

APPENDIX

C

COMMENTS
RECEIVED

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
Notice of Study Commencement						
Ontario Government Notices: November 8 and 9, 2017						
Letter mail-outs: Local Elected Representatives: November 6, 2017; Indigenous Communities, External Agencies, Interest Groups & General Public: April 6, 2018; Impacted Property Owners: April 12, 2018						
Indigenous Communities						
No comment received during study commencement						
Local Elected Representatives						
No comment received during study commencement						
External Agencies / Interest Groups						
Ex-1	November 8, 2017 / Email	Gord Young / Lakefield Heritage	<p>You can tell that I am old enough to remember when this overpass went in and it really, really amazed me that the then "Dept. of Highways" were re-routing Hwy 7 to build that very same overpass.</p> <p>There hadn't been any train going south of Lindsay for I can't now remember. It sure seemed a frightful waste of money.</p> <p>It did then, it still does now, and, every time we go to Little Britain on family visits. In any event. The purpose of this note is to ask if you could give some consideration to having a plaque placed at the culvert?</p> <p>This was the Georgian Bay and Seaboard Railway.....which was "backdoor owned" by the C. P. R. Why C.P.R. kept this mask is not at all known, but, it was not the first time they did, and, certainly, no more than two years later, finding they had made a major mistake, built another rail line in 1914. That line is variously known as the "Tichbourne Detour"it runs south of Glen Tay down to the CPR "lakeshore tracks". So. The plaque could read....</p> <p>The Georgian Bay and Seaboard Railway Built from Port McNicoll in 1910 to Dranoel Junction [named for James Leonard, his name spelled backwards, who proposed the rail line] just south of Bethany and opened for traffic in 1912, the railway was almost immediately found to be failure. Despite high promise, the early first wartime traffic could not be sustained by serious track conditions east of Havelock, which C.P. R. had not addressed.</p> <p>This line was formally abandoned in 1937 and the right-of-way declared surplus by 1940. Le chemin de fer de la baie Georgienne et du littoral Construit de Port McNicoll en 1910 à Dranoel Junction [nommé pour</p>	<ul style="list-style-type: none"> Inquired if a plaque could be placed at the replacement culvert for the former CPR overpass. Provided wording that could be incorporated into the plaque. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the November 2017 Notice of Study Commencement, including the replacement of the bridge over the former CPR corridor, will be addressed under a separate Detail Design and Class Environmental Assessment study to be undertaken at a future date.</p> <p>We would like to thank you very much for sharing this historical knowledge about the Highway 7 bridge over the former CPR corridor. We have noted your interest in integrating a heritage plaque as part of the replacement of the bridge at a future date.</p> <p>We encourage your continued participation in this current study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	Response sent via email on February 11, 2021

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			<p>James Leonard, son nom épilé à l'envers, qui a proposé la ligne de chemin de fer] juste au sud de Bethany et ouvert à la circulation en 1912, le chemin de fera été presque immédiatement constaté comme un échec.</p> <p>En dépit d'une grande promesse, le premier trafic en temps de guerre pourrait pas être soutenu par des conditions de piste sérieuses à l'est de Havelock, dont C.P. R. n'avait pas répondu.Cette ligne a été officiellement abandonnée en 1937 et le droit de passage a été déclaré excédentaire en 1940.</p> <p>The archival evidence is below, that I could not have seen any train traffic in the mid-1950's, which is why it was odd to have built that overpass, where the tracks were not being used at all.</p> <p>Thanks so much for your consideration of this note.</p> <p>"Meanwhile, with an eye to the grain traffic on the Great Lakes, the CPR sponsored the Georgian Bay & Seaboard Railway, also known as the CPR's Port McNicoll branch, to avoid the delays and the additional distance of shipping to Montreal through Toronto. This line was opened in 1912 by building from the newly deepened Victoria Harbour, creating a community known as Port McNicoll, with stations at Tay, Fesserton, Coldwater, Coldwater Junction (intersecting its newly-built Sudbury line at a point called Medonte), then veering by Uthoff and Tafton across to Orillia, passing across the Narrows to Atherley, then on to Uptergrove, and via Brechin across country to Lindsay, and thence to Bethany Junction on the CPR's Havelock line.</p> <p>The very lightly used passenger service was discontinued in 1932, and this road was abandoned from Orillia to Bethany Junction in 1937.</p> <p>https://www.railwaypages.com/simcoe-county</p>			
Ex-2	April 13, 2018 / Email	Ian Fleming, Utility Circulations / Zayo	<ul style="list-style-type: none"> • Zayo has no existing plant in the area indicated in your submission. No objections from us. • Please note that we prefer to receive submissions in digital format at Utility.Circulations@Zayo.com. 	<ul style="list-style-type: none"> • Organization has no existing plant in the study area. 	<ul style="list-style-type: none"> • Organization removed from contact list. 	No

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Ex-3	April 13, 2018 / Email and Comment Form	Martin Sadowski, Senior Engineering Technician / City of Kawartha Lakes	<p>From email: Attached is a filled-out comment form for Highway 7 Widening in Lindsay, Ontario.</p> <p>I will be the primary contact for City of Kawartha Lakes for this project. The City would like to be invited to any public meeting that may be held and we want to be kept in the loop during the design phase. Please forward to the City drawings from each design phase.</p> <p>From comment form: Martin Sadowski 705-324-9411 ext 2342 12 Peel St. Lindsay, ON K9V 5R8 msadowski@kawarthalakes.ca</p> <ul style="list-style-type: none"> Please forward invitation to any public meetings Please forward design drawings at each design stage and submission for comments. 	<ul style="list-style-type: none"> Provided primary contact information for the City of Kawartha Lakes and indicated that the City would like to be invited to all public meetings and to be forwarded design drawings for comment throughout each phase of the study. 	<ul style="list-style-type: none"> Contact information updated for future correspondence. 	No
Ex-4	April 26, 2018 / Comment Form	Clarke Custom Steel Inc. / Clarke Portable Sawmills	<ul style="list-style-type: none"> This highway work will play a big part in our costumers getting tour business, due to construction work. Plus we will have daily delays getting to work, because we don't live at this address. We live on Highway 7 in the middle of this terrible project that will changes many people's lives. Many of our neighbours on the corner of Highway 7 and the Little Britain Road are going to lose property for their business and their homes. By changing Highway 7 to a 4-lane road, drivers are going to drive faster, be more rude and pass and cut local people off, just to go a few kilometres and then go back to a 2 lane road, for what good? None. People in the government don't think about the long-term effect of this terrible project. Please read my notes on the enclosed letter re: our home/ farm location on Highway 7 	<ul style="list-style-type: none"> Resident indicated that construction on Highway 7 will impact access to their business and will delay travel to their place of business. Concerned about loss of property. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a future separate Detail Design and Class Environmental Assessment study.</p> <p>Please note that your property is not located within the new study area limits of the current Detail Design and Environmental Assessment study area; however, we have noted your concerns and shared these with the Ministry of Transportation. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road will be provided as part of a future Detail Design and Class</p>	Response sent via email on February 11, 2021


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					<p>Environmental Assessment study.</p> <p>We encourage your continued participation in this current Detail Design study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	
Ex-5	April 26, 2018 / Comment Form	Denver Poole, A/Research & program Evaluation Specialist / OPP	<ul style="list-style-type: none"> Please keep our area updated and informed. 	<ul style="list-style-type: none"> Organization wishes to participate in study. 	<ul style="list-style-type: none"> Contact added to contact list for future correspondence 	No
Ex-6	April 26, 2018 / Comment Form	Ken Bertrand / OFSC District 3	<ul style="list-style-type: none"> A snowmobile club within District #3 has a trail that runs into Lindsay using the old railway line. If the overpass is replaced with a culvert it should be of sufficient size to allow our trail grooming equipment to pass through. 	<ul style="list-style-type: none"> An OFSC snowmobile trail runs into Lindsay using the old railway line. The replacement culvert should be sized to allow for trail grooming equipment to pass through. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement, including the replacement of the former CPR overpass, will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>We have noted your concerns and shared these with the Ministry of Transportation. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road will be provided as part of a future Detail Design and Class Environmental Assessment study, at which time specific OFSC maintenance equipment requirements can be discussed further.</p> <p>We encourage your continued participation in this current Detail Design study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p>	Response sent via email on February 11, 2021


