

HIGHWAY 6 (HANLON EXPRESSWAY) INTERCHANGE AT LAIRD ROAD

GWP 3002-05-00

CLASS ENVIRONMENTAL ASSESSMENT FOR PROVINCIAL TRANSPORTATION FACILITIES "GROUP B"

DESIGN AND CONSTRUCTION REPORT (DCR)

JUNE 2011

DESIGN AND CONSTRUCTION REPORT (DCR)

Highway 6 (Hanlon Expressway) Interchange at Laird Road GWP 3002-05-00

Class Environmental Assessment for Provincial Transportation Facilities "Group B"

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June 2011

PUBLIC RECORD

ONTARIO MINISTRY OF TRANSPORTATION

HIGHWAY 6 (HANLON EXPRESSWAY) INTERCHANGE AT LAIRD ROAD (GWP 3002-05-00) DESIGN AND CONSTRUCTION REPORT

Copies of this document have been sent to the following office of the Ministry of the Environment to be placed in the public record for a 30-day Public Review Period from July 5, 2011 to August 9, 2011:

Ministry of the Environment

Hamilton Regional Office 119 King Street West, 12th Floor Hamilton Ontario

This Design and Construction Report is available for review during regular business hours at the following locations:

Office of the Clerk	Guelph Public Library
City of Guelph	Scottsdale Centre Branch
1 Carden Street	650 Scottsdale Drive
Guelph Ontario	Guelph Ontario
	1 Carden Street

CLASS EA PROCESS AND ENVIRONMENTAL DOCUMENTATION

This project is being carried out in accordance with the requirements of the Class Environmental Assessment (EA) for Provincial Transportation Facilities, a process that has been accepted and approved under Ontario's Environmental Assessment Act, as described in this report.

Other required aspects of the Class EA process and environmental documentation are contained in the Class Environmental Assessment for Provincial Transportation Facilities (2000). Readers interested in these matters are encouraged to refer to that document. The consultant project manager or environmental planner are also available to discuss this information and may be contacted as follows:

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Summary Description of the Undertaking
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1.0 Summary Description of the Undertaking

Stantec Consulting Ltd. was retained by the Ministry of Transportation (MTO) to undertake a detail design study for a new interchange at Highway 6 (Hanlon Expressway) and Laird Road, in the City of Guelph (Exhibit 1).

The preliminary design stage of the study was documented in a *Transportation Environmental Study Report* (TESR) that received Environmental Clearance in 2009. This Design and Construction Report (DCR) documents the detail design component of the study.

The study is located in the City of Guelph, as displayed in Exhibit 1.

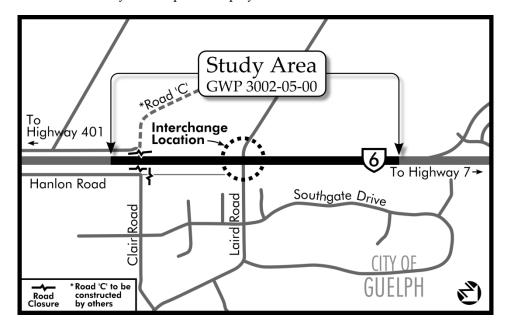


Exhibit 1: Study Area

1.1 The Project

The purpose of this study is to improve safety and operations at the Highway 6/Laird Road intersection, and to accommodate future access to the Hanlon Creek Business Park, the South Guelph Industrial Lands, and existing residential communities.

This project is part of a long-term strategy to upgrade Highway 6 (the Hanlon Expressway) to a fully Controlled Access Highway, with access restricted to interchange locations only.

The study also included identifying a construction and staging management plan.

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The detail design study included:

- Carrying out field investigations to confirm environmental and engineering information;
- Preparing a traffic management and construction staging plan;
- Designing drainage, illumination and environmental mitigation to facilitate the proposed improvements; and
- Seeking input from the public, local municipalities, external ministries/agencies, businesses and property owners.

1.2 Environmental Assessment Process

The planning and design of transportation projects and facilities must be carried out in accordance with the applicable environmental statutes, supporting regulations and formal government policies and procedures. The policies and legislation that apply to this project are described below.

1.2.1 The Ontario Environmental Assessment Act

The *Ontario Environmental Assessment Act* (EAA) sets up a process for reviewing the environmental impact of proposed activities prior to the granting of government funds. The purpose of the EAA is to make sure that:

- A reasonable and traceable planning process is followed
- The need for the project is demonstrated
- The public has input into the process and investigations
- The study includes a review of a full range of alternatives
- The selected alternative minimizes any environmental impacts, and provides mitigation strategies to minimize impacts resulting from the improvements

The undertakings can be assessed individually or as part of a class (i.e., a type of activity with common characteristics and potential effects). The Ministry of Transportation's *Class Environmental Assessment for Provincial Transportation Facilities* (MTO Class EA) was approved under the *Ontario Environmental Assessment Act* (EAA) in the fall of 1997 and amended in 2000.

1.2.2 Project Specific Study Process

The project is being carried out following the requirements of the Ministry of Transportation's *Class Environmental Assessment* (Class EA) *for Provincial Transportation Facilities* (2000). The Class EA process is for projects of a defined scope and magnitude, where the impact can effectively be determined and mitigated.

