

APPENDIX

C

COMMENTS
RECEIVED

ID	Date/Form of Contact	Name/Agency	Original Comment Received	Summarized Comment Received	How it was Addressed	Response Provided
Notice of Study Commencement (November 5, 2019)						
1	November 28, 2019 Email	Enbridge Gas Inc.	<p><i>From email:</i></p> <p>We are currently experiencing a very high number of submissions and may not be able to meet our normal 15 business day turnaround time for electronic submissions and 20 business day turnaround time for hard-copy submissions, especially for large or complex projects.</p>	Enbridge may not be able to respond to project notification until 15 business days due to a back-log.		No response required.
1a	December 12, 2019 Email Comment Form (Attachment)	Enbridge Gas Inc	<p><i>From email:</i></p> <p>Attached is the information you had requested.</p> <p>The information provided is for General Location Only. You must resubmit your detailed design for our review.</p> <p>Should you require anything further please contact us at Mark-Ups@enbridge.com.</p> <p><i>From comment form:</i></p> <p>Gas Mains To be Field Located Call for Gas Locates Before You Dig Ontario One Call 1-800-400-2255 Free Locate Service</p> <p>General Information Only Detailed Design Plans Must Be Submitted to mark-ups@enbridge.com for Approval Prior to Construction.</p> <p><i>From comment form attachment:</i></p> <p>EGD File Number: 23745577</p> <p>By law utility locates must be obtained prior to starting any excavation or ground disturbance activity, such as pile driving, boring, auguring or digging.</p> <p>Contact Ontario One Call at 1-800-400-2255 or www.on1call.com at least 5 business days before beginning work to obtain utility locates.</p> <p>Please refer to the "Third Party Requirements in the Vicinity of Natural Gas Facilities" for requirements and precautions for working safely in the vicinity of natural gas pipelines. The most recent version of this document is available at:</p> <p>https://www.enbridgegas.com/~media/Extranet-Pages/Safety/Before-you-dig/Third-Party-Requirements-in-the-Vicinity-of-Natural-Gas-Facilities</p> <p>Enbridge's responses are based on the information available and are valid for a period of 6 months from issue.</p> <p>General Location (Applicable)</p>	<ul style="list-style-type: none"> - Provided general location drawings of plant within the study area. - Requested that detailed design be resubmitted to Enbridge for review prior to construction. - Requested that by-law utility locates be attained before excavation/ground disturbance activity. - Indicated that the attached "Third Party Requirements in the Vicinity of Natural Gas Facilities" be reviewed for requirements and precautions for working safely in the vicinity of natural gas pipelines. 	WSP will review the general location drawings and will coordinate with Enbridge once detail design plans can be shared.	No response required.

Summary of Comments Received
Highway 417 Bridge Rehabilitations (GWP 4074-11-00)

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			<p>Refer to the attached drawings for information on our existing and/or proposed gas plant within the road allowance.</p> <p>The information provided is for GENERAL LOCATION ONLY and is not an approval. Detailed plans must be submitted for our review before an approval will be granted.</p>			
2	November 28, 2019 Website comment form	Public	<p><i>From website comment form:</i></p> <p>Can you send me the latest traffic counts for 417 and Walkley / and for 417 and Innes?</p>	<p>- Requested traffic counts for Highway 417/ Walkley Road, and Highway 417/Innes</p>	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 417 Expansion project. After study commencement in November 2019, the study was placed on hold.</p> <p>In 2021, the Ministry of Transportation (MTO) made the decision to take a staged approach to complete the work within the limits initially identified for the project. The scope of work for the first project to be delivered includes the following:</p> <ul style="list-style-type: none"> • Rehabilitation of the Highway 417 Aviation Parkway Off-Ramp (NBL) and Highway 417 Aviation Parkway On-Ramp (SBL) Overpass Bridges • Rehabilitation of the Highway 417 Aviation Parkway Overpass "Y" Bridge • Rehabilitation of the Highway 417 Walkley Road Underpass; • Construction of a noise barrier in the vicinity of the Highway 417 westbound (WB) to OR 174 eastbound (EB) ramp; and • Construction of related works, including pavement rehabilitation, drainage improvements, modifications to illumination/ATMS and landscaping. <p>The remainder of the works identified in the November 2019 Notice of Study Commencement will be addressed under separate Detail Design and Class Environmental Assessment studies to be undertaken at a future date.</p> <p>We would like to provide the requested traffic counts from MTO's Ontario Provincial Highway Traffic Data (2016):</p> <ul style="list-style-type: none"> • Highway 417 from Walkley Road to Innes Road: 74,000 Annual Average Daily Traffic (AADT) • Highway 417 from Innes Road to Ottawa Road (OR) 174: 108,200 AADT <p>AADT represents the daily vehicle traffic averaged over a one-year period for a particular segment of the highway.</p> <p>For more information on provincial highway traffic data, please visit: https://www.library.mto.gov.on.ca/SydneyPLUS/TechPubs/Portal/tp/tv/Splash.aspx</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 December 6, 2021 to December 20, 2021 on the project website at www.highway417-aviationtohuntclub.com/contract2. Please also note that the GWP number for this project has changed to GWP 4074-11-00 (newspaper notices published in November 2019 referenced two GWP numbers, GWP 4074-11-00 and GWP 4099-11-00) and that all future correspondence will reference the new number.</p> <p>We appreciate your interest in this study. Should you have any further questions or concerns, please do not hesitate to contact the undersigned.</p>	<p>A response was provided by WSP (Meghan MacMillan, Environmental Planner) on December 2, 2021.</p>

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Highway 417 Bridge Rehabilitations (GWP 4074-11-00)

