licences. This report has been entered into the Ontario Public Register of Archaeological Reports. Please note that the ministry makes no representation or warranty as to the completeness, accuracy or quality of reports in the register.

Should you require any further information regarding this matter, please feel free to contact me.

Sincerely,

Thomas Irvin
A/ Archaeology Review Officer

cc. David L. Brutto, AECOM
Larry Sarris, Ontario Ministry of Transportation



ALDERVILLE FIRST NATION

11696 Second Line

P.O. Box 46

Roseneath, Ontario K0K 2X0

Phone: (905) 352-2011

Fax: (905) 352-3242

Chief: James R. Marsden

Councillor: Julie Bothwell

Councillor: Jody Holmes

Councillor: Dave Mowat

Councillor: Angela Smoke

November 5, 2013

Ministry of Transportation
Planning and Environmental Office Central Region
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, ON M3M 1J8

Att: Miao Zhou, M. Eng., P. Eng.

**Re: Notice of Public Information Centre (PIC)
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Detail Design Group Work Projects (G.W.P. 2150-01-00 and G.W.P. 2152-01-00)**

Dear Miao Zhou,

Thank you for your consultation request to Alderville First Nation regarding the widening of Highway 401 from the Highway 403/410 interchange to the Credit River in the City of Mississauga which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that the Ministry of Transportation recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,

Dave Simpson
Lands and Resources
Communications Officer
Alderville First Nation

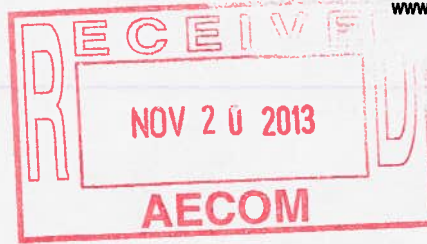
dsimpson@aldervillefirstnation.ca

Tele: (905) 352-2662

Fax: (905) 352-3242

November 8, 2013

Mr. Brian Ruck, P.Eng. C.V.S.,
Consultant Project Manager
AECOM Canada Ltd.
300 Water Street
Whitby, ON L1N 9J2



60213979

COPIES

M100 -MT
Mingona -

Dear Mr. Ruck:

**RE: Notice of Public Information Centre (PIC)
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Detail Design Group Work (G.W.P 2150-01-00 and G.W.P. 2152-01-00)
City of Mississauga**

Thank you for your letter dated October 30, 2013 informing the Board of the PIC to be held on November 13, 2013 for the above noted project. The Peel District School Board is interested in this project as we have a school in the vicinity of the project area. Please keep us informed of the status of this project and provide us with any information available so that we may monitor its progress and provide comments as necessary.

If you require any further information please contact me at 905-890-1010, ext. 2724.

Yours truly,

Branko Vidovic
Planning Assistant
Planning and Accommodation Department

c. D. Dundas, Peel District School Board
M. Zhou, Ontario Ministry of Transportation

401 Widening_hwy403_410 to credit river PIC.doc

Trustees

Janet McDougald, Chair
Suzanne Nurse, Vice-Chair
Stan Cameron
Beryl Ford
David Green
Meredith Johnson

Steve Kavanagh
Sue Lawton
Brad MacDonald
Harinder Malhi
Jeff White
Rick Williams

Director of Education and Secretary
Tony Pontes

**Associate Director,
Instructional Support Services**
Scott Moreash

**Associate Director,
Operational Support Services**
Jaspal Gill (Acting)

Osojnicky, Mirjana

From: Ruck, Brian <Brian.Ruck@aecom.com>
Sent: Wednesday, December 11, 2013 8:15 AM
To: Vidovic, Branko
Cc: Dundas, Dave; Osojnicky, Mirjana; Zhou, Miao (MTO); Sarris, Larry (MTO)
Subject: RE: Highway 401 Widening: Hwy 403/410 to the Credit River

Hi Branko:

Thank you for your call yesterday.

As discussed, MTO's noise policy does not require sound attenuation for education facilities located adjacent to an existing highway, and hence there is no warrant for noise control adjacent to the school.

Brian Ruck, P. Eng. CVS-Life; Certified Value Specialist
Vice-President, Transportation
Ontario District, Canada Central Region

Manager, Value Engineering

Direct: 905-668-4021 Ext 2250
Brian.Ruck@aecom.com

AECOM
300 Water Street
Whitby
Ontario Canada L1N 9J2
www.aecom.com

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Please consider the environment before printing this page.

From: Vidovic, Branko [<mailto:branko.vidovic@peelsb.com>]
Sent: December 10, 2013 2:40 PM
To: Ruck, Brian
Cc: Dundas, Dave
Subject: Highway 401 Widening: Hwy 403/410 to the Credit River

Hi Brian,

Thank you for taking the time to talk with me today.

As per our conversation, could you please confirm if any sound fencing is being proposed for the project area or if it is even warranted? We have a secondary school just north of the study area, as well as portables that are located very close to the highway. We have concerns regarding the amount of noise generated from the proposed 12 lane stretch of highway. Please confirm.

Regards,

Branko Vidovic | Planning Assistant

Planning & Accommodation Support Services

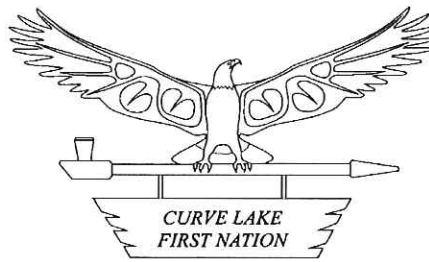
Peel District School Board

P. 905-890-1010 ext. 2724

E. branko.vidovic@peelsb.com



Please consider the environment before printing this email



CURVE LAKE, ONTARIO K0L 1R0

RECEIVED

DEC 5 2013

MTO-CENTRAL REGION
PLANNING & DESIGN
ENGINEERING SECTION

December 2, 2013

Miao Zhou
1201 Wilson Avenue
Downsview, Ontario M3M 1J8

Dear Miao Zhou,

RE: Highway 401 Widening - Highway 403/410 Interchange to the Credit River

We would like to acknowledge receipt of your correspondence, which we received on 11/4/2013 regarding the above noted project.

As you may be aware, the area in which your project is proposed is situated within the Traditional Territory of Curve Lake First Nation. Our First Nation's Territory is incorporated within the Williams Treaty Territory and is the subject of a claim under Canada's Specific Claims Policy. We strongly suggest that you provide Karry Sandy-Mackenzie, Williams Treaty First Nation Claims Coordinator, 8 Creswick Court, Barrie, ON L4M 2S7, with a copy of your proposal as your obligation to consult to also extend to the other First Nations of the Williams Treaty.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the *Cemeteries Act* to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately. Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.


If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions or if you wish to hire a liaison for a project, please feel free to contact Corey Kinsella at 705-657-8045x222 or cdutytoconsult@curvelakefn.ca.

Yours sincerely,

Chief Phyllis Williams
Curve Lake First Nation

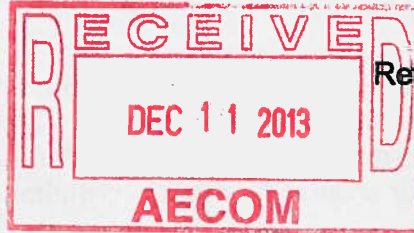
60213979
401 MAVIS
 Ontario

Ministry of Aboriginal Affairs

160 Bloor St. East, 9th Floor
Toronto, ON M7A 2E6
Tel: (416) 326-4740
Fax: (416) 325-1066
www.aboriginalaffairs.gov.on.ca

Ministère des Affaires Autochtones

160, rue Bloor Est, 9^e étage
Toronto ON M7A 2E6
Tél. : (416) 326-4740
Télééc. : (416) 325-1066
www.aboriginalaffairs.gov.on.ca



Reference: EA # P22
2013-12-03

Mr. Brian Ruck, P.Eng. CVS
Consultant Project Manager
AECOM Canada Ltd.
300 Water Street
Whitby, ON L1N 9J2

**Re: Notice of Public Information Centre (PIC)
Highway 401 Widening – Highway 403/410 Interchange to the Credit River
Detail Design Group Work Projects (G.W.P. 2150-01-00 and G.W.P. 2152-01-00)**

Dear Mr. Ruck:

Thank you for informing the Ministry of Aboriginal Affairs (MAA) of your project. Please note that MAA treats all letters, emails, general notices, etc. about a project as a request for information about which Aboriginal communities may have rights or interests in the project area.

As a member of the government review team, the Ministry of Aboriginal Affairs (MAA) identifies First Nation and Métis communities who may have the following interests in the area of your project:

- reserves;
- land claims or claims in litigation against Ontario;
- existing or asserted Aboriginal or treaty rights, such as harvesting rights; or
- an interest in the area of the project.

MAA is not the approval or regulatory authority for your project, and receives very limited information about projects in the early stages of their development. In circumstances where a Crown-approved project may negatively impact a claimed Aboriginal or treaty right, the Crown may have a duty to consult the Aboriginal community advancing the claim. The Crown often delegates procedural aspects of its duty to consult to proponents. Please note that the information in this letter should not be relied on as advice about whether the Crown owes a duty to consult in respect of your project, or what consultation may be appropriate. Should you have any questions about your consultation obligations, please contact the appropriate ministry.

You should be aware that many First Nations either have or assert rights to hunt and fish in their traditional territories; these territories typically include lands and waters outside of their reserves.

In some instances, project work may impact aboriginal archaeological resources. If any Aboriginal archaeological resources could be impacted by your project, you should contact your regulating or approving Ministry to inquire about whether any additional Aboriginal communities should be contacted. Aboriginal communities with an interest in archaeological resources may include communities who are not presently located in the vicinity of the proposed project.

With respect to your project, and based on the brief materials you have provided, we can advise that the project appears to be located in an area where First Nations may have existing or asserted rights or claims in Ontario's land claims process or litigation, that could be impacted by your project. Contact information is below:

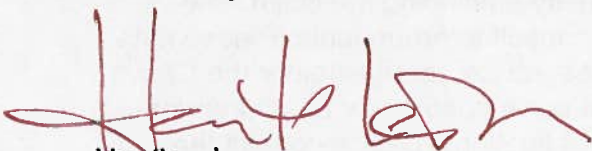
Mississaugas of the New Credit First Nation 2789 Mississauga Rd., R.R. #6 HAGERSVILLE, Ontario N0A 1H0	Chief Bryan LaForme (905) 768-1133 (Fax) 768-1225 bryanlaforme@newcreditfirstnation.com
---	---

The information upon which the above comments are based is subject to change. First Nation or Métis communities can make claims at any time, and other developments can occur that could result in additional communities being affected by or interested in your undertaking.

Through Aboriginal Affairs and Northern Development (AANDC), the Government of Canada sometimes receives claims that Ontario does not receive, or with which Ontario does not become involved. AANDC's Consultation and Accommodation Unit (CAU) established a "single window" to respond to requests for baseline information held by AANDC on established or potential Aboriginal Treaty and rights. To request information from the Ontario Subject Matter Expert send an email to: UCA-CAU@aadnc-aandc.gc.ca

Additional details about your project or changes to it that suggest impacts beyond what you have provided to date may necessitate further consideration of which Aboriginal communities may be affected by or interested in your undertaking. If you think that further consideration may be required, please bring your inquiry to whatever government body oversees the regulatory process for your project. MAA does not wish to be kept informed of the progress of the project; please be sure to remove MAA from the mailing list.

Yours truly,



Heather Levecque
Manager, Consultation Unit
Aboriginal Relations and Ministry Partnerships Division



August 2, 2014

Your file
Highway 401 High Mast Poles (McLaughlin Road to Credit River)
Our file
14-1702

Mr. Greg Straatsma
GTAA
P.O. Box 6031, 3111 Convair Drive
Toronto AMF, ON
L5P 1B2

RE: Airport Project: Light Poles & Crane - Mississauga, ON
(N43° 37' 08.12" W79° 42' 43.63" / 150' AGL / 777.5272' AMSL)

Mr. Straatsma,

We have evaluated the captioned proposal and NAV CANADA has no objection to the project as submitted.

In the interest of aviation safety, it is incumbent on NAV CANADA to maintain up-to-date aeronautical publications. To assist us in that end, we ask that the obstacle owners notify us upon completion of construction. This notification requirement can be satisfactorily met by returning a completed, signed copy of the attached form by e-mail at landuse@navcanada.ca or fax at 613-248-4094. In the event that you should decide not to proceed with this project or if the structure is dismantled, please advise us accordingly so that we may formally close the file.

If you have any questions, contact the Land Use Department by telephone at 1-866-577-0247 or e-mail at landuse@navcanada.ca.

NAV CANADA's land use evaluation is valid for a period of 12 months. Our assessment is limited to the impact of the proposed physical structure on the air navigation system and installations; it neither constitutes nor replaces any approvals or permits required by Transport Canada, Industry Canada, other Federal Government departments, Provincial or Municipal land use authorities or any other agency from which approval is required. Industry Canada addresses any spectrum management issues that may arise from your proposal and consults with NAV CANADA engineering as deemed necessary.

Yours truly,

A handwritten signature in black ink, appearing to be "DL" or similar initials, written in a cursive style.

David Legault
Manager, Data Collection
Aeronautical Information Services

cc ONTR - Ontario Region, Transport Canada
CPL8 - CARDINAL COURIERS(HELI)
CPA5 - TARTEN(HELI)
CPK6 - TORONTO (MISSISSAUGA CREDIT VALLEY HOSPITAL)(HELI)
CYYZ - LESTER B. PEARSON INTL

Construction Completion Notification

File Information		
NC File No 14-1702	TC File No	Proponent File No Highway 401 High Mast Poles (McLaughlin Road to Credit River)
To: NAV CANADA, Land Use 1601 Tom Roberts Ave. P.O. Box 9824 Stn T Ottawa, ON K1G 6R2 E-mail: landuse@navcanada.ca Fax: 613-248-4094	From: Mr. Greg Straatsma GTAA P.O. Box 6031, 3111 Convair Drive Toronto AMF, ON L5P 1B2	
Site Information:	Nearest town: Mississauga, ON	
	Latitude (N)	
	Longitude (W)	
	Ground (above sea level)	As per attached spreadsheet
	Structure Height (above ground level)	
	Total Height (above sea level)	
Construction Timeline		
In the interest of aviation safety, NAV CANADA must be notified upon completion of construction. Please enter the date of completion of construction in the space provided below along with the lighting and marking information (as required by Transport Canada).		
Construction completion date:	<input style="width: 100%; height: 20px;" type="text"/>	
Estimated removal date: (if temporary structure):	<input style="width: 100%; height: 20px;" type="text"/>	
Structure Lighting and/or Marking		
All objects, regardless of their height, that have been assessed by Transport Canada as constituting a hazard to air navigation require marking and/or lighting in accordance with the CARs (Canadian Aviation Regulations) and should be marked and/or lighted to meet the standards specified in CAR 621 .		
Structures are lighted:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Structures are marked:	Yes <input type="checkbox"/>	No <input type="checkbox"/>
I hereby certify that the location, height/elevation, construction dates, as well as lighting and marking information contained herein to be true and accurate.		
Name	Signature	
Title	Date	
OFFICE USE ONLY:		
AIS Office: Toronto FIR	Advise AIS: Yes	
NOTAM: No		
August 2, 2014		

Ministry of
Natural Resources
and Forestry

Ministère des
Richesses Naturelles et des
Forêts

Southern Region
Aurora District Office
50 Bloomington Road
Aurora, ON L4G 0L8

September 9, 2014

Mirjana Osojnicki
Environmental Planner
AECOM
5080 Commerce Boulevard
Mississauga, ON L4W 4P2
Phone: 905.712.6987
Email: mirjana.osojnicki@aecom.com

**RE: MNR Permit # AU-C-006-14
Ministry of Transportation (MTO)
Highway 401 Widening (Meadowvale) - from Highway 403/410 Interchange to Credit River
Region of Peel**

Ms. Osojnicki,

The Ministry of Natural Resources and Forestry (MNRF) has reviewed the information you submitted in support of the proposed Highway 401 widening to assess the potential impacts of the proposal on species protected under the *Endangered Species Act, 2007 (ESA 2007)*.

Based on a review of the information, MNR staff have determined the activities associated with this project, as they are currently proposed, **will adversely affect** Redside Dace and Jefferson Salamander and their habitat and therefore would be prohibited under Section 9 (species protection) and/or Section 10 (habitat protection) of the *ESA 2007*.

In order to avoid contravention of the *ESA 2007*, a permit under Section 17(2)(c) is required. Please be advised that applying for a permit does not guarantee approval. Permits under section 17 (2)(c) of the *ESA 2007* require the permit holder to undertake activities that result in an overall benefit to the affected species at the local level. Mitigation and overall benefit are two separate requirements of the permit. MNRF will advise on recommended overall benefit as part of the permit approvals process. MNRF will also advise on any required monitoring and reporting programs. MNRF would be pleased to provide you with any further technical advice on activities that may benefit the species. Permit application details are available here:

<http://www.forms.ssb.gov.on.ca/mbs/ssb/forms/ssbforms.nsf/FormDetail?OpenForm&ENV=WWE&NO=018-0179E>

The Avoidance Alternatives Form describes the use of retaining walls in the area of Meadowvale Station Woods. The use of the retaining walls would substantially reduce the area of impact from 4,850 m² to 85 m². MTO is encouraged to further explore the use of retaining walls to reduce the area of impact on Jefferson Salamander regulated habitat area.

Please be advised that it is your responsibility to comply with all other relevant provincial or federal legislation, municipal by-laws, other MNRF approvals or required approvals from other agencies. Should any of the project parameters change, please notify the MNR Aurora District office immediately to obtain advice on whether the changes may require authorization under the *ESA 2007*.

Ministry of
Natural Resources
and Forestry

Ministère des
Richesses Naturelles et des
Forêts

Southern Region
Aurora District Office
50 Bloomington Road
Aurora, ON L4G 0L8

If you have any further questions in regards to your submission please don't hesitate to contact me at mark.heaton@ontario.ca.

Sincerely,



Mark Heaton, Fish and Wildlife Biologist
Aurora District, Ontario Ministry of Natural Resources

CC: Miao Zhou, Senior Project Engineer, Ministry of Transportation

Ministry of Transportation

Planning and Design Section
Peel/Halton
Central Region - Engineering
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, ON M3M 1J8
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Ministère des Transports

Section de planification et de conception
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Télé: (416) 235-3576



October 17, 2014

Mark Heaton,
Fish and Wildlife Biologist, Aurora District
Ontario Ministry of Natural Resources

Dear Mark:

**Re: Highway 401 Widening from Hwy 401/403/410 to the Credit River
GWP 2150-01-00, SAR Permits.**

Thank you for meeting on site with the MTO project team on October 1, 2014. I believe the meeting was productive and will assist us with moving this provincially high priority project forward. By now I trust that you have received a copy of the meeting minutes as provided by AECOM on October 6, 2014.

As discussed at the meeting, we understand that two species will be affected by the proposed works west of 2nd Line Road. For Redside Dace, we believe that an acceptable strategy is in development and includes replacing the existing Highway 401 culvert with clear span bridges, removal of the existing twin cell closed-bottom culvert, installing drainage features as outlined in AECOM's May 2013 Stormwater Management Report, and investigating the possibility of converting existing stormwater ponds located north of Highway 401 to bottom draw ponds from top draw (if feasible) to reduce water temperatures in Fletcher Creek.

For Jefferson Salamander (JS), we reviewed two potential options. The first was a traditional grading design that removed some existing vegetation within Meadowvale Station Woods that is part of the protected habitat for the JS with additional planting proposed south of Highway 401 for compensation. The second option utilized retaining walls along the north side of Highway 401 and west of Fletcher Creek to eliminate the habitat impact. Based on our discussion, we understand the retaining wall solution avoids the impact to Jefferson Salamander, and that if we construct this as per the plans, that an overall benefit permit would not be required under the ESA for this species.

Since this is a significant cost item, MTO is seeking confirmation from MNR that if the retaining wall option is pursued, that the overall benefit permit would not be required for Jefferson Salamander. It is understood that a permit will still be required for Redside Dace.

Since time is of the essence for this project, a prompt reply would be much appreciated.

Yours truly,

A handwritten signature in blue ink, appearing to read "Thanga Murugesu".

