



highway401cobourgcoborne.ca

Highway 401

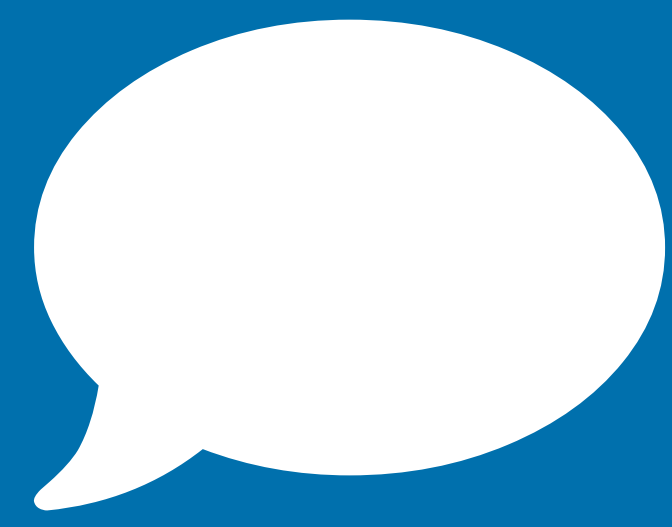
Cobourg to Colborne

Planning, Preliminary Design, and
Class Environmental Assessment Study

GWP 4060-11-00



sign-in



chat

with the project team



accessibility

Let us know how we can help



take a
comment
sheet

When you're done, drop it
in the comment box

Welcome to

Public Information Centre 1

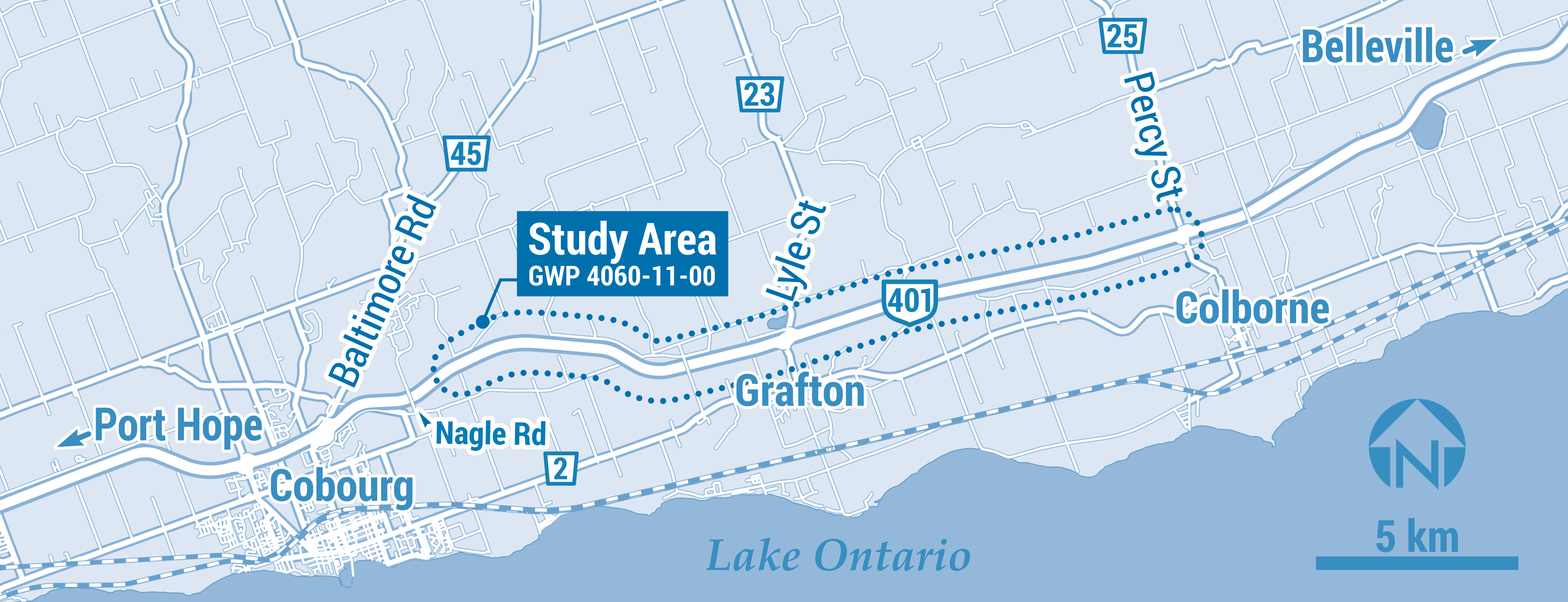
September 18, 2019

This is the first Public Information Centre for the
Highway 401 Planning Study from Cobourg to Colborne.



PIC 1 Objectives

- introduce the project and outline the process being followed
- provide background information on the need for the improvements
- present bridge and structural culvert rehabilitation/replacement alternatives, interchange alternatives, and future highway 401 footprints for six and eight lanes alternatives that will be evaluated as part of this project
- seek input on the existing conditions in the study area (i.e., natural, social, economic and cultural)
- answer questions about the study



About the Project

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

- replacement and/or rehabilitation of bridges and structural culverts
- interchange modifications at Lyle Street and Percy Street
- establishing the Highway 401 future footprints for interim 6-lanes and ultimate 8-lanes
- commuter parking lot expansions or relocations

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

This study will review existing conditions, develop and evaluate alternatives, identify appropriate improvements, and develop environmental protection and mitigation measures. At the completion of the study, a recommended plan for the Highway 401 study area will be confirmed and designated (i.e. protected).

Problem and Opportunity

The purpose of this study is to identify a recommended plan that addresses current and future transportation needs in the study area as part of the Ministry's ongoing review of safety and operational needs for the provincial highway network. This study will include reviewing existing conditions, developing and evaluating interchange alternatives, identifying a preferred plan, and developing environmental protection/mitigation measures. A Recommended Plan will be confirmed and designated (i.e. protected) at the completion of the study.

This study has been initiated to address the following problems and opportunities:

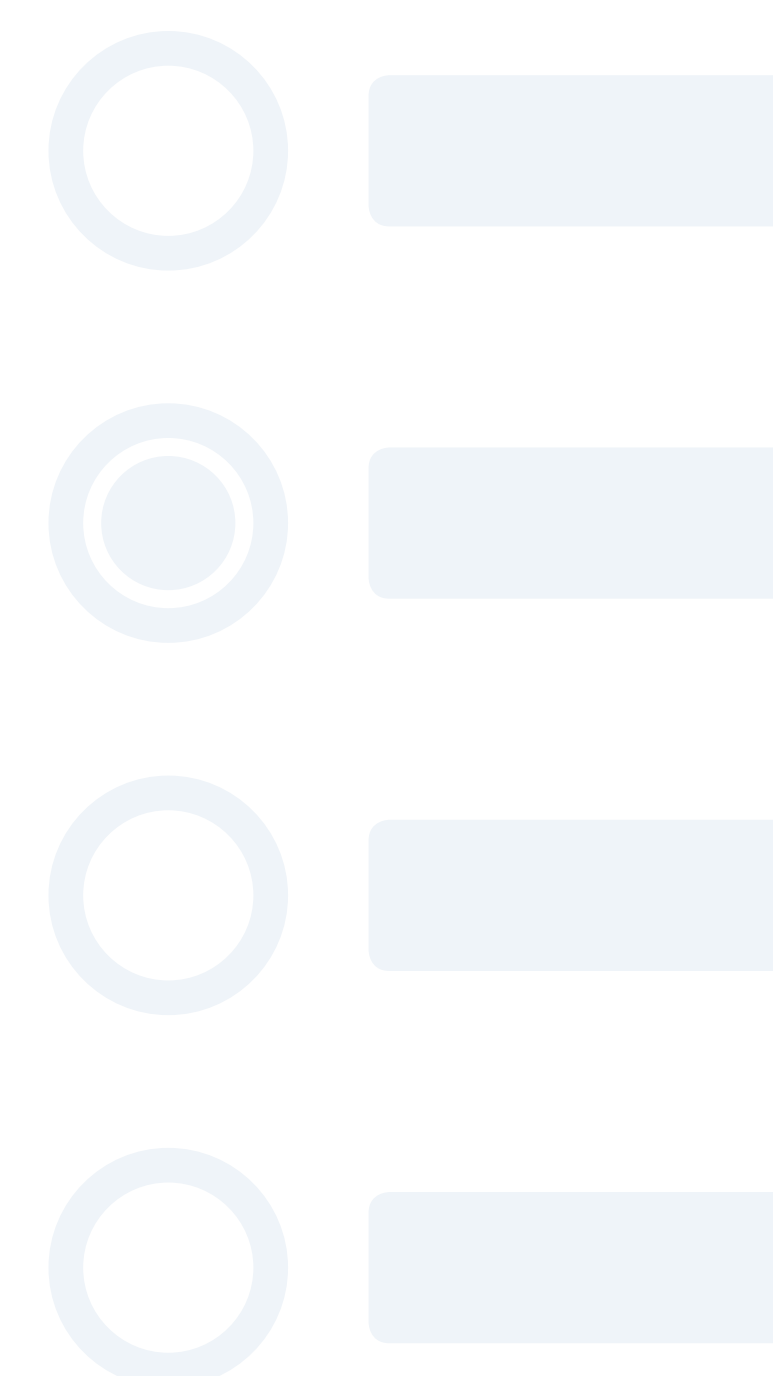
Problem

- Many of the bridges and culverts in the study area are nearing the end of their service life and will require rehabilitation and/or replacement in the near future
- The existing Highway 401 platform cannot accommodate the traffic staging required to rehabilitate or replace the bridges and structural culverts

Opportunities

- The study will assess the existing bridges and culverts in the study area and develop appropriate rehabilitation or replacement strategies to maintain the safe operation of the Highway 401 corridor for the current and future planning horizons
- For structural planning purposes the study will establish the future Highway 401 footprints for six and eight lanes, to ensure an appropriate design of the replacement bridges

Alternatives to the Undertaking



The Class EA process requires that ‘reasonable alternatives’ be considered to address identified problems. This involves two levels of analysis. The Alternatives to the Undertaking considers a broad range of alternatives that could address the project needs. Once the best alternative is selected, the Alternative Methods of Carrying out the Undertaking can be studied.

The Alternatives to the Undertaking identified for this study are listed below.

Alternatives to the Undertaking

Does it address the problem?

Do Nothing

Rehabilitate existing bridges and culverts, or replace existing structures with no accommodation for the Highway 401 future footprints for interim six and ultimate eight lanes



Does not address structural replacement needs.

Do not carry forward.

Transportation Demand Management (TDM)

TDM shifts demands on the highway network by shifting demands to the time periods outside of the critical congestion periods and shift demands to alternative modes of transportation.



Does not address structural replacement needs.

Do not carry forward.

Improve Adjacent Road Systems

Expansion of existing municipal and regional road networks



Does not address structural replacement needs.

Do not carry forward.

Improved Provincial Transportation Facility

Replace existing bridges and culverts to accommodate the Highway 401 future footprints of interim six and ultimate eight lanes



Does address structural replacement needs.

Carry forward.

Environmental Assessment Process

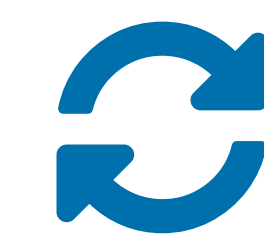
This study is being carried out under the requirements of the Class Environmental Assessment for Provincial Transportation Facilities (2000), which has been approved under the Ontario Environmental Assessment Act for provincial transportation projects of a defined scope and magnitude.

The MTO Class EA process is an approved process for highway planning, design, and construction projects. The study is following a Group 'B' process, which includes major improvements to existing provincial transportation facilities.

At the end of the study, a Transportation Environmental Study Report (TESR) will be prepared and made available for public review.

Class Environmental Assessment Process for Group 'B' Projects

Ongoing Transportation Needs Assessment



Ongoing Public Consultation

Need Identified

Preliminary Design

Data collection

Review available background information and conduct field investigations as required to identify existing conditions in the study area

Generate & evaluate

Develop preliminary design alternatives to address structural needs, improve the highway safety and operations, and consider potential impacts to the existing natural, social, and cultural environment to identify a preferred plan

Select

Identify the preferred plan and mitigation measures to address potential impacts

Refine

Complete preliminary design of the preferred plan including a potential implementation strategy

Report

Document the process leading to the preferred plan

Clearance

The Class EA requirements are met and the project is cleared to proceed to detail design

Consultation during Preliminary Design



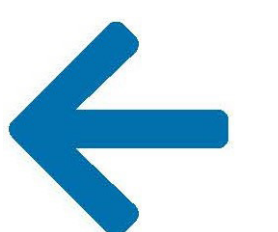
Notifications and project website



Municipal Advisory Committee Meeting 1



Public Information Centre 1



we are here



Municipal Advisory Committee Meeting 2



Public Information Centre 2



Transportation Environmental Study Report
30-day public review period

Future Stages

Detail Design



Consultation during Detail Design

Construction



Consultation during Construction

Evaluation process

A detailed evaluation of alternatives will be carried out to identify an improvement plan that is cost-effective, addresses structural needs, provides safe operations, and provides reasonable local access, while minimizing the effects on the natural, social and cultural environments. This is accomplished by identifying evaluation criteria along with their relative importance, and then ranking the overall scores of the design alternatives.