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					<p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	
Ex-7	April 30, 2018 / Comment Form	Harry Stoddart, Lindsay Agricultural Society (Lindsay Exhibition) / Impacted Property Owner	<ul style="list-style-type: none"> Wishes to participate in project via e-mail Our primary concern is the timing of the project. We have a five-day event that brings around 45,000 people to the LEX – many along HWY 7. For the safety of our visitors and the contractors, it would be ideal if the traffic restriction was minimized during the LEX. Also, MTO will have significant fill they need a home for. We would be interested in receiving some of it. 	<ul style="list-style-type: none"> Wishes to participate in project via e-mail Concerns about timing of project construction affecting the Lindsay Exhibition (five-day event along Highway 7). Interested in receiving excess fill material from construction. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>Although detailed construction scheduling is not yet available, efforts will be made to minimize impacts to the Lindsay Exhibition at the end of September of each construction year. Construction activities will be staged to minimize traffic delays (to the greatest extent possible), to residents, owners, operators and users of facilities, as well as motorists travelling through the study area. Two lanes of traffic will be maintained during peak hours along Highway 7 during construction, and at all times in sections that will be widened to 4 lanes. The section of Highway 7 that will not be widened to four lanes will likely require single lane closures/flagging to allow for pavement rehabilitation. Although minor construction-related delays can be expected at some stages of construction along the Highway 7 corridor, access and egress to residences, farms, and businesses will be maintained.</p> <p>We encourage your continued participation in this study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	Response sent via email on February 11, 2021
Ex-8	May 9, 2018 / Email	Jenny SEO, Network Management Officer, Secondary	<ul style="list-style-type: none"> In our initial review, we can confirm that there are no Hydro One Transmission (above 115 kV) Facilities in the subject area. Please note there may also be Hydro One Distribution facilities in your study 	<ul style="list-style-type: none"> No Hydro One Transmission (above 115 kV) Facilities in the subject area. May be Hydro One Distribution facilities in your study area. To cover off the impact to all Hydro One 	<ul style="list-style-type: none"> A Notice of Study Commencement letter was forwarded to the Zone 3A Scheduling email address on May 9, 2018. 	Yes

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		Land Use / Hydro One	<p>area (ie. Distribution wires operating below 115 kV). In order to cover off the impact to all Hydro One assets, please also forward your EA to the following email address: Zone3aScheduling@hydroone.com</p> <ul style="list-style-type: none"> • Please be advised that this is only a preliminary assessment based on current information. • If you have any further concerns, please feel free to contact me. • Provided attachment of the Notice of Study Commencement sent to Hydro One • Provided map of Hwy7 Widening From 400M of Angeline Street 	<p>assets, please forward your EA to: Zone3aScheduling@hydroone.com</p>		
Ex-8a	May 25, 2018	Carina Rosie, Central Planning Technician (Zone 3AScheduling) / Hydro One Networks Inc.	<p>In response to the forwarded Notice of Study Commencement letter on May 9, 2018:</p> <ul style="list-style-type: none"> • Thank you for the information. The MTO has been in contact with our field staff regarding this potential project. Hydro One can provide a review once detailed plans/drawings are provided, as well as any comments pertaining to potential conflicts. • Feel free to contact me should you have any questions. 	<ul style="list-style-type: none"> • Hydro One will provide a review once the detailed plans/drawings are provided. 	<ul style="list-style-type: none"> • Email address noted under Hydro One contact in contact list. 	No
Ex-9	July 4, 2018	Henry Penyk, Land Use Planning Assistant / Ministry of Natural Resources and Forestry	<ul style="list-style-type: none"> • After reviewing The Notice of Study Commencement, it does not provide detailed information regarding the project nor highlights any changes from initial proposal. Therefore the original comments remain unchanged. • One additional comment regarding the replacement of the CPR overpass with a culvert to accommodate a recreational trail. The proposed culvert should be sized and designed to additionally act as a wildlife eco-passage. 	<ul style="list-style-type: none"> • The original comments remain unchanged. • The proposed culvert should be sized and designed to additionally act as a wildlife eco-passage. 	--	No
Impacted Property Owners						
IPO-1	November 10, 2017 / Phone		<ul style="list-style-type: none"> • Inquired about the timing of the project and what to expect • Noted that they were aware of the original planning assignment 	<ul style="list-style-type: none"> • Inquired about the timing of the project and what to expect • Noted that they were aware of the original planning assignment 	<ul style="list-style-type: none"> • The original planning was completed in 2010 • MTO is continuing with the detailed design which will include a public information centre which will occur late next year. • MTO has hired a consultant to carry out the detailed design who are currently updating the environmental, original planning and proceeding with the detailed design. • The intent would be to proceed to construction in 2019 provided all of the property is in place, utilities are relocated and MTO has funding. • Noted that Property would be in contact with the property owner before the PIC regarding the property purchase. 	Response provided by MTO on November 14, 2017 via phone
IPO-2	May 8, 2018 / Faxed Comment Form	Gus Brown / Gus Brown Buick GMC June 2018	<ul style="list-style-type: none"> • Wishes to participate in the project with preferred method of correspondence being email 	<ul style="list-style-type: none"> • Wishes to participate in the project with preferred method of correspondence being email 	<ul style="list-style-type: none"> • Contact added to contact list for future correspondence. 	No

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IPO-3	April 19, 2018 / Comment Form		<ul style="list-style-type: none">  The proposed realignment of Tracey Hill Road and the widening of Highway 7 will impact our property tremendously with invasion of our privacy, traffic noise, pollution from vehicle emissions, lights from cars shining in our windows to name but a few. Since being contacted by the MTO about their plans we have planted numerous trees (we have all the receipts), and have made arrangements for more this year and plan to do this on an on-going basis. The impact of the MTO's plans is huge to our lifestyle and ultimately will negatively affect the sale of our home at some point in the future. 	<ul style="list-style-type: none"> Proposed realignment of Tracy Hill Road will potentially impact residents' property through the following ways: <ul style="list-style-type: none"> Impacts to privacy Traffic noise Vehicle emissions Light pollution from cars Residents have planted along property line since first being contact by MTO regarding the project. Residents stated the project will impact their lifestyle and will negatively impact the future sale of their property. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>Please note that your property is not located within the study area limits of the current Detail Design and Environmental Assessment study area; however, we have noted your concerns and shared these with the Ministry of Transportation. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road will be provided as part of a future Detail Design and Class Environmental Assessment study, at which time the project team can discuss your concerns in more detail.</p> <p>We encourage your continued participation in this current Detail Design study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	Response sent via email on February 11, 2021
IPO-4	April 19, 2018 / Comment Form		<ul style="list-style-type: none"> I am concerned with keeping my ditch for drainage and extending to the east for others to have the same. Replacement of my culvert Access to Highway 7 and ability to get in 	<ul style="list-style-type: none"> Resident is concerned about keeping the existing ditch on their property to maintain drainage and the possible extension of the ditch to the east. Resident is also concerned about the 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered</p>	Response sent via email on February 11, 2021

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			<p>and out with a trailer on my vehicle</p> <ul style="list-style-type: none"> Relocation of hydro poles Increase in traffic noise 	<p>following:</p> <ul style="list-style-type: none"> Access to Highway 7 (with a trailer on vehicle); Relocation of hydro poles; and Increase in traffic noise 	<p>extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>Please note that your property is not located within the study area limits of the current Detail Design and Environmental Assessment study area; however, we have noted your concerns and shared these with the Ministry of Transportation. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road will be provided as part of a future Detail Design and Class Environmental Assessment study, at which time the project team can discuss your concerns in more detail.</p> <p>We encourage your continued participation in this current Detail Design study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	
IPO-5	April 26, 2018 / Comment Form		<ul style="list-style-type: none"> Our farm, home and business are all affected by this terrible highway construction plan. At our farm/home [REDACTED] 7, they are taking a large piece of our farm pasture and hay production area that borders on to Highway 7. We have to move back our highway fence that will affect the use of the field. [REDACTED] [REDACTED] Taking our land, fences etc. will play a big part in pasture and safety of my horses and pasture/haying seasons. 	<ul style="list-style-type: none"> A portion of the resident's property on along Highway 7 is being acquired by the MTO as part of the project. Resident will need to relocate their fence along the highway which will impact the use of the property for pasture and hay production. Indicated that MTO visited the residents home twice during Preliminary Design (2010). Indicated that MTO is acquiring land of their adjacent neighbours that will affect the current uses of their properties. Inquired as to what the increase in highway noise will be as a result of the four-lane highway. 	SEE RESPONSE TO COMMENT EX-4 (SAME COMMENTER)	Refer to response under Ex-4