Thanga Murugesu, P. Eng.
Senior Project Engineer, Planning and Design

cc: Joseph Lai, Area Manager, Peel/ Halton
Bob Stephenson, Head, Planning and Design

AGENCY COMMENT TRACKING FORM
Highway 401 – Highway 401 Widening, from Highway 403/410 Interchange to the Credit River
Ministry of Transportation GWP 2150-01-00

Name and Role	Agency	Date Received	Comments	Action Taken
Sheila Allan Head EA Section	Environment Canada	06-21-2011	Please remove name from the mailing and replace with Rob Dobos, if he is not already on it. His contact information is: Rob Dobos, Manager Environmental Assessment Section Environment Canada 867 Lakeshore Rd., PO Box 5050 Burlington, ON L7R 4A6 Rob.dobos@ec.gc.ca Telephone: 905-336-4953/Facsimile: 905-336-8901	Removed Sheila Allan contact information from agency mailing list.
Alana Newbury Research Assistant / Junior Policy Analyst Aboriginal Relations Office of the Federal Interlocutor for Metis and Non-status Indians	Indian and Northern Affairs Canada	06-22-2011	The Office of the Federal Interlocutor for Metis and Non-status Indians would like to inform you that there are no known Metis Nation of Ontario (MNO) assertions in the vicinity of the Highway 401 Widening Project in the City of Mississauga, Ontario. The OFI is providing the information on Metis interests in the geographic area you have requested in order to assist the Ministry of Transportation in performing its due diligence as to whether or not duty to consult exists. In providing this information, the OFI is not advocating a position as to whether or not a duty to consult with Metis communities exists in the particular circumstances described; nor has OFI obtained a legal opinion with regard to the existence of Metis rights in the area. If you have further questions please contact: Jeffrey Betker Senior Policy Analyst Aboriginal Relations Office of the Federal Interlocutor for Metis and Non-Status Indians Bureau de l'interlocuteur Federal aupres des Metis et des Indiens Non Inscrits Indian and Northern Affairs Canada 66 Slater St, Rm 1225 Ottawa, ON K1A 0H4 T: (613) 992-7037/C: (613) 219-9578/F: (613) 996-1737/E: Jeffrey.betker@inac.gc.ca	Comments noted. Jeffrey Betker is currently on agency mailing list.
Dale Pegg Manager, Consultation Information Service	Indian and Northern Affairs Canada	06-22-2011	Writing on behalf of the Consultation and Accommodation Unit (CAU) of Indian and Northern Affairs Canada (INAC). Your letter has been referred to us by Ms. Louise Trepanier. The CAU's Consultation Information Service has been established to help co-ordinate departmental responses to consultation-related queries within INAC. The CIS also provides information, primarily to federal officials, related to Aboriginal groups and their Aboriginal and/or treaty rights, to the extent that these are known by INAC. As a rule, INAC officials do not participate in environmental assessments that pertain to projects off-reserve, nor do we track how other parties carry out their EA or consultation activities where no reserve lands or INAC programs are involved. Therefore, in future, please omit INAC from your public information notifications for projects that do not intersect with reserve lands or engage INAC programs.	Removed Consultation and Accommodation Unit of INAC from agency mailing list.
Ashley Johnson Policy Advisor	Ministry of Aboriginal Affairs	06-23-2011	Thank you for your inquiry. Your project has been entered into our system for review.	Ongoing communication throughout project.
Paul Mountford Intermediate Planning Officer	Peel District School Board	06-23-2011	Thank you for your letter of June 21, 2011 informing us of the commencement of the Design and Construction Report for the above noted project. The Peel District School Board is interested in this project as we have a school in the vicinity of the study area. Please keep us informed of the status of this project and provide us with any information available so that we may monitor its progress and provide comments as necessary. If you require any further information please contact me at 905-890-1010 ext. 2217.	Ongoing communication throughout project.
Martin Rukavina	Ministry of Aboriginal Affairs	07-04-2011	Thank you for your email. Please note that the contact information for the Ministry of Aboriginal Affairs	Mailing list updated to include Ms. Ashley Johnson.

AGENCY COMMENT TRACKING FORM
Highway 401 – Highway 401 Widening, from Highway 403/410 Interchange to the Credit River
Ministry of Transportation GWP 2150-01-00

Name and Role	Agency	Date Received	Comments	Action Taken
			<p>who reviews this information has changed. Please direct future correspondence to Ms. Ashley Johnson in the Ministry of Aboriginal Affairs' Consultation Unit. Her contact information is below:</p> <p>Ashley Johnson Policy Advisor Ministry of Aboriginal Affairs 160 Bloor St. East, 9th Floor Toronto, ON M7A 2E6 Tel: (416) 326-6313/Fax: (416) 325-1066 E-mail: Ashley.Johnson@ontario.ca</p> <p>Please kindly remove my name from your distribution list.</p>	Removed Martin Rukavina's contact information from agency mailing list.
Sharon Lingertat Acting Senior Planner, Environmental Assessment Planning	Toronto and Region Conservation Authority	07-04-2011	<p>Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement for the above-noted project on June 21, 2011. It is our understanding that this undertaking involves preparing the Design and Construction Report (DCR) to complete the expansion of Highway 401 from the Highway 403/410 interchange to the Credit River. Works will involve widening Highway 401 from its current 6 lanes to a 12-lane core/collector system, including a High Occupancy Vehicle (HOV) lane in each direction.</p> <p>Only the section between the Highway 403/410 interchange west to approximately Hurontario Street falls within TRCA's jurisdiction and, based on the Key Map provided, it appears that work is currently underway in the is area. Staff previously provided comments on the November 2008 DCR and the Stormwater Management Report in a letter dated January 14, 2009. A response to our comments was not provided.</p> <p>It is unclear whether further detailed information will be made available for the segment within our jurisdiction. Should any additional information become available, please forward three (3) hard copies of any reports for review.</p> <p>Should you have any questions, please contact me at extension 5717 or by email at slingertat@trca.on.ca</p>	Ongoing communication throughout project.
Jackie Van de Valk Rural Planner	Ministry of Agriculture, Food and Rural Affairs	07-04-2011	My group/agency is not interested in providing input regarding the Study but would like to be kept informed. Please leave me on the Study Mailing List.	Ongoing communication throughout project.
Scheduling	Hydro One Networks	07-05-2011	Please remove my group/agency from study mailing list	Removed Hydro One Networks contact information from agency mailing list.
John McDougall Fire Chief	Mississauga Fire & Emergency Services	07-08-2011	<p>My group/agency is not interested in providing input regarding this study but would like to be kept informed. Please leave me on the Study Mailing List.</p> <p>We would like to be informed of any changes throughout the process that may impact access for emergency service vehicles.</p>	Ongoing communication throughout project.
Adrian Smith Director, Planning Policy and Growth Development	City of Brampton	07-11-2011	My group/agency is interested in providing input regarding this study. Please leave me on the Study Mailing List.	Added to Study Mailing List.
Ken McBride	TransCanada Pipelines	07-13-2011	Please remove my agency from the mailing list.	Removed TransCanada Pipelines from agency mailing list.
Liam Marray Manager, Planning Ecology	Credit Valley Conservation	07-19-2011	<p>My group/agency is interested in providing input regarding this study. Please leave me on the Study Mailing List.</p> <p>Detailed comments forthcoming via email.</p>	Ongoing communication throughout project.
Sabbir Saiyed Manager of Transportation System Planning	Region of Peel	07-20-2011	My group/agency is interested in providing input regarding this study. Please leave me on the Study Mailing List.	Ongoing communication throughout project.

AGENCY COMMENT TRACKING FORM
Highway 401 – Highway 401 Widening, from Highway 403/410 Interchange to the Credit River
Ministry of Transportation GWP 2150-01-00

Name and Role	Agency	Date Received	Comments	Action Taken
Environmental Assessment Coordinator [No Name]	Transport Canada, Ontario Region Environment and Engineering	07-28-2011	Transport Canada is responsible for the administration of the Navigable Waters Protection Act which prohibits construction or placement of any 'works' in navigable waters without first obtaining approval; also responsible for the Railway Safety Act which addresses the construction and alteration of railway works, operation and maintenance of railway equipment and certain non-railway operations. Please review the standards and criteria under which Transport Canada considers work; an application will only be required if your work cannot meet the criteria established for that particular 'class' of excluded work.	A review of the Navigable Protection Act (NPA) for Fletcher's Creek determined that the watercourse is not navigable. Therefore, the provisions of the NPA do not apply and an approval is not required.
Ken McBride	TransCanada Pipelines	07-13-2011	Please remove my group/agency from the Study Mailing List	Removed.
Liam Marray Manager, Planning Ecology	Credit Valley Conservation	08-03-2011	Please refer to past comments forwarded by CVC (letter dated October 10, 2005 and April 11, 2006 attached). Additional comments: 1. Fish Habitat and DFO – CVC/DFO agreement provides a streamlined approach to addressing <i>Federal Fisheries Act</i> issues. Any in stream works where the HADD of fish habitat requires compensation requires DFO authorization from DFO pursuant to Section 35 of the <i>Federal Fisheries Act</i> . 2. Erosion and Sediment Controls – All proposed methods to control sedimentation during construction and potential erosion following the completion of the project must be detailed. All works must be completed in the 'dry'. Staff would like to be kept informed of future meetings and please forward reports when available to ensure the CVC policy and program interests are reflected in the planning and design components for this project.	Ongoing CVC communication and consultation
Lori Ritter and Diane Sheridan Land Resource Workers	Hiawatha First Nation	07-20-2011	Project is deemed, having minimal potential to impact Hiawatha First Nations' rights however, keep us apprised of any updates, archaeological findings and/or any environmental impacts.	Ongoing communication throughout project.
Chief Sharon Stinson Henry	Chippewas of Rama First Nation	08-2-2011	A copy of your letter has been forwarded to Karry Sandy-McKenzie, barrister and Solicitor, Coordinator for Williams Treaties First Nations for further review and response to you directly. Please direct all future correspondence, with a copy to Rama First Nation to Ms. Sandy-McKenzie.	Ms. Karry Sandy-McKenzie already on mailing list – no action taken
Rosi Zirger A/Heritage Planner, Central and Southeast	Ministry of Tourism and Culture	08-03-2011	MTC would be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process. Please update your list to remove the names of Karla Barboza and Mairflor Toneatto and send future correspondence to Rosi Zirger.	Study Mailing list updated with new contact.
Compton Bobb, LEL Project Engineer Engineering & Construction Division	Works & Transportation Department City of Brampton	07-18-2011	<i>Project limits:</i> Notice of Commencement is misleading; the index map does not clearly show the limits of the current detail design project. <i>Hurontario Street</i> is a point of great interest to the cities of Mississauga and Brampton. Both cities are leading the preliminary design/pre-Transit Project Assessment Process, scheduled to begin later this year, of a Light Rail Transit line that will extend from Port Credit to Downtown Brampton, crossing Highway 401 along the way. Please ensure that design work is coordinated with the Mississauga project lead (Matthew Williams at matthew.williams@mississauga.ca or 905-615-3200, ext. 5834). Highway 401 is a major goods movement corridor, serving a large number of truck trips through Peel Region. The preliminary design should include an analysis of appropriate priority for trucks, balanced against other needs, in order to support their major function in the Region's economy.	Project Limits: We apologize for any confusion with respect to the key plan and information provided in the Notice of Commencement (NOC). The limits of the current construction contract (G.W.P. 2017-05-00 & G.W.P. 2153-07-00) are from the Highway 401/403/410 Interchange to west of Hurontario Street and improvements to the MTO Patrol Yard at Highway 401 and Hurontario Street. The project for which you received the NOC (G.W.P. 2150-01-00) includes widening of Highway 401 from the westerly limit of the current contract to the Credit River and a new Highway 401 west to Highway 403 south ramp, as well as a new Highway 403 south to 401 west ramp. Your comment to improve the description of the study area is noted. Hurontario Street: The project team is aware of the TPAP for the Light Rail Transit (LRT) line which will cross Highway 401. A meeting took place on June 17, 2011 at the City of Mississauga with MTO, AECOM and City staff, including Mr. Abdul Shaikh, Transportation Project Manager in attendance. The proposed LRT was discussed briefly. We will add Matthew Williams to our study mailing list and suggest that Mr. Williams contact Mr. Shaikh for details on the meeting. The project team is aware of the challenges facing safe and efficient truck movement along Highway 401 through Peel Region. The Ministry of Transportation is undertaking a broader

AGENCY COMMENT TRACKING FORM
Highway 401 – Highway 401 Widening, from Highway 403/410 Interchange to the Credit River
Ministry of Transportation GWP 2150-01-00

Name and Role	Agency	Date Received	Comments	Action Taken
				feasibility review of this issue in terms of policy, operations and safety, from both a network and individual corridor perspective. This issue will be addressed separately and is outside of the current scope of this project.
Dave Simpson Lands and Resources Communications Officer	Alderville First Nation	07-28-2011	We appreciate the fact that the Ministry of Transportation, recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process. As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur.	Ongoing communication throughout project.
Agnes Kotowicz Geomatics Planning Analyst	Strategic Planning and Airport Development Grater Toronto Airports Authority	08-12-2011	If you anticipate addition of new lamp standards or replacement of existing lamp standards with taller ones we will need to conduct our review and analyze AZR and ICAO type A surfaces. To start our review, we would need some additional information like CAD drawings and list of NAD 27/UTM coordinates as well as vertical information (pole top elevation) that correspond to the location of new or improved lights standards.	The electrical component of this assignment will include the extension of the high mast lighting system from the Mavis Road interchange to the west limit of this project, east of the Credit River. The assignment also includes an upgrade to the existing high mast lighting system at the Mavis Road interchange to accommodate the Highway 401 widening and the interchange improvement work. We will review the locations of new high mast lighting poles installed east of McLaughlin Road under Contract 2009-2031 to determine if the existing layout suits the new core/collector system. We anticipate that the height of the proposed high mast lighting poles will not exceed 35 m. The design work includes coordination with the Greater Toronto Airports Authority (GTAA) to confirm height restriction requirements within the project limits. During the preliminary stage of this project we will prepare and submit, for your review, AutoCAD drawings showing the proposed pole locations, including a list of NAD 27/UTM coordinates and pole top elevations for each new or relocated lighting structure. We will finalize our design upon receiving GTAA approval for the proposed installation with respect to height restrictions associated with the AZR and ICAO type A surfaces. We have added your name to the study mailing list and will keep you updated on the progress of the project.
Lisa Myslicki Environmental Advisor	Infrastructure Ontario – Professional Services	10-21-2011	If an EA for this project is currently being undertaken and the undertaking directly affects all or in part of any IO-managed property, please send a copy of the DRAFT EA report and allow sufficient time for comments and discussion prior to finalizing the report to ensure that all MOI Class EA requirements can be met through the study.	This project will not affect any IO-managed property.
Dave Simpson Lands and Resources Communications Officer	Alderville First Nation	11-5-2013	As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur.	Ongoing communication throughout project.
Branko Vidovic Planning Assistant	Peel District School Board	11-8-2013	Thank you for your letter dated October 30, 2013 informing the Board of the upcoming PIC. Please keep us informed of the status of this project and provide us with any information available so that we may monitor its progress and provide comments as necessary.	Ongoing communication throughout project.
Chief Phyllis Williams	Curve Lake First Nation	12-02-2013	Curve Lake first Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights. If any new, undisclosed or unforeseen issues should arise that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified.	Noted.
Thomas Irving Archaeology Review Officer	Ministry of Tourism, Culture and Sport	03-05-2013	Based on the information contained in the Stage 2 Archaeological Assessment dated November 6, 2012, the ministry is satisfied that the fieldwork and reporting for the archaeological assessment are consistent with the ministry's 2011 Standards and Guideline for Consultant Archaeologists and the terms and conditions for archeological licenses. This report has been entered into the Ontario Public Register of Archeological Reports.	Noted.
Heather Levecque Manager, Consultation Unit	Ministry of Aboriginal Affairs	12-03-2013	Project appears to be located in an area where First Nations may have existing or asserted rights or claims in Ontario's land claims process or litigation that could be impacted by your project. Advise to contact Mississaugas of the New Credit First Nation.	Noted. Mississaugas of the New Credit First Nation are already on the project mailing list.

AGENCY COMMENT TRACKING FORM
Highway 401 – Highway 401 Widening, from Highway 403/410 Interchange to the Credit River
Ministry of Transportation GWP 2150-01-00

Name and Role	Agency	Date Received	Comments	Action Taken
Branko Vidovic Planning Assistant	Peel District School Board	12-10-2013	Thank you for taking the time to talk with me today. As per our conversation, could you please confirm if any sound fencing is being proposed for the project area or if it is even warranted? We have a secondary school just north of the study area, as well as portables that are located very close to the highway. We have concerns regarding the amount of noise generated from the proposed 12 lane stretch of highway. Please confirm.	As discussed, MTO's noise policy does not require sound attenuation for education facilities located adjacent to an existing highway, and hence there is no warrant for noise control adjacent to the school.
Mark Heaton Fish and Wildlife Biologist	Ministry of Natural Resources and Forestry	09-09-2014	Based on a review of the information submitted, MNR staff have determined that the activities associated with this project, as they are currently proposed, will adversely affect Redside Dace and Jefferson Salamander and their habitat and therefore would be prohibited under Section 9(species protection) and/or/Section 10 (habitat protection) of the ESA 2007.	Ongoing communication and consultation throughout project.

Public Correspondence

Citizen's committee for Noise Mitigation
401 Expansion Project – North Side of 401/Mavis
Mississauga Ontario

February 28, 2014

Ministry of Transportation
Planning and Environmental Office
Central Region
1201 Wilson Ave. 4th Floor Bldg. "D"
Downsview, ON M3M 1J8

Dear Ms Zhou and other recipients,

Regarding: Highway 401 Widening – Highway 403/410 Interchange to the Credit River Detail Design and Class Environmental Assessment "Group B" – Noise Review

The Citizen's committee for Noise Mitigation represents scores of households living on the north side of the 401 between Mavis and 2nd Line Rds, which include hundreds of Mississauga citizens who are being impacted by the planned expansion of the 401 between Mavis Rd to the Credit River.

This packet includes:

- 1) A response to your letter of Feb 18, 2014, to Mr. Emilio Komaromy regarding a request for a vibration study
- 2) A response to Noise Review GWP2150-01-00, which speaks to the MTO's review of the noise impact of the proposed 401 expansion on the neighborhoods located both north and south of the 401 between Mavis and 2nd Line roads.

This packet represents the committee's official response to the MTO's request for comments during the 30 calendar day formal public review period of the Design and Construction Report for the 401 expansion project ending March 3, 2014.

The committee hereby requests that the MTO deliver their response to the citizen's committee within 30 calendar days and schedule public meetings to present these responses to the residents. The committee also requests that construction be suspended until the issues contained within this packet are adequately addressed.

We are also respectfully requesting that representatives EACOM and the MTO attend a public meeting of impacted residents which the committee has scheduled for April 7, 2014 at the Courtney Park public library in Mississauga at 7:00pm.

Addressing the response to vibration report request

- 1) The MTO response states that there are two sources of vibration:
 - a. Ground borne vibration caused by the impact of force produced by tires of vehicles over irregularities of pavement surfaces
 - b. Air borne vibration which is caused by low frequency sound produced by engines and exhaust systems of large trucks ... once it reaches the building it may cause rattling of items such as window or door panels
- 2) MTO position is that neither of these two sources is applicable to the 401 widening project, and therefore no vibration study will be completed

It is the position of the citizen's committee that the MTO is in error, and that a vibration study is in order.

Residents are presently being subjected to vibration effects. We can produce multiple testimonials from residents of our area that detail not just feeling vibrations (all of us) but of actual damage (cracked windows) being caused by the vibrations caused by the current six lanes of traffic.

The expansion plan will increase the number of lanes to twelve lanes, and will bring the traffic much closer to the residences.

As there is a present impact from the vibration today affecting residents, the committee does not understand why a vibration study was not conducted as part of this project, which effectively doubles the capacity for traffic and effect of 401 traffic on the local residents.

The committee requests that the MTO and its contactors, AECOM, provide a written explanation as to why vibration studies were not conducted. The committee further requests that the MTO complete a full vibration study using the latest guidelines available.