A second PIC will be scheduled following PIC 1 to present the evaluation of the alternatives and a recommended plan for the Highway 401 Planning Study.

The recommended plan

The concluding step in the analysis and evaluation process is the selection of a recommended plan.

This process includes:

- reviewing the results of the analysis and evaluation based on specialist work and input received during the study
- determining which criteria have the most influence on the outcome of the evaluation process
- considering the sensitivity of the weightings
- confirming the ranking of the alternatives
- considering public/stakeholder response to the evaluation process



Identify Criteria

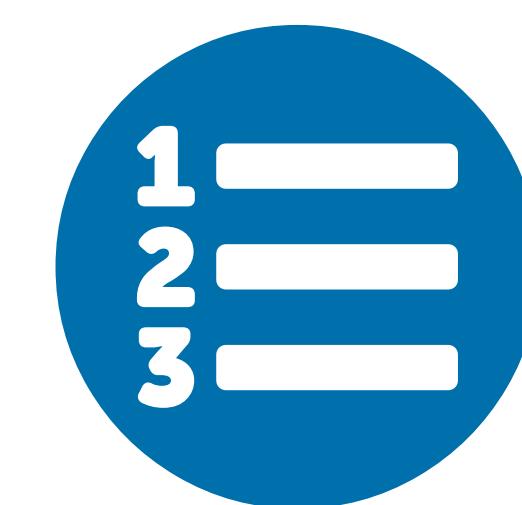
Evaluation Criteria are established through:

- public input
- similar projects
- provincial guidelines
- existing conditions



Weigh Criteria

Each criterion is assigned a weight factor that best reflects its relative importance.



Evaluate Alternatives

The sum of the weighted scores provides a total score for each alternative. This is the basis for ranking the alternatives and identifying the recommended plan



The highest scoring alternative

Preliminary evaluation criteria

Engineering

Traffic Operations

- ... consider acceptable Level of Service (LOS) on Highway 401 and at interchanges
- ... consider accommodation or relocation of carpool lots at interchanges

Geometrics & Safety

- ... consider design standards for provincial highways and interchanges
- ... consider potential for collisions on Highway 401 and at interchanges
- ... pedestrian and cyclist accommodations

Utilities

- ... consider impacts to utilities

Community

Property

- ... consider impacts to private property

Noise & Air Quality

- ... consider noise impacts at Noise Sensitive Receivers (NSR's)
- ... consider impacts to air quality

Land Use

- ... consider impacts to sensitive land uses
- ... compatibility with existing and future development plans

Built & Cultural Heritage

- ... consider impacts on existing cultural and built heritage features along the Highway 401 corridor and structure and interchange crossings

Archaeology

- ... consider impacts on archaeological resources
- ... consider impacts on areas of archaeological potential

Contamination

- ... consider impacts to potentially contaminated lands

Constructability

- ... consider construction techniques
- ... consider geotechnical and foundation conditions
- ... consider traffic flow and operations, including local access and out-of-way travel during construction
- ... consider opportunities for accelerated bridge construction methods

Cost

- ... consider total cost including utility relocations and property acquisition
- ... consider throw-away costs
- ... consider life-cycle costs

Environment

Terrestrial Ecosystem

- ... consider impacts on wildlife habitat
- ... consider impacts on significant trees or vegetation

Fish & Fish Habitat

- ... consider impacts to creeks and water bodies
- ... consider impacts to fish and fish habitat

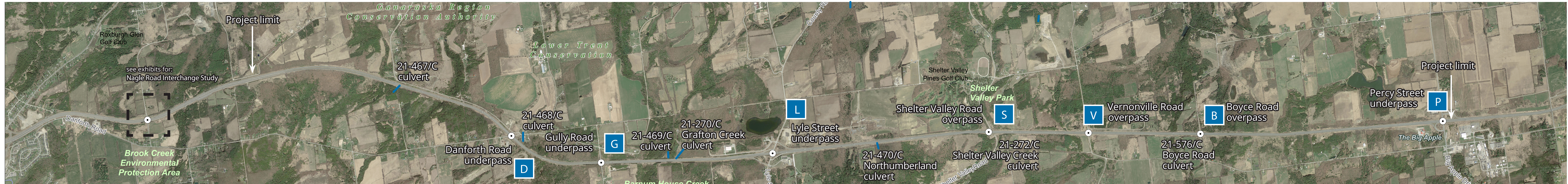
Species of Conservation Concern

- ... consider impacts to Species-at-Risk or habitat associated with Species-at-Risk

Environmentally Sensitive Areas, Designated Areas

- ... consider impacts to the Cranberry Lake Provincially Significant Wetland (PSW)
- ... consider impacts to Sourcewater Protection Areas
- ... consider impacts to Barnum House Creek Conservation Area

Project Overview



Bridge Improvements

The bridges within the study area are approaching the end of their service life and will need to be rehabilitated or replaced. The bridges will need to accommodate the future Highway 401 footprints for interim six and ultimate eight lanes.

The following bridges are being assessed:

- D** Danforth Road
- G** Gully Road Bridge
- L** Lyle Street
- S** Shelter Valley Road Bridge
- V** Vernonville Road Bridge
- B** Boyce Road Bridge
- P** Percy Street

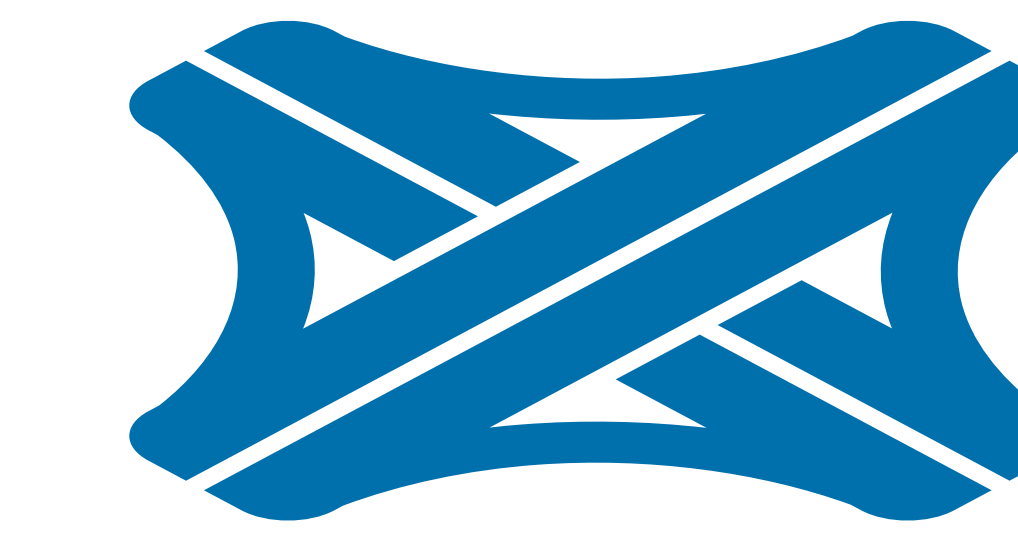
for more details, see [Bridge improvement alternatives](#)



Highway Improvements

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

for more details, see [Highway 401 alternatives](#)

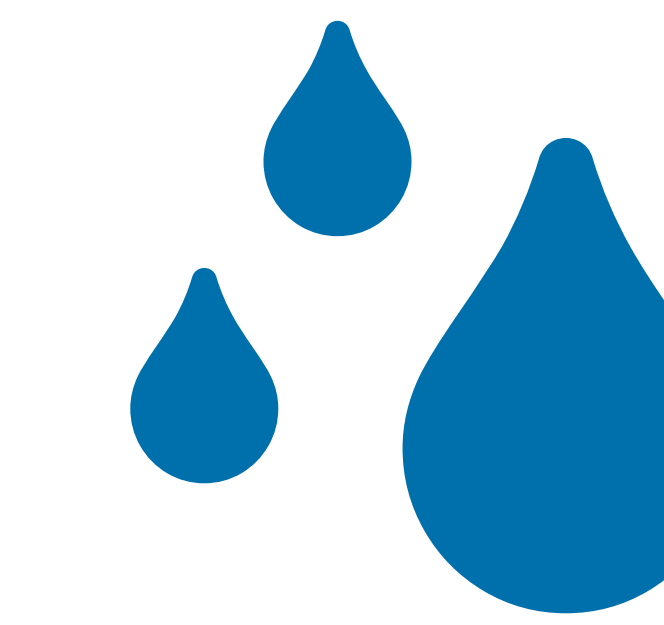


Interchange Improvements

Existing interchanges and carpool lots at Lyle Street and Percy Street will need to be reconfigured to accommodate the Highway 401 future footprints for interim six and ultimate eight lanes.

for more details, see:

- [Lyle Street interchange alternatives](#)
- [Percy Street interchange alternatives](#)



Drainage Improvements

Structural culverts within the study area are approaching the end of their service life and will need to be rehabilitated or replaced. The culverts will need to accommodate the Highway 401 future footprints for interim six and ultimate eight lanes.

Culverts identified on the map above: 

for more details, see [Drainage improvements](#)

Drainage Improvements

There are six structural culverts in the study area. The following improvement strategies will be considered:

Replace with new culvert

- ⊕ Long-term strategy
- ⊕ Accommodates interim (6-lane) Highway 401
- ⊕ Accommodates ultimate (8-lane) Highway 401
- ⊖ Culverts can be very long in high fill locations

Replace with bridge

- ⊕ Long-term strategy
- ⊕ Accommodates interim (6-lane) Highway 401
- ⊕ Accommodates ultimate (8-lane) Highway 401
- ⊕ Suitable for high fill locations

Culvert rehabilitation and extension

- ⊖ Not a long-term strategy
- ⊕ Potential short-term strategy
- ⊕ Accommodates interim (6-lane) Highway 401
- ⊖ Does not accommodate ultimate (8-lane) Highway 401
- ⊖ Culverts can be very long in high fill locations

Culvert rehabilitation and retaining walls

- ⊖ Not a long-term strategy
- ⊕ Potential short-term strategy
- ⊕ Accommodates interim (6-lane) Highway 401
- ⊖ Does not accommodate ultimate (8-lane) Highway 401
- ⊖ Requires retaining walls