ID	Date/Form of Contact	Name/Agency	Original Comment Received	Summarized Comment Received	How it was Addressed	Response Provided
3	November 29, 2019 Email	Public	<p><i>From email:</i></p> <p>Dear Mr. Freure:</p> <p>I read the notice in the Ottawa Citizen this morning about the expansion to Hwy 417 (GWP 4099-11-00 & 4074-11-00).</p> <p>Since I do some consulting for companies / organizations that have an interest in stainless steel rebar, I like to keep up to date with projects that might be requiring this kind of rebar.</p> <p>Regarding the planned bridge rehabs and replacements, I was wondering if the bridge decks would require the use of corrosion-resistant rebar - based on the traffic density?</p> <p>I should be grateful for any information that you can share on these bridges.</p>	<ul style="list-style-type: none"> - Inquired if the bridge decks require the use of corrosion-resistant rebar. 	<p>Thank you for your interest in these projects. You will be added to the project contact list and will be sent project correspondence as it is available.</p> <p>It is too early in the design process to confirm details of material use, other than to say that where reasonable the Ministry's Structural Manual guidelines will be followed.</p> <p>Please contact me or the project team should you have any future questions or comments.</p> <p>Peter Freure, MTO Project Manager</p>	<p>Peter Freure (MTO Project Manager) responded via email on November 29, 2019.</p>
4	December 3, 2019 Email	Senior Project Manager, Transportation Planning / City of Ottawa	<p><i>From email:</i></p> <p>Please include me in agency consultations.</p>	<ul style="list-style-type: none"> - Requested to participate in the project. 	<p>Noted for future correspondence and MTAC meetings.</p>	<p>No response required.</p>
5	December 7, 2019 Website comment form	Public	<p><i>From website comment form:</i></p> <p>Hi, I am a home owner on <<Address>> where our backyard is very close to the Highway 417.</p> <p>It is currently very difficult to have conversations in our backyard due to vehicular road noise (this noise has increased within the last years due to increase speeds maybe or Innes road improvements?).</p> <p>The two main points I want to have clarified are:</p> <ol style="list-style-type: none"> 1. Sound barriers - What is the likelihood of getting this installed as I feel this is mandatory since any further highway modifications will certainly increase road speed and the noise level, which to me are at the peak supportable level? 2. The reason for this expansion - Being a resident looking at the highway on daily basis, the highway is congested as it is today. This congestion is not due to the road not having enough lanes but more like highway from the split to downtown not being wide enough to accommodate the traffic merging from both 417 and 174. Has this been review and is a solution being designed or implemented? <p><u>My observations:</u></p> <p>Westbound in the morning - traffic gets congested at the split due to traffic from 174 merging with traffic from 417. Congestion point - split to Nicholas and not Walkley to the split.</p>	<ul style="list-style-type: none"> - Resident near Highway 417 indicated it is very difficult to have a conversation in backyard due to highway noise. Indicated noise has increased within the last couple of years. - Requested two points for clarification: <ol style="list-style-type: none"> 1. What is the likelihood of noise barriers being installed? Resident feels noise barrier should be mandatory since highway modifications will increase road speed and noise levels; which may already be at peak levels 2. What is the reasoning for the expansion? Suggested the problem area is from OR 174 to downtown. Has this area been reviewed and is a solution being designed / implemented? - Resident provided their observations of the highway: <ul style="list-style-type: none"> o The Split to Nicholas Street appears to be the congested area in the morning. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 417 Expansion project. After study commencement in November 2019, the study was placed on hold.</p> <p>In 2021, the Ministry of Transportation (MTO) made the decision to take a staged approach to complete the work within the limits initially identified for the project.</p> <p>The scope of work for the first project to be delivered includes the following:</p> <ul style="list-style-type: none"> • Rehabilitation of the Highway 417 Aviation Parkway Off-Ramp (NBL) and Highway 417 Aviation Parkway On-Ramp (SBL) Overpass Bridges • Rehabilitation of the Highway 417 Aviation Parkway Overpass "Y" Bridge • Rehabilitation of the Highway 417 Walkley Road Underpass; • Construction of a noise barrier in the vicinity of the Highway 417 westbound (WB) to OR 174 eastbound (EB) ramp; and • Construction of related works, including pavement rehabilitation, drainage improvements, modifications to illumination/ATMS and landscaping. <p>The remainder of the works identified in the November 2019 Notice of Study Commencement, including the expansion of Highway 417, will be addressed under a separate Detail Design and Class Environmental Assessment study to be undertaken at a future date. We would like to provide response to your comments as they pertain to the current scope of work. Further opportunities for consultation regarding the widening of Highway 417 from Aviation Parkway to Hunt Club 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>Noise Assessment</p>	<p>A response was provided by WSP (Meghan MacMillan, Environmental Planner) on December 2, 2021.</p>

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			<p>Fixing this is not easy, but to me work from the split to Nicholas is what is needed.</p> <p>Eastbound in the evening - congestion of traffic is mainly due to slowdown of traffic funneling onto 174 which in turn slows down traffic onto 417 due to traffic doing lane changes from the right most lane to head onto the left side lanes so they can jump onto 174 towards Orleans.</p> <p>To me, steering traffic earlier towards 174, via lane changes or dedicated lanes to head toward 174 would reduce the backlog at the split heading to 417 towards Walkley. 174 probably needs some work done to increase the traffic flow.</p> <p>Sometimes the eastbound 417 gets congested when Innes gets jammed up and traffic gets backed up onto the 417. A solution for this is optimizing traffic flow on Innes that would reduce chances of backup onto 417</p>	<ul style="list-style-type: none"> o Eastbound during evening peak: traffic is congested merging onto OR 174, which then slows down Highway 417 traffic due to lane changes across the highway to merge onto OR 174. o Suggest OR 174 needs work completed to increase traffic flow. o Sometimes Highway 417 EB gets congested due to traffic backing up onto the highway from Innes Road. Suggested optimizing traffic flow into Innes Road to decrease risk of backup onto Highway 417. 	<p>A noise assessment has been completed for the project and determined that noise barriers are warranted in the vicinity of the Highway 417 westbound (WB) to OR 174 eastbound (EB). The noise barrier will be constructed as part of the current scope of work. The results of the assessment, including the proposed location of the noise barrier will be presented at the online Public Information Centre (PIC).</p> <p>We encourage your continued participation in this current study and have enclosed an invitation to participate in the online PIC to be held for this project from December 6, 2021 to December 20, 2021 on the project website at www.highway417-aviationtohuntclub.com/contract2. Please also note that the GWP number for this project has changed to GWP 4074-11-00 (newspaper notices published in November 2019 referenced two GWP numbers, GWP 4074-11-00 and GWP 4099-11-00) and that all future correspondence will reference the new number.</p> <p>We appreciate your interest in this study. Should you have any further questions or concerns, please do not hesitate to contact the undersigned.</p>	
5a	December 7, 2021 Email	Public	<p>I have read the PIC documentation and learned a few things such as Cote Martin drain and a Butternut. I am pleased to see that a noise barrier recommendation is present.</p> <p>My main interest is the noise barrier as this impacts many residents from the area. Do you know if/when a recommendation is turned into a confirmed/approved action?</p> <p>Is too much of an assumption that the noise barrier is one of the first actions performed to lessen the noise impact of the remaining work?</p>	<ul style="list-style-type: none"> - Inquired about when the recommendation of a noise barrier is turned into an approved action - Inquired of the noise barrier could be the first action to lessen the noise of the impact of the remaining work 	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments on the Highway 417 Bridge Rehabilitations project. We appreciate that you have taken the time to review the Public Information Centre (PIC) documentation and provide comments. Please find responses to your questions below.</p> <p>Do you know if/when a recommendation is turned into a confirmed/approved action?</p> <p>The recommendation for implementation of the noise barrier is being approved as part of this study process. Upon completion of the Environmental Assessment study, targeted for early 2022, and when the design of the noise barrier has been finalized, the project will be tendered for construction.</p> <p>Is too much of an assumption that the noise barrier is one of the first actions performed to lessen the noise impact of the remaining work?</p> <p>The noise barrier is currently planned to be constructed during the 2024 construction season. It will be one of the last elements constructed due to the fact that an earth berm is required as part of the noise wall construction, which will make use of materials excavated during other highway and bridge improvements. Please note that the construction schedule may vary based on the Contractor's schedule of operations and the timing of the contract award.</p> <p>We appreciate your interest in this study. Please find enclosed a Notice of Completion to inform you that a Design and Construction Report (DCR) has been filed and will be available from February 14, 2022 to March 15, 2022 for a 30-day comment period. The DCR documents the Class EA process followed, including a description of the Recommended Plan, potential environmental effects and mitigation plan. The DCR is available on the project website at www.highway417-aviationtohuntclub.com/contract2.</p> <p>Should you have any further questions or comments, please don't hesitate to contact the Project Team.</p>	<p>A response was provided by WSP (Meghan MacMillan, Environmental Planner) on February 10, 2022</p>