The committee request that the MTO put into place mitigations that will reduce the vibrations generated by 401 traffic, to include a sound barrier, wall and/or berm.

Response to Noise Review GWP2150-01-00

Executive Summary

Highway 401 is proposed to be expanded from a 6 lane divided freeway to a 12 lane freeway with a core and collector system between the 410/403 interchange and the Credit River, in Mississauga, Ontario. An Environmental Noise Assessment was completed for the approved 2005 Transportation Environmental Study Report (TESR). AECOM was retained by the Ministry of Transportation Ontario to conduct an updated noise review.

The MTO admits that since the 2005 TESR was completed, there were several changes to the project. One of these, a new noise guideline to be used for noise assessment resulted in the MTO to update the noise criteria from the TESR to be updated to follow standards as documented in the 2006 Environmental Guide for Noise.

The MTO claims that traffic noise predictions indicate that the project is expected to have minor perceived noise impact.

The MTO is of the position that Noise Mitigation is considered not feasible at the points of noise mitigation assessment, for administrative, technical and economic reasons.

The citizen's committee disagrees with the MTO's conclusion due to the following:

- Existing noise levels, as proved out by the MTO's own report, and independently verified by the citizen's committee, already exceed what regional and municipal laws consider to be appropriate noise levels (55db) for a Class 2 area, the classification carried by the neighborhood in question.
- Since the re-testing of noise levels following the 2006 Environmental Guide for Noise standards were completed, more detailed and up to date standards were issued by the Ontario Ministry of the Environment which provide more reasonable guidelines for the assessment of noise impact from projects such as the expansion of the 401 (NPC 300, August 2013)
- The committee finds questionable the estimations predicting that the impact of doubling the size of the highway, while cutting in half the distance from residential buildings to the highway, will have a minimal impact on noise
- The north side of 401 between Mavis and 2nd Line Roads is the only neighborhood in the GTA that abuts a major thoroughfare and does NOT have any type of sound barrier
- The MTO's contention that there are administrative, technical and economic reasons for not building a noise barrier on the north side of the 401 is faulty.
 - We do not agree that the existence of one hydro pole should stop an entire noise barrier project
 - We propose that a combination berm and 5 meter high wall would be technically feasible and effective
 - The economic issue was considered without consideration that other municipal and regional offices could help defray the cost of a noise barrier
- In the report, the MTO concedes that it will be re-building the existing sound barrier on the south side of the 401. The committee contends that if the MTO's findings regarding the impact of the highway expansion on noise levels in the area were correct, the MTO would not re-build the southern sound barriers
- The committee disagrees with the MTO's assessment that a noise barrier would not be effective.

Rebuttals of the MTO Noise Review

Section 2.1

The MTO review states that an updated assessment was made based on the MTO 2006 standards, and that these were more stringent than those originally used for the 2005 TESR.

The committee's position is that the noise review being used for this project is based on out of date guidelines. The committee points out that the most up to date standard is actually contained in the NPC300, issued by the Ontario Ministry of the Environment in August 2013. These standards provide more specific acceptable ambient noise levels by zone, and also provide a more reasonable definition of where measurements must be made on impacted residences.

The MTO review states that the guide used defines noise impact as the difference between "no project" and "with project" during the subject year of assessment.

The committee's position is that the neighborhood bordered by Mavis to the west, 2nd line to the east, and the 401 to the south is already exposed to noise levels generated by traffic on the 401 which exceed acceptable ambient noise levels as outlined in NPC300.

While it is not legally relevant, it should also be pointed out that the current noise levels exceed the noise limits as set forth in the Mississauga municipal noise control guidelines.

The committee does not agree with conclusion of the MTO noise review which states that the impact of "with project" is negligible. The number of lanes will double to 12. The distance between dwellings and the roadway will be cut in half, and the population centers west of this location will become much more densely populated between 2014 and 2031. The committee calls into question the calculations of the noise review based on all these points.

The MTO review states that, post initial screening of the most exposed side of the dwelling unit, noise mitigation requirements are calculated via tests that use OLAs, Outdoor Living Areas, as the points of assessment. The review goes on to state that in the opinion of the MTO, the OLA is generally taken to be the backyard, because this is where outdoor activities are conducted.

The committee's position is that outdoor activities occur in all OLAs, the backyard, the side yard and the front yard. The committee strongly disagrees with the MTO's contention that only backyard noise levels are relevant in the process to decide noise mitigation needs.

The committee's position is supported by the NPC300 guidelines, which update the definition of OLAs to be any area on the impacted dwelling's property. The NPC300 goes on to also suggest that indoor measurements, with open windows, are also considered relevant.

The committee also points out that independent measurements in the backyards of residences on the north side of 401 have been shown to exceed allowed noise levels based not only on the most recent guidelines, but also past, outdated guidelines.

TABLE 1

The MTO review states in table 1 that noise mitigation is only required if there is a equal to or greater than 5db increase in noise levels "with project" OR there is an overall noise level of greater than or equal to 65dbs. It goes on to state that the final assessment is that these conditions are not met by the expansion of the highway.

The committee disagrees with the MTO's position on several points. The first point is that current noise levels, measured both in front and back yards, exceed 65dbs. Secondly, the MTO is using out of date standards, because the new threshold based on the NPC300 is 55dbs. Additionally, while they are applied only to municipal roadways, it should be pointed out that the current noise levels and the thresholds used by the MTO noise review exceed the Mississauga threshold of 60dbs.

TABLE 2

The MTO review provides a rating of perceived impact of increase sound levels.

The committee first disagrees with the estimated increase as calculated in the review, it also disagrees with the assertion that a perceived increase of up to twice as loud is considered only a medium impact.

Section 3 Noise Sensitive Areas

The MTO review indicates that there are two noise sensitive areas, the north side of Highway 401 and the south side of Highway 401. It also describes them as being representative of worst case noise sensitive areas as they are within 600 meters of the edge of the highway pavement.

The committee agrees, and asks the MTO why the north side neighborhood, which has no sound barrier, can be the only neighborhood fitting the "worst case noise sensitive area scenario" of being adjacent to a regional highway in the entire GTA without a noise barrier?

The MTO review states that there is an existing 1.8 meter high noise barrier on the south side of Highway 401.

It is the understanding of the committee that the 401 expansion project will tear down and then replace this noise barrier. The committee would like to know what rationale is that is being used for placing a noise barrier on the south side of the 401 and not on the north side? Following the findings of the MTO's noise review, it should not replace the south side wall as they deem it to be ineffective for noise mitigation. The committee wants to see the plans for this replacement sound barrier, and receive answers to statements that have been made that describe the replacement as being higher than the original.

The MTO review states that an acoustic fence was recommended by Aercoustics Engineering Ltd for the OLA of Jazzy Mews in 2001.

The committee wishes to receive a copy of this recommendation, and asks the MTO why this recommendation is not being considered.

Section 4.3 Results

Table 5 Noise Assessment Results – most exposed side

Table 5 in the MTO review shows that in almost every location used for the assessment, the noise level limit of 65 was exceeded.

The committee points out that this proves its point. "No project" and "With project" Levels on the most exposed side, which to the committee represent part of the OLA which should be used to determine

assessment for noise mitigation action, exceed 65db. This exceeds 2006 guidelines of 55db and is over the most recent guideline's acceptable levels of 55db.

The committee disagrees with the MTO's prediction that the doubling of the lanes of the highway as part of this project will only result in an increase of 1.75db average.

Reviewing a typical website that addresses noise levels <http://www.chcheating.org/noise-center-home/facts-noise/common-environmental-noise-levels> **a person's normal breathing is equal to 10 decibels, whispering at 5 feet is 20 decibels, and normal conversation is 60 decibels.** Does the MTO claim that doubling the size of the highway increases the noise level less than 1/5 as much as someone breathing at the assessment points?

Section 4.4 Noise Mitigation

Table 6 Noise assessment results – OLA

The MTO review shows in Table 6 the noise assessments as taken in back yards and states that even these exceed noise criteria and warranted further noise mitigation studies.

The committee again points out that the neighborhoods being impacted by the 401 expansion should have noise barriers based on the existing noise levels exceeding acceptable limits (as per out of date and current provincial guidelines as well as municipal guidelines)

The committee disagrees with the methodology which used projected monitors located only in backyards due to the MTO's out of date interpretation of the definition of OLAs.

The MTO states in the review that noise mitigation must achieve a minimum of average 5db reduction to be considered.

The committee asks why there is no such requirement in other noise guidelines such as the Mississauga municipal guidelines.

The committee also disagrees with the effectiveness calculations in the following table 7. The committee asks for a written explanation of their position regarding effectiveness of noise barriers.

The committee also asks that if this is the case, why does every other development close to a major thoroughfare in the GTA have a noise barrier.

The MTO review states that there is an administrative restriction to a noise barrier because of a hydro pole located near Second Line West.

The committee's position is that the existence of a single hydro pole should not preclude the erection of a noise barrier. The noise barrier could be built in such a way as to accommodate the hydro pole. This hydro pole is located at the extreme end of the effected region, and does not prevent an effective noise barrier.

The MTO review again mentions the noise wall along the south side of 401 (Delgado Drive) and how it will be modified as part of the project due to property requirements.

The committee asks the MTO why this noise barrier is required while none is required for the north side. What property requirements are causing the MTO to rebuild the south side noise barrier?

The MTO review states that berms were not considered as part of this assessment due to spatial limitations.

The committee wishes to know if the MTO worked with the municipality of Mississauga to negotiate what could be changed on city property that might allow berms?

Table 7 Predicted noise reduction by noise barrier height

The MTO review shows table 7 where the assertion is that a noise barrier of up to 5 meters would not produce a sufficient noise mitigation effect.

The committee disagrees with the results in Table 7. We point out that the MTO does not provide any explanation of what methodology was used to project these estimated effects of noise barriers. The committee asks the MTO to provide a detailed explanation.

Reviewing a typical website that addresses noise levels <http://www.chcheating.org/noise-center-home/facts-noise/common-environmental-noise-levels> **a person's normal breathing is equal to 10 decibels, whispering at 5 feet is 20 decibels, and normal conversation is 60 decibels.** How does the MTO explain that a sound barrier would not even reduce a person's ability to hear breathing on the other side of the barrier?

Section 4.4 continued

The MTO review states that a noise barrier would be more effective on the side of the housing facing the 401 and would decrease the noise levels in the front yards and noise ingress into the housing. It goes on to state that the point of assessment, however, is only the backyards.

The committee disagrees with the findings on the basis of the OLA being all outdoor living areas on the effected property. Residents of the neighborhood perform outdoor tasks on all sides of their houses, including front yards, which in this case are facing the 401.

The MTO review, in addition to the "administrative feasibility" reason outlined above, asserts that there are two other reasons for recommending that no sound barrier be built. 1) Technical feasibility 2) Economic feasibility

The committee challenges the technical feasibility reason. This is based on our challenge of the accuracy of the results shown in table 7, which project that even a 5 meter high sound barrier would be ineffective. The committee suggests that the MTO reconsider building of a 5 meter high barrier over a berm.

The committee asks if the MTO has worked with the Mississauga municipal government to explore the possibility of using some of the city's land for use in building a sound barrier with or without berm. The residents would be willing to have the existing sidewalk moved free up room.

The committee challenges the economic feasibility MTO argument. The committee understands that the total funding for the project is over 1 billion dollars. The projected cost of a noise barrier on the north side of the 401 in this neighborhood is only 1 million dollars. The committee asks the MTO why it is acceptable to spend close to this amount to replace what they consider, based on their own calculations, an existing noise barrier on the south side.

The committee also asks the MTO to explain if they have ever discussed a cost sharing agreement with the local municipality.

Section 5 Conclusions/Recommendations

The MTO review concludes that the widening of Highway 401 between the Credit River and just west of Hurontario Street is expected to have a low to medium perceived noise impact. It states that due to the reasons listed above, noise mitigation is not considered feasible to address noise impact.

The committee disagrees with the characterization of the impact as being low to medium. The committee points out that the majority of the land adjacent to this project is not zoned residential. However the section from 2nd line to Mavis is 100% residential and is in a "worst case scenario" of being within 600 meters of the highway.

The committee strongly recommends that the MTO meet with the committee members and the public to review options that would lead to the construction of a noise barrier on both the north and south side of the 401.

We respectfully request a response to these points within 30 days.

We are available for consultation at any time if you require clarification of our statements.

As stated in our cover letter above, we are also respectfully requesting that representatives EACOM and the MTO attend a public meeting of impacted residents which the committee has scheduled for April 7, 2014 at the Courtney Park public library in Mississauga at 7:00pm.

Our first meeting drew over 100 interested citizens. We are also inviting the provincial and municipal government representatives, who attended our first meeting.

Sincerely,

The members of the Citizen's committee for noise mitigation
401 Expansion Project -- North Side of 401/Mavis
Mississauga Ontario

[Redacted signature block]

March 19, 2014

Citizen's Committee for Noise Mitigation
401 Expansion Project – North Side of 401/Mavis
Mississauga, Ontario

c/o



Dear Sirs/Madams of the Citizen's Committee for Noise Mitigation:

**Re: Highway 401 Widening From Highway 403/410 Interchange to the Credit River
G.W.P.s 2150-01-00 and 2152-01-00
Noise Review for Highway 401 Widening, Highway 401/410/403 to the Credit River**

We have received your letter dated February 28, 2014 regarding the Noise Review for the Highway 401 Widening, From Highway 410/403 to the Credit River and the requested vibration study. To best address your concerns, we have grouped them into categories, which are discussed below.

Provincial and Municipal Noise Guidelines

In late 2013, the Ontario Ministry of the Environment (MOE) published a new noise guideline (NPC-300) which addresses two items: stationary noise source impact from industrial and commercial facilities on noise sensitive areas and secondly, the assessment of noise impact on proposed new noise sensitive developments in the permitting process (not yet built). Please note that NPC-300 replaces Publication LU-131 - Noise Assessment Criteria in Land Use Planning, October 1997 (see Part A of NPC-300, August 2013). In addition, as mentioned in the Noise Review, the City of Mississauga's 'Noise Attenuation Barriers on Major Roadways' is only applicable to roadways under the jurisdiction of the City of Mississauga. As this project is the expansion of an existing highway adjacent to existing noise sensitive areas, the aforementioned guidelines are not applicable. The most recent applicable guidelines, in relation to the expansion of existing provincial highways in Ontario, are documented in the Ministry of Transportation's *Environmental Guide for Noise, 2006 (2006 Guide)*. As such, the Noise Review for Highway 401 Widening, From Highway 401/410/403 Interchange to the Credit River, was undertaken according to the requirements as outlined in the 2006 Guide.

Noise Barrier on the South Side of Highway 401 (Delgado Drive)

We would like to clarify that the barrier on the south side of Highway 401 was constructed as part of a municipal subdivision agreement, not by the MTO. A portion of it is being relocated "like for like" as a result of the grading design for the highway expansion, west of Mavis Road. MTO will be acquiring

property from the City of Mississauga in order to accommodate the new eastbound collector lanes, therefore the affected portion of the existing barrier will be relocated to the adjusted municipal right-of-way.

North of Highway 401

The Aeroacoustics Noise Study (2001), which was prepared as part of the sub-division agreement at that time for the subdivision, identified the principal noise sources as being road traffic on Mavis Road, Highway 401 and aircraft noise. The townhomes in this subdivision were designed such that the Outdoor Living Areas (OLA) are located in the backyards and thus, the townhomes themselves provide noise attenuation for the OLA. The noise review for the Highway 401 widening Detail Design project incorporated the designed OLA locations.

The Aeroacoustics Noise Study (2001) further recommended the construction of a noise barrier for lots with OLAs adjacent to Highway 401 and Mavis Road, as well as Peel Region 1996 standard warning clauses with all agreements of purchase and sale recognizing that noise levels from increasing Highway 401 traffic would be a concern.

The MTO typically constructs a noise barrier where a 5dB reduction in noise can be achieved in the assessment location, which is the OLA. A 5db noise reduction is a considered a noticeable change in a noise level (See Table 2 in the Noise Review). In this case, in order for a noise barrier to achieve a noticeable reduction (i.e., 5 db or greater), the barrier would have to be built higher than the existing townhomes. This is not economically feasible. The expansion of Highway 401 will decrease the separation distance between the highway and the residences by approximately half, provided that the traffic density per lane remains the same – a noise level increase of about 3 dB would be expected. However, the traffic density per lane will be decreasing by about one third therefore about a 2 dB decrease in noise emission per lane is expected.

Berm Considerations

A berm-wall combination can be considered equivalent to a noise wall if the height and length of the combined structure occupies the same space. As discussed above, for any barrier to be effective, it would have to be the same height or greater than the existing row of houses (i.e. 10.7m). In this case, using a 5 metre barrier on top of a berm, the berm property requirements (for soil stability) would include most of the municipal right of way, since there is no space within MTO's ROW to accommodate it. As a result, a berm is not feasible at this location.


Vibration Study

As provided in the February 18, 2014 response, a vibration study is not warranted according to current MTO policies. Generally, vibration impacts are experienced if there are discontinuities in the road surface, such as expansion joints. We would like to clarify, however that a noise barrier would not be an effective vibration mitigation measure.

We trust that we have responded to the issues you have raised. Please feel free to contact the undersigned if you have any additional comments.

Sincerely,

AECOM Canada Ltd.

A handwritten signature in blue ink, appearing to read "MOsojnicki".

Mirjana Osojnicki, BES
Senior Environmental Planner

JA:mo

cc: T. Murugesu, MTO
L. Sarris, MTO
B. Ruck, AECOM

Ministry of Transportation

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April 8, 2014

Mr. Ernie Lynch
President, Lynch Group of Companies
1799 Argentia Road
Mississauga, ON L5N 3A2

Dear Mr. Lynch:

**RE: Highway 401 Improvements from Highway 403/410 Interchange to
Trafalgar Road.
Meadowvale Section of Highway 401**

On behalf of the Ministry of Transportation and the MTO team that participated in the meeting at your facility on March 18, 2014, I would like to thank you and your team for the warm welcome extended and your presentation that dealt with a variety of matters. This meeting was arranged as a result of your email of February 4th, 2014 to Rebecca Li of this office. We understood at the meeting that your main concerns were the highway profile between Winston Churchill Boulevard and Mavis Road, congestion on Highway 401 and emissions from vehicles. We also appreciate that the discussions that ensued on your ideas and the MTO's Highway 401 expansion proposal were open, frank and useful. Below are our comments on questions raised at the meeting:

Environmental Assessment Process

In compliance with the *Environmental Assessment Act*, two (2) Transportation Environmental Study reports (TESRs) were undertaken along the Highway 401 corridor to a Preliminary Design level of detail. The studies were classified as a "Group B" undertaking as described in the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), entitled:

- Highway 401 Improvements from Highway 410/403 Interchange to East of the Credit River, GWP 2149-01-00 and 2150-01-00 (August, 2005); and,
- Highway 401 Improvements from East of the Credit River to Trafalgar Road, WO 07-20021 (May, 2013).

The purpose of these studies was to identify capacity and operational needs for this section of the Highway 401 corridor. The TESRs document the transportation problems and opportunities, the generation, assessment and evaluation of alternatives, the recommended plan for improvements along this corridor, a summary of potential environmental efforts and proposed mitigation, and a summary of consultation undertaken throughout the studies.

As discussed at our March 18, 2014 meeting, both studies considered "Alternatives To" the undertaking (i.e., alternatives to widening Highway 401) as well as "Alternative Methods in Carrying out the Undertaking" in relation to existing traffic conditions, projected traffic volumes, as well as

traffic operational analysis. Alternatives under consideration were assessed and evaluated based on natural, social, economic, cultural, transportation, and cost considerations. The methods used in carrying out the environmental assessment process follows the Ministry's Class Environmental Assessment Process discussed above.

Study Consultation

Regulatory agency and public consultation was an integral part of both studies. Review agencies and interest groups were notified at the beginning of the Highway 410/403 Interchange to East of the Credit River study on June 9, 2003. An Ontario Government Notice (OGN) was advertised in three (3) newspapers on June 10-11, 2003 outlining the study commencement and Public Information Centre (PIC) # 1. The PIC was held at the Best Western Sunset Inn on June 17, 2003. A second PIC was held for the study on June 29, 2004 with a similar consultation approach including direct advertisements in local newspapers (June 22-23, 2004). The final TESR review period was advertised in local newspapers and was published for a 30-day review period in August, 2005.