This project falls within the scope of a Group 'B' project. Group 'B' projects include major improvements to existing transportation facilities including highway improvements over land or water that provide a significant increase in traffic capacity or cause a significant widening of the "footprint" beyond the roadbed of an existing highway. The study process, as undertaken for this project, is illustrated in Exhibit 2.

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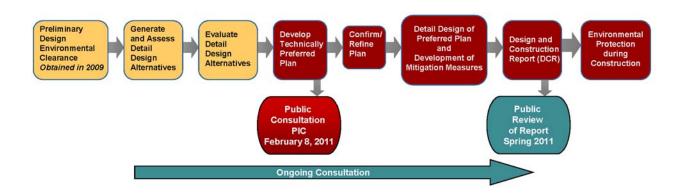


Exhibit 2: Study Process

For information on the environmental assessment process for provincial transportation facilities, the public may contact the Ministry of the Environment, Environmental Assessment Branch. Documents are available to assist with understanding the process. Relevant publications include:

- Class Environmental Assessment for Provincial Transportation Facilities, MTO, July 2000
- MTO Environmental Reference for Highway Design, MTO, 2006
- The Ministry of the Environment (MOE) Code of Practice Preparing, Reviewing, and Using Class Environmental Assessments in Ontario (October, 2009)

Publications are available from *Publications Ontario*.

1.2.3 Canadian Environmental Assessment Act

The Canadian Environmental Assessment Act (CEAA, 2005) is legislation that applies to federal authorities when they are taking certain actions in support of a project or a component of the project such as providing Federal land, funds, or regulatory approvals identified in the CEAA Law List Regulations. In addition, where a federal authority is a proponent or co-proponent of a project, CEAA may be triggered.

The CEAA process has not been trigged by this study.

1.2.4 Regulatory Agencies

Undertaking an Environmental Assessment can require consideration of other approvals and review agencies. They include:

Federal Review Agencies

- Department of Fisheries and Oceans (DFO) Fisheries Act Authorizations (FAA) or a 'No HADD' submission in accordance with the MTO/DFO/OMNR Fisheries Protocol
- Transport Canada Navigable Waters Protection Act (NWPA)
- Environment Canada Species at Risk Act (SARA)

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Provincial Review/Policy Requirements

- Provincial Policy Statement (2005)
- Ministry of the Environment Environmental Assessment Act, Environmental Protection Act, Ontario Water Resources Act, Certificates of Approval, Permits to Take Water, Ontario Noise Protocol
- Ontario Access and Privacy Office Freedom of Information and Protection of Privacy Act
- Ministry of Agriculture and Food Ontario Foodlands Preservation Guidelines
- Ministry of Natural Resources MTO/DFO/OMNR Fisheries Protocol, Ontario Wetlands Policy, Endangered Species Act (ESA)
- Ministry of Tourism and Culture Ontario Archaeological Protocol, Ontario Heritage Act

Municipal Policy (City of Guelph)

- City of Guelph Official Plan
- Noise Bylaws
- Zoning Bylaws
- Transportation Planning Policy

Although MTO is not subject to municipal approval requirements, consideration is given to municipal plans and policies.

1.2.5 City of Guelph Official Plan

This study is in compliance with the City's Official Plan, and the approved plan for the Hanlon Creek Business Park (HCBP).

The City's Official Plan (Section 8.2.19.1) identifies a policy for the South Guelph Secondary Plan Area:

'to provide for the upgrading of Highway 6 – The Hanlon to an expressway with a grade-separated intersection at Laird Road and the closing of the intersections at Clair Road, Forestell Road and Phelan Drive...'.

1.3 Project History

1.3.1 Preliminary Design and Environmental Assessment Study

A preliminary design and environmental assessment study was initiated in 2007 to upgrade Highway 6 (Hanlon Expressway) from south of Maltby Road to the Speed River to a freeway with access restricted to interchange locations only. The removal of the existing at-grade intersections and traffic signals is to significantly improve safety and operations on the Hanlon Expressway. The study included developing and assessing access alternatives for access to Highway 6 from the municipal road network, including Maltby Road, Clair Road, Laird Road, and Kortright Road/Downey Road, Stone Road, and College Avenue.

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The preliminary design study was carried out in accordance with the requirements of the *Class Environmental Assessment* (EA) *for Provincial Transportation Facilities* (2000) as a Group B undertaking. This study is for a component of the previous preliminary design study.

Four Public Information Centres (PICs) were held in May 2007, December 2007, June 2008 and October 2008 during the preliminary design phase of the study. Key concerns identified by the public relating to the Laird Road study area included pedestrian/cyclist access across Highway 6 on the proposed Laird Road interchange (i.e., consideration for bicycle lanes, sidewalks), and potential impacts to the natural and social environments. External agencies identified concerns with potential impacts to wetlands in the vicinity of the future Highway 6/Laird Road interchange.

Following the fourth Public Information Centre, the project team confirmed the details of the Recommended Plan, which included:

- Closure of all highway at-grade intersections;
- Replacement of at-grade intersections with interchanges at Laird Road and Stone Road;
- Replacement of the Downey Road/Kortright Road intersection with a partial interchange;
- Grade-separated crossing of the highway at College Avenue;
- New municipal road on the west side of Highway 6 between Woodland Glen Drive and the new Stone Road interchange; and
- Minor realignments of local roads.