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6	December 9, 2019 Email Comment Form	Outside Plant Project Manager / Zayo	<p><i>From email:</i></p> <p>Please see the attached form.</p> <p>Please note that Zayo has fiber crossings at Cyrville Rd., Rail ROW south of Innes Rd. and Rail ROW south of Walkley Rd. which may be impacted by your design. We will need to be actively involved if any work needs to happen to the plant.</p> <p><i>From comment form:</i></p> <p>Fiber plant crossings:</p> <ul style="list-style-type: none"> • Cyrville Road • Rail ROW south of Innes Road • Rail ROW south of Walkley 	<ul style="list-style-type: none"> - Indicated that Zayo has fiber crossings within the study area which may be impacted by the project. - Requested to participate in the project. 	WSP will review the general location drawings and will coordinate with Zayo once detail design plans can be shared.	No response required.
7	December 10, 2019 Email Comment Form (including mark-up of mapping)	Senior Engineer, Right-of-Way, O-Train Construction, City of Ottawa Implementation Office (RIO), City of Ottawa	<p>This does not appear to impact Stage 2, however we notice that proposed works on the OR174 Cote Martin Drain Culvert (west bound lane) appears to be approximately 40m from the existing O-Train line between Cyrville and Blair Stations. I have attached a screenshot.</p> <p>If you would like more information on that particular aspect of the project to ensure there is no impact to the existing O-Train, or wish to liaise with WSP, I have copied Lincoln MacDonald.</p> <p><i>From comment form:</i></p> <p>Mark-up made to mapping showing proposed Stage 2 OLRT alignment in proximity to culvert works.</p>	<ul style="list-style-type: none"> - City of Ottawa inquired internally (cc'ing WSP) if the proposed work on the Cote Martin Drain Culvert would have potential to impact Stage 2 O-Train work. - The City provided a mark-up illustrating the proximity of the Stage 2 LRT works to the proposed culvert works. 	WSP will review the information provided and will coordinate with the City of Ottawa Stage 2 LRT if required.	No response required.
8	December 12, 2019 Comment Form	Public	<p><i>From comment form:</i></p> <ol style="list-style-type: none"> 1) Increased traffic on 417 and/or 174 overflow to Innes Road and Blair Road – Pineview Neighborhood during construction – Noise abatement during construction. 2) Post Construction – Ongoing traffic noise from 5 am to 2 am daily except the weekends (need for more barriers down Innes Rd on ramp West to OR174 east past on ramp to 174 east). Should be part of the design 174 east ramp. 	<ul style="list-style-type: none"> - Suggested an increase of traffic occurring at the Innes Road/Blair Road intersection during construction, which impacts Pineview neighbourhood residents. - Indicated that noise abatement should be implemented during construction. - Requested more barriers as part of the design along Innes Road on-ramp West to OR174 E past the on-ramp to 174 E. 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 417 Expansion project. After study commencement in November 2019, the study was placed on hold.</p> <p>In 2021, the Ministry of Transportation (MTO) made the decision to take a staged approach to complete the work within the limits initially identified for the project.</p> <p>The scope of work for the first project to be delivered includes the following:</p> <ul style="list-style-type: none"> • Rehabilitation of the Highway 417 Aviation Parkway Off-Ramp (NBL) and Highway 417 Aviation Parkway On-Ramp (SBL) Overpass Bridges • Rehabilitation of the Highway 417 Aviation Parkway Overpass “Y” Bridge • Rehabilitation of the Highway 417 Walkley Road Underpass; • Construction of a noise barrier in the vicinity of the Highway 417 westbound (WB) to OR 174 eastbound (EB) ramp; and • Construction of related works, including pavement rehabilitation, drainage improvements, modifications to illumination/ATMS and landscaping. 	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on December 2, 2021.

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					<p>The remainder of the works identified in the November 2019 Notice of Study Commencement, including the expansion of Highway 471, 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 provide response to your comments as they pertain to the current scope of work. Further opportunities for consultation regarding the widening of Highway 417 from Aviation Parkway to Hunt Club 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>Noise Abatement During Construction</p> <p>The Contractor will be required to keep their equipment in good operating condition that prevents unnecessary noise and minimize the idling of equipment. Night work may be required periodically to minimize construction impacts to Highway 417 traffic; however, it will be minimized to the extent possible and residents will be notified in advance of night work.</p> <p>Increased Local Traffic During Construction</p> <p>All lanes on Highway 417 eastbound and westbound will generally remain open throughout construction; a significant reduction in the capacity of Highway 417 is not anticipated. As such, we do not expect highway traffic to divert to local roads during construction. Some detours may be required during ramp or lane closures lasting several weeks; further details will be presented at the online Public Information Centre (PIC) that will be held for this project</p> <p>Noise Assessment</p> <p>A noise assessment has been completed for the project and determined that noise barriers are warranted in the vicinity of the Highway 417 westbound (WB) to OR 174 eastbound (EB). The noise barrier will be constructed as part of the current scope of work. The results of the assessment, including the proposed location of the noise barrier will be presented at the online PIC.</p> <p>We encourage your continued participation in this current study and have enclosed an invitation to participate in the online PIC to be held for this project from December 6, 2021 to December 20, 2021 on the project website at www.highway417-aviationtohuntclub.com/contract2. Please also note that the GWP number for this project has changed to GWP 4074-11-00 (newspaper notices published in November 2019 referenced two GWP numbers, GWP 4074-11-00 and GWP 4099-11-00) and that all future correspondence will reference the new number.</p> <p>We appreciate your interest in this study. Should you have any further questions or concerns, please do not hesitate to contact the undersigned.</p>	
9	December 13, 2019 Email Comment Form	Senior Engineer, Capital Planning & Coordination Asset Management / City of Ottawa	<p><i>From email:</i></p> <p>Attached is the completed contact form for the above noted project.</p> <ul style="list-style-type: none"> Wishes to participate in MTAC 	- Provided comment information for MTAC meetings	Contact added to MTAC contact list.	No response required.
10	December 13, 2019 Email	Senior Engineer, Infrastructure	<p><i>From email:</i></p> <p>Please find attached a comment form.</p>	- Requested a copy of the Detail Design and EA Study for the	Thanks for your response to the study commencement notice for this project.	A response was provided by WSP (Meghan

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	Comment Form	Renewal / City of Ottawa	As mentioned in your Notice of Study Commencement, a detail design and EA study for Hwy 417 Green's Creek Culverts was completed as part of another MTO project (GWP 4145-10-00). May I request a copy of the study? <i>From comment form:</i> City of Ottawa would like to request a copy of the detail design and EA study for Highway 417 Green's Creek Culverts (GWP 4145-10-00).	Highway 417 Green's Creek Culverts (GWP 4145-10-00).	The EA study and supporting documentation for the Green's Creek culvert rehabilitations are available on the project website: https://www.highway417-aviationtohuntclub.com/contract1-reportspresentations-en.html If you have any further questions, please let me know. Meghan MacMillan, WSP Environmental Planner	MacMillan, Environmental Planner) on December 16, 2019.
10a	December 17, 2019 Email	Senior Engineer, Infrastructure Renewal / City of Ottawa	I am wondering if you could send me the detail design drawings and hydraulic study for the proposed invert lining. The link below does not seem to include those contents.	- Requested detail design drawings and drainage studies for the Green's Creek culverts.	---	Drainage reports provided to City of Ottawa.
11	December 17, 2019 Email	District Planner, MNRF (Kemptville)	<i>From email:</i> You are probably aware of the process, but I have attached a guide to help you access natural heritage data from convenient online sources and in-water timing guidelines should the proposed project activities require fisheries considerations. It is the proponent's responsibility to complete a preliminary screening for each project, obtain available information from multiple sources, conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. If there are any questions or concerns regarding the Ministry's interests following completion of the preliminary screening, we would be happy to provide technical information and advice. Please note that Species at Risk data is no longer provided by the MNRF. All Endangered Species Act or Species at Risk enquiries should be directed to the Ministry of Environment, Climate Change and Parks at SAROntario@ontario.ca. Here is some additional information to help you determine whether other legislation is applicable. Petroleum Wells & Oil, Gas and Salt Resource Act There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com) for the best known data on any wells recorded by MNRF. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the Oil, Gas and Salt Resource Act, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum	- Provided a MNRF Natural Heritage Data guide to help access natural heritage data from convenient online sources and in-water timing guidelines. - Indicated that it is the proponent's responsibility to conduct a preliminary screening for each project, complete necessary field studies and consider potential environmental impacts from project activities. - Informed that SAR data is not provided by the MNRF anymore. All SAR enquiries should be directed to the MECP. - Suggested that there may be petroleum wells within the project area and to consult the Ontario, Oil, Gas and Salt Resources Library website. - Indicated that if oil and gas wells are in the project area, the proponent should contact the Petroleum Operations Section. - Requested to participate in the project and review the DCR.	MNRF will remain on the contact list and will continue to receive project updates. WSP has noted the information provided.	No response required.