At the outset of the second study from East of the Credit River to Trafalgar Road, consultation efforts included publication of a Notice of Study Commencement OGN in five (5) local English and French newspapers on September 29-30, 2010. Notification letters were also distributed on September 28 and October 22, 2010 to individuals on the study mailing list including government agencies, Aboriginal Communities, municipalities, interest groups, and members of the public.

Two (2) PICs were held at opportune locations within the study area. PIC # 1 was held on March 21, 2011 at the Four Points Sheraton Hotel and PIC # 2 was held on Wednesday October 3, 2012 at the Holiday Inn Hotel and Suites. Advanced notification to these events was also advertised in local newspapers and individual letters were sent to those on the study mailing list. The submission of the TESR 30-day review period was in May, 2013. A Project Document Sharing site (www.highway401credit-to-trafalgar.com) was also set up and maintained throughout the preliminary design.

Raised Roadway or Viaduct

In your earlier communications, you had suggested that we consider a level viaduct through the section of the Highway 401 corridor from east of Winston Churchill Boulevard to Mavis Road. At that time, we explained the typical situations where viaducts are considered to 'smoothen' the profile and that this highway corridor, in our consideration, does not fit into those situations. (Please see MTO Project Engineer Rebecca Li's email of July 16, 2013). It was also indicated that the cost premium for implementing a viaduct between Winston Churchill Boulevard and Mavis Road is expected to be in the order of \$2 billion.

In your subsequent correspondence and in our discussions at the meeting, you mentioned that a raised roadway or a viaduct is not necessary for the full stretch from Winston Churchill Boulevard to Mavis Road. Your suggestion was a continuation of the raised roadway (to obtain a flat grade) from Mississauga Road to the railway spur near Creditview Road. Although this might be possible, it is not

an optimal solution to the issue because of potential high level of property and environmental impacts at a high cost. The ministry's approach to address issues related to highway profile and grade are as follows:

As part of an EA and Preliminary Design Study, we analyze the profile of an existing highway of a particular classification to determine how its grades and vertical curves meet the current provincial design standard for that highway classification. The analysis also considers operational and safety characteristics of the highway. If our analysis finds deficient grades or deficient vertical curves in the profile that result in operational and safety concerns, improvements are made to them to meet or exceed the standards at an available opportunity such as a major re-construction. To achieve the desirable grade and flatness of vertical curves we may raise the roadbed in fill situations or lower the roadbed in cut situations. The improvement works will be confined to identified deficient locations only and not to an entire stretch. Aside from this, other situations (as described below) may result in our raising the roadbeds. This approach is considered most economical and sustainable.

In our preliminary design from east of the Credit River to Trafalgar Road, to address deficiencies on the existing crest vertical curve over the CP Rail, it has been proposed to flatten this curve. In addition, replacement of the Credit River structure with a desirable structure type and span requires a grade raise of Highway 401 to maintain the existing clearance under the bridge which is currently used as a farm vehicle access for the severed farming operation on either side of the highway. Due to the proximity of these two profile modifications, and the existing marginally deficient highway grade between them, re-profiling of the entire section from east of Mississauga Road to east of the Credit River has been proposed. I believe this proposed re-profiling has addressed, to a degree, your suggestion of a continuous raised roadway.

Air Quality Assessment

During our meeting, you expressed concerns of trucks releasing additional pollutants into the environment as a result of driving through steep grades along the Highway 401 corridor. As previously mentioned, an Air Quality assessment is being conducted during detail design for the Highway 401 expansion to the Credit River. The U.S. Environmental Protection Agency CAL3QHCR dispersion model predicts air pollutants concentrations along highways by assigning vehicle emissions to a series of roadway links (line sources). The roadway links are built based on constant road width, curvature, grade, traffic volume, speed, or type of traffic (freeflow or idling). A new roadway link is created whenever the road width, curvature, slope, traffic volume, speed or traffic type changes. Input to the dispersion model include, but are not limited to the following parameters: vehicle emission factors, meteorological data, hourly traffic data including idle times and length of traffic queuing, as well as the location of sensitive and critical receptors identified in the study area.

It is understood that vehicles idling as a result of congestion release more emissions into the environment than free flowing traffic. As such, improving the existing capacity of the highway corridor to address congestion will result in fewer local pollutant concentrations. The recommended expansion of the Highway 401 from 6 lanes to 12-lane core-collector system would improve capacity. Construction has been recently completed to expand Highway 401 from Highway 410 to west of Hurontario Street. In a further step to continue the expansion, a contract has been tendered recently to lengthen the Mavis Road underpass structure to accommodate the future Highway 401 collector lanes. Work is progressing for extending the core/collector system further west.

Inquiry: Interest Groups

A request was made during the meeting to provide you with the contact information for local interest groups that have been involved with these preliminary design studies. Unfortunately, the Ministry is not able to provide personal names and addresses in accordance with the *Freedom of Information and Protection of Privacy Act*. We recommend you contact the City of Mississauga for further information on local interest groups within the area.

Summary

We appreciate your concerns and suggestions regarding Highway 401. With the current fiscal constraints and competing needs in Ontario, we need to prioritize and use our tax dollars in the most efficient way to give us the best value for money. By proceeding this way, we will be in a position to improve many kilometers of highway between GTA and the US border.

On a positive note, the ministry has completed the Preliminary Design and Class Environmental Study for widening the Highway 401 from Credit River to Trafalgar Road and has received environmental clearance. We will continue to expand Highway 401 from the recently completed section that ends west of Hurontario Street to the Credit River starting in 2015, subject to our obtaining all property and environmental clearances. These widening projects will ultimately address your concerns regarding congestion and emission.

We trust this letter has adequately addressed your concerns raised at our meeting. Your name and contact information has been added to our mailing list and you will be kept apprised of future milestones. Please feel free to contact us if you have further concerns.

Sincerely,



Thanga Murugesu, P. Eng.
Senior Project Engineer
Peel-Halton Section

- c. Honourable Glen R. Murray, Minister of Transportation
Hazel McCallion, Mayor of Mississauga
Brad Butt, MP (Mississauga–Streetsville)
Bob Delaney, MPP (Mississauga--Streetsville)
Kevin D. Flynn, MPP (Oakville)
J. Lai, MTO
L. Sarris, MTO

Public Comment Tracking FormHighway 401 – Highway 401 Widening
Ministry of Transportation

Name	Comments (include Date)	Response (include Date)
[REDACTED]	<p>Email received 2013 11 17</p> <p>I was unable to attend the Public Information Centre (PIC) for the above noted project this past Wednesday November 13th due to previous commitments, however I would like to be added to the project mailing list. Thank you and I look forward to receiving information about the project.</p>	<p>Email received 2013 11 18</p> <p>Hello [REDACTED] -Thank you for contacting Brian Ruck regarding this project. Your name and email address have been added to the mailing list and we will contact you with any project updates.</p> <p>I have attached a copy of the information that was presented at the Public Information Centre. Additional information about the project is also available on the website: www.401expansion-mississauga.ca.</p>
[REDACTED]	<p>Email received 2013 11 25</p> <p>Hello Miao - Thank you so much for returning my call and it was a pleasure speaking with you! Please send any info and drawings which you feel may be of interest regarding the expansion. Please take consideration into some sort of visual and noise barrier along the jazzy mews fence line as we discussed. I look forward to hearing back from you with any news! Take care</p>	
[REDACTED]	<p>2013 11 26 - Request to be added to the mailing list</p>	<p>2013 11 26 - Added to the mailing list.</p>
[REDACTED]	<p>Email received 2013 11 26</p> <p>Would you please add me to the project mailing list? Would there be any new information on the next phases of widening highway 401 from Highway 10 to Mississauga road? Is there any new information on when the 2nd line bridge will be removed? Changes (widening) to the Creditview bridge over highway 401?</p> <p>I live at [REDACTED], Mississauga.</p>	<p>Email response 2013 12 02</p> <p>Thank you for your email dated November 26, 2013 regarding the above-noted project. We hope to answer your questions with this response.</p> <p>The Ministry of Transportation (MTO) completed a Preliminary Design and Class Environmental Assessment Study for improvements to Highway 401 from east of the Credit River to Trafalgar Road in May 2013. The study recommended the replacement of the Creditview Road bridge in order to accommodate the future widening of Highway 401 to a 12-lane core-collector system. The Creditview Road Bridge is also within the study area for the Municipal Class Environmental Assessment currently being undertaken by the City of Mississauga for improvements to Creditview Road from Bancroft Drive to Old Creditview Road. The MTO may consider advancing the detail design and construction of the bridge replacement, however this will be determined pending further discussions between the City of Mississauga and MTO.</p> <p>Highway 401 widening from McLaughlin Road to just east of the Credit River is currently in the detail design phase. The Mavis Road structure will be lengthened to accommodate the future collector lanes. We expect that construction will require two construction seasons for completion, starting in 2014. During construction, traffic lanes on Mavis Road will be reduced to two lanes in each direction, however all access to and from Highway 401 will be maintained at all times. The MTO is working with the City of Mississauga to ensure that delays are minimized.</p> <p>The mainline construction of Highway 401 is planned for 2015 and it is expected to be completed in three construction seasons. The removal of the 2nd Line West structure will occur in the early stages of the contract in order to accommodate the widening of the highway. A temporary closure of Highway 401 in the eastbound and westbound direction from Mavis Road to Mississauga Road will be required for the removal of the 2nd Line West structure. The temporary closure will take place over a weekend for approximately a 12-18 hour period; typically 11pm on Saturday to 5pm on Sunday. The MTO will ensure that the public is notified in advance of the closure and will work with</p>



Public Comment Tracking FormHighway 401 – Highway 401 Widening
Ministry of Transportation

Name	Comments (include Date)	Response (include Date)
		<p>the City of Mississauga and Region of Peel to design detours which avoid thru traffic through residential neighbourhoods. The MTO will also work with Mississauga Fire and Emergency Services to ensure that service is not affected.</p> <p>The City of Mississauga is also considering a separate study for pedestrian/cycling options across Highway 401 at the location of the removed Second Line West structure. This study will be undertaken in accordance with the <i>Municipal Class Environmental Assessment</i> process.</p> <p>Please note that all planned construction schedules are subject to change due to provincial budgets, approvals and the like.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website (www.highway401expansion-mississauga.ca) for additional information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
	<p>2013 12 03 (Follow Up Email) Is there a time line on when the 2nd line West bridge will be removed? Will this occur in 2014 when the Mavis road bridge structure is increased to accommodate 12 lane core/collectors of highway 401?</p>	<p>Email response 2013 12 04 At this time we anticipate that the removal of the 2nd Line W Bridge could happen as early as 2015.</p> <p>For your information, the City of Mississauga has recently initiated a separate Class Environmental Assessment Study for improvements to Creditview Road from Bancroft Drive to Old Creditview Road. This study is being undertaken to investigate the need for additional north-south capacity and traffic management improvements along this section of Creditview Road. It will also consider a future multi-use trail with connections to other neighbourhoods. Please let Mirjana know if you would like to be added to the study mailing list for this study.</p>
<p>██████████</p>	<p>Email received 2013 11 27</p> <p>It was brought to my attention that a town hall meeting was held regarding this project. I was shocked to even learn that the expansion was going to be done to the Mavis Ramp.</p> <p>I live at ██████████ and the thought of having the highway closer to our street is frightening in terms of the noise level... It is actually pretty bad at the moment..(I invite you to come to our street and stand there for a while just to take a listen). We have been promised a noise reduction wall for years and it never materialized.</p> <p>That being said, will there be another meeting held (we never heard anything about the last one) about this topic? We can see that there is a wall on the other side of the highway. Obviously, they were concerned by the noise level.</p> <p>Are you the right person to talk to about this concern?</p> <p>Thank you in advance for looking into this and addressing my concern and I am sure, that of all my neighbors.</p>	<p>Email response 2013 11 28</p> <p>Thank you for your interest in the 401 project.</p> <p>A few of your neighbours also inquired on whether it is possible to provide noise mitigation measures or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>I would like to confirm that there is no warrant for noise mitigation under the MTO's Highway 401 project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of the subdivision agreement, not by the MTO. Having said that, if the City is willing to accept the cost, the project team can work with the City to design and implement a similar type of wall on the north side of the Highway. As there is no space on the MTO right-of-way to construct an acoustical wall, it would have to be built on City lands. As the design progress, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on City lands.</p>
<p>██████████</p>	<p>Email Received 2013 11 27</p> <p>I understand there was a town meeting in regards to this expansion, which I was never made aware of. When can there be another opportunity for those of us who weren't informed? Please advise and</p>	<p>Response Sent 2014 02 19</p> <p>Thank you for your email dated November 27, 2013 regarding the above-noted project.</p>

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Ministry of Transportation


Name	Comments (include Date)	Response (include Date)
	thanks.	<p>It is unfortunate that you were not aware of the Public Information Centre (PIC) held on November 13, 2013, however public comments are welcomed throughout this project and we invite you to visit the website: www.401expansion-mississauga.ca to review the information that was presented at the PIC.</p> <p>If you have any additional questions or comments, please do not hesitate to contact us. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
[REDACTED]	<p>Email Received 2013 11 28</p> <p>Good day, I am just wondering if the erection of high walls on the right side of 401 from Mavis going Westbound is being considered for this project. Right now, we only have only wire fences. With this kind of big expansion, it would be beneficial for us all to have a wall that protects us from more noise, proximity to vehicles, pollution and have a safer area to live in. Thank you very much.</p>	<p>Email response 2013 11 28</p> <p>[REDACTED]</p> <p>Thank you for your interest in the 401 project.</p> <p>A few of your neighbours also inquired on whether it is possible to provide noise mitigation measures or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>I would like to confirm that there is no warrant for noise mitigation under the MTO's Highway 401 project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of the subdivision agreement, not by the MTO. Having said that, if the City is willing to accept the cost, the project team can work with the City to design and implement a similar type of wall on the north side of the Highway. As there is no space on the MTO right-of-way to construct an acoustical wall, it would have to be built on City lands. As the design progress, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on City lands.</p> <p>Regards, Miao</p>
[REDACTED]	<p>Email Received 2013 11 28</p> <p>I think that it is absolutely ridiculous that flyers were not posted in the neighbourhood or delivered door to door about this meeting that took place November 13th!</p> <p>I truly hope a cement noise barrier is built for the safety of the children in the neighbourhood. A simple chain link fence with the highway being expanded closer to the houses is an extremely dangerous situation and an accident waiting to happen.</p>	<p>Response Sent 2014 02 19</p> <p>Thank you for your email dated November 30, 2013 regarding the above-noted project.</p> <p>It is unfortunate that you were not aware of the Public Information Centre (PIC) held on November 13, 2013, however public comments are welcomed throughout this project and we invite you to visit the website: www.401expansion-mississauga.ca to review the information that was presented at the PIC.</p> <p>Regarding your concerns with noise levels and safety, please note that the MTO has received a number of inquiries from residents living on Jazzy Mews, as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there</p>

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		<p>is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>From a safety perspective, the travelled portion of the highway will continue to be an acceptable distance away from Jazzy Mews and Opera Glass Way such that further protection for vehicles leaving the highway is not required. However, as the design progresses, we will continue to investigate whether any protective barriers are required and they will be installed, as necessary to maintain normal safety standards for this type of highway. A chain link fence currently exists for the entire section to prevent pedestrians from entering the highway.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
	<p>Email Received 2013 11 29 I would like to know if there is any plan to build a wall in between Jazzy Mews and 401. The amount of noise from the highway 401 is unhealthy for the residents in this area.</p>	<p>Response Sent 2014 02 19</p> <p>Thank you for your email dated November 30, 2013 regarding the above-noted project.</p> <p>Regarding your concerns with noise levels, please note that the MTO has received a number of inquiries from residents living on Jazzy Mews, as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
	<p>Email received 2013 11 30 I came to know today from my neighbour that the project to add more lanes to highway 401 from West</p>	<p>Response Sent 2014 02 19</p>

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	<p>of Mavis Road to Credit River will be commenting soon. I was also informed that it seems a public meeting was held by the Ministry of Transportation (Ministry) and/or the Project committee on Wednesday, November-13-2013 at 4 pm.</p> <p>I was astonished by the fact that :</p> <ol style="list-style-type: none"> 1. The Ministry conducted the meeting without sending proper individual notices to the the resident of the area whose life will be negatively impacted by this project. Not everybody reads Toronto Star or Mississauga News. Ministry should have sent letters to the residents of the area. 2. Ministry conducted this meeting during a week day in the afternoon. How many working class people are at home during a week day to attend such a meeting. 3. The ministry is planning not to build a sound barrier in the residential area (West of Mavis Road). <p>As a resident of this area with my house-front facing highway 401, I can tell you how many issues we currently face. We cannot sit in our front yard and talk on the phone. Noise levels are too high to carry out phone conversations. We cannot open front windows of our house to get fresh air into the house. Children cannot study in their rooms without heavy curtains as light glare from continuous high speed traffic is too distracting. you cannot sleep in the night if you don't have heavy curtains on your window to block the light glare and traffic sound.</p> <p>Addition of 6 more lanes to the highway will not only bring the high speed traffic on highway 401 closer to our houses, it will also bring the Mavis road ramp to highway 401 west bound closer. This will:</p> <ol style="list-style-type: none"> 1. Increase noise levels in our front yards and also inside our houses. 2. High speed Highway traffic so close to residential area will result in manifold increase in chances of fatal accidents if a vehicle roles over into the residential area either from the highway lanes or from the Mavis road ramp. 3. It will be impossible for children to play in the front yard of their houses because of high noise levels and risk of accidents. 4. Living with high level of noise pollution will impact health and hearing of all residents of the area including little children. <p>I would request you to convene another public meeting to discuss this important issue with all residents of the area. Meeting should be called at a time that is convenient to the working class residents of the area (not for the Ministry and the project team). I would also request that councilor from our area, MPP, MP and Mayor of Mississauga should also be present in the meeting to hear residents concerns.</p> <p>Thank you in advance for your urgent attention to this matter which is of utmost importance to us.</p>	<p>Thank you for your email dated November 30, 2013 regarding the above-noted project.</p> <p>It is unfortunate that you were not aware of the Public Information Centre (PIC) held on November 13, 2013. For your information, the format of the PIC was an informal drop-in centre (open house) from 4:00 pm until 8:00 pm. However public comments are welcomed throughout this project and we invite you to visit the website: www.401expansion-mississauga.ca to review the information that was presented at the PIC.</p> <p>Regarding your concerns with noise levels and safety, please note that the MTO has received a number of inquiries from residents living on Jazzy Mews, as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>From a safety perspective, the travelled portion of the highway will continue to be an acceptable distance away from Jazzy Mews and Opera Glass Way such that further protection for vehicles leaving the highway is not required. However, as the design progresses, we will continue to investigate whether any protective barriers are required and they will be installed, as necessary to maintain normal safety standards for this type of highway. A chain link fence currently exists for the entire section to prevent pedestrians from entering the highway.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
	<p>Email Received 2013 12 01</p> <p>Is there any provision for sound barrier in the project? Already because of the noise I cannot open my windows. I see some kind of barrier south of 401 but nothing is on the north of 401.</p>	<p>Response Sent 2014 02 19</p> <p>Thank you for your email dated December 1, 2013 regarding the above-noted project.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is</p>

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[REDACTED]	<p>Email Received 2013 12 01</p> <p>I did know about these meeting, I don't read Mississauga new, I will like a meeting to be held over so I can attend, and also will like to voice my opinion</p>	<p>Response Sent 2014 02 19</p> <p>Thank you for your email dated December 1, 2013 regarding the above-noted project.</p> <p>It is unfortunate that you were not aware of the Public Information Centre (PIC) held on November 13, 2013, however public comments are welcomed throughout this project and we invite you to visit the website: www.401expansion-mississauga.ca to review the information that was presented at the PIC, as well as additional background information.</p> <p>If you have any additional questions or comments, please do not hesitate to contact us. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
[REDACTED]	<p>Email Received 2013 12 01</p> <p>Was informed by a neighbour about this site and project details.</p>	<p>Response Sent 2014 02 19</p> <p>Thank you for your email dated December 1, 2013 regarding the above-noted project.</p> <p>Public comments are welcomed throughout this project and we invite you to visit the website: www.401expansion-mississauga.ca to review the information that was presented at the recent Public Information Centre, as well as additional background information.</p> <p>If you have any additional questions or comments, please do not hesitate to contact us. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
[REDACTED]	<p>Email Received 2013 12 03</p> <p>Hello, unfortunately I did not hear about the meeting on November 13th till after it was over. I live on [REDACTED] in a townhouse on the north west corner of the 401 and Mavis. I have two questions first, will another information session be planned? Secondly, will a noise reduction wall be erected to decrease the increased noise from the 401 as it is widened from 6 to 12 lanes?</p>	<p>Response Sent 2014 02 19</p> <p>Thank you for your email dated December 3, 2013 regarding the above-noted project.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to</p>