1.3.2 Detail Design Study

This detail design study includes fulfilling the commitments made in the TESR as they relate to the Highway 6/Laird Road Interchange including the closure of the Highway 6/Clair Road intersection, carrying out field investigations to confirm environmental and engineering information, preparing a traffic management and construction staging plan; and designing drainage, illumination and environmental mitigation to facilitate the proposed highway and intersection improvements. The key design features identified in the TESR have been reviewed based on the detailed engineering and environmental investigations carried out during this phase of the study.

This project is included on the Ministry's *Southern Highways Program* (SHP), under Rehabilitation Projects, Southwestern Ontario Rehabilitation for construction from 2010 to 2012. The SHP is available on the Ministry of Transportation website at: http://www.mto.gov.on.ca/english/pubs/highway-construction/.

1.3.2.1 Design Additions

The detail design component of this study has included a minor expansion of the study area east and west of Laird Road to provide for the construction of the east leg of the future Laird Road / Road A/C intersection in the Hanlon Creek Business Park and to accommodate intersection improvements at the existing easterly Laird Road / Southgate Drive intersection. These improvements were developed by the City of Guelph to meet the needs of the municipal road network, and were displayed at the Public Information Centre held for this study.

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1.4 Purpose of the Design and Construction Report

The purpose of the DCR is to present the following:

- The transportation engineering and environmental issues and how they were incorporated into the environmental assessment program;
- A full description of the project's detail design consultation program;
- Project approvals, licenses and permits that are required in advance of construction;
- A summary of how environmental impacts will be mitigated;
- A description of how the commitments in the TESR are being fulfilled; and
- Contract specific design and construction information.

This DCR is being filed for a 30-day public review period. The DCR for Group B projects is not eligible for a bump-up (Part II Order) request, in accordance with the *Class EA*.

1.5 MTO Intersection Improvements

The Ministry is currently undertaking improvements to the following eight intersections on Highway 6 (Hanlon Expressway):

• Woodlawn Road

Speedvale Avenue

Willow Road

• Paisley Avenue

• College Avenue

• Stone Road

Kortright Road

Wellington Road 34

The work commenced in 2010 and is expected to be completed in 2011. The improvements, which are intersection specific, may include the addition or extension of existing left-turn lanes, addition of right-turn lanes, and the rehabilitation of pavements. Traffic signals and illumination will be upgraded at all intersections. The intersection improvements are interim measures that are being implemented to improve operations on this section of Highway 6 in the short-term, until the improvements identified in the Highway 6 Improvements from Maltby Road to the Speed River TESR (2009) are implemented and Highway 6 in the study area is upgraded to a fully Controlled Access Freeway.

1.5.1 Local Context

1.5.1.1 City of Guelph Official Plan

The City of Guelph's *Official Plan* (2001) provides direction for land use and transportation planning, development, and management within the City limits. With regards to the Hanlon Expressway, Schedule 9B, the *Recommended Road Plan* in the current *Official Plan* identifies the following long-term roadway connections or improvements:

- College Avenue Extension / Kortright Interchange Alternatives
- Stone Road Full Interchange
- College Avenue Partial Interchange

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- Laird Road Full Interchange
- Closure of Clair Road, Phelan Drive and Forestell Road/Maltby Road

An amendment to the City's *Official Plan* was adopted in 2009. The purpose of the update was to integrate the requirements of the Ontario *Growth Plan* for the Greater Golden Horseshoe.

The development of the Hanlon Creek Business Park (HCBP) is an important component of the City's growth management strategy and fulfills the initiatives outlined in Ontario's *Places to Grow* (2005) program. Additional information on the HCBP can be found on the City of Guelph's website (http://guelph.ca/business.cfm?subCatID=2153&smocid=2726).

This project is jointly funded and is in compliance with the City's approved plan for the Hanlon Creek Business Park (HCBP).

1.5.1.2 Hanlon Creek Business Park Environmental Implementation Report

The Hanlon Creek Business Park Environmental Implementation Report (EIR) was completed in February 2009 by the City of Guelph in order to assess and confirm the existing environmental conditions within the future Hanlon Creek Business Park (HCBP). The report also outlined potential construction impacts, and provided recommendations for pre- and post-construction restoration, mitigation, and commitments for future site monitoring.

The EIR was completed in consultation with the City of Guelph, the City's Environmental Advisory and Public Liaison Committees (EAC and PLC, respectively), and the Grand River Conservation Authority.

The EIR covers a small portion of the study area on the west side of Highway 6. The Recommended Plan and Environmental Commitments for this study, as described in Section 3.0 and Section 4.0 respectively, includes consideration for the EIR recommendations. The recommendations in the EIR are being incorporated into the construction of the HCBP by the site developer and are not part of this study.

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2.0 Consultation

The consultation process was designed to provide for a smooth transition from preliminary design to detail design and included correspondence at the start of the study to announce commencement of detail design. A Public Information Centre (PIC) was held when the majority of the details of the design were available. Consultation after the PIC included follow-up correspondence including responses to specific concerns identified by attendees and adjacent property owners.

The process aimed to notify all interested parties of the project and to provide opportunities for input to the study and decision-making processes. This was accomplished by presenting the findings of each stage of work to the public, and through ongoing discussions with the various government agencies and ministries, non-government interest groups, and business and property owners.

The public was formally contacted throughout the study process and provided with opportunities to review information and provide comments.