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			operations, the proponent should contact the Petroleum Operations Section at 519-873-4634. We wish to remain engaged in this project and review the Design and Construction Report. Please contact me if you have any questions or concerns regarding MNRF interests.			
12	December 19, 2019 Email Comment Form	Rideau Valley Conservation Authority	<i>From email:</i> Please accept this email with the participation form filled out as the RVCA's confirmation of participation in the MTAC. I will try and compile some information that we have on file that may be of importance. Do you currently have any documents available for review or comment at this time? <i>From comment form:</i> What documents are available at this time for review? I will provide some additional info that we have on file.	- Indicated that the RVCA will provide information specific to the project on file (if available). - Asked if any project documents are available for review/comment.	Thanks for confirming the RVCA's interest in participating as part of the MTAC for this project. We intend to hold the first MTAC meeting in early 2020 and will send you an invitation. At this time, we do not have any documentation ready for review or comment. I should note that as part of the environmental studies completed for the initial contract under this assignment (https://www.highway417-aviationtohuntclub.com/contract1.html) in 2018 we did receive background information from the RVCA, which is all detailed in the Natural Environmental Reports that are available online (refer to Appendix F and Appendix G). If you have any additional or new information on file, it would be much appreciated.	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on December 16, 2019.
13	December 20, 2019 Email Comment Form	Senior Project Engineer, City of Ottawa – Transportation Planning	<i>From email:</i> Please see attached comments/questions from the City on the widening of Hwy 417 Detail Design from Ottawa Road 174 to Hunt Club Road. I look forward to participating on this project and feel free to contact me at any time if you have any questions or concerns. <i>From comment form:</i> Thank you for your letter dated November 26, 2019 and the opportunity to comment on the Highway 417 Expansion Detail Design and EA (Project). The City's Transportation Planning comments and questions are summarized below for your consideration: • What is the project schedule, construction schedule, and will there be an opportunity to meet to discuss the Project? • The Project references the 2007 Preliminary Design Study for Highway 417 from Highway 416 to Anderson Road. According to that study, the Transportation Needs Assessment (Section 3) and Travel Demand Forecasting (Section 3.1.2.2) was based on the TRANS EMME/2 model for the City's 2003 Transportation Master Plan (TMP). The City's current TMP was Council approved in 2013 and the TRANS model is continuously being updated. Will this Project update the needs assessment and travel demand forecasting? • The City is concerned about the downstream impact on the City's transportation network from widening of Highway 417. How will the additional capacity impact growth in vehicle volumes, i.e. what is the estimated	- Inquired about the project and construction schedule and if there is an opportunity to meet with the Project Team to discuss the project. - Indicated that the project references the 2007 Preliminary Design study from Highway 416 to Anderson Road and that the Transportation Needs Assessment and Travel Demand were based on TRANS EMME/2 model for the City of Ottawa's 2003 Transportation Master Plan (TMP). The TMP has since been updated and the TRANS model is continuously being updated. The current version of the TMP was approved by council in 2013. Inquired if this project will update the Transportation Needs Assessment - Indicated that the City is concerned about the downstream impact on the City's transportation network from widening of Highway 417. How will the additional capacity impact growth in vehicle volumes, i.e. what is the estimated induced demand? Also, what is the downstream impact at the split, where it bottlenecks - Indicated that the City of Ottawa prioritizes sustainable modes of	Please accept our apologies on the delay in responding to your questions regarding the Highway 417 Expansion project. After study commencement in November 2019, the study was placed on hold. In 2021, the Ministry of Transportation (MTO) made the decision to take a staged approach to complete the work within the limits initially identified for the project. The scope of work for the first project to be delivered includes the following: <ul style="list-style-type: none">• Rehabilitation of the Highway 417 Aviation Parkway Off-Ramp (NBL) and Highway 417 Aviation Parkway On-Ramp (SBL) Overpass Bridges• Rehabilitation of the Highway 417 Aviation Parkway Overpass "Y" Bridge• Rehabilitation of the Highway 417 Walkley Road Underpass;• Construction of a noise barrier in the vicinity of the Highway 417 westbound (WB) to OR 174 eastbound (EB) ramp; and• Construction of related works, including pavement rehabilitation, drainage improvements, modifications to illumination/ATMS and landscaping. The remainder of the works identified in the November 2019 Notice of Study Commencement, including the expansion of Highway 471, will be addressed under a separate Detail Design and Class Environmental Assessment study to be undertaken at a future date. We would like to provide response to your comments as they pertain to the current scope of work. Further opportunities for consultation regarding the widening of Highway 417 from Aviation Parkway to Hunt Club 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. Highway 417 Interchange Ramp Traffic Impacts A traffic analysis is currently being undertaken for the project and will include the assessment of queues on impacted Highway 417 on and off ramps during construction at the bridges. Upgrades to the existing ramp terminals (e.g.,	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on December 2, 2021.