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<p>██████████</p>	<p>Emails Received 2013 12 02 and 2013 12 05</p> <p>My name is ██████████. I am a resident near the 401/Mavis area. I live off ██████████.</p> <p>I am interested in knowing what you will be doing about a noise barrier or a berm during the expansion. I am concerned about my quality of life once the highway is widen and the noise levels increase beyond what they are today.</p> <p>Both my living room and bedroom face the 401 and I am not able to have the windows open due to the current noise levels. I could only imagine how much worst it will be after the expansion of the highway.</p> <p>I was not aware of the Public Information Centre (PIC) that was held for this project on November 13, 2013. So I did not get a chance to attend. A neighbour brought this to my attention last week. From review of the meeting logistics, the hours for this meeting are not ideal for people who work in the day and may have to get their children from daycare after work. A better start time would have been 7pm.</p> <p>Please keep me posted on the progress of the discussion surrounding the expansion and a noise barrier or a berm.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your emails dated December 2 and December 5, 2013 regarding the above-noted project. We hope to answer your questions with this response letter.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>It is unfortunate that you were not able to attend the Public Information Centre (PIC) on November 13, 2013. Information that was presented at the PIC is available on the project website: www.401expansion-mississauga.ca. Please feel free to review the material.</p>

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<p>[REDACTED]</p>	<p>Email Received 2013 12 06</p> <p>Dear Miao Zhou Project Manger MTO / Abdul Shaikh Project Manger City of Mississauga / MPP Amiret Mangat / Counselor George Carlson</p> <p>I reside at [REDACTED], which is located just North side along Highway 401 between Mavis Road and 2nd Line West Mississauga. Ministry Of Transportation has a plan to extend highway 401 further toward Jazzy Mews Street without constructing a sound wall which will seriously impact all the residents of this area, specially Jazzy Mews Street badly. We already receive high level Noise/Vibration 24 hours which is impacting our daily life and health seriously.</p> <p>This extension towards our neighborhood will make further our lives miserable therefore we request to all the responsible officers of MTO Miao & City of Mississauga Project Engineer, Our MMP Amiret Mangat & Our City Counselor George Carlson to get involve & resolve this issue and provide sound wall before further widening of highway 401 West in this zone. Please notify me and all other resident of Jazzy Mews & our neighborhood for any future Town hall meetings and any development regarding this issue.</p> <p>We are very concern about this issue and request to all the parties engaged in this project to resolve this serious issue and get involve all the concerned residents of Jazzy mews & our neighborhood.</p> <p>We all will appreciate for yours responsibilities, concerns and actions.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your email dated December 6, 2013 regarding the above-noted project.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website (www.highway401expansion-mississauga.ca) for additional project information. Your name and contact details have been added to the project mailing list and you will be notified of any project updates.</p>
<p>[REDACTED]</p>	<p>2013 12 06</p> <p>Please add me to your mailing list for info on the 401 Expansion on Mavis.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your email dated December 1, 2013 regarding the above-noted project.</p> <p>Your name and contact details have been added to the project mailing list and you will be notified of any project updates.</p>

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[REDACTED]	<p>2013 12 09</p> <p>Copy of petition. Dear Miao Zhou Project Manger MTO / Abdul Shaikh Project Manger City of Mississauga / MPP Amiret Mangat / Counselor George Carlson</p> <p>I reside at [REDACTED], which is located just North side along Highway 401 between Mavis Road and 2nd Line West Mississauga. Ministry Of Transportation has a plan to extend highway 401 further toward Jazzy Mews Street without constructing a sound wall which will seriously impact all the residents of this area, specially Jazzy Mews Street badly. We already receive high level Noise/Vibration 24 hours which is impacting our daily life and health seriously.</p> <p>This extension towards our neighborhood will make further our lives miserable therefore we request to all the responsible officers of MTO Miao & City of Mississauga Project Engineer, Our MMP Amiret Mangat & Our City Counselor George Carlson to get involve & resolve this issue and provide sound wall before further widening of highway 401 West in this zone. Please notify me and all other resident of Jazzy Mews & our neighborhood for any future Town hall meetings and any development regarding this issue.</p> <p>We are very concern about this issue and request to all the parties engaged in this project to resolve this serious issue and get involve all the concerned residents of Jazzy mews & our neighborhood.</p> <p>We all will appreciate for yours responsibilities, concerns and actions.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your email dated December 9, 2013 regarding the above-noted project.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
[REDACTED]	<p>2013 12 12</p> <p>Dear Mr. Miao Zhou, Project Manager MTO/ Mr. Abdul Shaikh, Project Manager City of Mississauga/ Ms. Amrit Mangat, MPP/ Mr. George Carlson, Counsellor</p> <p>I reside at [REDACTED], which is located North of highway 401 between Mavis Road and 2nd Line West, Mississauga. The ministry of Transportation has a plan to extend the 401 further toward Jazzy Mews without constructing a sound wall. This will negatively impact all the residents of this area, specifically Jazzy Mews and Opera Glass tremendously. We currently receive high levels of noise even with the highway far from Jazzy Mews.</p> <p>The highway extension will jeopardize the safety and well being of our citizens, whom already receive high levels of noise from the highway. Therefore we kindly request that all the respected responsible individuals in this manner to get involved and resolve this issue that the residents of the area are facing. We would like to ask for an update regarding this issue, and any specific meetings.</p> <p>We are very concerned regarding the high level of noise and vibration that we will receive, and request to all the parties to get engaged in this petition to help resolve this important issue.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your email dated December 12, 2013 regarding the above-noted project.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>

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	<p>Email received 2013 12 18</p> <p>Hi Mr. Ruck,</p> <p>I'm emailing you about the 401 expansion project in Mississauga for which you're one of the lead managers for. This email is actually intended more for the <i>City of Mississauga City Planning</i> staff that were present at the <i>Hwy. 401 Public Information Centre</i> on Wednesday, November 13th, 2013 but they had indicated that I could email you directly and that you would kindly forward any concerns over to them.</p> <p>I have a few suggestions on how to limit traffic on Sombrero Way which will be impacted by the construction and end-result of this expansion project:</p> <ul style="list-style-type: none"> • Expand the intersection entrance at Sombrero Way going into Mavis Road. <ul style="list-style-type: none"> ○ Currently, Courtneypark Road goes from a 2-lane road into a very narrow 1.5-lane road when travelling westbound through the intersection. ○ The entrance into the neighborhood is very inconvenient. • Place "No Parking" signs (and enforce it) all the way from the Mavis Road/Sombrero Way intersection to the Nimbus Gate/Sombrero Way intersection. <ul style="list-style-type: none"> ○ This will clear Sombrero Way of any unnecessary obstacles that reduce traffic flow or increase the likeliness of an accident with a parked car. ○ There are "No Parking Signs" immediately at the Mavis Road/Sombrero Way intersection but cars park there anyways. • Place "No U-Turns" signs (and enforce it) at the Mavis Road/Sombrero Way intersection and into the neighborhood. <ul style="list-style-type: none"> ○ Many cars perform U-Turns immediately once entering into the neighborhood which backs up traffic and increases the likeliness of an accident. ○ Cars routinely make dangerous turns at that intersection. • Re-route school-bus traffic to different times or different locations in the neighborhood. <ul style="list-style-type: none"> ○ School-bus traffic causes a lot of slowdowns during peak periods resulting in long traffic backups. ○ Not sure where the school buses would go but maybe there are better locations in the neighborhood for the buses to collect children from than what they currently are. • Create another exit out of the neighborhood onto a major road. <ul style="list-style-type: none"> ○ With the Second Line West Bridge set to be demolished, there are only two ways currently to get in and out of the neighborhood. One is via Mavis Road and the other would require a driver to use Second Line West to travel north and eventually out towards either Old Derry Road or off of John Watts Blvd. ○ Residences who live on Sombrero Way or off of Sombrero Way (ie: Nimbus Gate, Flute Way, etc.) are effectively restricted to only one way in or out of the neighborhood which causes increased traffic congestion and demand. <p>I appreciate you taking the time to conduct the <i>Hwy. 401 Public Information Centre</i> on Wednesday, November 13th, 2013 and look forward to hearing from you or the <i>City of Mississauga's City Planning Department</i>.</p>	<p>Email response 2013 12 18</p> <p>Thanks for your e-mail – I will pass this to the City for their attention.</p>
<div style="background-color: black; width: 100px; height: 15px; margin-bottom: 5px;"></div>	<p>2013 12 18</p> <p>I reside at [REDACTED] Mississauga, north along highway 401 and 2nd line, facing on the 401.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your email dated December 12, 2013 regarding the above-noted project.</p>

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 Ministry of Transportation

Name	Comments (include Date)	Response (include Date)
	<p>I am writing because I concern that the Ministry of Transportation plan to Extend Hyw. 401 further towards Jazzy Mews without a sound wall which seriously impact all the residents of this area, more significantly Jazzy Mews.</p> <p>We already experiencing 24 hours high level noise/vibrations which is affecting our daily lives and health seriously.</p> <p>This extent ion towards our neighbourhood will make further, our lives miserable and hazardous to families in the area As concerns residents, we request all responsible officers of MTO Engineer Miao and others, City of Mississauga Project Engineer,Our MPP Amiret Mangat and our City Counsellor George Carlson to get involve and resolve this issue and provide sound wall prior to widening of the Hyw 401 in this Zone.</p> <p>We asked that you please notify me and all other residents of Jazzy Mews and our neighbourhood of any upcoming and future town hall meetings and any developments regarding this issue</p> <p>We all will appreciate for your responsibilities, concerns and timely actions.</p>	<p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
<p>██████████</p>	<p>Email Received 2013 12 31</p> <p>I am writing today to express my concern over the planned expansion of the 401 directly in front of my house on ██████████ in Mississauga. When I took possession of my home 11 years ago I was assured by the builder that there were indeed a plan to build a sound wall just as there was one on the south side of the highway. The years past and no wall was built much to the residents chagrin. Although we have accustomed ourselves to this noise it does impede our ability to enjoy our front yards and the noise is audible in the rear yard as well despite the noise blocking potential of the houses. I am extremely concerned that there is now a plan to widen the highway and put this noise pollution even closer to our homes which will ultimately further reduce our ability to enjoy the outside areas of our properties. This will also undoubtedly create a noise level that will be audible inside out homes. The citizens of this area deserve to be able to enjoy their homes and yards and the lack of a sound wall will not allow for this to happen when the highway is widened. We also need to consider the safety concerns of moving the highway that much closer to residences without any kind of a barricade. This section of the highway is VERY prone to accidents – we see them in front of our homes regularly.</p> <p>As of today the residents of this area have not had any opportunity to express their concerns to the people responsible for the decision making that is affecting our quality of life which I find reprehensible. When questions have been raised one group directs them to another and then that group directs them somewhere else. It is as if the hope is that we will give up out of frustration if we are unable to get anywhere with the appropriate officials. The City of Mississauga lauds itself stating that their “strategic goal is to complete our neighbourhoods with great public spaces in vibrant, safe and connected communities”. How is our community going to have “great public spaces in vibrant, safe and connected communities” when the highway noise will prevent us from being able to go outside and enjoy the very things that this city states that we have a right to enjoy.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your email dated December 12, 2013 regarding the above-noted project.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>From a safety perspective, the travelled portion of the highway will continue to be an acceptable distance away from Jazzy Mews and Opera Glass Way such that further protection for vehicles leaving the highway is not required. However, as the design progresses, we will continue to investigate whether any protective barriers are required and they will be installed, as necessary to maintain normal safety standards for this type of highway. A chain link fence currently exists for the entire section to prevent pedestrians from entering the highway.</p>

Public Comment Tracking Form

Highway 401 – Highway 401 Widening
Ministry of Transportation

Name	Comments (include Date)	Response (include Date)
	<p>The citizens of this community deserve to have their collective voice heard. They deserve to be able to enjoy a “safe, vibrant, connected community with great public spaces” but the additional noise pollution without a suitable sound barrier will prevent this from being possible. We expect that our city officials will represent us in these types of circumstance where our quality of life is being affected by the decisions of others that have not been suitably investigated.</p> <p>I implore you to work with our community to find a solution suitable to the needs of both parties.</p>	<p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
<p>[REDACTED]</p>	<p>Email Received 2014 01 14</p> <p>Please note that, I reside at [REDACTED], Mississauga. Townhomes facing the 401. I have been residing here for the past 6+ yrs.</p> <p>Would like to advise that the noise has grown quite considerably, it is not pleasant, especially when there is not a noise barrier wall to eliminate some of the extra noise. This extra noise is due to the extra volume of traffic and growing cities around the 401. Please also note that over the past maybe 1- 2 yrs I have been experiencing small vibrations through the home due to the trucks running on the 401 beside the homes. They create quite a loud noise.</p> <p>I wanted to mention to the MTO, I called approx 3 yrs ago, not sure who I spoke to at that time, I voiced my opinion about the expansion of the 401 at that time. I was clearly told that you would be installing a Very large Berm and many Big Trees to try to reduce the noise.</p> <p>Well now you see the MTO now has changed there stance on this. Nice to see how govt and politics plays against the regular person. MTO raises the tax plates and city of Mississauga raises the taxes. MTO also gets funding from Ottawa I believe. Please note I did not make up the part about the berm and trees, this is what I was advised approx 3 yrs ago when I found out about the 401 expansion near my home.</p> <p>I think it is only fair on all the families who reside here with children and without to have a wall barrier put up.</p> <p>Please also note that as the prices of homes increase quite considerably, it is hard to move and find the right price home and location.</p> <p>Having the traffic come this much closer to the homes is not fair without the barrier, when trucks go by honking there horns constantly everyday, it is very loud.</p> <p>I would appreciate the city and MTO together to look into this and come up with a solution.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your email dated January 14, 2014 regarding the above-noted project.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p> <p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO’s Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
<p>[REDACTED]</p>	<p>Email received 2014 01 18</p> <p>I am a resident of [REDACTED] at the beginning of the 401 exit.</p> <p>I am a mother of a 4 year old daughter, she likes biking and above her you can watch the cars and trucks moving especially on a slippery day, a very scarful scene. Everyone has families, and i am sure nobody wants his family to be hurt from non safety procedures.</p>	<p>Response Sent 2014 02 20</p> <p>Thank you for your email dated December 12, 2013 regarding the above-noted project.</p> <p>The Ministry of Transportation (MTO) has received a number of inquiries from residents living on Jazzy Mews as to whether it is possible to provide mitigation or some form of visual obstruction to the highway as an aesthetic improvement.</p>


Public Comment Tracking Form

Highway 401 – Highway 401 Widening
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Name	Comments (include Date)	Response (include Date)
	<p>No safety at all is the issue. I want to tell you we are almost the only exit without a sound proof wall. I am really glad after signing the petition and sending mails, Mr Carlson has decided to invite the community for a meeting at the Courneypark Library on Monday, January 20, 2014. I actually need actions and results regarding this issue. This issue has been pending for a long time and no action was done. We heard a lot of promises only. My issue is summarized in:</p> <ol style="list-style-type: none"> 1- Safety of my child while playing outside our house. 2- My safety and family while sleeping inside the house and tracks sometimes park on the exit at night. 3- Noise and Hearing safety. We will wear ear aids in no time. Someone will be responsible for this. <p>Waiting your kind reply. Have a nice day. See you at the meeting</p>	<p>A noise assessment was completed during the preliminary design phase (2007) and updated during detail design (2014). Based on the noise investigations, it has been determined that there is no warrant for noise mitigation under the MTO's Highway 401 widening project.</p> <p>As you may be aware, the acoustical wall on the south side of Highway 401 was built as part of a municipal subdivision agreement, not by the MTO. Any noise mitigation on the north side of the Highway 401 would also be a municipal responsibility.</p> <p>As the design progresses, the project team will be developing a landscape plan for the entire project limits, which will include those lands adjacent to Jazzy Mews. At that time, we may be in contact with the City to explore planting options on municipal lands.</p> <p>From a safety perspective, the travelled portion of the highway will continue to be an acceptable distance away from Jazzy Mews and Opera Glass Way such that further protection for vehicles leaving the highway is not required. However, as the design progresses, we will continue to investigate whether any protective barriers are required and they will be installed, as necessary to maintain normal safety standards for this type of highway. A chain link fence currently exists for the entire section to prevent pedestrians from entering the highway.</p> <p>If you have any additional questions, please do not hesitate to contact us. Please refer to the project website for additional background information. Your name and contact information have been added to the project mailing list and you will be notified of any project updates.</p>
<p>Lynch Fluid Controls Inc. www.lynch.ca AS9100, ISO 9001, Controlled Goods & DLA Certified 1799 Argentia Rd, Mississauga, ON L5N 3A2 Phone: (905) 363-2400 x 221</p>	<p>Presentation made to MTO on March 18, 2014 and a follow-up email received March 31, 2014</p> <p>██</p> <p>Sent: March 31, 2014 4:19 PM To: Lai, Joseph (MTO); Sarris, Larry (MTO) Cc: gmurray.mpp.co@liberal.ola.org; Flynn_Kevin-MPP-CO; mayor@mississauga.ca; brad.butt@parl.ga.ca; tyler.drygras@urs.com; Ernie Lynch; Ken Mah; amangat.mpp.co@liberal.ola.org; tlewis@liberal.ola.org Subject: MTO 401 Meadowvale Section of Highway 401 Follow-up</p> <p>Good afternoon MTO members,</p> <p>On behalf of Ernie Lynch and the rest of the Lynch Fluid Controls team I would like to sincerely thank you for taking the time to visit our facilities on March 18, 2014. Some time has passed since our meeting and we feel we should address a few outstanding deliverables. As per our discussion, we appreciate your willingness to immediately look into some of the matters which could not be answered during our meeting.</p> <p>Actions Requested:</p> <ol style="list-style-type: none"> 1) Joseph, we look forward to receiving evidence as to as to what extent a raised roadbed was analyzed along with the corresponding study. 2) Larry was scheduled to provide contact regarding the Second Line West Group as mentioned. 3) Based upon our discussions, it appeared that there is a need for an in depth analysis into the long 	<p>MTO Response provided April 8,2014</p>

Public Comment Tracking Form

Highway 401 – Highway 401 Widening
 Ministry of Transportation

Name	Comments (include Date)	Response (include Date)
	<p>term ramifications such as: lost productivity, health care costs, increased commute times, fuel consumption, carbon footprint, increased emissions of hydrocarbons, carbon dioxide, carbon monoxide and mono-nitrogen oxides.</p> <p>Our findings so far have shown fuel consumption, HC, CO, NOx, and CO2 emissions have significant increases when vehicles travel up a grade. As you may be aware:</p> <ul style="list-style-type: none"> • Carbon Monoxide (CO) competes with oxygen in the bloodstream and is especially dangerous to those with heart disease • Hydrocarbons (HC, VOCs) are precursors to the formation of ground-level ozone which leads to smog. Several exhaust hydrocarbons have also been shown to be carcinogenic. • Nitrogen Oxide (NOx) causes ground level ozone which aggravates respiratory conditions and causes smog. NOx also contributes to acid rain. • Particulate Matter (PM) has been shown to affect the respiratory function and has been found to be carcinogenic in some studies. <p>The Meadowvale area surrounding this section of the corridor has a residential and corporate population that will be exposed to increasing amounts of the above emissions. Unfortunately, widening the roadway does not decrease the grade or amount of gases that this population will be forced to breathe as a result.</p> <p>We look forward to our continued collaboration and dialogue regarding this corridor.</p> <p>http://lynch.ca/401appeal/</p> <p>Kind regards,</p> 	

Meetings

Minutes of Meeting

Date of Meeting	June 17, 2011	Start Time	9:00am	Project Number	60213979
Project Name	Highway 401 Widening from Highway 403/410 Interchange to the Credit River – Detail Design G.W.P. 2150-01-00				
Location	City of Mississauga – 8th Floor, 201 City Centre Drive, Mississauga, ON L5B 2T4				
Regarding	Project Update and Opportunities for MTO/City Coordination				
Attendees	Miao Zhou, MTO Senior Project Engineer Brian Ruck, AECOM Project Manager Steve Barrett, City of Mississauga, Manager - Transportation Asset Mgmt. Abdul Shaikh, City of Mississauga, Transportation Project Engineer Farhad Shahla, City of Mississauga, Transportation Project Engineer Larry Sarris, MTO Environmental Planner Mirjana Osojnicky, AECOM Environmental Planner				
Distribution	Attendees Aimee Rose Tupaz, Corridor Management Engineer, MTO				
Minutes Prepared By	M. Osojnicky				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

Schedule	Action
<ul style="list-style-type: none"> • AECOM advised that the Transportation Environmental Study Report (TESR) was filed in 2005 and Minister approved in 2007 after the resolution of two (2) bump-up requests. • Project is currently in the Pre-Design phase, scheduled for completion by the end of 2011. Detail Design will commence in 2012 and the MTO is working under a tight timeline in order to achieve planned construction in 2013. • Project includes: <ul style="list-style-type: none"> ○ Mavis Road interchange improvements ○ Transfer lanes – best fit and alternatives ○ T-Ramp connection to facilitate HOV lanes and exit at McLaughlin Road ○ 410/403/401 Ramps ○ Removal of the 2nd Line West structure as per TESR approval • There may be opportunities for the City and MTO to work together and identify issues at the beginning of the project to benefit both. 	