2.1 Notification of Study Commencement

The commencement of detail design was announced in the following newspapers:

Guelph Mercury Tuesday, June 1, 2010 and Saturday, June 5, 2010
 Guelph Tribune Tuesday, June 1, 2010 and Thursday, June 3, 2010

Wellington Advertiser Friday, June 4, 2010

The *Notice of Study Commencement* described the project including potential improvements, the Class EA process, requested public involvement, and listed contact names for additional information.

Initial project notification letters, including a comment form requesting any natural, social, or cultural information regarding the study area, were also sent to federal, provincial and municipal agencies, Aboriginal and First Nation groups, and interest groups expected to have an interest in the study. Property owners were sent a copy of the notice only. Letters and notices were mailed on Friday, May 28, 2010. Comments regarding the notice of commencement of detail design were requested by Friday, June 25, 2010.

Notification was sent to local MPPs by fax on Wednesday, May 26, 2010.

A Canada Post Unaddressed Ad Mailing was also completed as part of the notification process. A copy of the notice was distributed to all addresses in the N1C and N1G Postal Areas, which includes the Milson Crescent area and Downey Road; the Southgate Business Park; and the Clairfields/Gordon Road Subdivision. The Canada Post Unaddressed Ad Mailing was completed during the week of June 1, 2010.

Notification materials, including the newspaper notices, are contained in Appendix A.

Correspondence received from external agencies as a result of the Notice of Study Commencement is contained in Appendix B.

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Consultation
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2.2 Public Information Centre

A Public Information Centre (PIC) was held for the detail design study on Tuesday, February 8, 2011 at the Holiday Inn in Guelph between 4:00 PM and 8:00 PM.

The PIC was advertised in the *Guelph Mercury* on Tuesday, January 25, 2011 and Saturday, February 5, 2011; in the *Guelph Tribune* on Tuesday, January 25, 2011 and Thursday, February 3, 2011; and in the *Wellington Advertiser* on Friday, January 28, 2011.

Notification letters and the PIC notice were mailed to external ministries and agencies, First Nations and Aboriginal groups, and stakeholders on Monday, January 24, 2011. Property owners were sent a copy of the notification flyer only. Notice to local MPPs was sent by fax on Wednesday, January 19, 2011.

A Canada Post Unaddressed Ad Mailing was also completed as part of the notification process. A copy of the notice was distributed to all addresses in the N1C and N1G Postal Areas, which includes the Milson Crescent area and Downey Road; the Southgate Business Park; and the Clairfields/Gordon Road Subdivision. The Canada Post Unaddressed Ad Mailing was completed during the week of January 24, 2011.

The purpose of the PIC was to seek input on the Highway 6/Laird Road Interchange design and associated improvements, proposed construction staging and traffic management plan, and to answer questions from the public. An informal presentation was provided at 5:00 PM and 7:00 PM during the general public session, and included an overview of the study and the displays available at the PIC.

The following displays were available at the PIC:

- Welcome
- The Process
- Construction Staging/Traffic Management
- Highway 6 Improvements
- Mitigation and Commitment to Future Work
- Proposed Bridge
- Next Steps

Comment sheets were available and attendees were encouraged to complete and deposit them into the comment sheet drop-off box or to take them home and return by mail, fax or email. Comments were requested by Friday, March 11, 2011.

Copies of the information available at the PIC are provided in Appendix C.

Members of the project team, including the Ministry of Transportation and consultant staff, and a representative from the City of Guelph, were present to answer questions and to explain the information presented.

Ten comment sheets, letters and emails were submitted following the PIC. All names and addresses from submitted comment forms were added to the project mailing list. Table 1 highlights the comments provided and how they were addressed.

Table 1: PIC Public Input Received and Response Provided or Action Taken

Comment	Response Provided or Action Taken
Support Proposed Interchange	
Support the interchange	Support noted
Do Not Support Proposed Interchange	
Do not support the interchange	Comment noted
Proposed Construction Staging & Traffic A	Nanagement Plan
 Support the Construction Staging and Traffic Management Plan 	Support noted
The Highway 6/Laird Road intersection should not be closed during construction	 There are no alternatives to construction staging at the Highway 6/Laird Road intersection. Closure of the intersection is required to construct the new interchange.
	 Access to businesses on the west side of Highway 6 will be provided via Clair Road
Construction traffic should only use Highway 6 and not local roads during construction	 Construction staging and traffic management on Laird Road and Highway 6 during construction will include staged construction with temporary lane reductions and local road detours
	 The internal road for the Hanlon Creek Business Park (HCBP) will be completed prior to the construction of the Highway 6/Laird Road Interchange so it can be used during construction
	■ The proposed detour includes closing Laird Road at the Hanlon and using the Highway 6/Clair Road intersection for access/egress to the Hanlon
 Concerned about traffic signal spacing on Laird Road between Southgate Drive and interchange ramp from Highway 6 	 The proposed traffic signals on Laird Road have been positioned in locations where the traffic volumes and conditions meet the warrant for traffic signals
	■ The project team has reviewed the future operations of Laird Road based on the predicted future traffic volumes to confirm that the signals will provide desirable traffic operations on both Laird Road and for the on and off ramps between Highway 6 and Laird Road
The detour route for traffic from Gordon Street should continue down Clair Road West from the water tank instead of turning left at the Southgate Drive/Laird	Modifying the signing of the detour route to include a construction sign at the Laird Road/Clair Road West intersection was considered during the confirmation of the construction staging plan This intersection will not be directly effected by construction activities.
Road intersection	This intersection will not be directly affected by construction activities and can be used to access Highway 6 during construction