Summary of Comments Received
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ID	Date/Form of Contact	Name/Agency	Original Comment Received	Summarized Comment Received	How it was Addressed	Response Provided
			<p>induced demand? Also, what is the downstream impact at the split, where it bottlenecks?</p> <ul style="list-style-type: none"> The City places a priority on sustainable modes of transportation (walking, cycling, transit) and where an opportunity arises, improves transportation infrastructure for the safety and comfort of pedestrians and cyclists. The Highway 417 widening will increase the volume of traffic on the free flow on and off ramps and will impact vulnerable road users. What is the impact of additional traffic volume on queue lengths at the signalized intersections of the off ramps and what measures will be implemented to improve the safety and comfort of pedestrians and cyclists at these intersections? Related to the priority for sustainable modes of transportation, the City also considers widening for high occupancy vehicle (HOV) lanes in place of general-purpose lanes to promote carpooling and transit priority. Similar to the HOV lanes that MTO implemented along Highway 417 in Kanata, will the Highway 417 widening consider HOV lanes? Doing so will help achieve the City's sustainable objectives as it provides the opportunity to implement continuous HOV lanes from east to west within the Ottawa area. The City is rewriting its Official Plan and a key policy direction is more growth by intensification. What will be the impact on land use and urban sprawl from this highway widening? On January 29, 2020, City Council will be approving the City's Climate Change Master Plan that sets new targets to reduce greenhouse gas (GHG) emissions by specific dates. Will this Project consider climate change as part of the environmental assessment and how will it impact the GHG emissions and overall vehicle kilometres travelled? 	<p>transportation and enquired if the widening will include HOV lanes.</p> <ul style="list-style-type: none"> Asked what the impact on land use and urban sprawl is from this highway widening. The City's Climate Change Master Plan will be approved by Council on January 29, 2020, which sets new targets to reduce GHG emissions by specific dates. Asked if the Project considers climate change and how it impacts GHG emissions and overall vehicle kilometres travelled. 	<p>addition of signalized intersections) are not included as part of the Detail Design scope of work. During construction, pedestrian and cyclist passage through work zones will be maintained.</p> <p>We will review updated TRANS model information to inform traffic growth assumptions as part of the traffic analysis that will be completed as part of this Detail Design study; the focus of the traffic analysis will be on queuing and impacts during construction of the proposed works.</p> <p>Schedule and Next Steps</p> <p>Detail Design for the current study is anticipated to be completed in early 2022; with construction occurring in late 2022. Please note the construction schedule is subject to MTO's regional priorities and funding.</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 December 6, 2021 to December 20, 2021 on the project website at www.highway417-aviationtohuntclub.com/contract2. Please also note that the GWP number for this project has changed to GWP 4074-11-00 (newspaper notices published in November 2019 referenced two GWP numbers, GWP 4074-11-00 and GWP 4099-11-00) and that all future correspondence will reference the new number.</p> <p>We appreciate your interest in this study. Should you have any further questions or concerns, please do not hesitate to contact the undersigned.</p>	
14	January 2, 2020 Email	Fire Protection Engineer, Ottawa Fire Services	<p><i>From Email:</i></p> <p>I would like to be invited to the MTAC meetings (hopefully there will be video or teleconferencing options?).</p> <p>I don't have an electronic version of the form, but here are my details:</p> <p>City of Ottawa – Fire Services</p> <p>Yes I'll participate in MTAC</p> <p>613-580-2424 x 24119</p> <p>613-913-2747</p> <p>Allan.evans@ottawa.ca</p> <p>Email preferred</p> <p>No questions/concerns</p>	<ul style="list-style-type: none"> Requested an invitation to the MTAC meetings and asked if video or teleconferencing options will be made available. Provided contact information and indicated no questions or concerns. Requested correspondence through email. 	Contact information updated for future correspondence.	No response required

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15	January 21, 2020 Email	Program Manager, Trains and Systems, City of Ottawa	<p><i>From Email:</i></p> <p>As this is only the study at this time, please keep us in the loop and engaged once your assessment has been completed and detailed plans are able to be reviewed.</p>	<ul style="list-style-type: none"> - Requested to participate in the project and receive future correspondence once assessment and detailed plans are ready for review. 	Contact information updated for future correspondence.	No response required.
16	February 13, 2020 Email	Heritage Planner / MHSTCI	<p><i>From Email:</i></p> <p>Please find attached the Ministry of Heritage, Sport, Tourism and Culture Industries' letter acknowledging the receipt of your Notice of Commencement. Apologies for the delay in responding. If you have any further questions, please do not hesitate to contact Kimberly Livingstone.</p> <p><i>From Letter:</i></p> <p>Thank you for providing the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) with the Notice of Commencement for the above-referenced project. MHSTCI's interest in this Environmental Assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:</p> <ul style="list-style-type: none"> • archaeological resources, including land and marine; • built heritage resources, including bridges and monuments; and, • cultural heritage landscapes. <p>Under the Class Environmental Assessment for Provincial Transportation Facilities, proponents are required to:</p> <ul style="list-style-type: none"> • identify existing environmental conditions and sensitivities, • identify potential environmental impacts; and • describe proposed measures to mitigate potential negative impacts. <p>Project Summary</p> <p>The Ministry of Transportation has retained WSP to complete the Detail Design and Environmental Assessment (EA) for the expansion of Highway 417 by one lane in each direction from Ottawa Road to 174 Hunt Club Road in the City of Ottawa (GWP 4099-11-00). WSP has also been retained to complete the Detail Design and EA study for the rehabilitation or replacement of ten bridges and structural culverts within the limits of the highway widening (GWP- 4074-11-00).</p> <p>Identifying Cultural Heritage Resources</p> <p>While some cultural heritage resources may have already been formally identified, others may be identified through</p>	<ul style="list-style-type: none"> - Indicated that the MHSTCI's interest in the project relates to its mandate of conserving Ontario's cultural heritage, including: archaeological resources, including land and marine; built heritage resources, including bridges and monuments; and cultural heritage landscapes. - Noted a summary of the project and that other cultural heritage resources may be identified through assessment of the Standards and Guidelines for Conservation of Provincial Heritage Properties. - Mentioned that the EA may impact archaeological resources and requested confirmation that the study area has been screen for archaeological potential. Noted the following MHSTCI resource: Criteria for Evaluating Archaeological Potential - Stated that if the project area exhibits archaeological potential, then an Archaeological Assessment is necessary and must be undertaken by an archaeologist licensed under the Ontario Heritage Association. - Noted that archaeological assessments must conform to the Standards and Guidelines for Consultants Archaeologists (2011) and that the licensed archaeologist is to submit all completed archaeological assessment to MHSTCI for review. - Mentioned the following resources to assist with determining if a Cultural Heritage Assessment Report, Cultural Heritage Evaluation Report and/or Heritage Impact Assessment are needed: MTO's Environmental Guide for Built Heritage and Cultural 	<p>Please accept our apologies on the delay in responding to your questions regarding the Highway 417 Expansion project. After study commencement in November 2019, the study was placed on hold.</p> <p>In 2021, the Ministry of Transportation (MTO) made the decision to take a staged approach to complete the work within the limits initially identified for the project.</p> <p>The scope of work for the first project to be delivered includes the following:</p> <ul style="list-style-type: none"> • Rehabilitation of the Highway 417 Aviation Parkway Off-Ramp (NBL) and Highway 417 Aviation Parkway On-Ramp (SBL) Overpass Bridges • Rehabilitation of the Highway 417 Aviation Parkway Overpass "Y" Bridge • Rehabilitation of the Highway 417 Walkley Road Underpass; • Construction of a noise barrier in the vicinity of the Highway 417 westbound (WB) to OR 174 eastbound (EB) ramp; and • Construction of related works, including pavement rehabilitation, drainage improvements, modifications to illumination/ATMS and landscaping. <p>The remainder of the works identified in the November 2019 Notice of Study Commencement, including the expansion of Highway 471, will be addressed under a separate Detail Design and Class Environmental Assessment study to be undertaken at a future date.</p> <p>The following provides an overview of the archaeological assessments and cultural heritage assessments that have been completed for the current scope of work.</p> <p>Archaeological Resources</p> <p>A Stage 1 Archaeological Assessment has been completed for the entire Highway 417 East expansion limits, from Aviation Parkway to Hunt Club Road as part of this assignment. The report is currently in draft form and will be submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) for review and approval once finalized.</p> <p>The results of the assessment indicated archaeological potential has been removed from the parts of the study area that have been deeply and extensively disturbed due to the construction of Highway 417, local roads, and their associated rights-of-way. Additionally, archaeological potential is low in areas that are low-lying and wet. These areas have been photo documented and no further archaeological investigation is required. The remainder of the study area, however, retains high potential for the presence of archaeological resources.</p> <p>All areas found to retain archaeological potential must be subject to test pit survey at 5 m intervals as per Section 2.1.2 of the Standards and Guidelines for Consultant Archaeologists (2011). This recommendation includes areas such as wood lots, bush lots, manicured lawns, and areas of scrub overgrowth. Test pit</p>	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on December 2, 2021.