* Shelter Valley Creek Culvert is shown on Display 13



Danforth Road Bridge improvement alternatives

— New roadway
- - - Property required
- - - Limit of MTO right-of-way

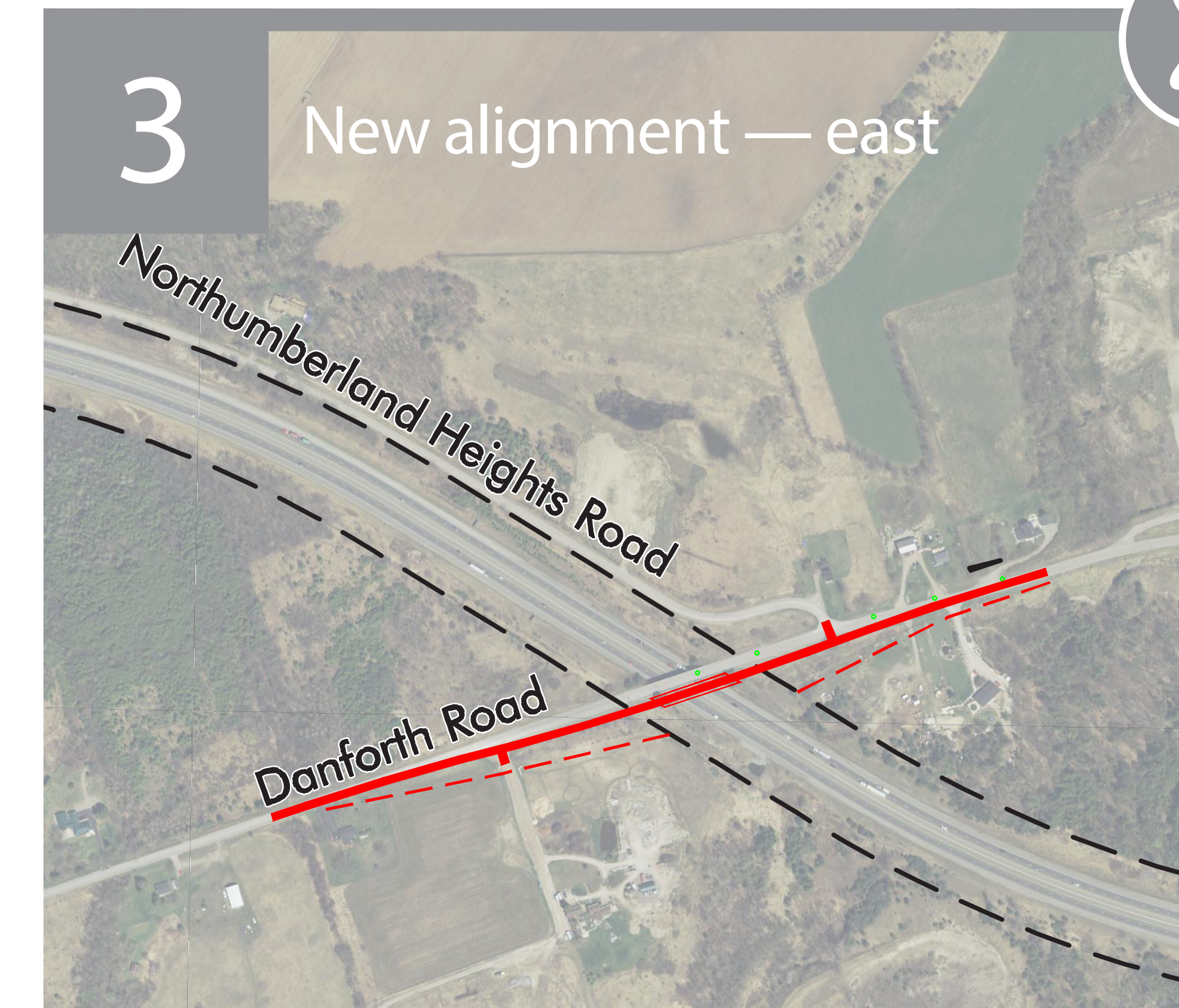
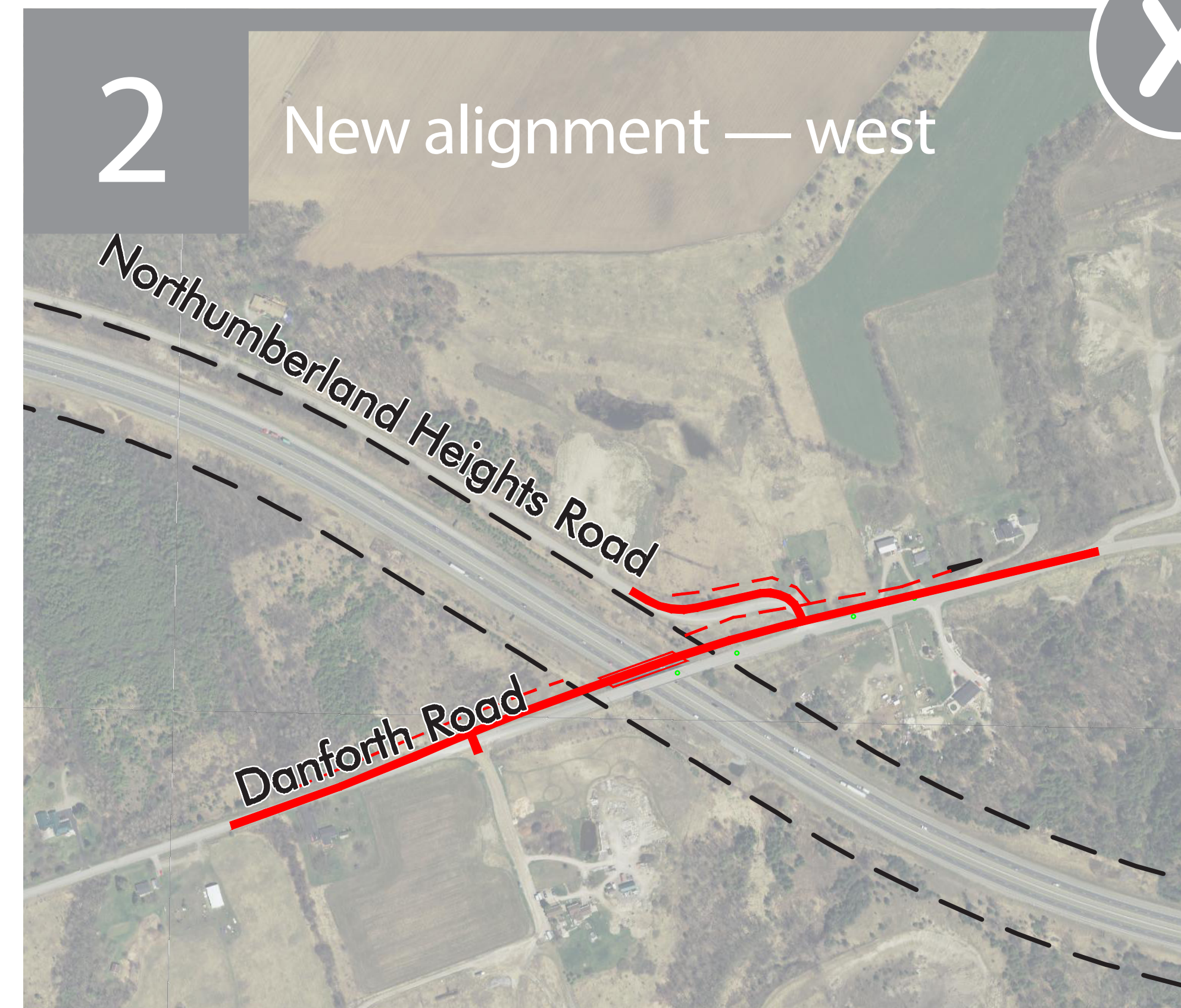
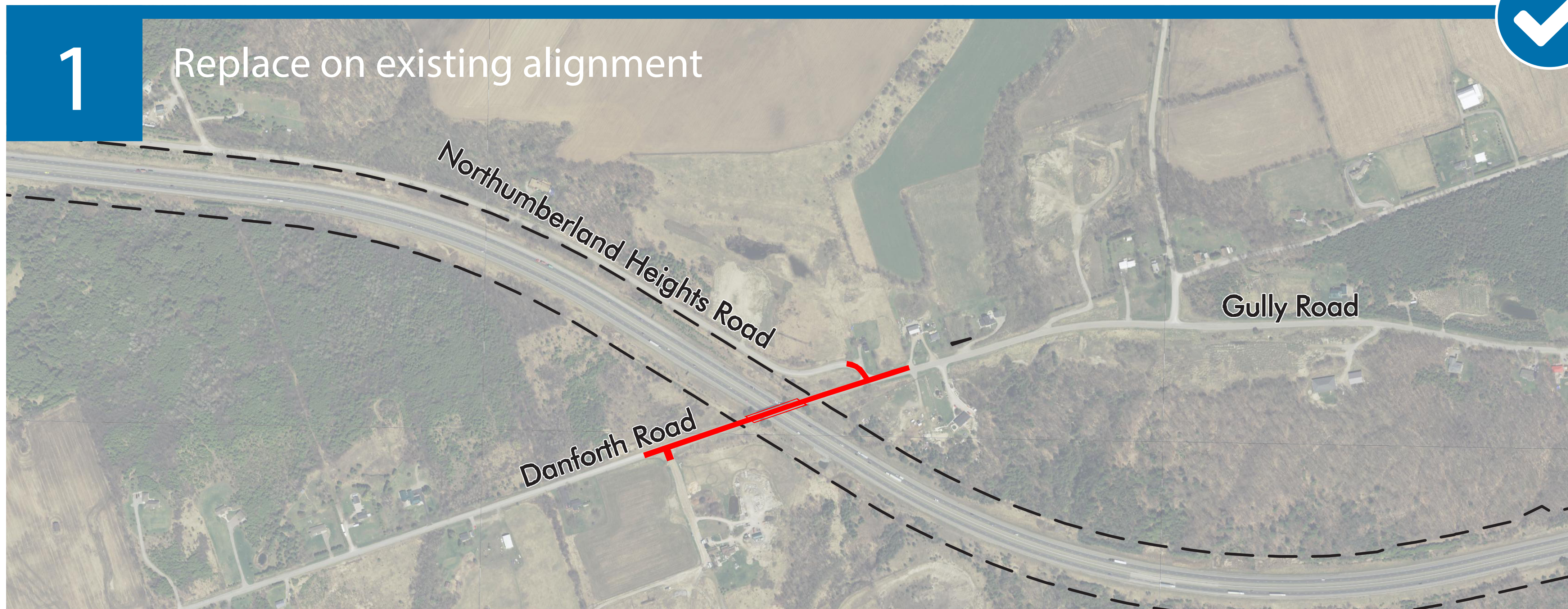


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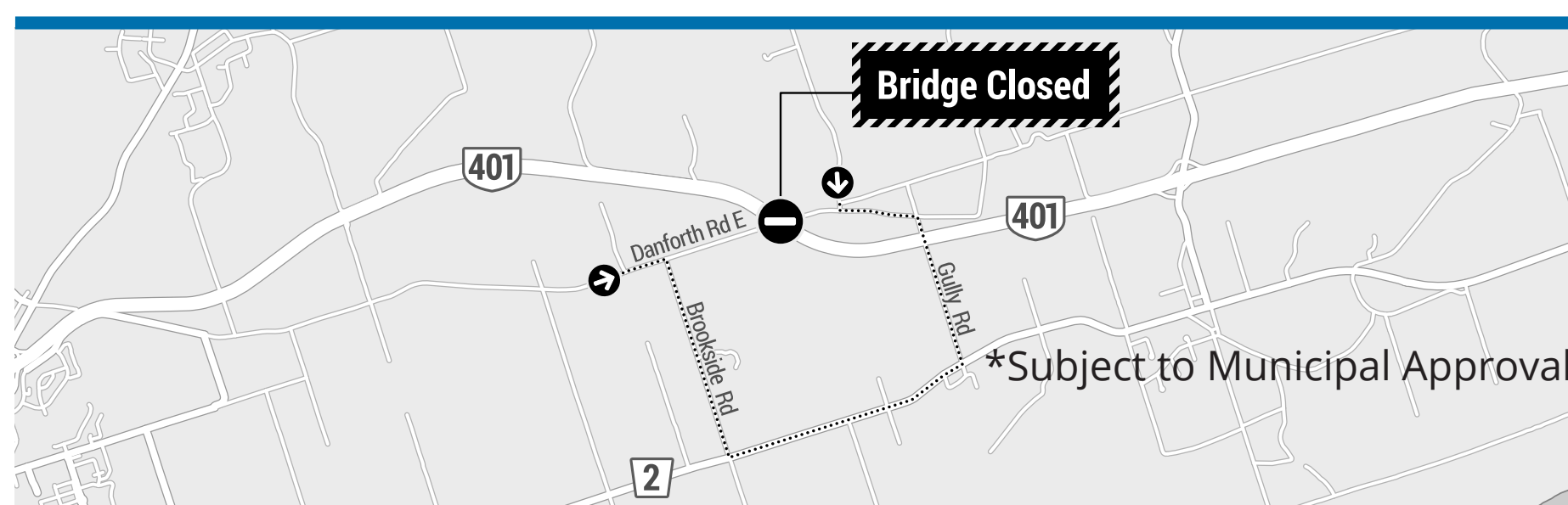


A range of reasonable alternatives for replacing this bridge have been developed. A preliminary screening has been carried out to identify the alternatives that should be carried forward for further consideration.