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ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
			<ul style="list-style-type: none"> • Many of our neighbours are losing their homes full property, big areas of farm land that feed their cattle. A day care centre across from us, the MTO is taking land right up to their front door of the house and they have to move their garage. • Another friend / neighbour at corner of Highway 36 and 7, the MTO is taking land all around their business, home and septic system, it is just unbelievable. • All of this for what so people can drive faster, be rude, cut off other drivers, in a short space that changes from 2 to 4 lanes and then goes back to 2 lanes. At our home the transport trucks are so loud with their jack braking scheme, that at night I can hear them when I'm sleeping. What will the noise be like with 4 lanes of traffic? • Today's drivers are all in a big hurry, driving when on their cell phones, rude, giving you a "finger" if you're not going as fast as they are. • This is Lindsay, a nice rural area where local people are friendly, polite, and caring about each others safety and well being. • The MTO are only helping pockets of themselves, we as country people should have a say in this stupid project. Thank you, Meghan, for any help you can do to stop this Highway nightmare project. 			
IPO-6	June 15, 2018 / Email		<ul style="list-style-type: none"> • [Redacted] • We very much need to have input into the planning issues regarding the up-grades to the intersection. I realize this response is late but I had not received any communication on your bulletin about the review. • [Redacted] 	<ul style="list-style-type: none"> • [Redacted] • Indicated owners would like to provide input into the recommended plan for the intersection. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> • Widening of Highway 7 from two lanes to four lanes (separated by a flush median); • Lane transitions from two to four lanes at the east and west ends of the project limits; • Resurfacing of the existing pavement; • Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and • Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p>	Response sent via email on February 11, 2021

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
					<p>We would like to provide information on the improvements to the Highway 7 and Angeline Street intersection. The intersection improvements will include the following:</p> <ul style="list-style-type: none"> • Widening Highway 7 to four through lanes through the intersection; • Constructing Angeline Street northbound and southbound left turns lane onto Highway 7; and • Lengthening of the existing Highway 7 westbound right turn lane. <p>MTO's property section has carried out discussions with all impacted property owners and all required property has been acquired at this time.</p> <p>We encourage your continued participation in this study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Information illustrating the intersection improvements at Highway 7 and Angeline Street will be available. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	
Members of the Public and Non-Impacted Property Owners						
P-1	November 19, 2017 / Email	Member of General Public	<ul style="list-style-type: none"> • Supported the proposed widening and realignment of Highway 7 as Published in the Notice of Study Commencement. • Noted that they have noticed a greater amount of commercial trucks and personal vehicles using Hwy 35 and 36. • Noted that they long term forecast for the supply of construction aggregates are running low and that most of these materials will be transported from the Buckhorn/Bobcaygeon area to the GTA by 2025. • Provided suggestions for traffic solutions around the greater Lindsay area including: <ul style="list-style-type: none"> ○ Providing 4 lanes on Hwy 7 from west of Kent Street to eastward of Slanted Road; ○ Removal of CPR overpass on Hwy 7 (between Kent St and Angeline Street) and replacement with a culvert to support a recreational trail; ○ Removal of CPR overpass at Kent Street and grade to existing landscape; ○ Realignment of County Road 35 with Highway 7/35; ○ Removal of CPR overpass on Highway 36 and replacement with a 	<ul style="list-style-type: none"> • Supported the proposed widening and realignment of Highway 7 as Published in the Notice of Study Commencement. • Noted that they have noticed a greater amount of commercial trucks and personal vehicles using Hwy 35 and 36. • Noted that they long term forecast for the supply of construction aggregates are running low and that most of these materials will be transported from the Buckhorn/Bobcaygeon area to the GTA by 2025. • Provided suggestions for traffic solutions around the greater Lindsay area including: <ul style="list-style-type: none"> ○ Providing 4 lanes on Hwy 7 from west of Kent Street to eastward of Slanted Road; ○ Removal of CPR overpass on Hwy 7 (between Kent St and Angeline Street) and replacement with a culvert to support a recreational trail; ○ Removal of CPR overpass at Kent Street and grade to existing landscape; ○ Realignment of County Road 35 with Highway 7/35; ○ Removal of CPR overpass on Highway 36 and replacement with 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> • Widening of Highway 7 from two lanes to four lanes (separated by a flush median); • Lane transitions from two to four lanes at the east and west ends of the project limits; • Resurfacing of the existing pavement; • Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and • Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the November 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>We would like to thank you for your interest in this study and for your comments regarding improvements to provincial and municipal roads in the City of Kawartha Lakes, within Lindsay.</p> <p>In 2010, MTO completed a Preliminary Design and Class Environmental Assessment for improvements to Highway 7 and Highway 35 from west of Kawartha Lakes Road 18 to east of Kawartha Lakes Road 36. The recommendations were documented in a Transportation Environmental Study Report (TESR) that received environmental</p>	Response sent via email on February 11, 2021

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
			<p>culvert for a recreational trail; and</p> <ul style="list-style-type: none"> ○ Widening of Highway 36 from Highway 7 to north of jail. • Stated that the four overpasses are old, dangerous and costly to maintain and that they are strictly for the use of recreational vehicles. • Noted that the aggregates from the dismantled structures could be stockpiled and used for the widening of the highway resulting in cost savings. 	<p>a culvert for a recreational trail; and</p> <ul style="list-style-type: none"> ○ Widening of Highway 36 from Highway 7 to north of jail. • Stated that the four overpasses are old, dangerous and costly to maintain and that they are strictly for the use of recreational vehicles. • Noted that the aggregates from the dismantled structures could be stockpiled and used during construction. 	<p>clearance in 2010.</p> <p>The Recommended Long-Term Plan for Highway 7 and Highway 35 includes the following improvements:</p> <ul style="list-style-type: none"> • Widening of Highway 7 from the Highway 7B/35 junction (Kent Street) to Slanted Road from two to four lanes with a flush median; • Realignment of the Highway 35 and Highway 7/7B intersection, including the removal of the CNR overhead on Kent Street; • Eventual removal of the CNR overhead on Highway 7 between Kent Street and Angeline Street; and • Removal of the CPR overhead on Highway 7 west of Kawartha Lakes Road 36 and replacement with a recreational trail culvert. <p>As noted above, the current Detail Design study will address approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. Detail Design studies for the remaining Long-Term Plan improvements have not yet commenced, and as such, some of the long-term improvements are beyond the scope of this study.</p> <p>With regards to widening of Highway 36 and removal of the CPR overhead, we have forwarded your comments to the City of Kawartha Lakes Department of Public Works for their consideration, as Kawartha Lakes Road 36 is outside of the jurisdiction of MTO.</p> <p>We encourage your continued participation in this study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	
P-2	April 18, 2018 / Email & Comment Form		<p>From email: Attached is the completed form requesting to be included in information pertaining to project.</p> <p>From comment form:</p> <ul style="list-style-type: none"> • Location of new intersection of Highway 7 & 36 & Clover Hill Road 	<ul style="list-style-type: none"> • Interested in the realignment of County Road 36 / Clover Hill Road. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> • Widening of Highway 7 from two lanes to four lanes (separated by a flush median); • Lane transitions from two to four lanes at the east and west ends of the project limits; • Resurfacing of the existing pavement; • Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and • Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement,</p>	Response sent via email on February 11, 2021

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
					<p>including the realignment of the Kawartha Lakes Road 36 and Cloverhill Road intersection, will be addressed under a separate Detail Design and Class Environmental Assessment study. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road will be provided as part of a future Detail Design and Class Environmental Assessment study, at which time your concerns can be discussed in further detail with the project team.</p> <p>We encourage your continued participation in this current Detail Design study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	
P-3	April 23, 2018 / Comment Form		<ul style="list-style-type: none"> My concern is that with the proposed work on Highway 7, traffic will be rerouted to Golden Mile Road. If this is the case, I am wondering if there will be any construction work on Golden Mile Road to prepare it for the increased traffic as it is a secondary road. What measures will be taken in regard to the dust which will be created? Will speed limit signs be installed? 	<ul style="list-style-type: none"> Resident is concerned that traffic will be rerouted onto Golden Mile Road during proposed works on Highway 7. Inquired if Golden Mile Road will undergo construction to prepare for detour traffic and asked what mitigation measures to decrease dust will be employed and if speed limit signs will be installed. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>We would like to address your concerns regarding traffic detours during construction on Highway 7. Please be assured that traffic will not be detoured onto Golden Mile Road during construction. Traffic will remain within the existing Highway 7 right-of-way for all works. Construction activities will be staged using a combination of lane closures/flagging during the work.</p> <p>The Contractor will be required to implement dust suppressant measures during construction to ensure that dust within the construction zone is kept to a minimum.</p> <p>We encourage your continued participation in this study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will</p>	Response sent via email on February 11, 2021


Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
					reference the new number. We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.	
P-4	April 26, 2018 / Comment Form		<ul style="list-style-type: none"> • What compensation will be paid for expropriation of our land? • What compensation will be paid for the loss of our trees at the north edge of our property? • What measures will be taken to reduce the traffic noise from Highway 7? Sound barrier or buffer? Noise will be increased from lowering of highway. Privacy will be compromised. • Will you move and relocate our shed at the north edge of our property? • What measures will be taken to prevent cars, etc. landing in our back yard when accidents occur? • What barrier will be erected to ensure the safety of our grand children playing in our backyard? 	<ul style="list-style-type: none"> • Wishes to participate in project via regular mail • Inquired about the following: <ul style="list-style-type: none"> ○ What compensation will be paid for expropriation of property? ○ What compensation will be paid for the loss of trees on their property? ○ What measures will be taken to reduce the traffic noise from Highway 7? (Sound barrier or buffer) ○ What safety measures will be installed along highway to prevent cars from entering property and safety for children on property? 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> • Widening of Highway 7 from two lanes to four lanes (separated by a flush median); • Lane transitions from two to four lanes at the east and west ends of the project limits; • Resurfacing of the existing pavement; • Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and • Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>Please note that your property is not located within the new study area limits of the current Detail Design and Environmental Assessment study area; however, we have noted your concerns and shared these with the Ministry of Transportation. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road (including improvements to Golden Mile Road) will be provided as part of a future Detail Design and Class Environmental Assessment study, at which time the project team can discuss your concerns in more detail.</p> <p>We encourage your continued participation in this current Detail Design study and have enclosed an invitation to participate in an online Public Information Centre (PIC) to be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	Response sent via email on February 11, 2021
P-5	April 26, 2018 / Comment Form		<ul style="list-style-type: none"> • Wishes to participate in project. 	<ul style="list-style-type: none"> • Wishes to participate in project. 	<ul style="list-style-type: none"> • Contact added to contact list for future correspondence. 	No
P-6	April 26, 2018 / Comment Form		<ul style="list-style-type: none"> • Wishes to participate in project via regular mail • Loss of trees at rear of my property 	<ul style="list-style-type: none"> • Resident is concerned about: <ul style="list-style-type: none"> ○ Loss of trees on their property ○ Noise and privacy due Highway 7 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p>	Response sent via email on

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
			<ul style="list-style-type: none"> Noise and privacy Loss of property Safety Increase in traffic at Golden Mile and Halter Road 	widening <ul style="list-style-type: none"> Safety Increased traffic along Golden Mile and Halter Road 	<p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>Please note that your property is not located within the new study area limits of the current Detail Design and Environmental Assessment study area; however, we have noted your concerns and shared these with the Ministry of Transportation. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road (including improvements to Golden Mile Road) will be provided as part of a future Detail Design and Class Environmental Assessment study, at which time your concerns can be discussed in further detail with the project team.</p> <p>We encourage your continued participation in this study and have enclosed an invitation to participate in an online Public Information Centre (PIC) that will be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	February 11, 2021
P-7	April 29, 2018 / Comment Form		<ul style="list-style-type: none"> 	<ul style="list-style-type: none"> Requested to be sent an electronic version of the comment form. 	<ul style="list-style-type: none"> Contact sent comment form on April 29, 2018 	No
P-8	May 3, 2018 / Faxed Comment Form		<ul style="list-style-type: none"> Is there a sound barrier wall going up? Will trees be replanted to replace ones removed? Where will traffic diverted to when the overpass is being removed? 	<ul style="list-style-type: none"> Inquired if a sound barrier wall will be installed along the highway. Inquired if trees will be replanted to replace removals. Inquired about detour route during overpass replacement. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; 	Response sent via email on February 11, 2021

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
					<ul style="list-style-type: none"> Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement, including replacement of the former CPR bridge, will be addressed under a separate Detail Design and Class Environmental Assessment study.</p> <p>Please note that your property is not located within the new study area limits of the current Detail Design and Environmental Assessment study area; however, we have noted your concerns and shared these with the Ministry of Transportation. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road (including improvements to Golden Mile Road and the replacement of the former CPR bridge) will be provided as part of a future Detail Design and Class Environmental Assessment study, at which time your concerns can be discussed in further detail with the project team.</p> <p>We encourage your continued participation in this study and have enclosed an invitation to participate in an online Public Information Centre (PIC) that will be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	
P-9	May 3, 2018 / Faxed Comment Form		<ul style="list-style-type: none"> My concerns are privacy [?] control (if road is used) and if road is lowered, road alternatives Sound Losing a quiet neighbourhood Losing property and trees 	<ul style="list-style-type: none"> Resident has concerns about privacy, road alternatives if highway is lowered, noise, the loss of a quiet neighbourhood, the loss of property and trees. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 7 Widening study. After study commencement in November 2017, the study was placed on hold.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of work of the project now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and Utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>The remainder of the works identified in the 2017 Notice of Study Commencement will be addressed under a separate Detail Design and Class Environmental Assessment study.</p>	Response sent via email on February 11, 2021

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
					<p>Please note that your property is not located within the new study area limits of the current Detail Design and Environmental Assessment study area; however, we have noted your concerns and shared these with the Ministry of Transportation. Further opportunities for consultation regarding widening of Highway 7 from Highway 35 to Slanted Road (including improvements to Golden Mile Road) will be provided as part of a future Detail Design and Class Environmental Assessment study, at which time your concerns can be discussed in further detail with the project team.</p> <p>We encourage your continued participation in this study and have enclosed an invitation to participate in an online Public Information Centre (PIC) that will be held for this project from February 11 to February 26, 2021 on the project website at www.hwy7widening.com. Please also note that the GWP number for this project has changed to GWP 4065-25-00 (newspaper notices published in November 2017 referenced the previous GWP 69-99-00) and that all future correspondence will reference the new number.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p> <p>Note: A voicemail was left by WSP on May 25, 2018 to clarify the comment that was illegible. The call has not been returned.</p>	
P-10	April 16, 2019 / Email		<ul style="list-style-type: none"> My name is [redacted] and our family lives on Golden Mile Road which will be affected by the changes to hwy 7. In May 2018 we sent a form back to you requesting that we be kept informed about this project. To date we have not recd any correspondence on it. We have noticed a lot of activity on our road. Surveys and locators. Could you please let us know what the plans are by either email or calling us at [redacted] 	<ul style="list-style-type: none"> Indicated they had submitted the comment form requesting to be kept informed of the project in 2018. Noted that there are surveyors and locators on their road and asked to be kept informed of the project plans. 	<p>A response was sent by WSP (M. MacMillan, Environmental Planner) on May 2, 2019, and included the following:</p> <p>I apologize for the delay in getting back to you. The activity you have noticed on Highway 7 and Golden Mile Road is indeed associated with this project. Currently, there is surveying and geotechnical field work being completed that will continue over the month of May. We will be sending out a more detailed update later this spring and will be in a position to provide you with more details about the plans at that time.</p>	Refer to response under P-2.

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
Online Public Information Centre – February 11, 2021 to February 26, 2021						
Indigenous Communities						
IC-1	February 5, 2021 / Email	Sharday James, Community Consultation Worker / Chippewas of Rama First Nation	Thanks for your email. At this time we have no comments. Please keep us updated as the project moves forward.	<ul style="list-style-type: none"> Indicated the Chippewas of Rama First Nation have no comments at this time. Requested to be informed of the projects. 	Thanks for your response! We will keep you updated as this progresses.	Response provided by email on February 17, 2021 (Lindley Kenny, MTO Indigenous Liaison Specialist)
IC-2	February 23, 2021 / Emailed letter	Chief Emily Whetung / Curve Lake First Nation	I would like to acknowledge receipt of correspondence, which was received on February 5th, 2021, 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 Treaties Territory and was	<ul style="list-style-type: none"> Noted that the study area is situated within the Traditional Territory of Curve Lake First Nation which is incorporated within the Williams Treaties Territory and was the subject of a claim under Canada's Specific Claims Policy, which has now been settled. All 7 First Nations within the Williams Treaties have had 	<p>Thank you for your letter dated February 16, 2021, regarding the Notice of Online Public Information Centre for the detailed design study for the widening of Highway 7 from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35, in the City of Kawartha Lakes. Please see Study Map below for further details regarding the project location.</p> <p>The Notice of Online Public Information Centre (dated February 5, 2021) was</p>	Response provided by email on April 1, 2021 (Lindley Kenny, MTO Indigenous Liaison)