<ul style="list-style-type: none"> City must decide in a relatively short period of time if it plans to pursue a pedestrian bridge over Highway 401 to tie into the MTO project schedule and take advantage of construction/staging opportunities, as there may be implications for the current project schedule as well as EA approvals. 	City
<p><u>2nd Line West Structure</u></p>	
<ul style="list-style-type: none"> City is currently undertaking a Traffic Impact Study on Sombrero Way. It was noted that the 2nd Line West Structure is not currently being used extensively from a traffic perspective and that the increased traffic on Sombrero Way is independent of the 2nd Line West closure. 	
<ul style="list-style-type: none"> There is interest from the local Councillor as well as ratepayers for the provision of a pedestrian crossing over Highway 401. 	
<ul style="list-style-type: none"> AECOM advised that the cost to construct a pedestrian crossing over the ultimate 12-lane Highway 401 is in the range of \$4-23 million. The least cost to construct would occur at the same time as the widening of Highway 401 to take advantage of staging opportunities; future retrofitting/staging is costly. 	
<ul style="list-style-type: none"> Opportunity may exist to provide for a pedestrian/cycling crossing at Fletcher's Creek and maintain wildlife connectivity between the north and south side of Highway 401. There remain issues that require further study with this design concept. 	
<ul style="list-style-type: none"> The existing deer crossing to the west of Fletcher's Creek was (likely) originally a cattle crossing; low occurrence of deer currently using the structure as the property on the north side of Highway 401 is fenced off. It may be used by other animals and is also a drainage feature. 	
<ul style="list-style-type: none"> Fletcher's Creek Crossing is still in relatively good condition however, it is nearing its life span. Replacement/rehabilitation opportunities are being considered within the current project scope. 	
<ul style="list-style-type: none"> City wants MTO to include the new pedestrian overpass in the 401 project; MTO expressed concerns for possible impact to the schedule. Both parties expressed interest in working together. 	
<ul style="list-style-type: none"> City will discuss options with Senior Staff on how it would like to proceed with respect to 2nd Line West (i.e. pedestrian crossing or multi-use underpass at Fletcher's Creek) and advise the MTO within a week. 	City
<p><u>Mavis Road Interchange Improvements</u></p>	
<ul style="list-style-type: none"> City requested that the MTO 'protect' for a future direct connection to Belgrave Road. City understands that this connection would not be built as part of the current project. The City would have to initiate a separate Municipal Class EA to allow this road extension but requested that the MTO design not preclude these future improvements. 	
<ul style="list-style-type: none"> AECOM advised that there may be issues with the on-ramp at Mavis Road to eastbound Highway 401, as well as property impacts on the south side of Mavis Road with this design concept. 	
<ul style="list-style-type: none"> Additional studies would be required to evaluate the geometry for either an overpass/underpass to provide the Belgrave access and MTO would require 	



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Minutes of Meeting

Date of Meeting	August 3, 2011	Start Time	9:00am	Project Number	60213979
Project Name	Highway 401 Widening from Highway 403/410 Interchange to the Credit River – Detail Design G.W.P. 2150-01-00				
Location	City of Mississauga – 8th Floor, 201 City Centre Drive, Mississauga, ON L5B 2T4				
Regarding	Project Update and Opportunities for MTO/City Coordination				
Attendees	Miao Zhou, MTO Senior Project Engineer Brian Ruck, AECOM Project Manager Steve Barrett, City of Mississauga, Manager - Transportation Asset Mgmt. Abdul Shaikh, City of Mississauga, Transportation Project Engineer Farhad Shahla, City of Mississauga, Transportation Project Engineer Al Jeraj, City of Mississauga, City Surveyor Jacquelyn Hayward Gulati, City of Mississauga, Manager Cycling Office Bob Sasaki, City of Mississauga, Manager Transportation Planning Larry Sarris, MTO Environmental Planner Clement Shim, MTO Senior Structural Engineer Mirjana Osojnicky, AECOM Environmental Planner				
Distribution	Attendees Aimee Rose Tupaz, Corridor Management Engineer, MTO Robert Fulton, Senior Surveyor, MTO				
Minutes Prepared By	M. Osojnicky				

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<u>Purpose of Meeting</u>	Action
<ul style="list-style-type: none">Follow up to June 17, 2011 meeting and updates to:<ul style="list-style-type: none">Potential for pedestrian overpass in vicinity of 2nd Line West versus multi-use underpass at Fletcher's CreekClosure of 2nd Line West structureMavis Road Interchange improvements - Belgrave RoadEnvironmental Assessment (EA) Perspective and Project Schedule	
<u>Pedestrian Access – Overpass vs. Underpass</u> <ul style="list-style-type: none">AECOM advised that both an overpass and underpass are feasible from a constructability point of view.Scheduling is the key risk factor since construction for this project is planned for	

<p>2013 and a pedestrian overpass would require either an EA Addendum to the 2007 approved Transportation Environmental Study Report (TESR) (MTO would assume proponentcy) or a separate Municipal Class EA (City would assume proponentcy).</p> <ul style="list-style-type: none"> • There are also environmental constraints/risks associated with the overpass since one of MOE's Conditions of Approval rested with the closure of the 2nd Line West structure and naturalization of the Meadowvale Station Woods area. • It was also re-emphasized that a Stormwater Management Pond was proposed in Preliminary Design to occur on the north side of Highway 401 immediately east of the Meadowvale Station Woods area and that an overpass at this location would conflict with the capacity requirements of the pond. 	
<ul style="list-style-type: none"> • There is awareness in the community for the closure of 2nd Line West structure. • City is interested in providing cyclists/pedestrians with a crossing opportunity across Highway 401 in this area. 	
<p><u>Fletcher's Creek Culvert – Multi-Use Underpass</u></p> <ul style="list-style-type: none"> • AECOM advised the existing Fletcher's Creek twin cell culvert will be replaced as part of the EA with a bridge approximately 16.5m and will accommodate a 4.5m path underneath (based on 2yr storm event for the path). • Cost-sharing would result in a difference of approximately \$2 million. • MTO provided examples and photos of similar structures at Highway 401/ Leslie where a walking/cycling trail besides the Don River exists, below the existing 401 core/collector system. • May be an opportunity to construct the proposed clear span structure over Fletcher's Creek in two parts to provide additional natural lighting and air circulation and reduce the tunnel effect, thus making it more attractive to wildlife and increased safety for persons using the underpass. The location of the core/collector transfer will determine if one or two bridges is feasible. • Meeting with MNR is taking place in August to present this idea. 	
<ul style="list-style-type: none"> • Manager of City's Cycling Office (Ms. Jacquelyn Hayward Gulati) briefly joined the meeting and provided support in principle for the underpass; it would likely be used by recreational cyclists as opposed to commuter cyclists. 	
<ul style="list-style-type: none"> • City would support a 2-bridge option from a safety perspective and will consult with Commissioner and local Councillor. • AECOM/MTO to notify City which alternative is selected (1 or 2-bridge option) 	<p>City AECOM/MTO</p>
<p><u>Pedestrian Overpass</u></p> <ul style="list-style-type: none"> • Higher risk due to scheduling: <ul style="list-style-type: none"> ○ Provincial consultation moratorium will be in effect due to November election. ○ Substantial cost increase if the City were to require EA approval but constructed at a later date because of staging (i.e. City's request to construct piers is not preferred from a staging perspective as it would be very costly to stage Highway 401 at a later time). • City to consult with Commissioner for decision in about a week. 	<p>City</p>
<p><u>Closure of 2nd Line West</u></p> <ul style="list-style-type: none"> • City advised that parts immediately north and south of Highway 401, Parts 1 and 2 on Plan 43R-20987, were closed in July 1995 by By-law 215-95, but 	

<p>several months later, in October 1995, the same two parts were re-opened by By-law 433-95; therefore they are still public highway.</p> <ul style="list-style-type: none"> ● A new by-law is required for the same closure – City is to initiate and the process takes approximately 6 months to complete. ● Although the City noted that there is no traffic justification for maintaining the 2nd Line West overpass, the Mississauga Official Plan does not indicate support for closure or opening of 2nd Line West. ● Some ambiguity regarding which policy document supersedes: <ul style="list-style-type: none"> ○ By-law for closure (By-law 215-95) ○ By-law to re-open (By-law 433-95) ○ Approved TESR based on By-law 215-95 ● City to obtain legal opinion. However, the City noted that there was an agreement between the City of Mississauga and the Ministry (shared 1982 document with MTO) and the closure of 2nd Line West was included in the 2007 TESR. ● The physical closure of 2nd Line West is required prior to construction commencement. ● City will take this to the Commissioner and will let MTO know soon if the City will pass a new by-law to close 2nd Line West. This issue will be discussed at the next liaison meeting, if not resolved before that. 	<p>City</p> <p>City</p> <p>City</p>
<p><u>Mavis Road Interchange Improvements – Potential Belgrave Road extension</u></p> <ul style="list-style-type: none"> ● AECOM advised that (two) 2 options are being considered for the configuration of the Mavis Road interchange; one (1) of the options would provide space and flexibility to allow for a future direct access to Belgrave Road. ● AECOM to notify City with selection of preferred option. 	<p>AECOM</p>
<ul style="list-style-type: none"> ● A grade-separated ramp would be required to facilitate the connection. ● Limited by property requirements identified in the TESR; if additional property were required, then a TESR Addendum is needed. 	
<ul style="list-style-type: none"> ● City to look at conceptual design and capital budget and update AECOM/MTO on how it would like to proceed with potential direct access to Belgrave Road. 	<p>City</p>

Senior Management approval.	
<ul style="list-style-type: none"> • City will discuss options with Senior Staff on how it would like to proceed with the potential Belgrave direct-access and advise the MTO within a week. • City suggested an at-grade crossing. MTO mentioned that Belgrave Road falls within MTO's CAH permit control. This is not a simple design exercise and MTO's Corridor Office will need to get involved in this municipal initiative. 	City
<u>Highway 403/410 Interchange</u>	
<ul style="list-style-type: none"> • AECOM is confirming the viability of the remnant ramps through modelling; they were approved in the TESR (2005). 	
<ul style="list-style-type: none"> • City shows these ramps in its long-term transportation plans and strongly recommends their construction. • City advised that the traffic modelling should account for the Light Rail Transit (LRT) initiative on Hurontario Street. 	

**Post meeting note: MTO confirmed that MTO's EMME/2 2031 includes LRT on Hurontario Street.

Minutes of Meeting

Date of Meeting	March 7, 2012	Start Time	1:30pm	Project Number	60213979
Project Name	Highway 401 Widening from Highway 403/410 Interchange to the Credit River – Detail Design G.W.P. 2150-01-00				
Location	City of Mississauga – 8th Floor, 201 City Centre Drive, Mississauga, ON L5B 2T4				
Regarding	Project Updates – Belgrave Road Extension/2 nd Line West Options/Mavis Road Interchange Staging				
Attendees	Miao Zhou, MTO Senior Project Engineer Brian Ruck, AECOM Project Manager Jan Wieczorek, AECOM Highway Design Steve Barrett, City of Mississauga, Manager - Transportation Asset Mgmt. Abdul Shaikh, City of Mississauga, Transportation Project Engineer Farhad Shahla, City of Mississauga, Transportation Project Engineer Larry Sarris, MTO Environmental Planner Cameron Bevers, MTO Traffic Hossein Hosseini, MTO Project Engineer Mirjana Osojnicky, AECOM Environmental Planner				
Distribution	Attendees				
Minutes Prepared By	M. Osojnicky				

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	Action
<p><u>Potential Belgrave Road Extension</u></p> <ul style="list-style-type: none"> • At the City's Request AECOM presented three (3) options for a connection to Belgrave Road from the new Mavis Road interchange: <ul style="list-style-type: none"> A. Tunnel Under Mavis Road and S-E Ramp <ul style="list-style-type: none"> ○ Access off of Highway 401 east would be split into two approaching Mavis Road. Ramp W-N/S would approach Mavis Road at-grade while a second ramp W-E would tunnel Mavis Road [and S-E Ramp] connect to Belgrave Road. ○ Requires staging work under the MTO contract otherwise cost will be higher. ○ Significant grading and staging is involved in addition to detours on Mavis Road. B. At-Grade Intersection with Mavis Road <ul style="list-style-type: none"> ○ A south-east ramp would be constructed under the Belgrave Road extension. ○ Provides natural gravity flow of water (drainage). 	

<ul style="list-style-type: none"> ○ Provides free flow of traffic and provides a right turn north to Mavis Road. ○ MTO would construct a south-east ramp on a lower profile and the City would later build a bridge over the ramp to connect Belgrave Road. ○ Some additional property may be required however same property owner (Orlando) and not in excess of what was identified in the Transportation Environmental Study Report (TESR). <p>C. At-Grade with a Full Intersection at Mavis Road</p> <ul style="list-style-type: none"> ○ Additional property would be required (more so than for Options A or B). ○ Not preferred since this is a heavy traffic volume area. <ul style="list-style-type: none"> ● Option B is preferred by both the MTO and City due to: <ul style="list-style-type: none"> ○ Operational benefits. ○ Provision of a 'right-out' northbound on Mavis. ○ City provides some investment with MTO current contract in order to protect for future improvements. <p>**City may utilize these three (3) options in its evaluation of alternatives for its Municipal Class EA for a Belgrave Road extension.</p> <ul style="list-style-type: none"> ● AECOM to provide a memo to the City summarizing pros/cons of the above options as well as a cost estimate (including confirmation of any additional property impacts). 	<p style="text-align: center;">AECOM</p>
<p><u>Staging for Mavis Road</u></p> <ul style="list-style-type: none"> ● 2nd Line West structure must be removed by the end of Stage 1 (i.e., 2014 at the earliest). ● Mavis Road structure must be extended before traffic can be shifted from core to collector lanes. This structure was designed to accommodate an expansion. ● Mavis Road will be reduced to two (2) lanes in either direction during bridge expansion for one (1) construction year (i.e., May – November). ● City asked that the curb lane be left a little wider to accommodate truck traffic. AECOM advised this should not be a problem. 	
<p><u>2nd Line West</u></p> <ul style="list-style-type: none"> ● AECOM presented several options for 2nd Line West once the existing structure is removed: ● Option A: Replace with a Vehicular Bridge and Two (2) Bike Lanes <ul style="list-style-type: none"> ○ Bridge would have to be constructed higher to accommodate vehicles and bicycles. ○ AECOM calculated cost of a new bridge to be approximately \$3.6 million dollars. ○ Option to work with current MTO schedule (i.e., take advantage of staging opportunities). ○ City would need to complete a Municipal Class EA. 	

<ul style="list-style-type: none"> ○ Issue with the location of proposed stormwater management pond; technically feasible but would have to consider other locations and methods for dealing with stormwater (i.e., possibly relocating the pond to southwest quadrant of Mavis Road interchange or other linear ponds along Highway 401). ○ Other issues with conditions of EA approval to re-vegetate this area. ● Option B: Pedestrian Bridge <ul style="list-style-type: none"> ○ Approximate cost: \$1.2 million dollars for a steel box girder structure if constructed at the same time as Highway 401 expansion. ○ Possibility to skew the alignment to allow for the construction of the stormwater management pond. ○ Option to work with MTO schedule (i.e. staging as noted above). ○ City would need to complete a Municipal Class EA. ○ This option may provide better functionality than a trail under proposed Fletcher’s Creek bridge(s) which has issues with headroom, safety and MNR permitting. ● City advised that a petition has been signed by 500 members of the local public to re-investigate the option of replacing the existing structure with a new vehicular bridge. City has an obligation to investigate the request and respond to the public. 	
<p><u>Next Steps:</u></p> <ul style="list-style-type: none"> ● City will continue to investigate the underpass (trail) option and will continue its attempts to consult with the MNR. To date, the MNR has only provided an ‘Information Gathering Form’ as per its new guidelines which came into effect February, 2012. No other communication has occurred from the City’s request to the MNR to consider a trail using the existing proposed sizes of the Fletcher’s Creek Bridge(s) rather than lengthening the structures even further. ● City will look at costs presented by AECOM for the 2nd Line West crossing of Highway 401 and will highlight areas of potential savings to senior management. ● City will make a formal request to the Ministry of Transportation to make a decision on the feasibility of constructing a new vehicular bridge crossing at 2nd Line West. ● AECOM to prepare a memo/costs for the at-grade intersection for the Belgrave Road extension. 	<p>City</p> <p>City</p> <p>City</p> <p>AECOM</p>

Minutes of Meeting

Date of Meeting	February 20, 2013	Start Time	10 a.m.	Project Number	60213979
Project Name	Highway 401 Widening from Highway 403/410 Interchange to the Credit River – Detail Design G.W.P. 2150-01-00 Stormwater Management Strategy				
Location	AECOM – 5600A Cancross Court, Mississauga, ON L5R 3E9				
Attendees	Miao Zhou, MTO Project Manager Brian Ruck, AECOM Project Manager Liam Marray, CVC Manager, Planning Ecology Rizwan Haq, CVC Manager, Engineering Plan Review Mark Heaton, MNR Area Biologist Dorothy Moszynski, MOE Environmental Resource Planner Zhiping Yang, MOE Surface Water Specialist/Hydrologist Larry Sarris, MTO Environmental Planner Ram Dharamdial, MTO Drainage and Hydrology Brian Richert, AECOM Water Resources Engineer Mirjana Osojnicky, AECOM Environmental Planner				
Distribution	All Attendees, Jan Wieczorek, AECOM				
Minutes Prepared By	M. Osojnicky				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<p><u>Overview</u></p> <ul style="list-style-type: none"> The approved 2007 Transportation Environmental Study Report (TESR) recommended that water quality treatment of runoff from Highway 401, from McLaughlin Road to Fletcher’s Creek, be provided by a stormwater (SWM) pond located at Second Line West, north of Highway 401; once Second Line West is closed. Water quantity control is not required since the uncontrolled discharge from the highway will not result in an increase in peak flow in Fletcher’s Creek. The TESR recommendation is to treat the equivalent of all of new pavement area (11 ha) and as much of the existing pavement as possible (~12 ha). The entire catchment area is approximately 23 ha. The issue with a SWM pond at this location is that a suitably sized pond will not fit due to constraints with site topography; a deep cut would be required at Second Line West resulting in an encroachment and removal of additional trees within the Meadowvale 	INFO