- carried-forward ✓
- screened-out ✗



Bridge closed with detour



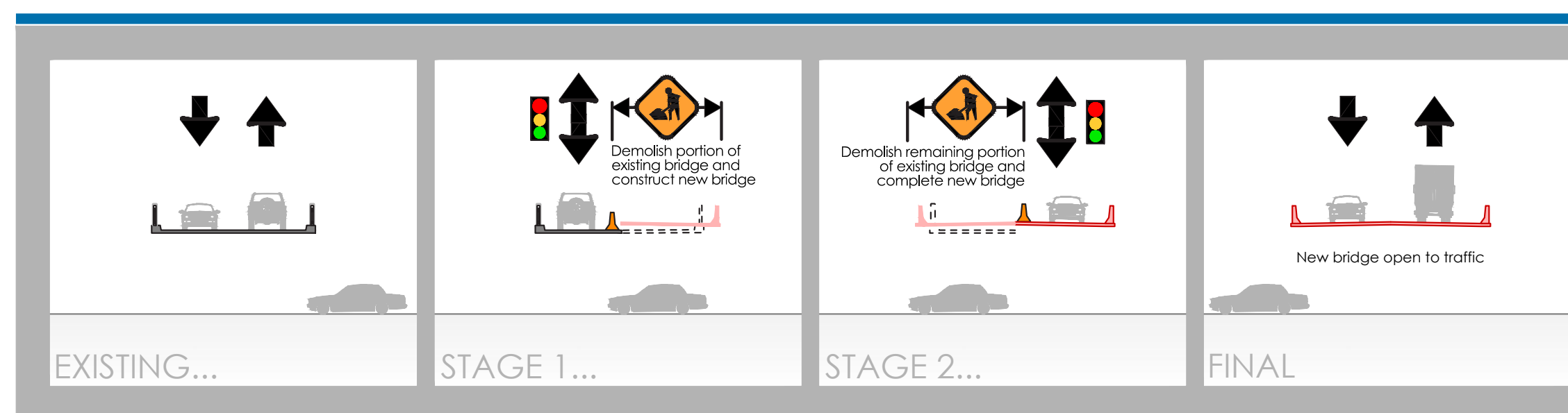
Advantages

- Retains existing alignment of Danforth Road
- No property required
- Fewer utility impacts compared to Alternatives 2 and 3
- Faster method of construction when compared to staged construction with single lane open on crossing road
- Lower construction staging cost when compared to keeping bridge open during construction

Disadvantages

- Introduces up to 8.3 km of out-of-way travel for traffic for the detour

Bridge open with single lane



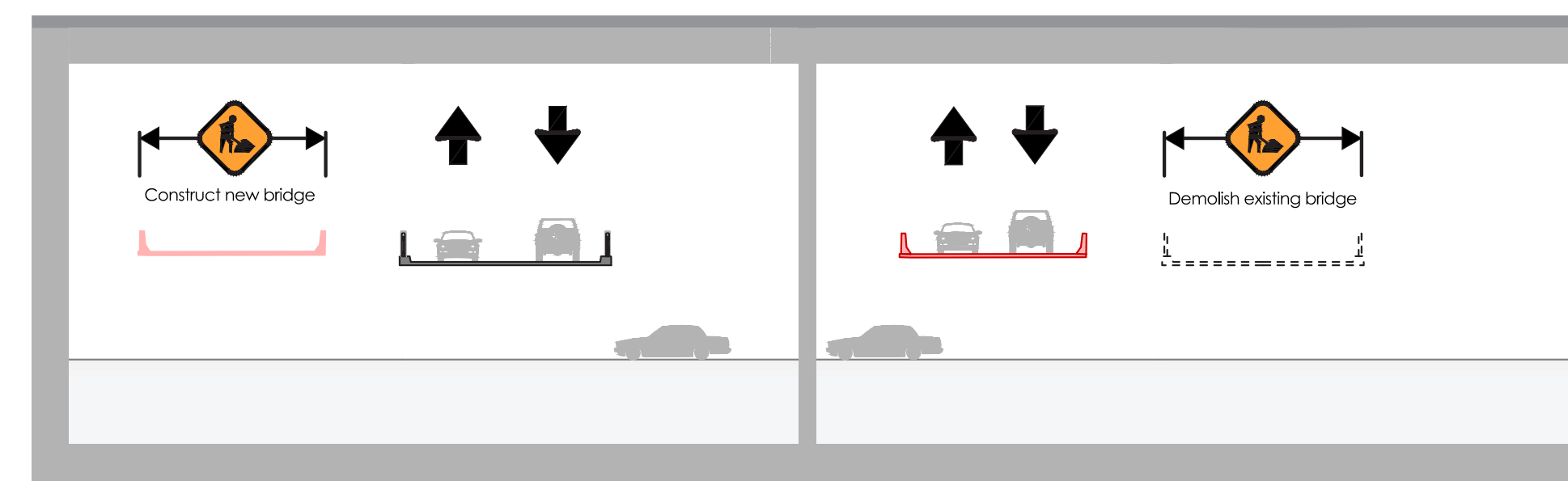
Advantages

- Retains existing alignment of Danforth Road
- No property required
- Fewer utility impacts compared to Alternatives 2 and 3

Disadvantages

- Minor delays to traffic
- Longer construction schedule when compared to closing the crossing road
- Higher construction staging cost when compared to closing the crossing road

Bridge open with two lanes



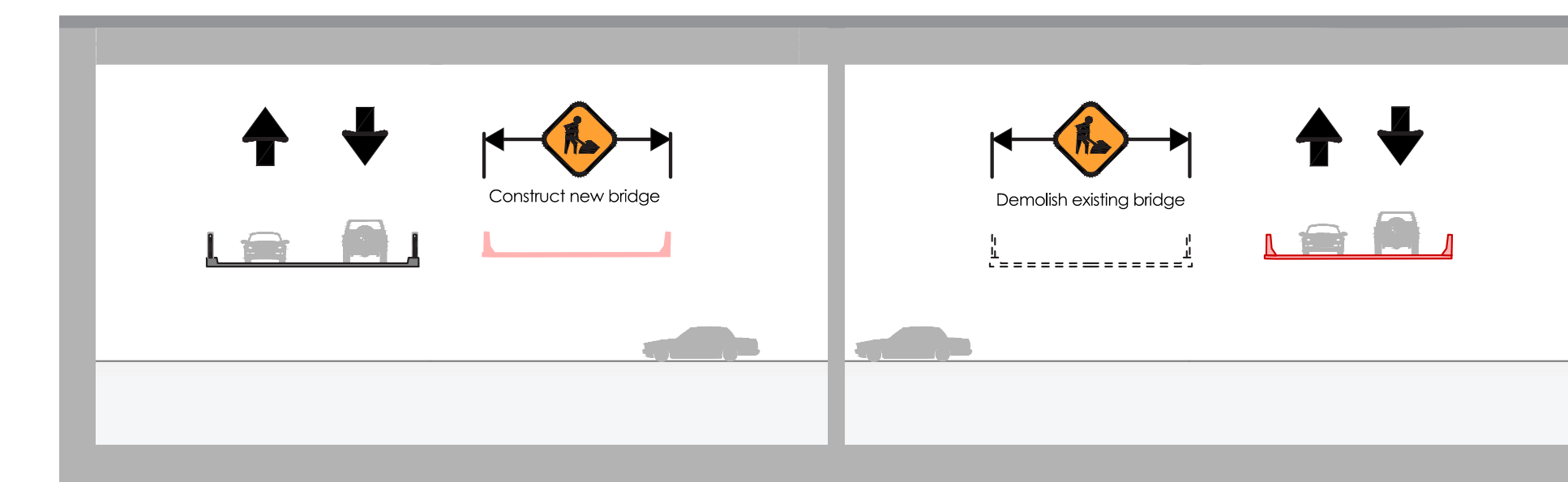
Advantages

- No delays to traffic
- Similar construction schedule as closing crossing road
- Similar construction staging cost as closing the crossing road

Disadvantages

- Requires alignment shift on Danforth Road
- Requires property
- Impacts utilities
- Requires realignment of Northumberland Heights Road
- Significantly higher cost when compared to replacing on existing alignment

Bridge open with two lanes



Advantages

- No delays to traffic
- Similar construction schedule as closing crossing road
- Similar construction staging cost as closing the crossing road

Disadvantages

- Requires alignment shift on Danforth Road
- Requires property
- Impacts utilities
- Requires improvements at Northumberland Heights Road
- Significantly higher cost when compared to replacing on existing alignment