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
			<p>the subject of a claim under Canada's Specific Claims Policy, which has now been settled. All 7 First Nations within the Williams Treaties have had their harvesting rights legally re-affirmed and recognized through this settlement.</p> <p>Curve Lake First Nation is requiring a File Fee for this project in the amount of \$250.00 as outlined in our Consultation and Accommodation Standards. This Fee includes project updates as well as review of standard material and project overviews. Depending on the amount of documents to be reviewed by the Consultation Department, additional fees may apply. Please make this payment to Curve Lake First Nation Consultation Department and please indicate the project name or number on the cheque.</p> <p>If you do not have a copy of Curve Lake First Nation's Consultation and Accommodation Standards they are available at https://www.curvelakefirstnation.ca/services-departments/lands-rights-resources/consultation/. Hard copies are available upon request.</p> <p>Based on the information that you have provided us with respect to the Highway 7 Widening from West of Angeline Street to the East of Highway 35, City of Kawartha Lakes, Curve Lake First Nation may require a Special Consultation Framework for this project. Information on this Framework can be found on page 9 of our Consultation and Accommodation Standards document.</p> <p>In order to assist us in providing you with timely input, it would be appreciated if you could provide a summary statement indicating how the project will address the following areas that are of concern to our First Nation within our Traditional and Treaty Territory: possible environmental impact to our drinking water; endangerment to fish and wild game; impact on Aboriginal heritage and cultural values; and to endangered species; lands; savannas etc.</p> <p>After the information is reviewed it is expected that you or a representative will be in contact to make arrangements to discuss this matter in more detail and possibly set up a date and time to meet with Curve Lake First Nation in person</p>	<p>their harvesting rights legally re-affirmed and recognized through this settlement.</p> <ul style="list-style-type: none"> Requested a File Fee for the project as outlined in their Consultation and Accommodation Standards. Noted that Curve Lake First Nation may require a Special Consultation Framework for this project. Requested a summary statement indicating how the project will address the following areas that are of concern within their Traditional and Treaty Territory: possible environmental impact to drinking water; endangerment to fish and wild game; impact on Aboriginal heritage and cultural values; and to endangered species; lands; savannas etc. After the information is reviewed, requested an opportunity to discuss this matter in more detail and possibly set up a date and time to meet with Curve Lake First Nation in person (or virtually). Noted there may be the presence of burial or archaeological sites in the study area. Should excavation unearth bones, remains, or other such evidence of a native burial site or any other archaeological findings, Curve Lake First Nation must be notified without delay. In the case of a burial site, there are 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. The regulations further state that the representative is needed before the remains and associated artifacts can be removed. Requested that Curve Lake First nation be contacted immediately, should such a find occur, Noted that Curve Lake First Nation also has available, trained Cultural Heritage Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew. Curve Lake First Nation expects engagement at Stage 1 of an archaeological assessment to include Indigenous Knowledge of the land in the process. Requested that Cultural Heritage Liaisons be involved in any 	<p>provided to Karry Sandy-Mackenzie, Coordinator of the Williams Treaties First Nations, as well as to the other six First Nation Communities within the Williams Treaties; the Mississaugas of Alderville First Nation, Hiawatha First Nation, and Scugog Island First Nation, and the Chippewas of Beausoleil First Nation, Georgina Island First Nation and Rama First Nation.</p> <p>The Ministry of Transportation (MTO) has reviewed Curve Lake First Nation's Consultation and Accommodation Standards, 2016. The ministry is unable to provide compensation for file fees at this time, however we appreciate the ongoing thoughtful discussions we are having with Curve Lake First Nation, and we are committed to improving our current consultation and information sharing processes. We would welcome the opportunity to discuss any concerns you may have regarding this project via a teleconference or a virtual meeting.</p> <p>The purpose of this study is to carry out recommendations from a 2010 Preliminary Design Study (GWP 69-99-00) to provide improvements to traffic flow and safety within the Highway 7 corridor. The current detailed design study covers only a portion of the larger Highway 7 study area reviewed as part of the Preliminary Design Study.</p> <p>In June 2010, a Transportation Environmental Study Report (TESR) was prepared to document the existing environmental conditions, summary of design features, potential impacts of the undertaking, and recommended mitigation measures. Within the TESR, you will find information regarding the potential adverse impacts of the proposed design alternatives including environmental impacts and mitigation measures on groundwater (the source for drinking water), fish and wildlife including species at risk, and archaeological and cultural heritage. To summarize, I attached the Summary of Environmental Concerns and Mitigation & Monitoring Requirements from the TESR.</p> <p>The ministry is happy to share the full TESR with Curve Lake First Nation. Due to the large file size, the ministry will send the TESR via Enterprise Attachments, in conjunction with this letter.</p> <p>It is the MTO's intent to minimize any potential adverse impacts to Aboriginal and/or treaty rights as it relates to the proposed activities of this project. The MTO would appreciate your input in identifying and assessing potential impacts. As this project progresses, should you have any information on how this project would impact your Aboriginal and/or treaty rights, and/or values specific to your community please let us know.</p> <p>A Stage 1 and Stage 2 Archaeological Assessment commenced in November 2021 on a 7m wide by 50m long strip adjacent to Little Britain Road, south of Highway 7. At the time, the ministry reached out to Curve Lake First Nation regarding the inclusion of a Curve Lake First Nation Cultural Heritage Field Liaison in the work. Unfortunately, the Cultural Heritage Field Liaison was unable to participate in the work, however the ministry is committed to ensuring more proactive engagement with Curve Lake First Nation with respect to archaeology moving forward. The draft Stage 1-2 Archaeological Assessment Report is completed, and the ministry reached out to Curve Lake First Nation for review and input on March 23, 2021 in advance of requesting the service provider to submit the report to the Ministry of Heritage, Sport,</p>	<p>Specialist)</p>

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			<p>(or virtually).</p> <p>Although we have not conducted exhaustive research nor have we the resources to do so, there may be the presence of burial or archaeological sites in your proposed project area. 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 other 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.</p> <p>Furthermore, Curve Lake First Nation also has available, trained Cultural Heritage 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. Curve Lake First Nation expects engagement at Stage 1 of an archaeological assessment so that we may include Indigenous Knowledge of the land in the process. We insist that at least one of our Cultural Heritage Liaisons be involved in any Stage 2-4 assessments, including test pitting, and/or pedestrian surveys to full excavation.</p> <p>Although we may not always have representation at all stakeholder meetings, as rights holders', it is our wish to be kept apprised throughout all phases of this project. Please note that this letter does not constitute consultation, but it does represent the initial engagement process.</p> <p>Should you have further questions or if you wish to hire a Liaison for a project, please contact Julie Kapyrka or Kaitlin Hill, Lands and Resources Consultation Liaisons, at 705-657-8045 or via email at JulieK@Curvelake.ca and KaitlinH@Curvelake.ca .</p>	<p>Stage 2-4 assessments, including test pitting, and/or pedestrian surveys to full excavation.</p> <ul style="list-style-type: none"> Noted that as rights holders', it is Curve Lake First Nation's wish to be kept apprised throughout all phases of this project. Noted that letter does not constitute consultation, but it does represent the initial engagement process. 	<p>Tourism and Culture Industries (MHSTCI). If you have any questions and/or concerns, please let us know.</p> <p>The MTO recognizes that your community is likely prioritizing a COVID-19 response to protect the health and well-being of your community, and as a result, this may impact your ability to respond to ministry projects.</p> <p>We would welcome the opportunity to discuss the scope of this project in further detail in order to address any additional concerns you may have, via teleconference or virtual meeting at a time that is suitable for your and your staff. If you have any questions, comments and/or concerns, please feel free to contact the undersigned.</p>	