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			<p>assessment. Please note that the Standards and Guidelines for Conservation of Provincial Heritage Properties (S&Gs), prepared pursuant to Section 25.2 of the Ontario Heritage Act (OHA), came into effect on July 1, 2010. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs.</p> <p>Archaeological Resources</p> <p>This EA project may impact archaeological resources. Please confirm whether the study area has been screened for archaeological potential and/or is the subject of an archaeological assessment. The ministry's Criteria for Evaluating Archaeological Potential can assist you to determine if an archaeological assessment is needed.</p> <p>If it is determined that the project area exhibits archaeological potential, then an Archaeological Assessment is necessary and must be undertaken by an archaeologist licenced under the OHA. This includes any temporary roads, detours or work areas associated with the project.</p> <p>Archaeological assessment reports must conform to the Standards and Guidelines for Consultants Archaeologists (2011). The licensed archaeologist will submit all completed archaeological assessment reports directly to MHSTCI for review.</p> <p>Built Heritage and Cultural Heritage Landscapes</p> <p>This EA project may impact built heritage resources and cultural heritage landscapes. Please confirm whether the study area has been screened for built heritage resources or cultural heritage landscapes and/or is the subject of a cultural heritage assessment. MTO's Environmental Guide for Built Heritage and Cultural Heritage Landscape (2007) and Ontario Heritage Bridge Guidelines for Provincially Owned Bridges and MHSTCI's Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes can assist you to determine if a Cultural Heritage Assessment Report, Cultural Heritage Evaluation Report and/or Heritage Impact Assessment is needed.</p> <p>Cultural heritage reports are to be undertaken by a qualified person who has expertise, recent experience and knowledge relevant to the type of cultural heritage resources being considered and the nature of the project being proposed.</p> <p>Community input should be sought to identify locally recognized and potential cultural heritage resources.</p>	<p>Heritage Landscape (2007) and Ontario Heritage Bridge Guidelines for Provincially Owned Bridges and MHSTCI's Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes.</p> <ul style="list-style-type: none"> - Stated that cultural heritage reports are to be undertaken by a qualified person who has expertise, recent experience and knowledge relevant to the type of cultural heritage resources being considered and the nature of the project being proposed. - Recognized that community input should be sought to identify locally recognized and potential cultural heritage resources. Sources include, but are not limited to, municipal heritage committees, historical societies and other local heritage organizations. - Emphasized that cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them. - Stated that technical cultural heritage studies and their recommendations are part of the EA and should be included in the environmental study report. If no cultural heritage impacts are anticipated, this is to be mentioned in the final EA report. 	<p>survey can be increased to 10 m intervals in areas of confirmed disturbance based on professional judgement.</p> <p>No areas identified to have archaeological potential will be impacted by the proposed works associated with the current project.</p> <p>Built Heritage</p> <p>The Highway 417 bridges that are proposed to be rehabilitated under this assignment include:</p> <ul style="list-style-type: none"> • Highway 417 Aviation Parkway Off-Ramp (NBL) and Highway 417 Aviation Parkway On-Ramp (SBL) Overpass Bridges • Highway 417 Aviation Parkway Overpass "Y" Bridge • Highway 417 Walkley Road Underpass; <p>All four bridges were screened during the Preliminary Design and Environmental Assessment study for the rehabilitation and replacement of the bridges (GWP 4074-11-00) and were found to not have any heritage value or interest. No further heritage assessments are required for these bridges.</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 December 6, 2021 to December 20, 2021 on the project website at www.highway417-aviationtohuntclub.com/contract2. Please also note that the GWP number for this project has changed to GWP 4074-11-00 (newspaper notices published in November 2019 referenced two GWP numbers, GWP 4074-11-00 and GWP 4099-11-00) and that all future correspondence will reference the new number.</p> <p>Upon completion of the Detail Design, a DCR will be prepared and filed for a 30-day public review period. The DCR will document the Class EA process followed, including a description of the Recommended Plan, potential environmental effects, and the final mitigation plan. Please note that you will be notified directly when the DCR is filed for the 30-day public review period.</p> <p>Should you require additional information, please feel free to contact the undersigned.</p>	

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			<p>Sources include, but are not limited to, municipal heritage committees, historical societies and other local heritage organizations.</p> <p>Cultural heritage resources are often of critical importance to Indigenous communities. Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to them.</p> <p>Bridges and Culverts</p> <p>Should this project impact any bridges please determine whether the structure is:</p> <ul style="list-style-type: none"> • included on the Ontario Heritage Bridge List • listed in MTO's Heritage Bridges: Identification and Assessment Guide, Ontario 1945-1965 • 40 years or older and not listed in the above Guide • locally or regionally unusual <p>If the proposed work involves a culvert, please note that the Ministry of Transportation (MTO) has developed the following reference materials, which should be consulted when dealing with culverts:</p> <p>Heritage Assessment of Structural Culverts</p> <p>Structural Culvert Heritage Screening Form</p> <p>Heritage Screening Report for Structural Culverts</p> <p>Environmental Assessment Reporting</p> <p>All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MHSTCI whether any technical cultural heritage studies were (or will be) completed for this EA project, and provide them to MHSTCI before issuing a Notice of Completion or commencing any work on the site. If it is determined that no cultural heritage resources are impacted and/or that technical studies are not warranted, this should be documented, summarised and incorporated in the final EA 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, do not hesitate to contact me.</p> <p>Joseph Harvey</p>			