Do nothing

Disadvantages

- Does not accommodate short-term or long-term structure needs

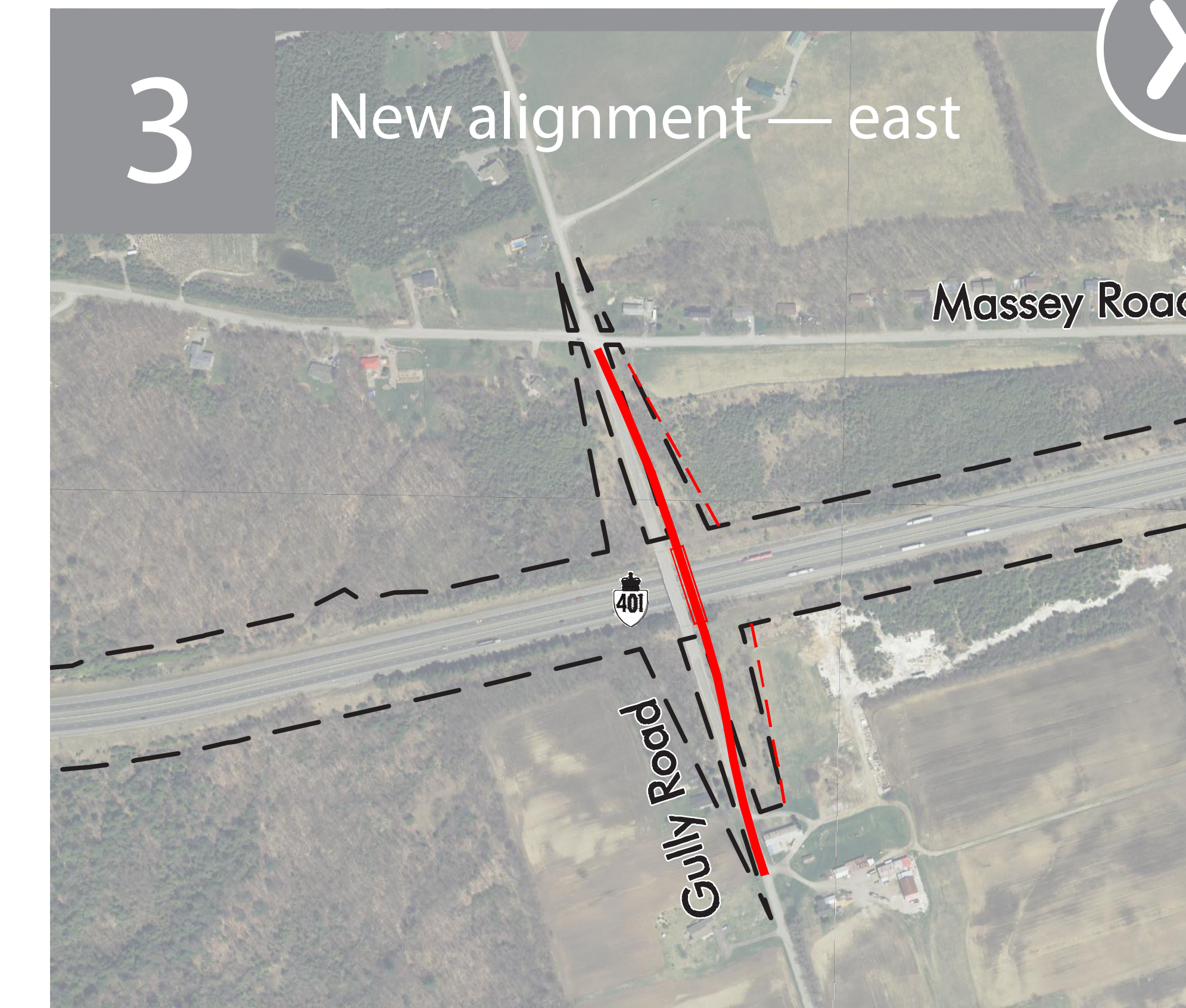
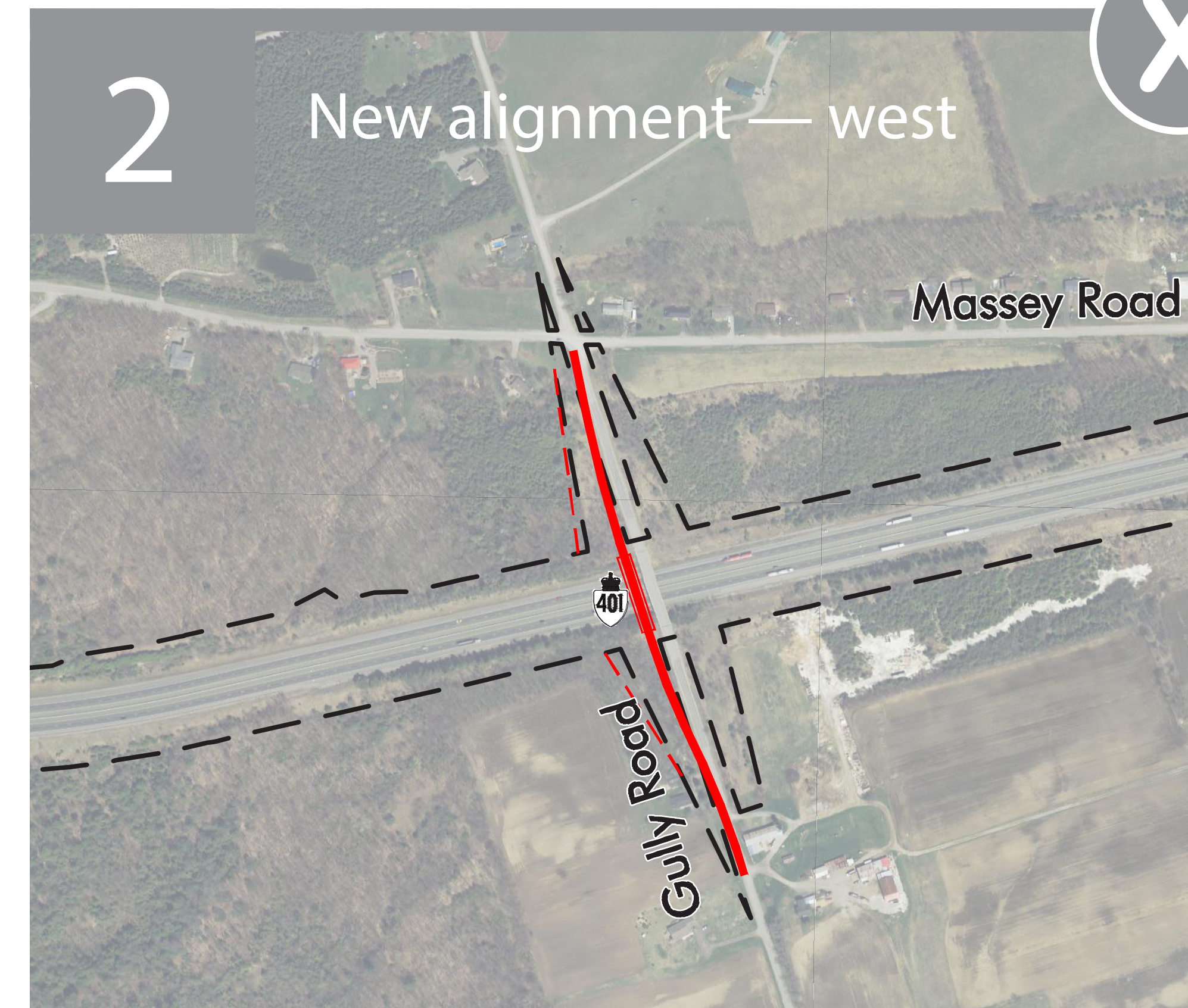
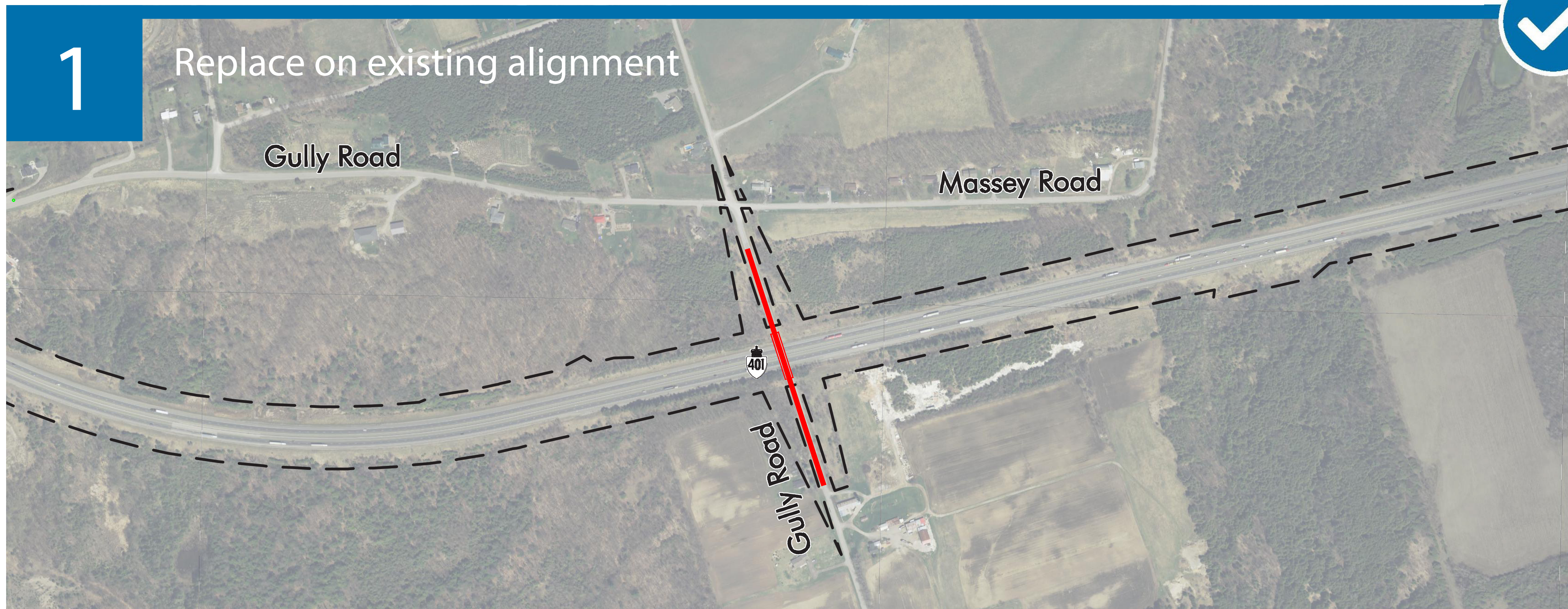


Gully Road

Bridge improvement alternatives

— New roadway
- - - Property required
- - - Limit of MTO right-of-way


 500 m
 1:4000



i A range of reasonable alternatives for replacing this bridge have been developed. A preliminary screening has been carried out to identify the alternatives that should be carried forward for further consideration.

carried-forward
 screened-out

Bridge closed with detour



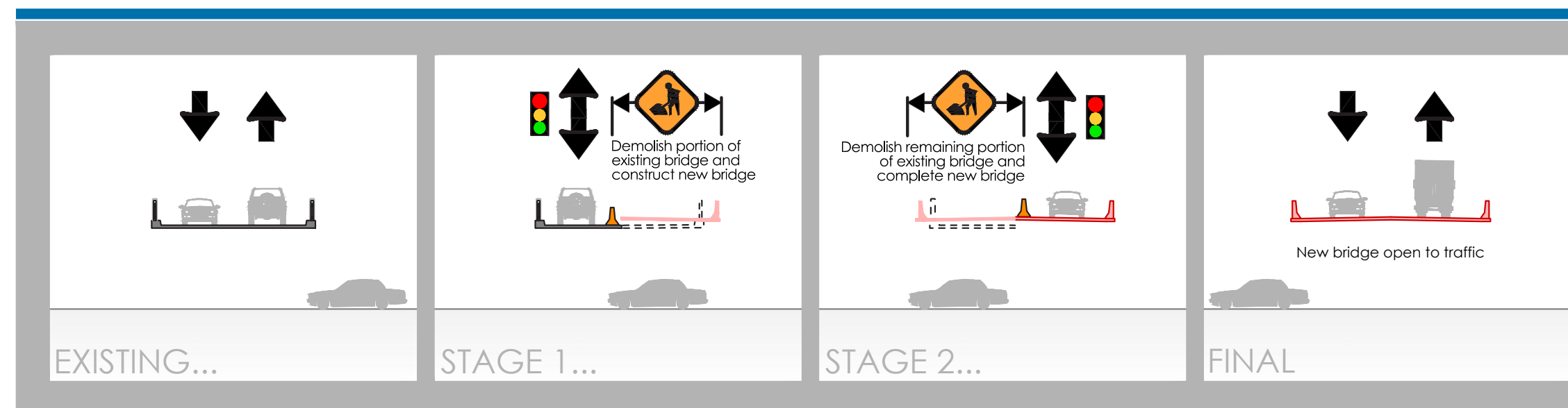
Advantages

- Retains existing alignment of Gully Road
- No property required
- Fewer utility impacts compared to Alternatives 2 and 3
- Faster method of construction when compared to staged construction with single-lane traffic open on crossing road
- Lower construction staging cost when compared to keeping the bridge open during construction

Disadvantages

- Introduces up to 8.3 km of out-of-way travel for traffic for the detour

Bridge open with single lane



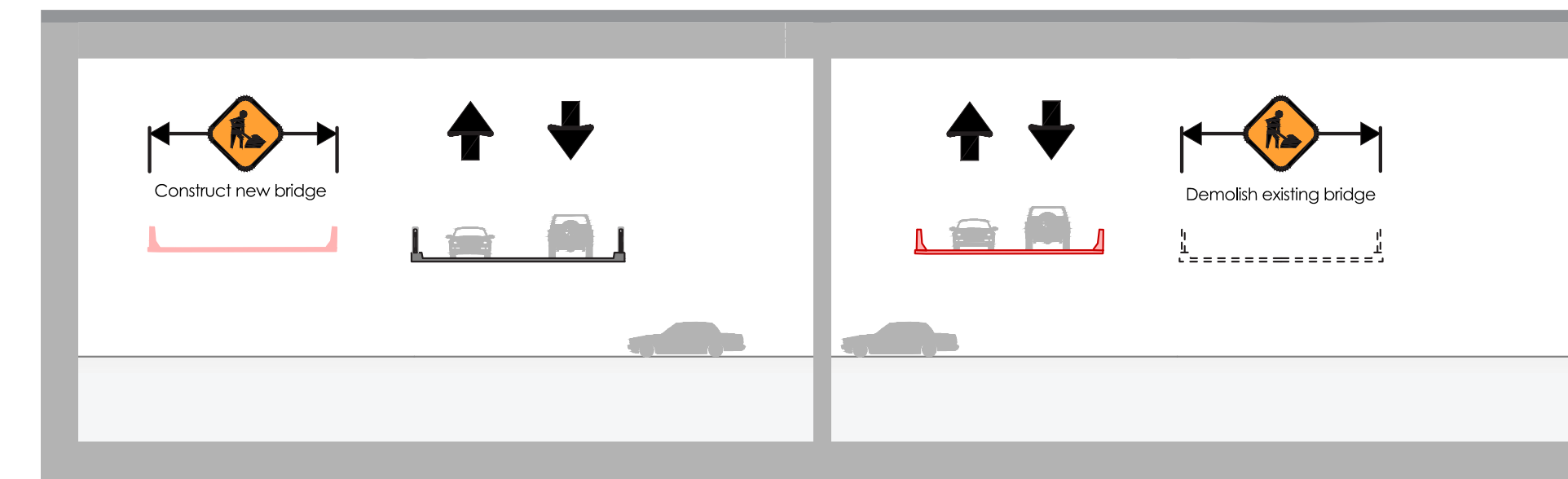
Advantages

- Retains existing alignment of Gully Road
- No property required
- Fewer utility impacts compared to Alternatives 2 and 3

Disadvantages

- Minor delays to traffic
- Longer construction schedule when compared to closing the crossing road
- Higher construction staging cost when compared to closing the crossing road

Bridge open with two lanes



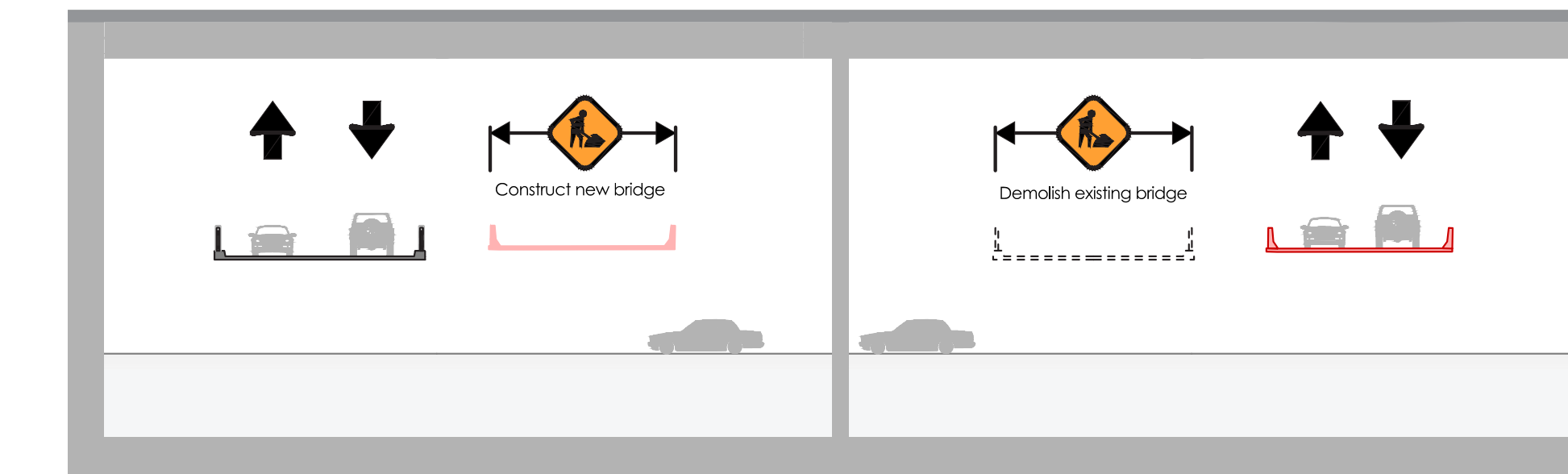
Advantages

- No delays to traffic
- Similar construction schedule as closing crossing road
- Similar construction staging cost as closing the crossing road