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IC-3	June 18, 2021 / Email to Lindley Kenny	Dave Simpson, Alderville First Nation	In response to Lindley Kenny's email advising Alderville First Nation of the results of the Stage 2 Archaeology Assessment: Good morning Lindley, the area that you are describing which is in Lindsay falls within the Treaty 20 territory. I would think that either Curve Lake, Hiawatha or Scugog Island could be contacted seeing this is in their treaty. Thanks Lindley	•		No response required.
Local Elected Representatives						
No comments received during online Public open House						
External Agencies / Interest Groups						
ExA-1	February 11, 2021 / Email & February 12, 2021 / Phone call to WSP	Gord Young, Lakefield Heritage	Thanks for this note, much appreciated. My goodness, quite some time has passed !!! In any event, can you re-apply this note to the designs for me ? It would be nice to honor this railway for which the overpass was built. Its so odddddd to build an overpass for a railway which vanished decades before. Many thanks for writing. Hope you have a great weekend, and, that you-n-family stay-safe-n-be-well.	• Interested in commemorating the heritage of the CPR Bridge on Highway 7 with a commemorative plaque.	WSP (Meghan MacMillan) spoke with Mr. Young by phone and explained the CPR Bridge is outside of the new project limits; however, we have recorded his comment and referred it to MTO for consideration as part of the separate study that is not yet underway. Mr. Young also asked about anticipated timing of construction. WSP responded late fall 2021 is anticipated start date, but timing for remaining segment is not yet known.	Response provided by phone on February 12, 2021 (WSP, M. MacMillan)
ExA-2	February 25, 2021 / Email	Joseph Harvey, Heritage Planner / Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI)	Thanks for sending the PIC notice for the Highway 7 Widening Project. We have reviewed the PIC materials and are preparing our comments on this project. However, we have some preliminary questions and were wondering if you (or the team) can assist understanding the status of the cultural heritage due diligence: Archaeology Slide 11 of the PIC, <i>Cultural Heritage - Existing Conditions</i> , indicates that no further archeological assessments will be required for this undertaking <ul style="list-style-type: none"> “Stage 1 and 2 archaeological assessments (AAs) were conducted within the study area during Preliminary Design. Two archaeological sites were identified within the limits of this study, at the Scugog River Bridge and at Highway 7 and Highway 35. Both sites have undergone Stage 3 and Stage 4 AAs. No further archaeological assessment for this detail design study area was recommended.” “Additional property impacts were identified at the intersection of Little 	<ul style="list-style-type: none"> MHSTCI requested the PIF numbers of all archaeological assessment undertaken as part of the study. MHSTCI requested a copy of the CHRAR for review. 	<p>Thank you for your preliminary questions regarding the Highway 7 Widening project. Please see responses below regarding the status of the archaeological and cultural heritage due diligence studies being undertaken as part of this project.</p> <p>Archaeology</p> <p>The PIF numbers of the archaeology reports completed as part of Preliminary Design within the limits of the current Detail Design study are as follows:</p> <ul style="list-style-type: none"> C.I.F #2000-034-001 – Stage I Archaeological Assessment of Highway 7, from 0.2 km East of Ops and Mariposa Township Boundary, to 2.0 km East of County Road 36, Township of Ops, City of Kawartha lakes County of Victoria, Ontario (W.P. 69-99-00). Prepared by: C.R. Murphy Archaeological Consultation – Archaeological license 2001-034 C.I.F #PO37-12 – Stage II Archaeological and Built Heritage/Cultural Landscape Assessment of Highway 7 and Highway 35, from 0.9 km West of Kawartha Lakes Road 18, to 2.0 km East of Kawartha lakes Road 36, City of Kawartha lakes, Ontario. Prepared by: C.R. Murphy Archaeology C.I.F #PO37-21,27,28,29 - Stage 3 AA of Hwy 7 and Hwy 35, from 0.9 km W of Kawartha Lakes Rd 18 to 2 km E of Kawartha Lakes Rd 36, City of Kawartha Lakes, ON. Prepared by: C.R. Murphy Archaeology C.I.F #P272-042-2009 and P272-116-2010 – Stage 4 Archaeological Investigations – Curtin Site (BbGq-22) Southwest corner of Highway 7 and Highway 35, City of Kawartha Lakes, Victoria County, Ontario. Prepared by: The Central Archaeology Group Inc. License No: P272 C.I.F #PO37-40-2006 – Stage IV Archaeological Assessment of the North Scugog Bridge Site (BhGq-20), Lot 16, Concession 5, Geographic Townships 	Response provided by email on March 5, 2021 (WSP, Meghan MacMillan)


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			<p><i>Britain Road and Highway 7 during detail design that were not assessed during preliminary design. A Stage 1 2 AA was completed for this additional area. No archaeological resources were found and no further assessment is recommended.</i></p> <p>Could you please provide the Project Information Form Numbers (PIFs) for the referenced archaeological assessments? The numbers will assist us to link our internal files and review the studies undertaken to date.</p> <p>Built Heritage Resources and Cultural Heritage Landscapes</p> <p>Slide 11 of the PIC, <i>Cultural Heritage - Existing Conditions</i>, indicates that no further cultural heritage assessment is required for this undertaking</p> <ul style="list-style-type: none"> <i>A Cultural Heritage Resource Assessment Report was completed as part of this study. Four properties were identified as having potential cultural heritage and value; however, all four properties are located more than 100 m from the study area and are outside of the area of impact. No further assessment is required.</i> <i>The Scugog River was identified as a cultural heritage landscape. No further assessment is required as no adverse impact to its values are anticipated as part of the works.</i> <p>Could you please provide an electronic copy of the Cultural Heritage Resource Assessment Report, along with any other documentation which support the above referenced findings?</p> <p>We look forward to hearing from you.</p>		<p>of Ops, City of Kawartha Lakes, Ontario (W.P 4264-04-00). Prepared by: C.R. Murphy Archaeology</p> <p>The PIF number for the archaeological assessment completed as part of the current Detail Design study is as follows:</p> <ul style="list-style-type: none"> PIF # P390-0347-2020 – Stage 1 and 2 Archaeological Assessment – Highway 7 Widening, Class Environmental Assessment, Part of Lot 15, Concession 5, Geographic Township of Ops, former Victoria County, City of Kawartha Lakes Prepared by: Golder Associates Ltd. License No: P390. <p>This report is currently still in draft but will be submitted to MHSTCI once finalized.</p> <p>Built Heritage Resources and Cultural Heritage Landscapes</p> <p>The Cultural Heritage Resource Assessment Report (CHRAR) has not yet been finalized and will be forwarded to MHSTCI for review once complete.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the Project Team.</p>	
ExA-3	March 11, 2021 Emailed Letter	Joseph Harvey, Heritage Planner / MHSTCI	<p>Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Online Public Information Centre for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage.</p> <p>Under the Class Environmental Assessment for Provincial Transportation Facilities, proponents are required to:</p> <ul style="list-style-type: none"> 		<p>No response required at this time. Stage 1 archaeological assessment (PIF) P390-0347-2020 and Cultural Heritage Resource Assessment Report will be submitted to MHSTCI for review once finalized.</p>	<p>No response required.</p>

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			<p>identify existing environmental conditions and sensitivities,</p> <ul style="list-style-type: none"> • identify potential environmental impacts; and • describe proposed measures to mitigate potential negative impacts. <p>Project Summary The Ministry of Transportation (MTO) has retained WSP to undertake the Detail Design for the widening of Highway 7 from approximately 900 m west of Angeline Street to approximately 700m east of Highway 35, in the City of Kawartha Lakes. The proposed improvements will include:</p> <ul style="list-style-type: none"> • widening of Highway 7 from two lanes to four lanes (separated by a flush median); • lane transitions from two to four lanes at the east and west ends of the project limits; • resurfacing of the existing pavement; • intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road and at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest quadrant); and • utility relocations, landscape planting, culvert replacements and drainage works, as required. <p>MHSTCI has reviewed the above referenced notice and slides for the Online Public information Centre hosted by WSP (February 11th, 2021) and has the following comments</p> <p>Archaeological Resources Slide 11 of the PIC, Existing Environmental Conditions, notes that property impacts were identified at the intersection of Little Britain Road and Highway 7 during detail design that were not assessed during preliminary design</p> <p>We understand that previous archaeological assessments have been undertaken during the preliminary design phase and that that a Stage 1 archaeological assessment (PIF) P390-0347-2020 will be submitted to MHSTCI for review.</p> <p>Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports where those reports recommend that:</p>			

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			<p>1. the archaeological assessment of the project area is complete and 2. all archaeological sites identified by the assessment are either of no further cultural heritage value or interest (as per Section 48(3) of the Ontario Heritage Act) or that mitigation of impacts has been accomplished through an avoidance and protection strategy.</p> <p>Built Heritage Resources and Cultural Heritage Landscapes MHSTCI is aware that a Cultural Heritage Resource Assessment Report is being undertaken. Please forward the report to MHSTCI for review upon completion and prior to the issuance of the notice of completion.</p> <p>Environmental Assessment Reporting Technical cultural heritage studies and their recommendations are part of the EA and should be included in the environmental study report.</p> <p>Thank you for consulting MHSTCI on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact me</p>			
Members of the Public						
P-1	February 11, 2021 / Email		<p>I received your letter of February 5th and went online today to review the material provided. I have several questions and concerns that I hope you can address.</p> <ol style="list-style-type: none"> Will our property size be impacted in any way. It looks like it will not, however my concern is if our lot size is diminished in any way we will be impacted. Will the existing entrance to our property onto Little Britain Road be impacted? If so how? I noticed there is no business impact study component online. Do you see any business interruption or other impacts on our business and others. During construction will our employees and customers have access during normal business hours. We are a retail business and require daily access. When is construction scheduled to start? <p>These are a few of the questions I have. I am sure I will have more.</p>	<ol style="list-style-type: none"> Will our property size be impacted in any way. It looks like it will not, however my concern is if our lot size is diminished in any way we will be impacted. Will the existing entrance to our property onto Little Britain Road be impacted? If so how? I noticed there is no business impact study component online. Do you see any business interruption or other impacts on our business and others. During construction will our employees and customers have access during normal business hours. We are a retail business and require daily access. When is construction scheduled to start? 	<p>Comments were addressed during a phone call held on March 1, 2021 with Karen Zan (WSP Project Manager); refer to response P-1a. A summary of responses discussed during the phone conversation are provided below.</p> <ol style="list-style-type: none"> Will our property size be impacted in any way. It looks like it will not, however my concern is if our lot size is diminished in any way we will be impacted. <p>The improvements to Highway 7 and Little Britain Road will not impact your property size. The property bars in the south west area of Highway 7 and Little Britain Road will be located this spring to define the property lines.</p> <ol style="list-style-type: none"> Will the existing entrance to our property onto Little Britain Road be impacted? If so how? <p>There will be grading and paving activities in the area of the existing entrance to your property. Through the contract documentation the construction contractor will be instructed to ensure access to your entrance remains open at all times. The relatively short-duration construction on Little Britain Road will require that traffic be operated as single lane, two-way operation with flag-persons.</p> <ol style="list-style-type: none"> I noticed there is no business impact study component online. Do you see any business interruption or other impacts on our business and others. <p>As noted above, your access will remain open at all times and there will be no interruption to your business.</p> <ol style="list-style-type: none"> During construction will our employees and customers have access 	Refer to response P-1a