Comment	Response Provided or Action Taken
 Construction should be delayed and future traffic conditions reassessed Future traffic predictions may not materialize 	■ The Highway 6/Laird Road Interchange and configuration was approved as part of a Class Environmental Assessment Study for improvements to Highway 6 (Hanlon Expressway) from Maltby Road to the Speed River that was carried out following the requirements of the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000)
	 A traffic study and transportation needs assessment to justify the Laird Road Interchange were completed as part of the study and documented in a <i>Transportation Environmental Study Report</i> (TESR) that received Environmental Clearance in 2009
Social Impacts	
 Concerned about significant business impacts due to loss of direct access from the Highway 6/Laird Road intersection during construction Interested in receiving information regarding compensation for potential business losses during construction 	 The Highway 6/Laird Road intersection will be closed during a single construction season Due to existing development constraints adjacent to the intersection, maintaining the Highway 6/Laird Road intersection during construction is not an option The Ministry of Transportation provided an overview of the process
	to obtain compensation for losses incurred due to construction activities
Interchange will increase truck traffic	 It is expected that there will be a temporary increase in traffic volumes on some local roads, including Laird Road, Clair Road West, and Southgate Drive
	Both Highway 6 and Laird Road are identified as City of Guelph Permissive Truck Routes
	 Heavy construction vehicles will be required to follow the requirements of the City of Guelph and County of Wellington truck routes in order to access the construction site

Comment	Response Provided or Action Taken
 Concerned about potential noise impacts Study should include noise barriers 	■ The Highway 6/Laird Road Interchange was approved as part of a Class Environmental Assessment Study for improvements to Highway 6 (Hanlon Expressway) from Maltby Road to the Speed River that was carried out following the requirements of the MTO Class EA for Provincial Transportation Facilities (2000)
	 Factor-specific environmental investigations, including a Noise Study, were completed and documented in a <i>Transportation Environmental</i> Study Report (TESR) that received Environmental Clearance in 2009
	■ The <i>Noise Study</i> was carried in accordance with the MTO Noise Guide (2006), which prescribes methodology endorsed by the Ministry of the Environment, and included an assessment of existing and future noise levels in the Milson Community
	 Current noise policy indicates that a receiver experiencing an increase of 5 decibels (dBA) or more at its Outdoor Living Area or noise levels in excess of 65 dBA as a result of highway improvements would qualify for the consideration of noise mitigation
	 Since sound levels in the Milson Crescent community are not predicted to increase by more than 5 dBA or to a level above 65 dBA, noise mitigation was not warranted
	■ The installation of a noise wall along Highway 6 would not be effective in reducing the noise level at the complainant's property based on both the distance from the residence to the Hanlon Expressway and the further shielding from the additional houses between the residence and the highway. A single row of houses has the potential to shield up to 10 dBA of sound.
	The free flow of traffic facilitated by the new interchange at Laird Road should reduce the noise associated with the stopping and acceleration of trucks at the existing signalized intersection

Comment	Response Provided or Action Taken
Environmental Impacts	
The natural environment should be protected	■ The Highway 6/Laird Road Interchange was approved as part of a Preliminary Design and Environmental Assessment Study for improvements to Highway 6 (Hanlon Expressway) from Maltby Road to the Speed River that was carried out following the requirements of the MTO Class Environmental Assessment for Provincial Transportation Facilities (2000), and included addressing natural environment impacts
	 Factor-specific environmental investigations were completed and documented in a <i>Transportation Environmental Study Report</i> (TESR) that received Environmental Clearance in 2009
	 Protection of the natural environment has been a primary factor in both the previous Preliminary Design study, and during the Detail Design study currently underway
	 The current Detail Design Study is continuing the process for a Group B project defined in the Class EA (2000), which is an approved process under the Ontario Environmental Assessment Act for projects of this kind
	 This study includes carrying out field investigations to confirm environmental and engineering information; designing drainage, illumination, and environmental mitigation to facilitate the proposed highway and intersection improvements; and seeking input from the public, local municipalities, property owners, businesses, and external agencies and ministries
	 The project affects very limited areas of the 'natural' environment, and mostly 'cultural landscape' areas

Comment	Response Provided or Action Taken
Potential impacts to wetland adjacent to temporary detour	 Subdivision roads in the wetland vicinity are being constructed by the developer of the Hanlon Creek Business Park (HCBP)
Wildlife barriers should be considered to protect amphibians and reptiles	■ The internal road for the HCBP (Road 'C') will be completed prior to the construction of the Highway 6 Laird Road Interchange and temporarily extended to intersect with Highway 6 at Clair Road so that it can be used as a detour during construction
	 The Highway 6 / Laird Road interchange is being constructed, in part, to accommodate traffic associated with the Hanlon Creek Business Park
	• Since development of the HCBP is currently underway, access to Road 'C' is required to provide reasonable access to the development and additional properties west of the HCBP during construction of the Laird Road interchange
	■ The City's Environmental Implementation Report for the HCBP provides an overview of the mitigation measures in place for the HCBP, including measures to facilitate reptile and amphibian movement across roadways
	 More information on the HCBP can be found on the City of Guelph website
Utilities	
 Access to existing utilities at Crawley Road should be maintained during construction 	 Utility relocations within the project limits were discussed during the previous study, and will be completed to avoid any conflicts with the proposed interchange and associated intersection improvements
General Comments	
Support closure of Phelan Drive entrance	Support noted
 Interested in additional information regarding interim improvements elsewhere on the Hanlon Expressway (including a right-turn lane at the 	 The Ministry is not planning to add right turn channelization at this location. In order to construct right-turn channelization that would meet the Ministry's standards, property would have to be acquired. Since these are interim improvements, it was not considered to be
Highway 6/Stone Road intersection)	viable to acquire the required property
	The long-term improvements at Stone Road will include a grade-separated interchange