Disadvantages

- Requires alignment shift on Gully Road
- Requires property
- Impacts utilities
- Significantly higher cost when compared to replacing on existing alignment

Bridge open with two lanes



Advantages

- No delays to traffic
- Similar construction schedule as closing crossing road
- Similar construction staging cost as closing the crossing road

Disadvantages

- Requires alignment shift on Gully Road
- Requires property
- Impacts utilities
- Significantly higher cost when compared to replacing on existing alignment

Do nothing

Disadvantages

- Does not accommodate short-term or long-term structure needs



Lyle Street Interchange alternatives

1 Diamond



Advantages

- Requires less property than Parclo interchanges
- Lower construction cost when compared to a Parclo interchange
- Does not impact Cranberry Lake Provincially Significant Wetland

Disadvantages

- Lower traffic capacity than a Parclo interchange
- Potential for "wrong-way" movements from side road to exit ramps
- Increased traffic conflicts at ramp intersections with Lyle Street
- Impacts an existing utility building in the southeast quadrant of the interchange
- Requires relocation of existing carpool lot

2 Parclo A4



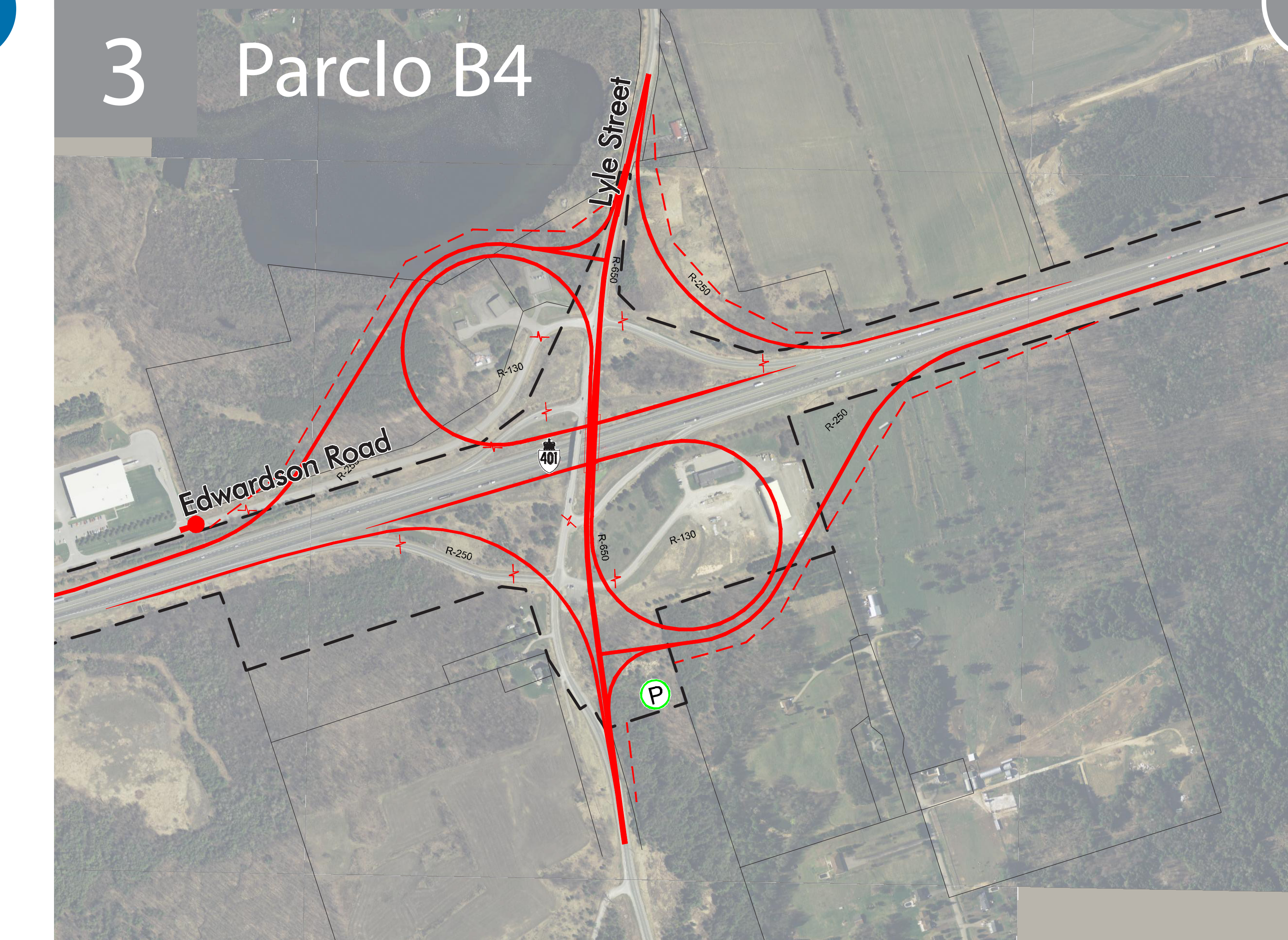
Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to other interchange alternatives
- Interchange is a standard configuration with inherent safety features (i.e. minimal conflicts)
- Does not impact Cranberry Lake Provincially Significant Wetland

Disadvantages

- Higher construction costs when compared to a Diamond interchange
- Requires more property than a Diamond interchange
- Impacts an existing utility building in the southeast quadrant of the interchange
- Impacts an existing hydro substation in the northeast quadrant of the interchange
- Requires relocation of existing carpool lot

3 Parclo B4



Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchange

Disadvantages

- Requires more property than other interchange alternatives
- Loop ramp exits on freeways are less desirable than direct ramps
- Impacts MTO Patrol Yard, and Fire and Rescue Station
- Typically higher construction costs than other interchange alternatives

Alternative 3 is screened-out from further consideration because it has significant property impacts in the NW and SE quadrants, and it is less desirable to have exit loop ramps on Highway 401

- Impacts an existing utility building in the southeast quadrant of the interchange
- Impacts an existing hydro substation in the northwest quadrant on the interchange
- Impacts Cranberry Lake Provincially Significant Wetland
- Requires relocation of existing carpool lot

4 Parclo A2



Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchange
- Interchange is a standard configuration with inherent safety features (i.e. minimal conflicts)
- Can be expanded to a Parclo A4 configuration in the future, if required
- Minimizes property impacts in the northwest and southeast quadrants of the interchange
- Does not impact Cranberry Lake Provincially Significant Wetland

Disadvantages

- Requires more property than a Diamond interchange
- Higher construction costs when compared to a Diamond interchange
- Lower traffic capacity and safety when compared to a Parclo A4 or B4 interchange
- Impacts an existing utility building in the southeast quadrant of the interchange
- Requires relocation of existing carpool lot

- New roadway
- - - Property required
- - - Limit of MTO right-of-way
- (P) Potential carpool lot location



Bridge replacement alternatives

A range of reasonable alternatives for replacing the existing bridge have been developed. A preliminary screening has been carried out to identify the preferred bridge replacement option.

- X Do nothing
- X Does not address structural replacement needs.

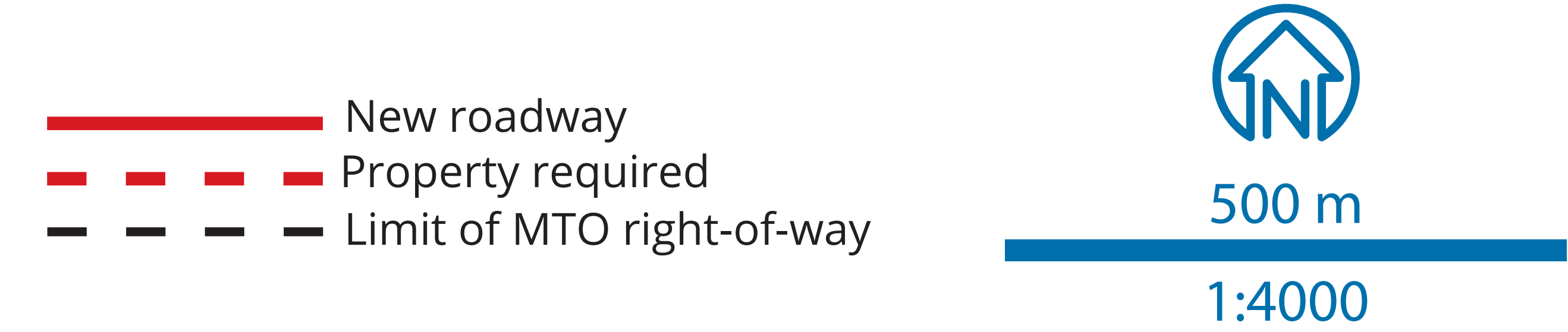
- ✓ **New alignment - east**
- Replacement on a new alignment to the east was selected as the preferred option because it minimizes property impacts and the new bridge can be constructed with minimal impacts to traffic. It also improves the alignment of Lyle Street.

- X **Existing alignment**
- Replacement on the existing alignment was screened out because replacement of the bridge would require the closure of the crossing road or significant impacts to traffic. There is no opportunity for improving the alignment of Lyle Street.

- X **New alignment - west**
- Replacement on a new alignment to the west was screened out because it has more significant utility and property impacts than a new alignment to the east. It also results in an undesirable alignment of Lyle Street.

S

Shelter Valley Road & Creek Improvement alternatives

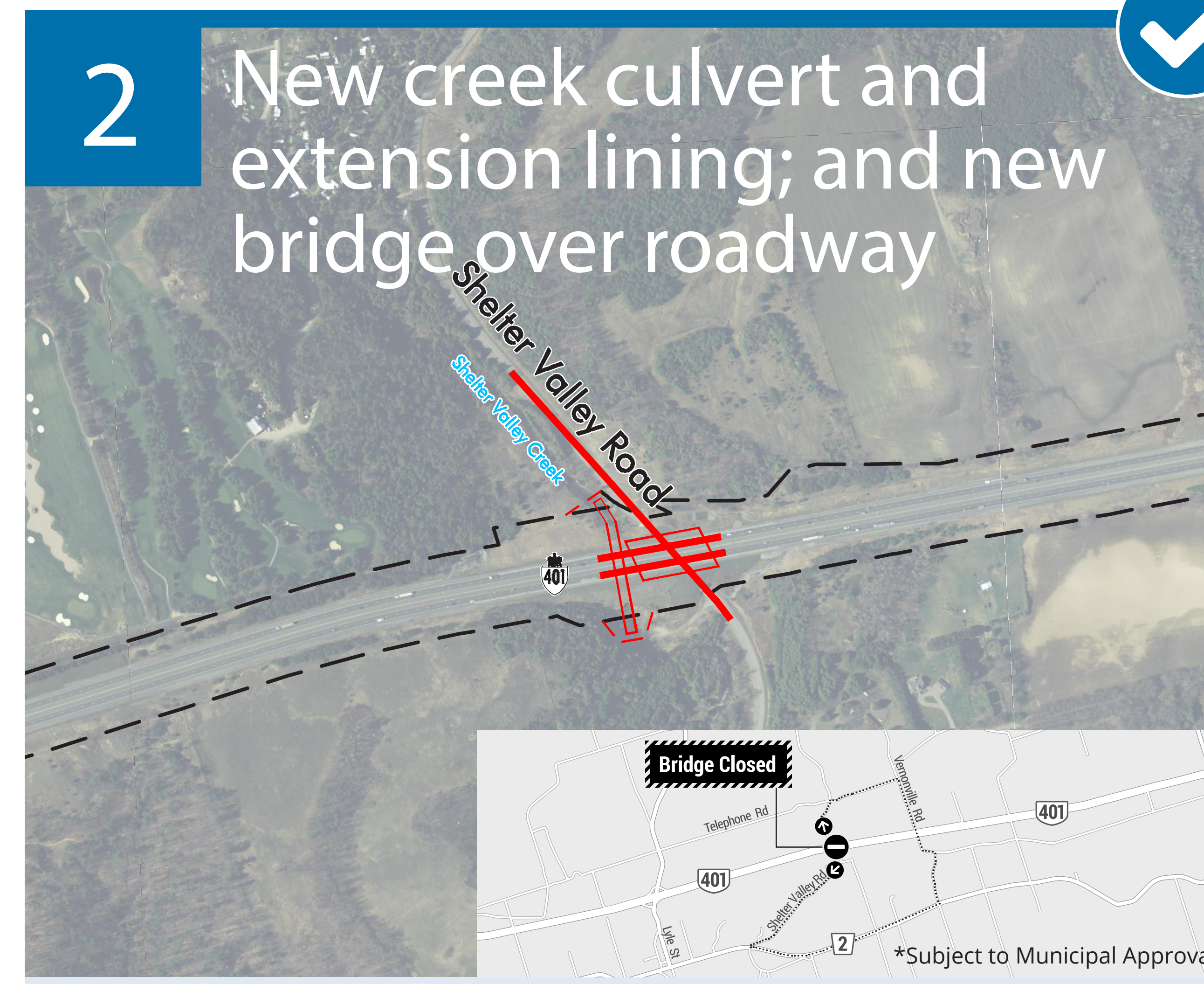


Advantages

- Minimizes impacts to Shelter Valley Creek when compared to Alternatives 2 and 3
- No property required
- Minimizes impacts to Shelter Valley Road when compared to Alternatives 2 and 3
- Lower construction cost when compared to Alternative 3