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					<p>during normal business hours. We are a retail business and require daily access.</p> <p>Yes, your employees and customers will have access during normal business hours.</p> <p>5. When is construction scheduled to start?</p> <p>Construction is expected to begin in Late Fall 2021</p>	
P-1a	March 1, 2021 / Email and follow up phone call		<p>Hello Karen and hope all is well. We sent the below questions regarding the Highway 7 widening and have not heard back from anyone at this point, we would like to setup a time to discuss this as our business/property is on the southwest corner of [REDACTED] Rd.</p> <p>Can we setup a time this week to discuss this, I have left you a phone message as well this morning?</p>	<ul style="list-style-type: none"> Request a time to meet to discuss questions submitted on February 11, 2021 regarding their business on on the southwest corner of [REDACTED] 	<p>Summary of phone conversation: WSP spoke with [REDACTED] on March 1, 2021; they are co-owners of the Bob Marks New Holland dealership to discuss the questions they had submitted. They were satisfied with the responses (presented in P-1) and asked the following additional questions:</p> <ol style="list-style-type: none"> Was there a plan to straighten the curve on Little Britain Road west of their property where it currently swings back up toward Hwy 7? <ul style="list-style-type: none"> WSP responded that is not part of the current study and that any plans to realign Little Britain Road beyond the scope of this work would not be under MTO jurisdiction. When would the property bar locating occur on the north side of their property, along Hwy 7? <ul style="list-style-type: none"> WSP responded that it would happen in the spring, once the snow melts. Confirmation that the widening of Hwy 7 west of Angeline will be on the north side. WSP responded yes. Confirmation of what will happen to the deep ditch on the east side of their property, along Little Britain Road. <ul style="list-style-type: none"> WSP advised that the ditch will be regraded to accommodate the culvert replacement and ensure positive drainage. <p>WSP discussed the type of construction and associated staging on Little Britain Road and reiterated that the Contractor will be required to maintain access to their business at all times.</p> <p>[REDACTED] confirmed that he has given VacTrax permission to use his property to gain access to hydrovac the gas main (VacTrax had already advised WSP of this).</p>	<p>A phone call occurred on March 1, 2021 between WSP [REDACTED]</p>
P-2	February 12, 2021 / Voicemail to Karen Zan (WSP PM)		Indicated that Highway 7 eastbound becomes congested, especially during long weekends and delays the ability to make a right turn onto Highway 35.	<ul style="list-style-type: none"> Indicated that Highway 7 eastbound becomes congested, especially during long weekends and delays the ability to make a right turn onto Highway 35. 	--	No response required
P-3	February 12, 2021 / Website Comment Form		Are you going to do anything with the bridge located between Hwy # 35 & Hwy # 36? is the new construction going to stop at the entrance of Golden Mile Rd for now?	<ul style="list-style-type: none"> Inquired if any work is proposed at the bridge located between Highway 35 and Highway 36 Inquired if the new construction will now stop before the entrance to Golden Mile Road 	<p>Thank you for submitting a comment regarding the Highway 7 Widening study through the study website. Please find responses to your questions below.</p> <p>Are you going to do anything with the bridge located between Hwy # 35 & Hwy # 36?</p> <p>The replacement of the bridge over the former CPR corridor, between Highway 35 and Highway 36, is no longer a part of the scope of this study. Consideration is being</p>	<p>Response provided by email on March 30, 2021 (WSP, Meghan MacMillan)</p>


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					<p>given to replace the bridge with a large, recreational culvert as part of a separate Detail Design and Class Environmental Assessment Study.</p> <p>Is the new construction going to stop at the entrance of Golden Mile Rd for now?</p> <p>The widening of Highway 7 that will be constructed as part of this project will extend approximately 700 m east of Highway 35. The widened section of highway will taper down to two lanes approximately 100 m west of Golden Mile Road. The remainder of the proposed highway widening from Golden Mile Road to 400 m south of Slanted Road will be completed as part of a separate Detail Design and Class Environmental Assessment Study.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	
P-4	February 16, 2021 / Website Comment Form		<p>What options are being made for the pedestrian and cycling community for crossing the bridge? As the next closest bridge crossing (at Lindsay St. South) is quite a distance away, there may be a significant difficulty for pedestrians to cross to get from the more residential side of the west side of Scugog, to the more commercial east side of the Scugog.</p>	<ul style="list-style-type: none"> Inquired what options are being considered for pedestrians and cyclists crossing the bridge. Noted that the next closest bridge crossing is at Lindsay Street South 	<p>Thank you for submitting a comment regarding the Highway 7 Widening study through the study website.</p> <p>The Scugog River bridge was widened and rehabilitated under an earlier construction contract. As part of this project, pavement approaching and along the bridge will be resurfaced and there will be new line painting to accommodate four lanes of vehicle traffic. There will be 3.0 m wide shoulders on both sides of the structure.</p> <p>The Ministry of Transportation has developed a provincial cycling strategy, including a long-term aspirational network of cycling routes across Ontario (http://www.mto.gov.on.ca/english/safety/province-wide-cycling-network.shtml). The proposed cycling network does not identify Highway 7 as an existing or future cycling facility. As you note, there is an existing crossing of the river at Lindsay Street South; this is currently the only crossing identified as part of the province-wide cycling network.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	<p>Response provided by email on March 30, 2021 (WSP, Meghan MacMillan)</p>
P-5	February 23, 2021 / Website Comment Form		<p>"The Preliminary Design study considered Highway 7 and Highway 35 from 0.9 km west of Kawartha Lakes Road 18 to 2.0 km east of Kawartha Lakes Road 36"</p> <p>This would bring it past Tracey's Hill road, which we understood would close the access to Highway 7 at Tracey's Hill Road.</p> <p>The study maps and information shown however show the widening stopping at the East end on or about Golden Mile Road.</p> <p>Can you please confirm that this is the case?</p>	<ul style="list-style-type: none"> Requested confirmation that the widening of Highway 7 ends at the east end of Golden Mile Road. Noted that the Preliminary Design considered widening Highway 7 past Tracey's Hill Road. 	<p>Thank you for submitting a comment regarding the Highway 7 Widening study through the study website.</p> <p>The Preliminary Design completed in 2010 included widening Highway 7 from 0.9 km west of Kawartha Lakes Road 18 to 2.0 km east of Kawartha Lakes Road 36, as you mentioned. The widening and other improvements recommended in this Preliminary Design study will be implemented in stages. The purpose of the current Detail Design study is to design the widening of Highway 7 from 900 m west of Angeline Street to approximately 700 m east of Highway 35, as depicted on the study area map.</p> <p>The next phase of widening of Highway 7 will be from Highway 35 easterly to approximately 400 m south of Slanted Road. It will be completed under a separate future Detail Design study. This future study will include realigning of Tracey's Hill Road. The timing of this study is not yet known, but future opportunities for public comments and questions will be provided as part of this study.</p> <p>We hope the above clarifies the limits of the current study. We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	<p>Response provided by email on March 30, 2021 (WSP, Meghan MacMillan)</p>