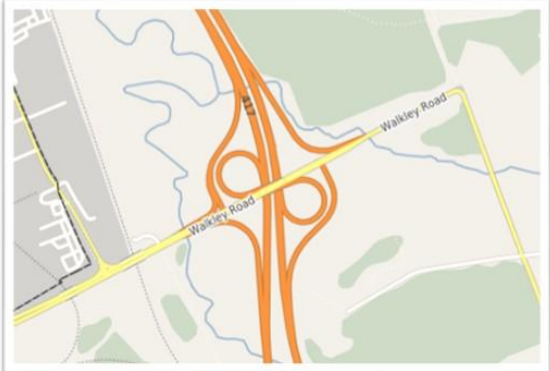

Summary of Comments Received
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			<p>On behalf of Kimberly Livingstone Heritage Planner (A) Heritage Planning Unit Kimberly.Livingstone@ontario.ca</p> <p>Copied to: Peter Freure, Senior Project Engineer, MTO – Eastern Region John Hanna, Senior Environmental Planner, MTO Eastern Region Meghan MacMillan, Consultant Environmental Planner, WSP</p>			
16a	December 3, 2021 Email	Team Lead / MHSTCI	<p>No worries. Thanks for the update on this file! We have reviewed the attached response and have the following comments and observations:</p> <ul style="list-style-type: none"> • Could you please advise the Project Information Form number for the Stage 1 Archaeological Assessment (AA)? This will help us to connect our files internally. <p>Please note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports whether those reports recommend that:</p> <ol style="list-style-type: none"> 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>Approval authorities, such as MTO, typically wait to receive the MHSTCI's letter indicating that the AA report(s) has been entered into the Register before issuing a decision on the application as it can be used, for example, to document that due diligence has been undertaken.</p> <p>Additionally, there has been some changes in our office (see full MHSTCI contact below). For this project (MHSTCI File number 0011878), could you please update your contact list as follows? Include:</p>	<ul style="list-style-type: none"> - MHSTCI inquired about the Project Information form number for the Stage 1 AA to connect the files internally. <ul style="list-style-type: none"> - MHSTCI noted note that archaeological concerns have not been addressed until reports have been entered into the Ontario Public Register of Archaeological Reports whether those reports recommend that: <ul style="list-style-type: none"> - the archaeological assessment of the project area is complete and - 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>On behalf of the Ministry of Transportation (MTO), thank you for providing further information on the archaeological assessment process as well as updated MHSTCI contact information. We will be sure to update our contact list for future correspondence on this study.</p> <p>The PIF for the Stage 1 Archaeological Assessment is P1006-0037-2021. The report was submitted to MHSTCI for review on December 16, 2021. We would like to confirm that MTO will wait to receive the MHSTCI's letter indicating that the report has been entered into MHSTCI's Register prior to tendering the contract for construction.</p> <p>We appreciate MHSTCI's continued participation in this study. Please find enclosed a Notice of Completion to inform you that a Design and Construction Report (DCR) has been filed and will be available from February 14, 2022 to March 15, 2022 for a 30-day comment period. The DCR documents the Class EA process followed, including a description of the Recommended Plan, potential environmental effects and mitigation plan. The DCR is available on the project website at www.highway417-aviationtohuntclub.com/contract2.</p> <p>Should you have any further questions or comments, please feel free to contact the Project Team.</p>	<p>A response was provided by WSP (Meghan MacMillan, Environmental Planner) on February 10, 2022</p>

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			<ul style="list-style-type: none"> Karla Barboza, Team Lead - Heritage (Acting) Heritage Planning Unit (Heritage, Sport, Tourism and Culture Industries) 416-660-1027 karla.barboza@ontario.ca Jack Mallon, Heritage Planner Heritage Planning Unit (Heritage, Sport, Tourism and Culture Industries) jack.mallon@ontario.ca <p>You can remove Joseph Harvey and Kimberly Livingstone from this project's contact list.</p> <p>For future projects, please send the initial notice to me. You may also want to contact the Ministry of the Environment, Conservation and Parks for an updated Government Review Team List at 416-314-8001 or 1-800-461-6290.</p> <p>Let us know if you have any questions in the meantime.</p>			
Online Public Information Centre (December 6, 2021 – December 20, 2021)						
17	December 3, 2021 Voice Mail to Lincoln MacDonald	Lynn Leduc on behalf of Councillor Tim Tierney	Hi, this message is for Lincoln McDonald. It's Lynn Leduc from the city of Ottawa. Councillor Tim Tierney's office and counselor. Tim is very interested and almost excited I'd say about the noise barrier on your Hwy 417 bridge rehab. Excuse me the westbound to 174 eastbound ramp and I'm wondering if you might be able to give me a little bit more information on that. He's really happy to see that move forward if that's the case and I wonder if you could give me a shout at 61379621417962141. It's Lynn Leduc from the city of Ottawa. Thank you.	<ul style="list-style-type: none"> Councillor Tierney's office noted they are glad to hear about the noise barrier along the Highway 417 to OR 174 off-ramp. Requested more information on the noise barrier. 		WSP (Lincoln MacDonald, Project Manager) responded via phone on December 3, 2021
18	December 3, 2021 Website comment form	Public	<p>To Whom It May Concern,</p> <p>As one of the many residents of <<Address>>, I would appreciate if the noise barriers on the 417-WB could be extended to reach our houses.</p> <p>Currently, the proposed barrier extends from Cedarcroft Park to Meadowbrook Park, just shy of Progress Place. Considering that our homes are one of the closest to the highway, my neighbours and I would greatly benefit from this small implementation as it would improve our quality of life.</p> <p>Please indicate if this can be implemented to the current plan. I am looking forward to hearing back from you.</p>	<ul style="list-style-type: none"> Resident noted they would like to noise barrier to extend to reach their home on Progress Place. Noting that it would greatly benefit their quality of life. Requested to be informed if this can be implemented to the current plan 	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments received regarding the Highway 417 Bridge Rehabilitations project.</p> <p>We would like to confirm that the proposed noise barrier extends south of Progress Place to just south of Foxwell Street, as illustrated on the enclosed plan. We apologize for any confusion regarding the location of the noise barrier. <<Graphic from PIC slide to be included>></p> <p>We appreciate your interest in this study. Please find enclosed a Notice of Completion to inform you that a Design and Construction Report (DCR) has been filed and will be available from February 14, 2022 to March 15, 2022 for a 30-day comment period. The DCR documents the Class EA process followed, including a description of the Recommended Plan, potential environmental effects and mitigation plan. The DCR is available on the project website at www.highway417-aviationtohuntclub.com/contract2.</p> <p>Should you have any further questions or comments, please don't hesitate to contact the Project Team.</p>	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on February 10, 2022

Summary of Comments Received
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19	December 6, 2021 Email	Videotron	<p>Here is the location of the Videotron cables as well as the Fibrenoire (black line) cables in the areas of your work.</p> <p>Please contact me if we still need to participate in the future meeting scheduled for these rehabs.</p> <p>We note that it is unlikely that we will have any cables to relocate in the area mentioned. (see network sketch)</p>   	<ul style="list-style-type: none"> - Videotron provided sketch of Fibrenoire (black line) cables adjacent to the study area. - Noted it is unlikely Videotron cables will need to be relocated within study area. 		No response required.

Summary of Comments Received
Highway 417 Bridge Rehabilitations (GWP 4074-11-00)