Disadvantages

- Requires extensive excavation
- Higher construction cost when compared to Alternative 2



Advantages

- Lower construction cost when compared to Alternative 1 and Alternative 3

Disadvantages

- Requires property
- Culvert lining will permanently impact potential fish habitat in Shelter Valley Creek
- Requires grade raise to Shelter Valley Road
- Increases the flood water elevation
- Shorter service life of creek culvert since it is only being lined and not replaced
- Significant impacts to Shelter Valley Creek during construction
- Difficult to construct while maintaining creek flow



Advantages

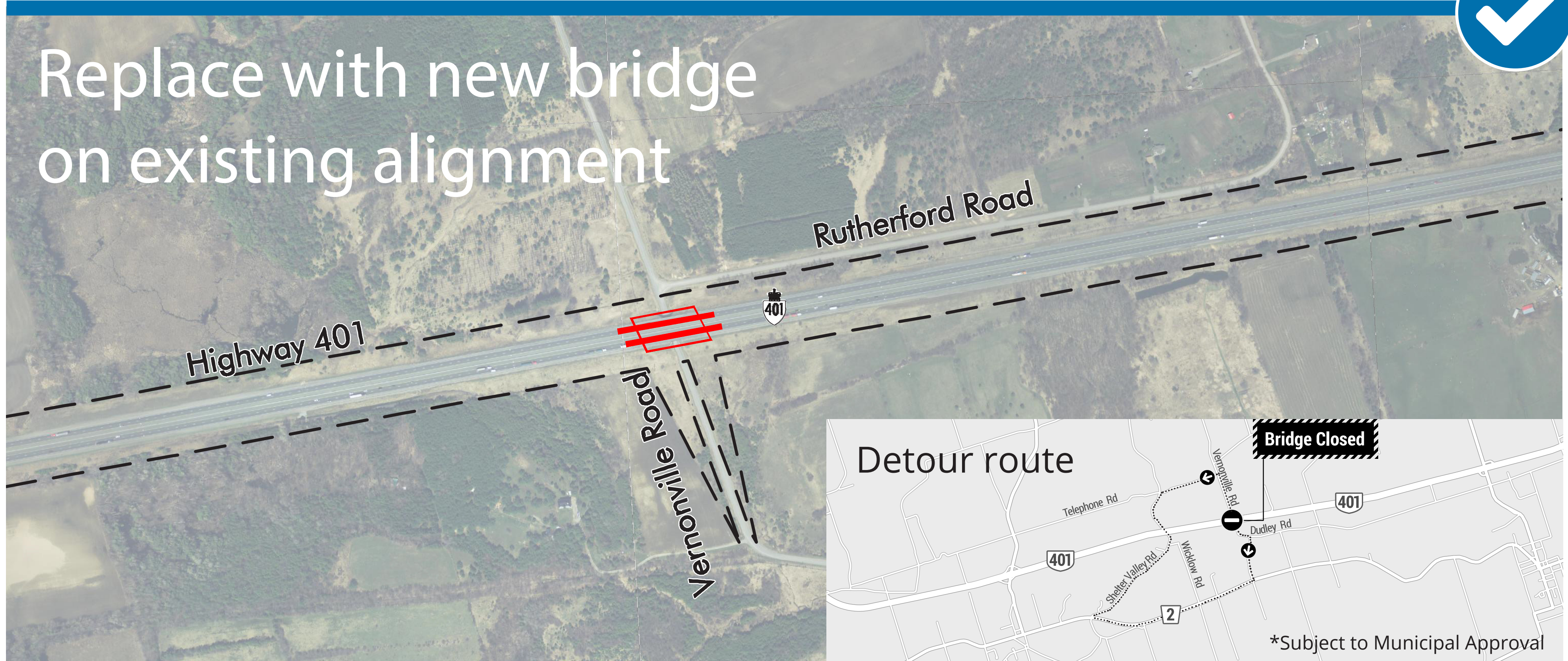
- Minimizes impacts to Shelter Valley Road

Disadvantages

- Requires property
- Requires realignment of Shelter Valley Creek, which may temporarily impact potential fish habitat
- Higher construction cost when compared to Alternative 1 and Alternative 2
- Requires retaining walls at Shelter Valley Road

V

Vernonville Road Bridge improvement alternatives



Crossing road closed with detour

Advantages

- Lower construction cost when compared to keeping the crossing road open
- Shorter construction duration because crossing road is closed to traffic

Disadvantages

- Introduces up to 10.8 km of out-of-way travel for traffic for the detour

Keep crossing road open

Advantages

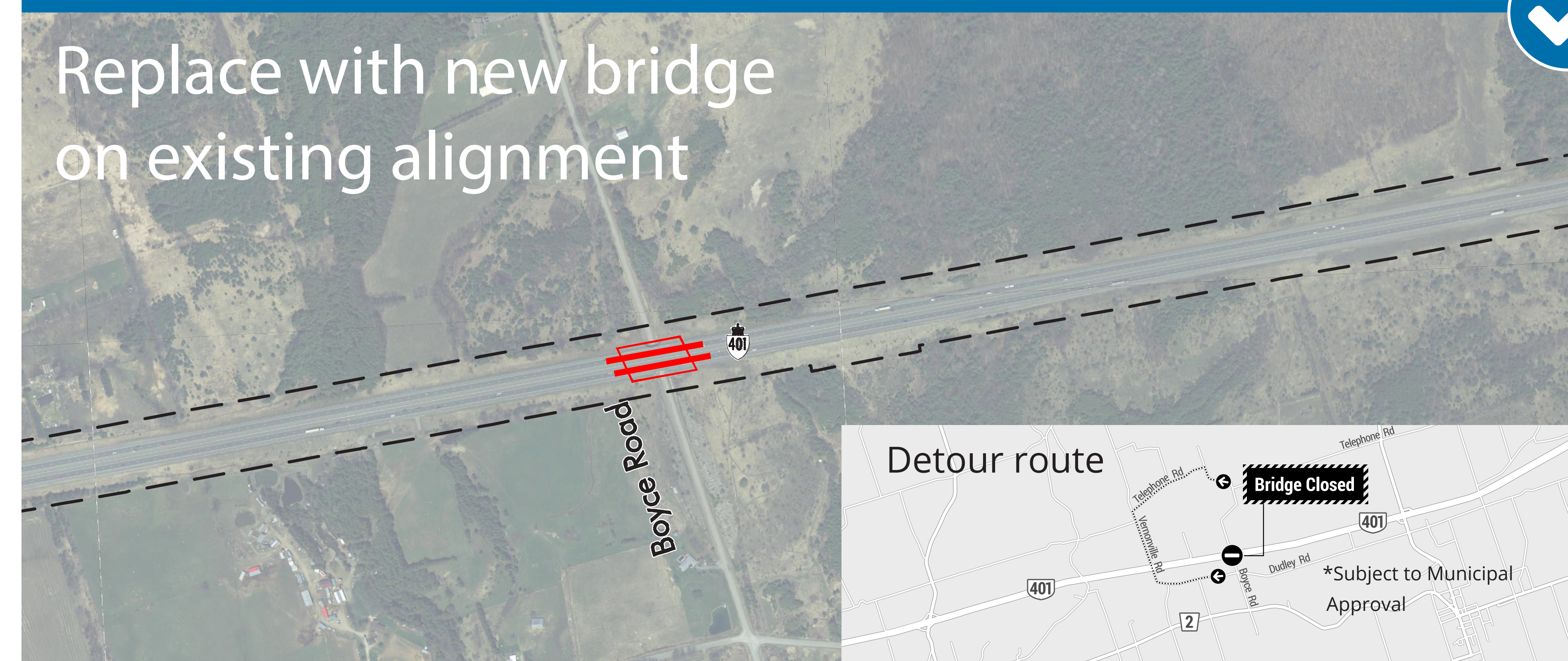
- No out-of-way travel

Disadvantages

- Higher construction cost when compared to closing the road
- Longer construction duration because crossing road is open
- Requires reduced lane widths and lane shifts on Vernonville Road during construction
- Minor delays to traffic during construction

B

Boyce Road Bridge improvement alternatives



Crossing road closed with detour

Advantages

- Lower construction cost when compared to keeping the crossing road open
- Shorter construction duration because crossing road is closed to traffic

Disadvantages

- Introduces up to 7.8 km of out-of-way travel for traffic for the detour

Keep crossing road open

Advantages

- No out-of-way travel

Disadvantages

- Higher construction cost when compared to closing the road
- Longer construction duration because crossing road is open
- Requires reduced lane widths and lane shifts on Boyce Road during construction
- Minor delays to traffic during construction

- New roadway
- - - Property required
- - - Limit of MTO right-of-way

Do nothing

Disadvantages

- Does not accommodate short-term or long-term structure needs

P

Percy Street Interchange alternatives



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1 Diamond



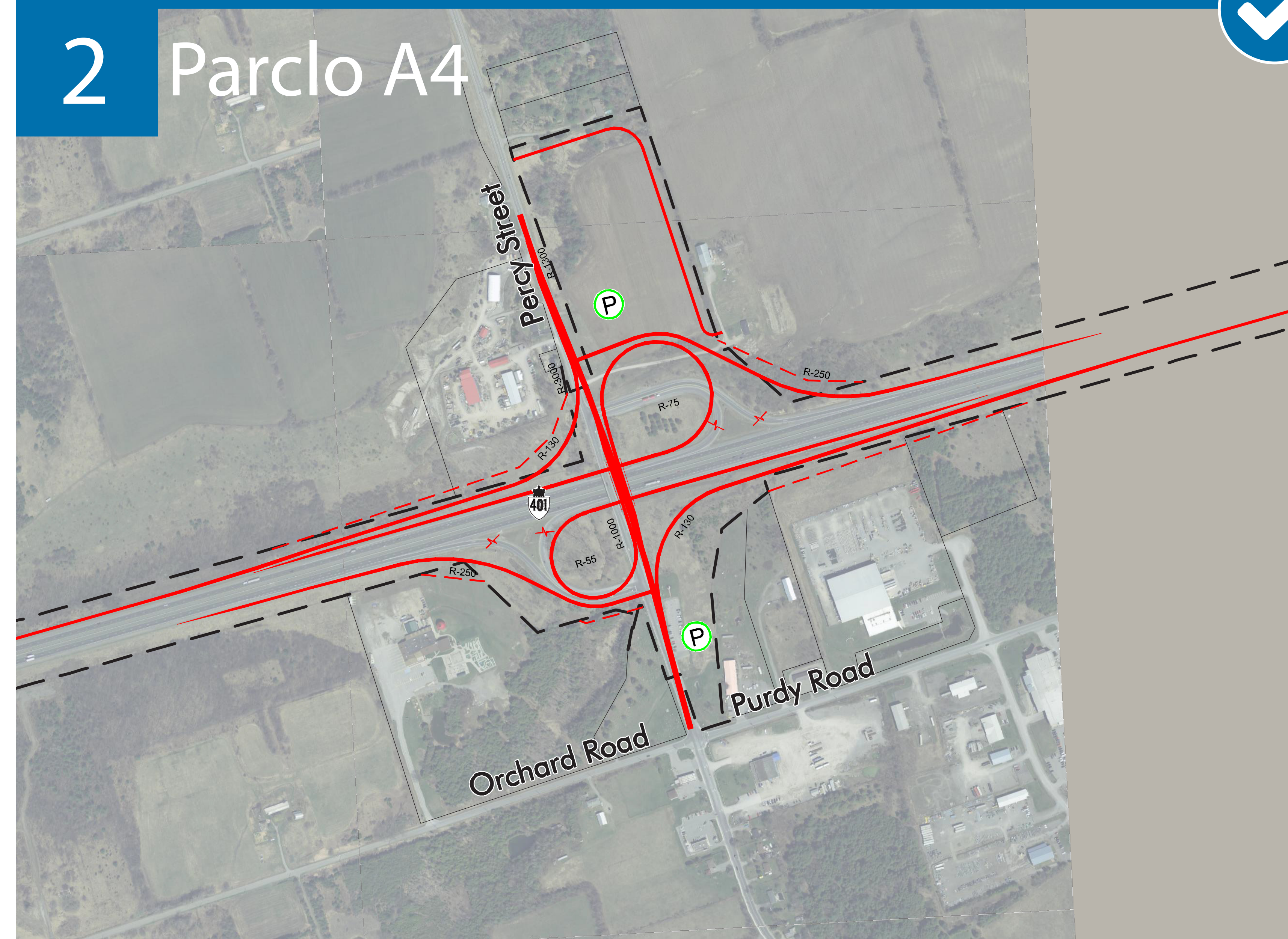
Advantages

- Requires less property than Parclo interchanges
- Lower construction cost when compared to Parclo interchanges