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Comment	Response Provided or Action Taken	
 Interested in timing for contract tender; and contact information for the Contractor and Construction Administrator 	• It is expected that this information will be available when the contract is awarded, which is expected to be in the fall of 2011	
	 Contact information for the Contractor and Contract Administrator may be obtained from the Ministry of Transportation during the contract award stage 	
 Concerned about the cost to the City of Guelph for the new interchange 	 The cost of construction for the Highway 6/Laird Road Interchange and associated improvements will be shared by the Ministry of Transportation and the City of Guelph 	
	The interchange is being constructed to accommodate traffic associated with the Hanlon Creek Business Park	
Bicycle lanes should be removed from the Recommended Plan to reduce cost and improve safety	 Cyclists on Laird Road will be accommodated on 2.5 metre wide paved shoulders on Laird Road and on the structure over Highway 6. The bicycle lanes were included in the TESR that was approved in 2009. 	
	 The Ministry is committed to encouraging more people to use bicycles and other forms of Active Transportation in order to reduce environmental impacts where possible, and ensuring the transportation network is safe and accessible for all road users 	
	The Ministry of Transportation is currently reviewing its Active Transportation Policy	

2.3 External Agency and Municipal Consultation

The study was co-ordinated with a full range of government agencies and ministries. The co-ordination occurred with all three levels of government (i.e. Federal, Provincial and municipal), as discussed in Section 2.1. Input received from external agencies and responses is summarized in Table 2 and provided in Appendix B.

The following Ministries, agencies and stakeholders were contacted during the study:

Federal and First Nations/Aboriginal:

- Indian and Northern Affairs Canada Environmental Unit
- Six Nations of the Grand River Territory
- Haudenosaunee Six Nations Confederacy Council
- Mississaugas of the New Credit First Nation

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Provincial:

- Ministry of Tourism & Culture
- Ministry of Aboriginal Affairs
- Ontario Provincial Police Wellington District (Rockwood)
- Ministry of Health Promotion & Sport
- Ministry of Natural Resources Guelph District
- Ministry of Agriculture, Food and Rural Affairs
- Ministry of the Environment West Central Region

Municipal:

- City of Guelph
- Township of Puslinch

Stakeholders:

- Grand River Conservation Authority
- Guelph Chamber of Commerce
- Upper Grand District School Board
- Guelph Environmental Leadership
- Guelph Historical Society
- Guelph Development Association
- Kortright Hills Neighbourhood Group
- Land Ambulance Service City of Guelph
- Architectural Conservancy of Ontario Guelph and Wellington Branch

Utilities:

- Bell Canada
- Enbridge Gas Distribution Inc.
- Union Gas Ltd.
- Guelph Hydro Electric Systems Inc.

- County of Wellington
- Guelph Police Service
- Wellington-Dufferin-Guelph Public Health
- Wellington Catholic District School Board
- Puslinch Historical Society
- Historical Highways Society of Ontario
- Guelph Hiking Trail Club (GHTC)
- Community Living Guelph Wellington
- Hanlon Creek Neighbourhood Group
- Guelph-Wellington Emergency Medical Service
- Guelph and District Home Builders' Association
- Hydro One
- Rogers
- Atria Networks

Table 2: External Agency Input Received and Responses Provided

Agency	Input Received	Response/Action Taken
Heritage Advisor - Culture Services Unit Ministry of Tourism & Culture Programs and Services Branch	 Correspondence (February 8, 2011) requesting a copy of the Transportation Environmental Study Report (TESR) completed during the Preliminary Design stage of this study Noted that there is a property listed on the City of Guelph Inventory of Heritage Structures within the study area, and inquired as to whether an archaeological assessment or cultural heritage assessment was completed during Preliminary Design Emailed (March 2, 2011) to advise that the fire that occurred at the property previously listed on the City's Inventory of Heritage Structures, and its subsequent removal from the list (if applicable) should be mentioned in the Design and Construction Report (DCR) 	 Notified of Study Commencement through direct mail (May 28, 2010) Notified of Public Information Centre (PIC) and External Agency Meeting through direct mail (January 24, 2011) Emailed (February 16, 2011) to provide a study update and information presented at the Public Information Centre (PIC) A Stage 2 Archaeological Assessment will be completed as part of this study for the property with archaeological potential located adjacent to the future Highway 6/Laird Road Interchange Noted that the City of Guelph Senior Heritage Planner has confirmed that there are no properties listed on the City's Inventory of Heritage Structures in the vicinity of the study area Provided an electronic copy of the TESR (March 3, 2011)
Construction Manager, Engineering Services - Road Division County of Wellington	Attended the Public Information Centre (PIC) held on February 8, 2011	 Notified of Study Commencement through direct mail (May 28, 2010) Notified of Public Information Centre (PIC) and External Agency Meeting through direct mail (January 24, 2011)
Planning Standards Engineer Guelph Hydro Electric Systems Inc. Director of Engineering	 Director of Engineering attended the Public Information Centre held on February 8, 2011; and identified support for the new Highway 6/Laird Road Interchange Provided information regarding the location of a Guelph Hydro transfer station, and future underground feeder construction at Clair Road and Crawley Road 	 Notified of Study Commencement through direct mail (May 28, 2010) Notified of Public Information Centre (PIC) and External Agency Meeting through direct mail (January 24, 2011)