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P-6	February 25, 2021 / Mailed letter	[REDACTED]	I would like to be kept up to date on this project. Thought half project was completed already. Project should help with north bound traffic to travel through Lindsay. Farmers a way around Lindsay.	<ul style="list-style-type: none"> Anticipates the project will alleviate traffic issues. 	No response required.	N/A
P-7	February 26, 2021 / Email	[REDACTED]	<p>Hello, my name is [REDACTED] and I am an avid snowmobiler from the City of Kawartha Lakes area.</p> <p>As per the newspaper article dated Feb 11 2020 for the Online Public Information Center, I would like to enquire with the Highway 7 widening project (https://www.hwy7widening.com/) if there can be any consideration for a snowmobile trail allowance on the North side of Hwy7 in the roadside ditch while completing this project. Today there is an established trail (via Victoria Rail Trail) from the south side (402, yellow in pic) and another established trail (via The Great Trail) from the west side (E108, green in pic) that continues around to the North side of Lindsay but there is no safe established connection from the 402 trail to the E108 trail. With this widening project I see this as a good opportunity to establish a safe connection where provisions for a snowmobile trail base could be put in place. The E108 trail turns north off the 'Great Trail' at Opmar Rd but that Great Trail continues west on through and past Hwy 7 (blue line on pic) but snowmobiles are not permitted past Angeline St. Under this project could a consideration be made in the north side ditch of Hwy 7 for the area in scope of the existing project to allow for groomer operations up to either side (East and West) of the Scugog River bridge so a safe connection could be established between 402 and the E108? Along with the consideration for the groomer operations in the ditch, could a barricaded single lane (similar to what is in place today) be established for a safe bridge crossing over the Scugog River via snowmobile? At the Angeline and Lindsay St intersections, consideration for the groomer crossing would have to be just a littler further North of the intersection for safe crossing by both the snowmobile and groomer operators.</p>	<ul style="list-style-type: none"> Requested consideration for a snowmobile trail on the north side of Highway 7. Indicated there is currently no safe established connection between Trail 402 and Trail E108. Requested consideration to allow for groomer operations up to either side of the Scugog River bridge to create a safe connection between Trail 402 and Trail E108. Inquired if a barricaded single lane be established for a safe bridge crossing over the Scugog River via snowmobile. Noted that at the Highway 7 and Angeline St and Highway 7 and Lindsay Street south intersections, the groomer crossing could be considered north of the intersection. Believes considerations could be achieved and provide beneficial to local business' in the area while continuing to expand the multiple benefits around snowmobiling in the region. 	<p>Thank you for your interest in the Highway 7 Widening project. We appreciate your suggestion of incorporating a snowmobile trail on the north side of Highway 7 as part of this project.</p> <p>The Ministry of Transportation (MTO) has policies in place governing snowmobile trails and crossings within the MTO right-of-way (ROW). Agreements for snowmobile trails and crossings within MTO ROW are determined by the MTO Corridor Management Office, in conjunction with the Ontario Federation of Snowmobile Clubs (OFSC) District Manager. If you wish to pursue your concerns and suggestions, regarding Highway 7 in this area, it is suggested you start with your local District OFSC or local snowmobile club who could bring the item forward to the District Manager for further discussion.</p> <p>We encourage your continued participation in this study. Should you have any further questions or comments, please feel free to contact the Project Team.</p>	Response provided by email on May 4, 2021 (WSP, Meghan MacMillan)

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

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			 <p>I believe the above considerations could be achieved and provide beneficial to local business' in the area while continuing to expand the multiple benefits around snowmobiling in this beautiful region.</p> <p>I have cc'd some parties that may also be able to provide some further input for this consideration... the two local snowmobile clubs (Heart of Ontario Snowmobile Club, Ganaraska Snowmobile Club) that manage the existing trails, the two snowmobile districts for area, District 2 and 3, and an OFSC (Ontario Snowmobiling governing body) Leadership member.</p> <p>If any of the above parties have input or encouragement of such considerations for our snowmobiling community please be sure to share that input with a response to all in this email.</p> <p>Thank you for time and looking forward to hear</p>			

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

ID	Date / Form of Contact	Name / Agency	Comments Received	Summary of Comment Received	How it was addressed	Response Required?
			your responses for the consideration.			
P-8	March 1, 2021 / Website comment form		During construction can i suggest that truck boxes not be banged...so that he tailgates on dumptrucks do not bang so as to keep the noise down. Also when paving is being done same no truck box banging and have a separate are for trucks to clean out not on the asphalt or the shoulder area but away from the paving operations to keep the area clean.	<ul style="list-style-type: none"> Suggested that large equipment minimize noise impacts through not allowing tailgates and truck boxes to bang during construction. Requested that trucks are cleaned away from asphalt or the shoulder area to keep the area clean. 	<p>Thank you for submitting a comment regarding the Highway 7 Widening study through the study website. We appreciate your suggestion of minimizing construction noise and minimizing impacts of paving operations and other construction works to the surrounding environment.</p> <p>As part of the construction contract, the Contractor will be required to ensure construction equipment is in an operating condition that prevents unnecessary noise, including but not limited to non-defective muffler systems, properly secured components, and the lubrication of moving parts. However, the movement of truck beds and tailgates are part of normal construction operations and are permitted to occur as required.</p> <p>The Contractor will also be required to regularly clean the construction of dirt and dust, and appropriate dust control measures utilized to minimize airborne dust. In addition, vehicle maintenance, refueling and fuel storage will be confined to designated areas a minimum of 30 m away from natural areas or any drainage systems, and all activities will be controlled to prevent entry of petroleum products or other deleterious substances, such as debris, waste, rubble, or concrete material into the natural environment.</p> <p>We look forward to your continued participation in this study. Should you have any further questions or comments, please feel free to contact the undersigned.</p>	Response provided by email on May 4, 2021 (WSP, Meghan MacMillan)
P-8a	March 1, 2021 / Email		For this project can I suggest that truck boxes not be banged when dumping granular materials and asphalt as this is hard on the ears and dose cause distractions to the drivers when passing by construction activities. Also when trucks are cleaning out mainly asphalt rucks and live bottoms that this is done in a area not on the new asphalt or the shoulder area but away from the construction activities as I have seen this done many times when doing inspection work. Also for concrete trucks have a separate area for clean out as some drivers will try to clean out where ever they want and this could affect the environment.	<ul style="list-style-type: none"> Suggested that large equipment minimize noise impacts through not allowing tailgates and truck boxes to bang during construction. Requested that trucks are cleaned away from asphalt or the shoulder area to keep the area clean. 		
P-9	June 21, 2021 / Website comment form		<p>i am trying to get an update on the status of highway work related to GWP 69-99-00.</p> <p>the highways involved are 7 and 35 in the Town of Lindsay.</p> <p>Are there any plans to change the highway exchange</p> <p>any assistance would be greatly appreciated</p>	<ul style="list-style-type: none"> Requested the state of the work related to HWP 69-99-00 	<p>Thank you for submitting a comment regarding the Highway 7 Widening study through the project website.</p> <p>The Detail Design for the widening of Highway 7 is based on recommendations from a 2010 Preliminary Design study (GWP 69-99-00) that recommended a number of improvements to the Highway 7 corridor. The Preliminary Design study considered Highway 7 and Highway 35 from 0.9 km west of Kawartha Lakes Road 18 to 2.0 km east of Kawartha Lakes Road 36.</p> <p>In 2020, the Ministry made the decision to take a staged approach to complete the work within the limits initially identified. The project limits for the first project to be delivered extend from approximately 900 m west of Angeline Street to approximately 700 m east of Highway 35. The scope of highway improvements within these project limits now includes:</p> <ul style="list-style-type: none"> Widening of Highway 7 from two lanes to four lanes (separated by a flush median); Lane transitions from two to four lanes at the east and west ends of the project limits; Resurfacing of the existing pavement; Intersection improvements (including traffic signal upgrades) at Angeline Street/Little Britain Road; Intersection improvements at Highway 35 (including reconstruction of the existing channelized ramps and construction of a new channelized ramp in the northwest 	Response provided by email on July 13, 2021 (WSP, Meghan MacMillan)

Summary of Environmental Concerns and Comments | Highway 7 Widening from Angeline Street to Highway 35 (GWP 4065-20-00)

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					quadrant); and • Utility relocations, landscape planting, culvert replacements and drainage works, as required. Design of these improvements is currently ongoing, and is expected to be completed and tendered for construction later this year. Construction is anticipated to start in Spring 2022. The remainder of the works will be addressed under future Detail Design and Class Environmental Assessment studies. We encourage your continued participation in this study. Should you have any further questions or comments, please feel free to contact the Project Team.	
Impacted Property Owners						
IPO-1	February 12, 2021 / Phone Conversation with Dean Pattermore (MTO PM)	[Redacted]	I had a phone conversation February 12 th at 1:30pm with [Redacted] The following are the questions asked along with my responses: 1. How far north on Angeline St. will construction extend? a. 110m from the centre of the intersection. 2. Will Angeline St. be widened? a. Angeline St. remains 2 lanes. 3. Will there be a right turn ramp to go north on Angeline St. from Hwy 7? a. No right turn ramp b. There will be a right turn lane from Hwy 7 to Angeline St. 4. Will there be a median constructed on Angeline St. a. No. 5. What is the timing for construction? a. Start fall of 2021, 2022 and possibly spring of 2023. [Redacted] mentioned that he was told there would be a median on Angeline Street. I explained that I became involved with the project in 2021 and I wasn't aware of consideration being given to a median design for Angeline St. [Redacted]	---	---	Phone Conversation with Dean Pattermore (MTO PM)