<p>Station Woods ESA/ANSI (beyond the amount of tree removal identified in the TESR).</p> <ul style="list-style-type: none"> • Runoff from the Credit River to Fletcher’s Creek will discharge to a small tributary located east of the Credit River which discharges directly to the Credit River, just downstream of the site. Water quality treatment will be augmented with the use of enhanced swales. • Runoff from east of Mavis Road to east of McLaughlin Road will be directed towards an existing storm sewer. 	
<p><u>Alternatives</u></p> <ul style="list-style-type: none"> • Three alternatives have been considered and evaluated to determine an appropriate stormwater management strategy that meets the requirements of the TESR and minimizes impact to Species at Risk (SAR) habitat. • Alternatives 1, 2, and 3B address the TESR requirement to provide enhanced water quality treatment for a drainage area equivalent to the area of new pavement. Alternatives 1 and 2 achieve this treatment with a SWM Pond at Second Line West, which is the preferred alternative identified by the TESR; Alternative 3B achieves this treatment with a series of wetlands and enhanced swales. Beyond the minimum paved area to be treated, the TESR also recommended enhanced water quality treatment for as much additional paved area as feasible; each alternative (1, 2, and 3B) has a different amount of additional paved area considered feasible for enhanced treatment. <p><u>Alternative 1: SWM Pond at 2nd Line For Entire Corridor</u></p> <ul style="list-style-type: none"> ○ Generally follows the 100-year floodline for Fletcher’s Creek. ○ Level of treatment is for all existing and newly paved Highway 401 (23 ha) with a treatment level of 80% Total Suspended Solids (TSS) discharging to the SWM pond at Second Line West. ○ Additional tree removal would not comply with a Condition of EA Approval and would further impact SAR habitat. <p><u>Alternative 2: SWM Pond for New Pavement</u></p> <ul style="list-style-type: none"> ○ Level of treatment is for 11 ha (north half of the drainage area) discharging to a smaller SWM pond with a treatment level of 80%; remaining area would discharge to enhanced swales with 55-75% TSS treatment. ○ Some tree removal would still be required within the Meadowvale Station Woods ESA/ANSI, resulting in additional impacts to SAR habitat. <p><u>Alternative 3A: Enhanced Swales/No SWM Pond</u></p> <ul style="list-style-type: none"> ○ Provides some basic quality treatment similar to areas that do not drain to a SWM pond (i.e. Credit River and the Mavis Road to McLaughlin Road section) ○ Level of treatment is 55-75% TSS for the entire catchment area (23 ha). ○ Benefit of no additional tree removal within Meadowvale Station Woods and opportunity to plant additional trees in place of the SWM pond at Second Line West. 	<p>INFO</p>

<p><u>Alternative 3B: Enhanced Swales/No SWM Pond/Vegetated Low Impact Development (LID) Practices</u></p> <ul style="list-style-type: none"> ○ Separately treating several smaller areas as opposed to a single location through the use of LID practices such as wetlands and enhanced swales – not typically used by the MTO. ○ Level of treatment is 80%+ TSS for a catchment area that exceeds the equivalent of new pavement area (15 ha). ○ Level of treatment is 55-75% TSS for the remaining catchment area (8 ha). ○ Benefit of no additional tree removal within Meadowvale Station Woods and opportunity to plant additional trees in place of the SWM pond at Second Line West. <p>• Off-Site SWM alternatives included:</p> <p><u>SWM Pond at Second Line West, South of Highway 401</u></p> <ul style="list-style-type: none"> ○ Further constraints than the site to the north due to topography and lack of existing facilities to accommodate discharge, <p><u>Discharge to Bristol Road SWM pond (City of Mississauga)</u></p> <ul style="list-style-type: none"> ○ Existing storm sewers would not have the capacity to carry the additional flows, and the pond was not sized to accommodate the additional area from Highway 401. <p><u>Underground Storage</u></p> <ul style="list-style-type: none"> ○ Enclosed underground storage would not provide treatment for water quality, and would not provide access for maintenance and removal of any accumulated sediment. <p>• Recommended alternative is Alternative 3B:</p> <ul style="list-style-type: none"> ○ Enhanced treatment can be achieved with LID practices or wetlands (80% or better treatment of TSS) for an area equivalent to new pavement. ○ Additional tree removal within Meadowvale Station Woods ESA/ANSI (above the 1.39 ha identified in the TESR) will not be required; minimizing impact to SAR habitat. ○ Provides an opportunity to increase tree cover (0.5 ha) once Second Line West is closed. ○ Although separate from this MTO project, this solution may provide the City of Mississauga with additional opportunities to construct a pedestrian bridge across Highway 401 once the Second Line West structure is removed. ○ This change in the SWM strategy can be documented in a Design and Construction Report (DCR); no need for a TESR Addendum. 	
<p><u>Discussion</u></p> <ul style="list-style-type: none"> • L. Marray advised that CVC would support a SWM strategy which complies with BMPs identified in MOE’s 2003 Stormwater Management Planning and Design Manual including, bio-retention. At present, CVC is of the opinion that the stormwater directed toward the Credit River and Fletcher’s Creek which is treated only by enhanced swales 	<p>INFO</p>

will not receive enhanced levels of treatment.

- R. Dharamdial advised that MTO utilizes the document, 'Effectiveness of Grassed Swales' as guiding principles for stormwater management and does not currently support bio-retention in the highway right of way due to maintenance concerns. D. Moszynski and Z. Yang stated that the MOE is not in agreement with the MTO that grassed swales can meet enhanced level (or 80% total suspended solids removal) treatment of stormwater. The document "The Effectiveness of Grassed Swales" is a draft document which has never been endorsed by the MOE. The MOE requests that the MTO refer to the 2003 MOE Stormwater Management Planning and Design Manual's definition of enhanced SWM treatment and the methods it proposes to meet enhanced treatment.
- R. Haq and R. Dharamdial discussed the effectiveness of enhanced swales with and without bio-retention features including granular subgrade. MTO's position is that grassed swales alone can provide 80% TSS removal. CVC does not agree that this level of treatment will be achieved by grassed swales alone. CVC's preference would be for the swales to include granular material below the surface to provide bio-retention, additional infiltration and less direct discharge for frequent storms.
- D. Moszynski advised that concerning whether ponds are built or not, the MOE's primary concern is that TESR requirements and Conditions of Part II Order denial are met. The letter of Part II Order denial specifies that MTO may proceed with the project subject to conditions and any other permits or approvals required- it does not specifically mention the construction of a pond(s). The letter also states the MTO must implement the project in the manner it was developed and designed, as set out in the TESR.
- D. Moszynski and Z. Yang stated in respect to the creation of ponds, the TESR mentions the creation of a pond, as does a letter from the then Minister of Environment to one of the Part II Order requestors. In the letter Minister Broten wrote: "...water quality will be protected by stormwater management ponds for Fletcher's Creek and Little Etobicoke Creek and there will also be vegetated areas throughout the Project area to treat highway runoff." The concern the MOE has then is whether not constructing ponds would mislead the Part II Order requestor in any way - this is to be pondered further internally by the MOE.
- M. Heaton advised that MNR will be requiring an Overall Benefit Permit (17.2(c)) under the *Endangered Species Act* for this project. The Fletcher's Creek area (i.e. stormwater management plan, Fletcher's Creek bridge design) will be the primary focus, particularly from a Redside Dace (RSD) perspective:
 - Sediment entering Fletcher's Creek is not permitted (fine sediment affects the gills and the feeding capacity of the RSD). This will be most important during construction and will require strict sediment controls during construction and upstream and downstream monitoring.
 - Treatment of as much of the paved area (new and existing) as possible is desirable.
 - Post construction monitoring will likely be a condition imposed with the issuance of

<p>the permit.</p> <ul style="list-style-type: none"> • CVC provided comments for the catchment area further west, draining directly to the Credit River. The current proposal is to treat stormwater from Highway 401 in this reach with enhanced swales, as per the TESR recommended solution. • L. Marray suggested that there may be an opportunity to share a pond with the City of Mississauga on city-owned lands south of Highway 401, and provide a net benefit, or to construct a smaller pond with a retaining wall on the east side of Second Line West adjacent to the existing subdivision in combination with the off-site treatments mentioned above. It was agreed that there are safety issues associated with the latter concept. • M. Heaton suggested that the MTO formulate a strategy that can be endorsed by all parties. MNR will want to see evidence that a range of alternatives have been explored to find a suitable solution, ensuring that SAR habitat is protected. As part of the permitting process, M. Heaton suggested providing colour coded mapping to illustrate the impacted areas as part of the Overall Benefit Plan (<i>AECOM has recently completed a similar exercise for Mississauga Road Widening at Huttonville Creek, north of Bovaird Drive in the City of Brampton</i>). • Further discussion followed whether an Addendum is required for the updated stormwater management strategy since the TESR recommendation for a SWM pond is not feasible. It was agreed that the final decision lies in the conditions imposed in the July 17, 2007 letter from the Minister of the Environment to the Minister of Transportation. The conditions did not identify that a SWM pond, specifically, be constructed for water quality treatment. Therefore a TESR addendum is not required and the changes will be documented in the DCR. • AECOM advised that a SWM pond at Second Line West will no longer be pursued and other alternatives for SWM treatment will be investigated - all parties agreed to this approach. A revised report documenting all of the alternatives will be prepared and distributed to the MNR, CVC and the MOE for agreement on a preferred stormwater solution. 	<p>MTO / AECOM</p>
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<p><u>Other</u></p> <ul style="list-style-type: none"> • M. Heaton stated that proposed changes to the <i>Endangered Species Act</i> to streamline approvals will be enacted July 1, 2013. The new regulation(s) will apply to MTO projects such as culvert and bridge replacements/rehabs where improvements will not exceed 25% of the existing footprint; this project will not apply. • M. Zhou expressed an interest in exploring permitting requirements should the Highway 401 Widening project go Design-Build (DB). A question was raised if a 2-stage permit can be considered: the first stage is a draft permit application prior to hiring the DB contractor and the second stage is to obtain permit from MNR during the DB. Two stage allows agreements made between agencies be included in the process of acquiring a DB contractor in a time-sensitive project. • M. Heaton advised that the permit would be issued to the owner, rather than a DB contractor. • M. Heaton advised that the 2011 Guidance for Development Activities in Redside Protected Habitat document http://www.mnr.gov.on.ca/groups/ir/@mnr/@species/documents/document/stdprod_082290.pdf provides BMPs for stormwater management. AECOM to ensure the guidelines are followed. 	<p>AECOM</p>
<p><u>Next Steps</u></p> <ul style="list-style-type: none"> • A revised report will be prepared and circulated to CVC, MNR and the MOE for review and a meeting will be arranged to discuss the SWM strategy. 	<p>MTO / AECOM</p>

Meeting was adjourned at 12:15pm

Minutes of Meeting

Date of Meeting	July 5, 2013	Start Time	10:00AM	Project Number	60213979
Project Name	Highway 401 Widening from Highway 403/410 Interchange to the Credit River – Detail Design G.W.P 2150-01-00				
Location	AECOM – 5600A Cancross Court, Mississauga, ON, L5R 3E9				
Attendees	Miao Zhou	MTO – Project Manager			
	Larry Sarris	MTO – Environmental			
	John Van Voorst	MTO – Drainage and Hydrology (Telecon)			
	Dorothy Moszynski	MOE – Environmental Resource Planner			
	Liam Marray	CVC – Manager, Planning Ecology			
	Mark Heaton	MNR – Area Biologist			
	Melinda Thompson	MNR – SAR Biologist			
	David Denyes	MNR – Assistant SAR Biologist			
	Brian Ruck	AECOM – Project Manager			
	Renée Pettigrew	AECOM – Environmental Planner			
	Brian Richert	AECOM – Water Resources Engineer			
Distribution	Attendees and Project Team				
Minutes Prepared By	Renée Pettigrew				

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

1. Introductions/ Project Update

	Action
<ul style="list-style-type: none"> The Highway 401 widening design project has been completed to about 30% design and was then stopped due to provincial funding constraints. While the overall project was suspended, the project team has continued dialogue with regulatory agencies to advance stormwater management strategy and ESA permitting issues. The project has now been restarted and is part of MTO's 2013/14 capital budget. Constrained with the duration required to secure an ESA permit around Meadowvale Station Woods (MSW), it is unlikely that the entire Project Limits will be ready to tender for construction in 2014. Thus, MTO is proceeding with an advance contract for the lengthening of the Mavis Road structure with construction to begin in 2014. The advance contract may require a separate Design and Construction 	

<p>Report (DCR) and Public Information Centre (PIC) – details are still being worked out.</p> <ul style="list-style-type: none"> • MTO will be proceeding with the remainder of the Highway 401 widening as early as 2015; depending on whether “constructor” issues can be adequately addressed between the advance and main contracts; otherwise construction would begin in 2016. The main contract may be a conventional design-bid-build or design-build. • A possible approach for applying ESA permit for Design-Build contract is to obtain agreement in principle, or district level approval, between MTO and MNR prior to the issuance of the EOI/RFP to DB bidders. This draft permit is required by December 2013 to tender the DB contract for 2015/2016 construction. <ul style="list-style-type: none"> ○ During the Design Build process, MTO will continue facilitate the final permit being issued to the Owner. • The City noted an EA for the widening of McLaughlin Road south of Britannia Road (south of Highway 401) is underway; timing of construction will need to be co-ordinated (presently anticipated in 2015). 	
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2. Review of Previous Minutes (Feb. 20, 2013)	Action
<p>Stormwater Management</p> <ul style="list-style-type: none"> • SWM Report has been circulated digitally to all agencies. • B. Ruck noted that the revised drainage strategy no longer includes a pond within the existing ROW of 2nd Line West Road as outlined in the TESR. • Although the TESR included the construction of the pond, the intent was that water quality objectives be achieved and the pond was identified to be the best solution to do so. Hence, the TESR commitment is not to build a pond, but rather to treat water. • Consequently, a revised drainage strategy was developed that provides the required quality treatment without the need for any ponds. This new strategy employs treatment within the Mavis Road interchange and flat bottom swales discharging to Fletchers Creek. • CVC, MOE, and MNR are all in agreement with this revised strategy and further SWM solutions will still be subject to review and comment by MNR and CVC. <p>Second Line West</p> <ul style="list-style-type: none"> • Ownership was discussed and location of trail along the existing utility corridor. • Potential forest replacement of upland and wetland creation from the City 	

<p>of Mississauga Parks and Recreation Department on the south west side of Highway 401. Potential for joint compensation to occur.</p> <p>Mavis Road Structure</p> <ul style="list-style-type: none"> • Since no works will affect Fletchers Creek, MNR is in agreement that no permits are required. 	
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3. Permitting Strategy	Action
<ul style="list-style-type: none"> • B. Ruck gave an overview of ESA Permitting Strategy. • MNR reconfirmed that Jefferson Salamander habitat is present on the north side of Highway 401 within the MSW area. AECOM to investigate mitigation options including minimizing tree removal and examine the feasibility of a retaining wall. • AECOM to prepare coloured drawings illustrating areas of impact for MNR to assist with ESA permit review. • MNR discussed the ESA process and permitting requirements for Redside Dace and Jefferson Salamander. Design mitigation measures on the north side may be sufficient that Jefferson Salamander habitat may not be impacted. If this strategy is selected an ESA permit for Jefferson Salamander would not be required. • Redside Dace construction sequencing to be further developed. 	<p>AECOM</p> <p>AECOM</p> <p>AECOM</p>

4. Next Steps	Action
<ul style="list-style-type: none"> • MNR to acknowledge acceptance of ESA Information Gathering Form (IGF). • The Alternative Avoidance Form (AAF) will then be submitted and will identify alternatives that avoid SAR regulated areas; otherwise the proponent will elect to proceed with a permit under the Act. • MTO to determine approach – concept design for Design Build or convention approach. • District Level approved MNR ESA Permit issued to MTO required by December 2013; full permit required by summer 2014. • Provide memo update confirming TESR conditions have been met (including restoration plans) for MOE. 	<p>MNR</p> <p>MTO</p> <p>AECOM/MTO</p> <p>AECOM</p>

Minutes of Meeting

Date of Meeting	October 1, 2014	1:00pm	60213979
Project Name	MTO 401 Widening Hwy 403-410 to Credit River		
Location	Meadowvale Station Woods, Mississauga, ON		
Regarding	Overall Benefit Permit for Jefferson Salamander and Redside Dace		
Attendees	Mark Heaton (MNRF), Thanga Murugesu (MTO), Larry Sarris (MTO), Brian Ruck (AECOM), Jill deMan (AECOM), Mirjana Osojnicki (AECOM), Jessica Walker (AECOM).		
Distribution	MTO and AECOM 401 Widening Team		
Minutes Prepared By	Jessica Walker and Mirjana Osojnicki		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<ul style="list-style-type: none"> B. Ruck outlined the goal of the meeting which was to review the Highway 401 widening options through Meadowvale Station Woods (MSW) and to discuss the grading area, compensation, mitigation and overall benefit options for Jefferson Salamander and Redside Dace. The MTO is on track to tender this project in Spring 2015. This was followed by a walk through Meadowvale Station Woods to view the existing Fletcher's Creek culvert and SAR habitat. 	Info
<ul style="list-style-type: none"> M. Heaton discussed the past records of both SAR species known on site (Jefferson Salamander and Redside Dace). Jefferson Salamander (JS) was confirmed last fall and in 2012. Redside Dace (RSD) was confirmed in 2013. 	Info
<ul style="list-style-type: none"> B. Ruck outlined the two options: Option A requiring grading and side slopes; Option B included the installation of a retaining wall along the north side of Highway 401. The height of the wall would be approximately 5m depending on the varying cut and fill areas. For Option A, approximately 8000m² of woodland on the north side would require removal. There is opportunity for restoration /enhancement on the south side of the Highway 401 within City of Mississauga property, west of Meadowvale Station Woods. Option B would include the retaining wall which would limit removal and grading within JS habitat. 	Info
<ul style="list-style-type: none"> M. Heaton summarized the ESA legislation – breeding ponds are confirmed active for Jefferson Salamander in Meadowvale Woods on the north side of Highway 401. In this case, Jefferson Salamander regulated habitat is considered an area that is within 300 metres of the confirmed breeding pond that provides suitable foraging, dispersal, migration or hibernation conditions and any wetland, pond or vernal/temporary pool that would provide suitable breeding conditions. MNRF usually provides a map showing regulated habitat 	

<p>within the study site. AECOM to request regulated habitat mapping for the project for both Redside Dace and Jefferson Salamander.</p>	<p>AECOM</p>
<ul style="list-style-type: none"> M. Heaton advised that MNRF has reviewed the submitted Avoidance Alternatives Form and summarized what is required for an overall benefit permit – reasonable alternatives are assessed, that an overall benefit to the species is achieved and that reasonable steps are taken to minimize adverse effects. 	<p>Info</p>
<ul style="list-style-type: none"> B. Ruck inquired as to the preferred Option by MNRF and if an Overall Benefit Permit would be required for Option B. M. Heaton conveyed that Option B (with retaining wall) is preferred by MNRF and would not require an overall benefit permit for Jefferson Salamander from MNRF. Option A (grading and side slope – not retaining wall) is not preferred and would require an overall benefit permit and would require significant discussions in order to produce an overall benefit plan; as there are not many opportunities within the immediate area for compensation or improvement to the JS habitat. An overall benefit permit will be required for Redside Dace. 	<p>Info</p>
<ul style="list-style-type: none"> B. Ruck inquired into the potential for providing crossing opportunities for the JS within the proposed span bridge to habitat south of the highway. M. Heaton did not see this as a feasible option as JS typically don't travel that far and keep to local breeding areas. 	
<ul style="list-style-type: none"> M. Heaton to confirm if the area on the east side of Fletcher's Creek would be considered regulated habitat. If not, there is potential for the retaining wall to be eliminated from this portion of the Highway. 	<p>MH</p>
<ul style="list-style-type: none"> B. Ruck and M. Heaton discussed the requirements for the RSD overall benefit permit. B. Ruck summarized what is currently proposed including enhancement plantings, removal of existing box culvert and construction of a span bridge which will allow for stream channel naturalization, as previously discussed with MNRF. A meander belt assessment has been completed for the watercourse. In-water works for culvert removal will be required (i.e. creek diversion); in terms of restoration of Fletcher's Creek. M. Heaton suggested looking at existing substrates and conditions to restore RSD Habitat. Also suggested looking at other projects where RSD habitat restoration is being incorporated in road widening design (i.e. Region of Peel widening of Queen Street in Brampton). 	<p>MTO/AECOM</p>
<ul style="list-style-type: none"> M. Heaton recommended prioritizing SWM inputs to Fletcher's Creek as a restoration/overall benefit opportunity. Recommend looking at feasibility of retrofitting existing SWM from 'top-draw' to 'bottom-draw' to decrease water temperatures discharging into Fletcher's Creek. Water temperatures can vary as much as 7°C from top to bottom. Through the permit process the proponent would need to establish an agreement with the municipality to make SWM retrofits. Would require a letter of agreement with the City of Mississauga for the overall benefit permit. This work would have to be completed prior to the expiry of the permit. B. Ruck advised that through previous discussions with MNRF, CVC and MOE, water quality from new highway pavement (west of Mavis Road) will be treated through enhanced swales within the Mavis Road interchange and ditches. It was recommended that if local areas were not feasible, to look at other areas of Fletcher's Creek up/downstream. 	<p>MTO/AECOM</p>

<ul style="list-style-type: none"> • M. Heaton recommended skewing the replacement culvert for the 'cattle crossing' in order to match the existing alignment of the drainage feature. 	AECOM
<ul style="list-style-type: none"> • In-water work window for Redside Dace is between July 1st and September 15th. 	Info
<ul style="list-style-type: none"> • A Letter of Advice (LOA) will be required for temporary disturbances to JS habitat. For additional foundations investigations, the previously issued LOA in 2012 can be updated with new borehole locations and submitted to esa.aurora@ontario.ca and cc'd to M. Heaton. 	MTO/AECOM
<ul style="list-style-type: none"> • M. Heaton recommended setting up regular meetings to maintain priority and ongoing discussions with MNRF. • Suggested that CVC be invited to the meeting. 	AECOM
<ul style="list-style-type: none"> • The team went to visit the vernal pool location and check cover boards. No JS were observed but one red-backed salamander was found. 	Info

Meeting was adjourned at 2:45pm.