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2.3.1 Municipal Consultation

During the study, representatives met with staff from the City of Guelph as required to discuss the study, including the design of Laird Road and the municipal intersections that are being reconstructed as part of this study. The City also assisted with the coordination of utility relocations and the traffic management plan.

2.4 Aboriginal Engagement

The Mississaugas of New Credit First Nation, Six Nations of the Grand River Territory, and Haudenosaunee Six Nations Confederacy Council were contacted and notified of key project milestones during detail design (i.e., study commencement and the PIC). They will also be notified of the DCR submission and 30-day public review period.

In addition, Indian and Northern Affairs Canada and the Ministry of Aboriginal Affairs were advised of the commencement of detail design and were asked to provide comments regarding the study.

No significant First Nation or Aboriginal issues were identified as a result of the contact undertaken during the preliminary phase of the project.

A copy of the correspondence sent is provided in Appendix A.

2.5 Public Review

In accordance with the Class EA, this *Design and Construction Report* documents the detail design process for a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road.

The consultation process includes an opportunity for external agencies and the public to review the *Design and Construction Report* (DCR). Copies of the DCR will be made available for a 30-day public review period from July 5, 2011 to August 9, 2011 at the Ministry of Transportation, Ministry of the Environment, City of Guelph office, and the Guelph Public Library (Scottsdale Centre Branch).

A Notice of the DCR Public Review period was mailed to members of the study mailing list and placed in the *Guelph Mercury, Guelph Tribune* and the *Wellington Advertiser*.

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3.0 Detailed Description of the Recommended Plan

A Detail Design study develops a transportation plan to the design implementation level of detail. This section of the report describes the Recommended Plan, including the Scope of Work associated with each element.

The Recommended Plan for the new Highway 6/Laird Road Interchange and associated improvements is provided on the new construction and general arrangement drawings included at the end of this report. Exhibit 5 provides an overview of the Recommended Plan, as displayed at the Public Information Centre held in February 2011.

3.1 Major Features of the Proposed Work

Comments from the public, municipalities, agencies and other Ministries were considered and incorporated into the preliminary design phase of the study, where possible. Additional refinements were also made to address site-specific concerns that arose during the detail design study as discussed in the following sections.

The following work is proposed:

- Resurfacing on Highway 6 within the project limits
- Construction of a new interchange at Highway 6 (Hanlon Expressway) and Laird Road
- A new underpass structure to replace the existing at-grade intersection of Highway 6 and Laird Road
- Reconstruction and widening of Laird Road to connect with the developing Hanlon Creek Business Park (HCBP) to the west and with Southgate Drive to the east
- Closure of Clair Road at Highway 6
- Closure of McWilliams Road and re-alignment of Laird Road to the west of Highway 6
- Closure of Hanlon Road to the east of Highway 6, north of Clair Road
- Reconstruction of the Laird Road and Southgate Drive intersection
- Illumination and signalization of ramp terminals and intersections

3.1.1 Highway 6 (Hanlon Expressway)

The recommended improvement plan includes new entrance and exit ramps associated with the new interchange, and resurfacing to the limits of the speed change lanes. Construction will be limited to Highway 6 from 1.0 km south of Laird Road to 1.0 km north of Laird Road. The Highway 6 alignment and right-of-way profile will not change.

3.1.2 Laird Road Interchange

A new Parclo A4 configuration interchange will be constructed at the existing Highway 6/Laird Road intersection. Laird Road will cross over Highway 6.

The bridge span over Highway 6 can accommodate the future expansion of the Hanlon Expressway. The crossing structure provides for two lanes in each direction on Laird Road, plus auxiliary turning lanes,

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bicycle lanes, and sidewalks, as illustrated on Exhibit 3. The proposed cross-section of the Laird Road underpass over Highway 6 is provided in Table 3.

Table 3: Cross-Section of the Proposed Laird Road Underpass Over Highway 6

	Proposed			
Median	2.0 metres, raised			
Lanes	4 lanes, 3.5 metres			
Ramp Lanes	Variable width			
Bicycle Lanes	2.5 metres			
Sidewalks	1.5 metres			

The ramp terminal intersections (i.e. the intersections of the interchange ramps with Laird Road) will be controlled by traffic signals.

The City has noted that future widening of Laird Road is not anticipated.

3.1.2.1 Bridge Aesthetics

This structure has been classified as "Level 2 – Medium" aesthetic value in accordance with the MTO Aesthetic Guidelines for Bridges. Aesthetic features, such as texturing, are being incorporated into the contract documents.

3.1.3 Laird Road

Laird Road to the west of Highway 6 will be realigned to connect to the future Road 'C' (Cooper Drive/ Hanlon Creek Boulevard). The alignment of Laird Road was identified and approved as part of the City's planning process for the Hanlon Creek Business Park (HCBP).