ID	Date/Form of Contact	Name/Agency	Original Comment Received	Summarized Comment Received	How it was Addressed	Response Provided
20	December 8, 2021 Website comment form	City of Ottawa	Is the design of the Walkley Underpass include provision for active transportation for both pedestrians and cyclists and if so, what will the proposed cross section look like?	<ul style="list-style-type: none"> - Inquired if the design of the Walkley Road Underpass includes provisions for active transportation for pedestrians and cyclists. - Inquired what the proposed cross section will look like 	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments received regarding the provision for active transportation facilities on the Walkley Road Underpass as part of the Highway 417 Bridge Rehabilitations project.</p> <p>The rehabilitation of the Walkley Road Underpass includes the reinstatement of the existing 1.5 m sidewalks located on both sides of the bridge; however, extensions of the sidewalks to connect with City of Ottawa infrastructure is outside of the scope of the project.</p> <p>The feasibility of implementing cyclist infrastructure was assessed as part of the study. The existing Walkley Road bridge cannot be widened as part of the rehabilitation works as it is a post-tensioned voided slab deck. Therefore, to accommodate cycling infrastructure, we reviewed the feasibility of permanently removing the existing raised median. Our assessment determined that removing the median would not provide sufficient space to accommodate an appropriate cycling facility based on current traffic volumes and speeds on Walkley Road. As such, the rehabilitation of the Walkley Road Underpass will not be able to accommodate cycling infrastructure along the bridge.</p> <p>We appreciate your interest in this study. Please find enclosed a Notice of Completion to inform you that a Design and Construction Report (DCR) has been filed and will be available from February 14, 2022 to March 15, 2022 for a 30-day comment period. The DCR documents the Class EA process followed, including a description of the Recommended Plan, potential environmental effects and mitigation plan. The DCR is available on the project website at www.highway417-aviationtohuntclub.com/contract2.</p> <p>Should you have any further questions or comments, please don't hesitate to contact the Project Team.</p>	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on February 10, 2022
21	December 10, 2021 Website comment form	Public	Would love some way to block the sound of the 417 and 174 highways in the Ottawa neighborhood of Pineview! Some day the sound is incredibly loud! Thank you!!	<ul style="list-style-type: none"> - Indicated would appreciate ways to block sound from Highway 417 and OR 174 in the Pineview neighborhood 	--	No response required (as indicated in comment form)
22	December 11, 2021 Website comment form	Public	<p>I walk to work (down Ogilvie to Montreal Road and then to Polytek) or should I say skate, slide and fall. No sand sprinkled on the sidewalks last week (salt is environmentally unfriendly). Last week was horrible and for a 72 year old senior citizen I am disappointed. Today, 11 Dec we have freezing rain. Working every Sunday to Wednesday I wonder how my outdoor journey will proceed tomorrow when I head out.</p> <p>In addition, last year just after the sidewalks on Ogilvie (near Dunham) are plowed by city crews along comes the</p>	<ul style="list-style-type: none"> - Noted that sidewalks between Ogilvie to Montreal Road are poorly cleared of snow and debris and are slippery. 	<p>On behalf of the Ministry of Transportation (MTO), thank you for your comments received regarding the Highway 417 Bridge Rehabilitations project.</p> <p>We appreciate your comments regarding sidewalk clearing on Ogilvie Road and Montreal Road; however, these areas are not within the study area for the Highway 417 Bridge Rehabilitation projects. Please reach out to the City of Ottawa to express your comments regarding snow clearing operations on City streets.</p> <p>Please find enclosed a Notice of Completion to inform you that a Design and Construction Report (DCR) has been filed and will be available from February 14, 2022 to March 15, 2022 for a 30-day comment period. The DCR documents the</p>	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on February 10, 2022

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			contractor "Worry Free" who never fails to dump their work on the sidewalk in great heaps. Mountain climbing is not my sport. Los of challenges I know but please help us walkers.		Class EA process followed, including a description of the Recommended Plan, potential environmental effects and mitigation plan. The DCR is available on the project website at www.highway417-aviationtohuntclub.com/contract2 . Should you have any further questions or comments, please don't hesitate to contact the Project Team.	
23	December 12, 2021 Website comment form	Public	I am so pleased to finally see a noise barrier being erected. The location of it is perfect. I live on <<Address>> and finally, like my neighbours, I will be able to sit outside in the summer and not have to shout to be heard above the traffic. Thank you for doing this.	- Noted they are happy to see the noise barrier is being implemented by their home.	--	No response required (as indicated in comment form)
24	December 13, 2021 Website comment form	Public	I live at <<Address>> which backs on to the highway. I feel that if a noise barrier is being installed it should continue all the way to include our neighborhood yards as it is really loud especially for us as we have young children and their rooms face the yard and noise is an issue. Also very hard to even have a convo outside with all the road noise from the highway . Hopefully this finds the right person to get it approved for us it would be greatly appreciated.	- Noted they live near the noise barrier location and would appreciate the barrier be extended past their home.	On behalf of the Ministry of Transportation (MTO), thank you for your comments received regarding the Highway 417 Bridge Rehabilitations project. We would like to confirm that the proposed noise barrier extends south of Progress Place to just south of Foxwell Street, as illustrated on the enclosed plan. We apologize for any confusion regarding the location of the noise barrier. We appreciate your interest in this study. Please find enclosed a Notice of Completion to inform you that a Design and Construction Report (DCR) has been filed and will be available from February 14, 2022 to March 15, 2022 for a 30-day comment period. The DCR documents the Class EA process followed, including a description of the Recommended Plan, potential environmental effects and mitigation plan. The DCR is available on the project website at www.highway417-aviationtohuntclub.com/contract2 . Should you have any further questions or comments, please don't hesitate to contact the Project Team.	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on February 10, 2022
25	January 20, 2022 Website comment form	City of Ottawa	Please add me to the mailing list. Thank you.	- Requested to be added to the mailing list.	Contact added to mailing list.	No response required (as indicated in comment form)
26	February 2, 2022 Email	National Capital Commission	I just wanted to remind you (and please forward to MTO) that all work proposed on federal lands (including NCC lands) are subject to a Federal Approval, issued by the NCC. The process is outlined here : FLUDTA: NCC approval for projects in the Capital. The is a user's guide at the bottom of the page. As part of this Federal Approval process, there is a requirement to review the project under the Impact Assessment Act. Consult Projects on federal lands and outside Canada Guidance document on Sections 81 to 91 of the Impact Assessment Act for more information on how Federal Authorities evaluate projects. As I was reviewing the project package on the project website, I noticed that the Walkley Road Underpass is	- NCC noted that all work proposed on federal lands (including NCC lands) are subject to a Federal Approval, issued by the NCC. - NCC noted that the Walkley Road Underpass is located within the Greenbelt. - NCC noted that there is no reference to a federal EA process being followed for the project. - NCC requested confirmed if any federal lands are being impacted by the project.	On behalf of the Ministry of Transportation (MTO), thank you for your comments received regarding the potential impacts to federal lands required as part of the Highway 417 Bridge Rehabilitations project. MTO and WSP met with NCC staff on November 4, 2021 to discuss potential temporary impacts to federal land along the Aviation Parkway as a result of this project. A temporarily widened shoulder was proposed, in order to accommodate truck deceleration and access to the construction work zone. Through further discussion with the NCC and refinements to the design of the work zone access, it was determined that this temporary shoulder widening is not required at that vehicle access can be accommodated through temporary lane closures. Marion Gale, NCC Senior Land Use Planner, confirmed by email on November 16, 2021 that no federal approval will be required.	A response was provided by WSP (Meghan MacMillan, Environmental Planner) on February 10, 2022

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			<p>located within the Greenbelt. I also noticed that the Class EA process is ongoing but there was no referenced to any federal process. Could you please confirm if federal lands are impacted by this project ? If so, please follow the process for obtaining a Federal Approval.</p> <p>Let me know if you have questions, I'd be happy to assist.</p>	<p>- NCC noted that if federal land is being impacted, the process for obtaining Federal Approval must be followed.</p>	<p>MTO is currently in the process of applying for a Land Access Permit for Aviation Parkway from Ogilvie Road south to the MTO Right-of-Way (ROW). The Land Access Permit is required for the full closure of the Aviation Parkway Northbound Off-ramp from Highway 417 for one construction season.</p> <p>We would also like to confirm that all of the remaining proposed works, including rehabilitation of the Walkley Road Underpass, will occur within the existing MTO ROW. There are no proposed impacts to federally-owned lands.</p> <p>We appreciate your interest in this study. Please find enclosed a Notice of Completion to inform you that a Design and Construction Report (DCR) has been filed and will be available from February 14, 2022 to March 15, 2022 for a 30-day comment period. The DCR documents the Class EA process followed, including a description of the Recommended Plan, potential environmental effects and mitigation plan. The DCR is available on the project website at www.highway417-aviationtohuntclub.com/contract2.</p> <p>Should you have any further questions or comments, please don't hesitate to contact the Project Team.</p>	