Minutes of Meeting

Date of Meeting	November 5, 2014	1:00pm	60213979
Project Name	MTO Highway 401 Widening Highway 403-410 to Credit River		
Location	5080 Commerce Blvd, Mississauga, ON		
Regarding	Overall Benefit Permit for Jefferson Salamander and Redside Dace		
Attendees	Mark Heaton (MNRF), Thanga Murugesu (MTO), Larry Sarris (MTO), Brian Ruck (AECOM), Nick Hodges (AECOM), Mirjana Osojnicki (AECOM), Jessica Walker (AECOM), Faranak Amirsalari (AECOM)		
Distribution	MTO and AECOM Highway 401 Project Team		
Minutes Prepared By	Faranak Amirsalari and Mirjana Osojnicki		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
<ul style="list-style-type: none"> The action items from the October 1, 2014 meeting were discussed: The habitat mapping for Redside Dace (RSD) and Jefferson Salamander (JS) will be completed once the small section JS is removed adjacent to Second Line west. AECOM to provide the final shapefile for the habitat mapping for MNR's files B. Ruck recapped the two options: Option A) requiring grading and side slopes; Option B) included the installation of a retaining wall along the north side of Highway 401. The current plan is to go ahead with the retaining wall option (possibly with reinforced earth wall) which maximizes avoidance of habitat loss. 	<p>Info AECOM</p> <p>AECOM</p>
<ul style="list-style-type: none"> B. Ruck advised that AECOM is currently conducting channel design for the protection of RSD within Fletcher's Creek and is in the midst of gathering information on the Stormwater Ponds in the vicinity which could be retrofitted (e.g. whether or not these ponds are bottom-draw). B. Ruck inquired what other information is needed in order to obtain the permit for RSD if the ponds turn out to be drawing from the bottom M. Heaton advised that the depth of the pool itself is an important factor to consider (depth of greater than 1.2m is preferred) and suggested AECOM/MTO discuss with the municipality to find out if any given pond can be further deepened. M. Heaton also recommended consulting with City of Brampton to confirm if there are any upstream ponds which discharge into Fletcher's Creek if the Mississauga ponds cannot be used. M. Heaton advised that the MNRF will be looking at the overlay of bridges with regulated habitat areas for RSD to see what the projected habitat loss would be. Ideally, MNRF would like to see pools that create a refuge habitat - and these pools are typically greater than 1m deep. Colour-coding the areas of loss/gain/net benefit would be beneficial. 	Info

<ul style="list-style-type: none"> • B. Ruck advised that the MNRF will be kept up-to-date and kept involved in the design of bridges/pools. • In the design of bridges and pool, M. Heaton recommended that one way to avoid habitat loss and maximize gains is to work with side slopes – for example vegetating side slopes with a MTO native seed mix. 	
<ul style="list-style-type: none"> • M. Heaton advised that it is best to have wildlife fencing for all wildlife. • B. Ruck advised that for south of Highway 401, a higher fence (2.8m) is being considered with a different mesh at the bottom to prevent small critter entry; this type of fencing is currently being used on Highway 69 (MTO Northeastern Region). • B. Ruck advised that the current fence design also includes “jump outs” – and any other current thinking will be incorporated into the design. 	Info
<ul style="list-style-type: none"> • N. Hodges discussed construction methods for RSD and the need to consider and manage quicksand areas within channels. 	Info
<ul style="list-style-type: none"> • B. Ruck inquired into the approximate timing of approval process. • M. Heaton advised that the MNRF process is 6-12 months and recommended MTO/AECOM to submit the 1st draft permit application in early December 2014 to allow for permit to be obtained in July 2015. 	Info
<ul style="list-style-type: none"> • N. Hodges inquired into the need to have a permit for near-water works such as works around abutments. • M. Heaton confirmed that a permit has to be in place before abutment work can be started. 	Info
<ul style="list-style-type: none"> • B. Ruck and M. Heaton discussed the requirements for the draft submission of the RSD overall benefit permit. • M. Heaton listed the requirements for the permit application: <ul style="list-style-type: none"> - Define areas of impact - Detailed design drawings - Text description of impact assessment including residual impacts and supporting maps (for the EBR posting) - SWM and Quality Control Plans - Erosion and Sediment Control Plans - (Construction) Staging Plans - Overall benefits concepts (e.g. retrofits in the Fletcher’s Creek basin, channel improvements, etc.) - Monitoring Plans for during and post-construction 	MTO/AECOM
<ul style="list-style-type: none"> • B. Ruck suggested having the next meeting after the 1st draft permit application submission. M. Heaton mentioned he is available on Dec 4th and 10th. • M. Heaton advised that a draft PDF copy of the permit package should be submitted directly to him, with ESA cc’d. • M.Heaton suggested that AECOM’s fluvial geomorphologist attend the next meeting to discuss the details of the channel design and options to create scour features that will deepen pools over time. 	Info

Meeting was adjourned at 2:45pm.

Minutes of Meeting

Date of Meeting	December 10, 2014	1:00pm	60213979
Project Name	MTO Highway 401 Widening Highway 403-410 to Credit River		
Location	5080 Commerce Blvd, Mississauga, ON		
Regarding	Progress Meeting #2 - Overall Benefit Permit for Jefferson Salamander and Redside Dace		
Attendees	Mark Heaton (MNRF), Thanga Murugesu (MTO), Larry Sarris (MTO), Brian Ruck (AECOM), Nick Hodges (AECOM), Mirjana Osojnicki (AECOM), Devon Fowler (AECOM)		
Distribution	MTO and AECOM Highway 401 Project Team		
Minutes Prepared By	Mirjana Osojnicki and Devon Fowler		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
The purpose of this meeting was to discuss the contents of Submission #1 and action items from Progress Meeting #1 held November 4, 2014.	Info
<p>A. Memo – General Comments</p> <ul style="list-style-type: none"> M. Heaton provided general comments and suggested a number of revisions to the memo, including the addition of a statement that an overall benefit permit will be avoided for the Jefferson Salamander with the inclusion of a retaining wall on the north side of Highway 401. <p>B. Species at Risk (SAR) Regulated Habitat Map</p> <ul style="list-style-type: none"> M. Heaton advised that the SAR Regulated Habitat map is acceptable. AECOM to forward the shapefiles to MNRF. <p>C. Areas of Impact</p> <ul style="list-style-type: none"> M. Heaton advised that the channel beyond the existing culvert boundaries should not be designated as a habitat gain and must be labeled as temporary habitat loss. This will likely result in an increase in overall loss and will be reflected in an updated Redside Dace Habitat Loss/Gain map. <p>D. Fluvial Geomorphic Assessment</p> <ul style="list-style-type: none"> Table 4 title to be updated to read: Summary of Channel Design Riffle at <i>Bankfull</i> and Pool Cross-Sections. An additional column to be added for Baseflow. M. Heaton suggested visiting the Water Survey of Canada website for real-time hydro-metric data flow and also to contact the Credit Valley Conservation 	AECOM

<p>Authority for typical channel conditions for baseflow in Fletchers Creek at this reach.</p> <ul style="list-style-type: none"> • A discussion on woody debris and pool depth is required. • Updating of cross-sections and deeper pool depths are required within the channel as Redside dace prefer to reside in the deeper, slow moving pool section of streams. • The D84 (less than 84%) stone size along the riffle toe must be no larger than 6.0 cm. <p>E. Preliminary Investigations for Stormwater Management Facility Retrofits in Fletchers Creek Basin</p> <ul style="list-style-type: none"> • M. Heaton noted that the SWM facility retrofits within the Fletchers Creek basin will form the overall benefit component to the permit. • Mapping should be provided to show which SWM ponds are intended for retrofit, as well as a description of the retrofit strategy/proposed outcome. • M. Heaton added that the MOECC is in general agreement with SWM retrofits to improve water quality at receiving watercourses. It was discussed at Progress Meeting #1 that the City of Mississauga was amenable to retrofitting existing SWM ponds in the Fletchers Creek basin. • The City of Mississauga will require an Environmental Condition of Approval amendment from the MOECC for any retrofits. • Regarding the SWM strategy developed for Highway 401 between the Credit River and McLaughlin Road, M. Heaton advised that this would not be counted as an overall benefit permit credit, rather as mitigation for Redside dace habitat loss. A further description of the SWM strategy should be detailed for the permit. 	
<p>F. Other Permit Requirements</p> <ul style="list-style-type: none"> • Drawings: Staging and Sequencing drawings to be included with the permit application should include; isolation of the work area and a description of channel diversion. Landscape Restoration drawings and an Erosion and Sediment Control (ESC) Plan will also need to be completed. • Narrative: A description of the timing and sequencing of construction will be required for the permit application (i.e. vegetation removals, construction of the retaining wall and Fletchers Creek bridges, construction of collector lanes and traffic switch from core to collector, removal of existing culvert etc.). 	AECOM
<ul style="list-style-type: none"> • The duration of the Overall Benefit Permit (OBP) can vary. It was decided that a 5-year OBP would be applied for this project. 	Info
<ul style="list-style-type: none"> • Redside dace Habitat Loss/Gain map will be updated and distributed with the meeting minutes. • Next meeting is scheduled for February 4, 2015. 	Info

Meeting was adjourned at 2:45pm.

Minutes of Meeting

Date of Meeting	February 4, 2015	1:00pm	60213979
Project Name	MTO Highway 401 Widening Highway 403-410 to Credit River		
Location	5080 Commerce Blvd, Mississauga, ON		
Regarding	Progress Meeting #3 - Overall Benefit Permit		
Attendees	Mark Heaton (MNRF), Larry Sarris (MTO – Environmental Planner), Michael Collins (AECOM – Deputy Project Manager), Nick Hodges (AECOM – Senior Fisheries Biologist), Mirjana Osojncki (AECOM – Environmental Planner), Devon Fowler (AECOM – Fisheries Biologist), Rhonneke Van Riezen (AECOM – Fluvial Geomorphologist)		
Distribution	MTO and AECOM Highway 401 Project Team		
Minutes Prepared By	Mirjana Osojncki		

PLEASE NOTE: If this report does not agree with your records of the meeting, or if there are any omissions, please advise, otherwise we will assume the contents to be correct.

	Action
The purpose of this meeting was to discuss the contents of Submission #2 and action items from Progress Meeting #2 held December 10, 2014.	Info
<p>A. Areas of Impact</p> <ul style="list-style-type: none"> M. Osojncki advised that due to the inclusion of the retaining wall and due to reconsideration of the naturalized channel beyond the existing culvert boundaries as temporary disturbance (e.g. not to be considered habitat gain) per Mark Heaton's advice in Progress Meeting #2, the permanent loss of habitat has been re-calculated from 4,549 m² to 10,121 m². Meeting attendees recognized that the design of Highway 401 had not changed, and that the increase of permanent loss of habitat is a result of the reclassification of impact areas. M. Heaton to consult with MNRF District staff to determine if the current overall benefit is sufficient to cover the permanent habitat loss. It is expected that an answer can be provided in the next week. 	Info MNRF
<p>B. Fluvial Geomorphic Assessment</p> <ul style="list-style-type: none"> R. Van Riezen discussed the updates to the fluvial geomorphic/channel design elements since the last meeting. Sediment size (entrainment and transport) were calculated based on the output from the updated HEC RAS model. Based on the results of the sediment size analysis there are questions that need to be looked into further. This includes the velocity and shear stress output for the Regional flow event for the cross section directly downstream of 	AECOM

<p>the crossing. Sediment size analysis suggests that sediment size transported is 1.17m for the Regional Flow event. This number seems to be too high based on the existing sediment sizes that can be found in the watercourse. Further work will be completed to refine the model. R. Van Riezen confirmed that Credit Valley Conservation provided input on the low flow discharge data, as was suggested at the last meeting.</p>	
<ul style="list-style-type: none"> • M. Heaton suggested a layered approach for the stone sizing to be positioned on the riffles at the downstream end. He will look at other projects for examples of stone sizes used in Redside dace watercourses and forward this information to the project team. 	MNRF
<ul style="list-style-type: none"> • M. Heaton recommended that the design pool depth be one consistent depth and not two depths as it was in the current design. 	Info
<ul style="list-style-type: none"> • M. Heaton recommended that a low flow notch be included in the low flow channel for the riffle cross sections. 	Info
<ul style="list-style-type: none"> • The project team discussed that bank treatments underneath the bridge won't include vegetation due to inadequate sunlight conditions. Vegetated bank treatments will, however be designed upstream and downstream of the bridge structures and may include bioengineering. 	Info
<ul style="list-style-type: none"> • Pool Design: M. Heaton recommended looking at examples from Washington State which use live material on the outer banks and transitioning the upper segment to the existing channel, as well as the use of single or multiple cross logs (at least 30 dbh) below the low flow depth. There may be some opportunity to salvage trees removed as part of the road widening on the south side of Highway 401 for this treatment, as long as they are cedar, oak, hemlock or maple. Trees would have to be identified/flagged prior to removals. 	Info
<ul style="list-style-type: none"> • AECOM biologists to confirm restoration treatments for the channel design. 	AECOM
<p>C. Preliminary Investigations for Stormwater Management Facility Retrofits in Fletchers Creek Basin</p>	
<ul style="list-style-type: none"> • M. Collins noted that AECOM met with the City of Mississauga to discuss opportunities for the SWM pond retrofit (west of Mavis Road; on the north and south sides of Fletchers Creek). The City is agreeable having this work undertaken, which will include a clean-out of the ponds prior to retrofit. 	Info
<ul style="list-style-type: none"> • M. Heaton suggested a site visit to the ponds in the early spring to confirm existing conditions. AECOM to arrange. 	AECOM
<ul style="list-style-type: none"> • M. Heaton also requested that additional information be provided which includes the dates of construction and dates that the ponds were assumed by the City, as well a log of services to the ponds (i.e. previous clean-out). M. Collins noted that the City will be providing background information on the ponds, including the aforementioned data. 	AECOM
<ul style="list-style-type: none"> • South pond (SWM Facility No. 4401) should be identified as a mid-draw pond, rather than bottom-draw since it is currently drawing water from approximately 70 cm above the bottom elevation. 	Info
<ul style="list-style-type: none"> • North pond (SWM Facility No. 4405) there is an opportunity to extend the outlet control pipe and affix a perforated pipe to the end, similar to the south pond to 	AECOM

<p>allow for a slower rate of material release. M. Heaton also noted that due to the pond's long and linear size, there would be benefit to the removal of the small island in the centre which could increase the size of the deepened portions of the SWM pond and have a beneficial effect on temperature mitigation. AECOM will consult with the City of Mississauga to see if the island serves as an important function to the pond.</p> <ul style="list-style-type: none"> • M. Osojnicky noted that the memo includes a description of the Stormwater Management Strategy developed for the area Credit River and McLaughlin Road which drains into Fletchers Creek. • AECOM to update Memo #2 and forward to MNRF as soon as possible. 	<p>Info</p> <p>AECOM</p>
<p>D. Other Permit Requirements</p>	
<ul style="list-style-type: none"> • Permit Application: M. Heaton to forward the C-PAF (Permit Application Form) to AECOM. The information contained in Memos #1 and #2 will form parts of the application along with the information provided previously on the Avoidance and Alternatives Form. 	<p>MNRF</p>
<ul style="list-style-type: none"> • Monitoring: M. Heaton advised that a 5-year monitoring program will be required (pre and post construction). 	<p>Info</p>
<ul style="list-style-type: none"> • The project team discussed the possibility of doing pre-retrofit pond outflow temperature monitoring in June-September 2015 to determine existing discharge temperature at the ponds identified for retrofitting. L. Sarris clarified that MTO has a separate Species at Risk (SAR) retainer that can conduct this type of work, however they are currently working on other SAR-related assignments in the Region and are likely unable to take on any additional work. M. Heaton noted that MNRF can assist with the monitoring of the pond outflow temperature. 	<p>MTO/MNRF</p>
<ul style="list-style-type: none"> • The project team also discussed the potential employment of cooling trenches, however M. Heaton advised that evidence from recent monitoring reports does not support that they are more effective at reducing water temperatures. 	<p>Info</p>
<ul style="list-style-type: none"> • Drawings: M. Heaton reiterated the list of drawings to be included in the C-PAF include staging and sequencing, plan and profile, Erosion and Sediment Control, restoration and planting. MNRF will sign-off on the drawings. 	<p>Info</p>
<ul style="list-style-type: none"> • AECOM to prepare conceptual habitat restoration plan and landscape restoration plan for next meeting. 	<p>Info</p>
<ul style="list-style-type: none"> • M. Collins advised that the proposed retaining wall on the north side is approximately 5 m high at the highest point closest to Fletchers Creek; it tapers to the west and discontinues in the fill area. It was noted that temporary disturbance area in front of the wall can now support greater vegetation than seed mix, and that this area should be utilized in the landscape restoration plan. 	<p>Info</p>
<ul style="list-style-type: none"> • M. Osojnicky advised that AECOM will be meeting with the City to discuss landscaping and restoration opportunities in the next few weeks. 	<p>Info</p>
<ul style="list-style-type: none"> • M. Heaton noted that the notice for the EBR has been drafted by MNRF. It is anticipated that the notice will be posted this month. M. Heaton will confirm posting date and advise the project team. 	<p>MNRF</p>
<ul style="list-style-type: none"> • M. Heaton indicated vegetation clearing can be conducted within the Overall Benefit permit and that a separate Letter of Advice is not required from MNRF. L. Sarris noted that the vegetation clearing timing recommendations from 	<p>Info</p>

<p>Canadian Wildlife Service have recently been expanded to include the month of April and part of August.</p>	
<ul style="list-style-type: none"> • As noted earlier, M. Heaton will consult with MNRF District staff and report back on the status of the proposed overall benefit. At this time, it will be decided if an additional progress meeting is required. <p><i>Post-meeting note: M. Heaton advised via email on February 10, 2015 that the MNRF recommends that the Overall Benefit package include the following:</i></p> <ol style="list-style-type: none"> 1. A summer 2015 thermal/oxygen monitoring assessment of the two SWM ponds and Fletchers Creek as a baseline characterization. 2. Redside Dace overwintering habitat assessment for lower Fletchers Creek (Mississauga limits). This will likely involve the University of Guelph in winter 2015-2017. 	<p>MNRF</p>

Meeting was adjourned at 2:45pm.