Disadvantages

- Lower traffic capacity than a Parclo interchange
- Potential for “wrong-way” movements from side road to exit ramps
- Increased traffic conflicts at ramp intersections with Percy Street
- Requires relocation of existing carpool lot

2 Parclo A4



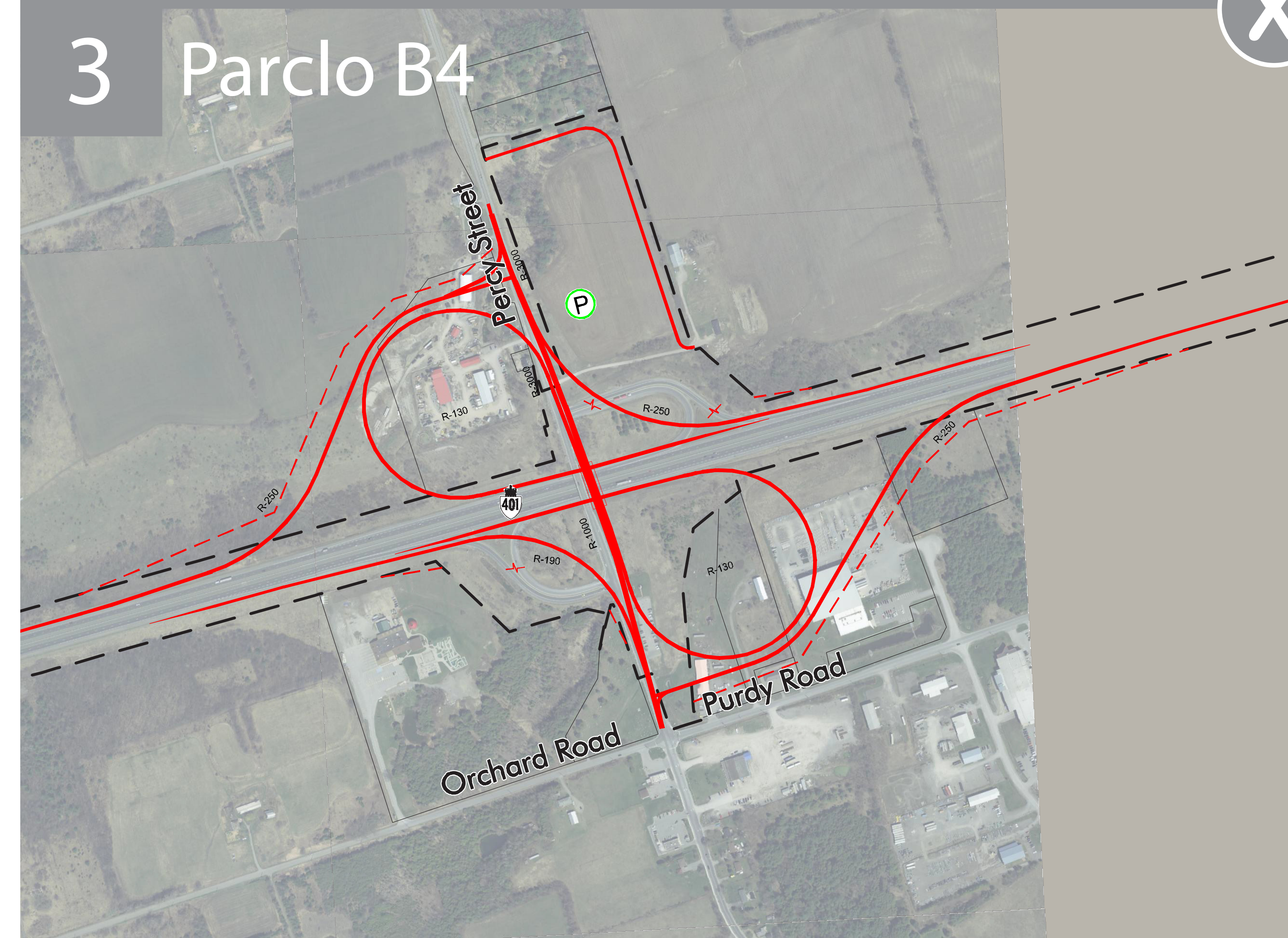
Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to other interchange alternatives
- Interchange is a standard configuration with inherent safety features (i.e. minimal conflicts)

Disadvantages

- Higher construction costs when compared to a Diamond interchange
- Requires more property than a Diamond interchange
- Requires relocation of existing carpool lot

3 Parclo B4



Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchange

Disadvantages

- Requires more property than other interchange alternatives
- Loop ramp exits on freeways are less desirable than direct ramps
- Significant impacts to commercial properties
- Typically higher construction costs than other interchange alternatives
- Requires relocation of existing carpool lot

Alternative 3 is screened-out from further consideration because it has significant property impacts in the NW and SE quadrants, and it is less desirable to have exit loop ramps on Highway 401

4 Parclo A2



Advantages

- Higher traffic capacity and minimal traffic conflicts when compared to a Diamond interchange
- Interchange is a standard configuration with inherent safety features (i.e. minimal conflicts)
- Can be expanded to a Parclo A4 in the future, if required

Disadvantages

- Requires more property than a Diamond interchange
- Higher construction costs when compared to a Diamond interchange
- Lower traffic capacity and safety when compared to a Parclo A4 or B4 interchange
- Requires relocation of existing carpool lot

Bridge replacement alternatives

A range of reasonable alternatives for replacing the existing bridge have been developed. A preliminary screening has been carried out to identify the preferred bridge replacement option.

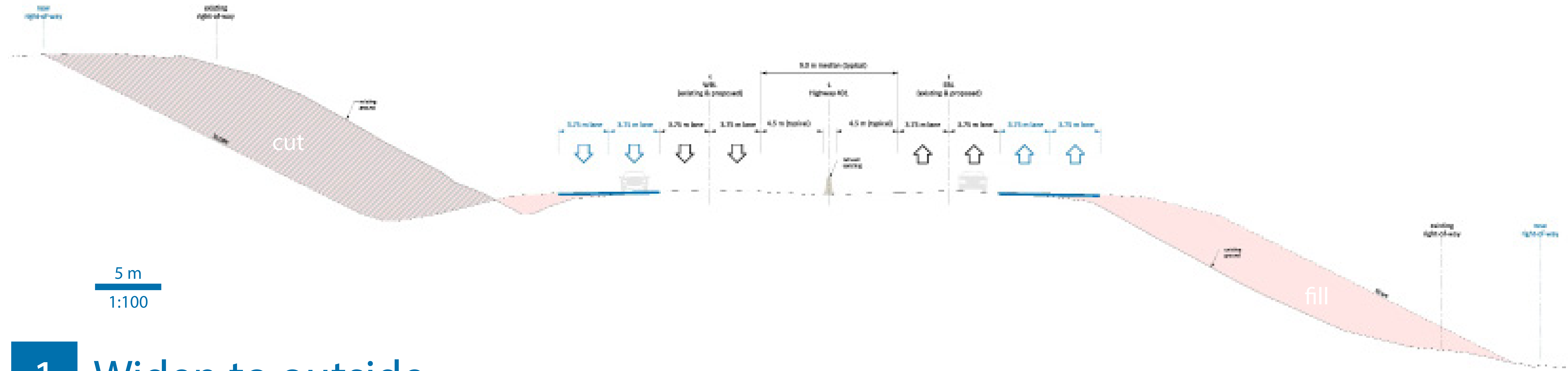
- X **Do nothing**
Does not address structural replacement needs.

- ✓ **New alignment - east**
Replacement on a new alignment to the east was selected as the preferred option because it minimizes property, utility, and cemetery impacts, and the new bridge can be constructed with minimal impacts to traffic.

- X **Existing alignment**
Replacement on the existing alignment was screened out because replacement of the bridge would require closure of the crossing road or significant impacts to traffic.

- X **New alignment - west**
Replacement on a new alignment to the west was screened out because it impacts property, utilities and the cemetery.

Highway 401 Alternatives



1 Widen to outside

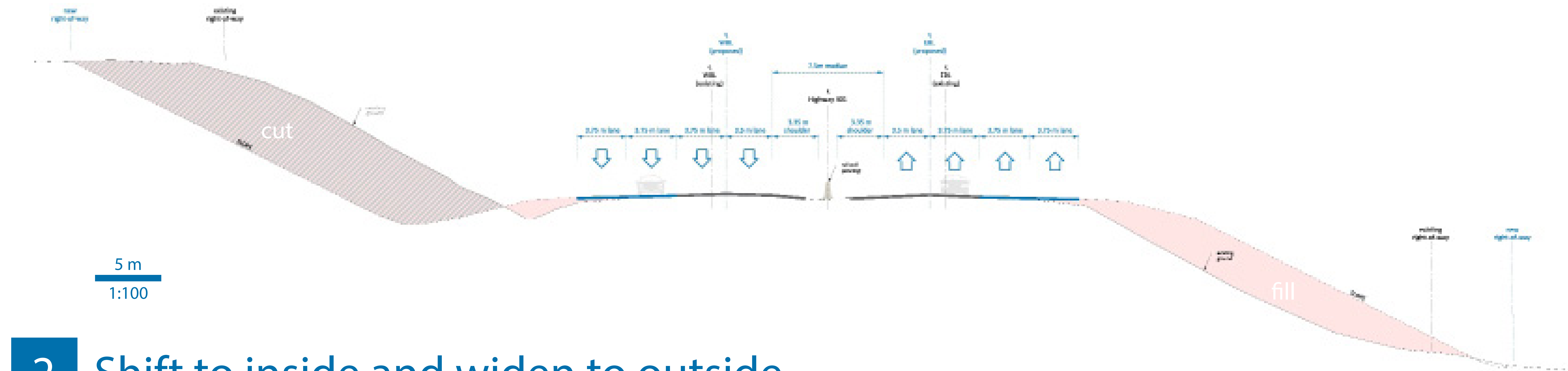
Maintain the existing cross-section, and widen to the outside

Advantages

- Lower cost when compared to Alternative 2
- Minimizes impacts to traffic during construction
- Consistent with highway cross-section to the west

Disadvantages

- Impacts more properties when compared to Alternative 2



2 Shift to inside and widen to outside

Shift lanes towards median to provide a standard shoulder width, and reconstruct to the outside

Advantages

- Impacts less property when compared to Alternative 1

Disadvantages

- Requires extensive traffic staging
- Higher cost when compared to Alternative 1

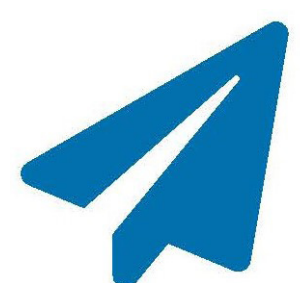
Thank you for attending

Your input is important

3 ways to provide your comments:



Fill out a comment sheet and place it in the box



Email comments@highway401cobourgcoborne.ca



Or, mail your comments to:

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We would appreciate receiving your comments by
October 18, 2019



Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to satisfy the requirements of the Ontario Environmental Assessment Act, and in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.