Laird Road east of Highway 6 is a four-lane municipal road. Laird Road will also be reconstructed from Highway 6, easterly to the Laird Road/Southgate Drive intersection to accommodate the new interchange and associated ramps.

Bicycle lanes and a raised sidewalk will be constructed on Laird Road within the project limits. The eastbound and westbound lanes will be separated by a raised median.

3.1.4 Municipal Intersections

The Laird Road/Southgate Drive intersection will be reconstructed as part of this study. Improvements will include turning lanes in all directions.

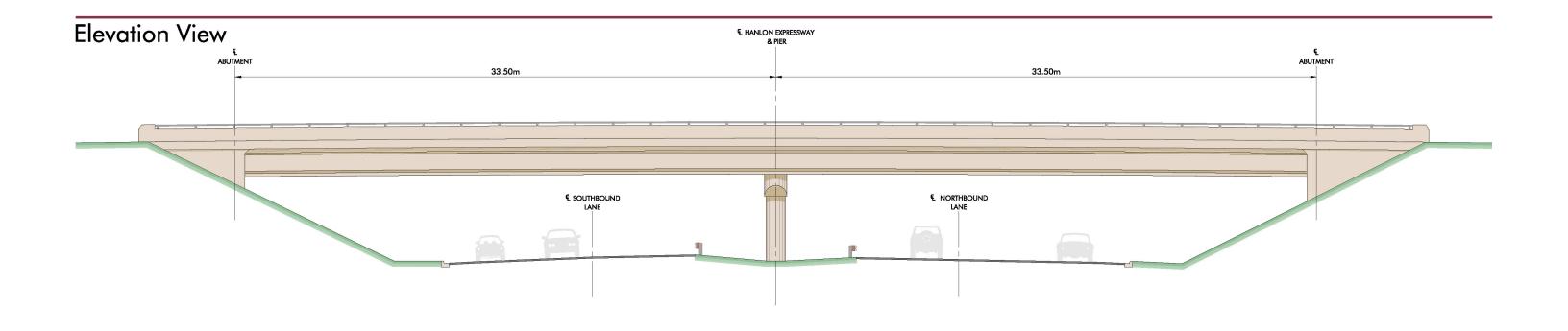
This study includes construction of the east leg of the Laird Road / Road 'C' intersection to connect to the HCBP road network, which was under construction at the time of writing this report.

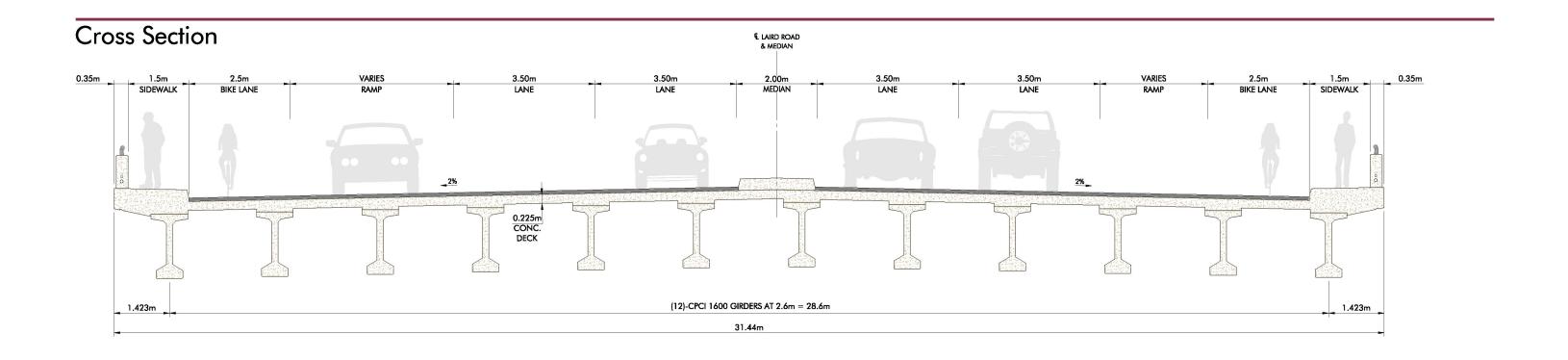
3.1.5 Road Closures

Following construction, the Highway 6 / Clair Road / Phelan Drive intersection will be closed.

The north leg of the intersection of Clair Road / Hanlon Road will also be closed.

Road closures and traffic staging are identified on Exhibit 4.









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3.1.6 Drainage/Hydrology

A drainage and hydrology study was completed as part of this study. Existing drainage patterns will be maintained. Drainage will be provided via a series of culverts, road-side ditches, and storm sewers. All new ditches and storm sewers will outlet to the existing Highway 6 drainage system. In addition to the above, a new catch basin and storm sewer system will be installed on Laird Road outletting into the adjacent ditch.

3.1.6.1 Stormwater Management

Standard drainage design features such as vegetated ditches, rip-rap and rock protection will be provided to manage stormwater flows.

A private stormwater management pond is located at the proposed south-east/west ramp location. This pond will be removed and reconstructed by the property owner in advance of construction.

3.1.7 Guide Rail

Where it is not practical to relocate a roadside hazard or to provide traversable embankment slopes, all hazards that are located within the clear zone will be protected with guide rail according to current Ministry design standards, practices and procedures.

3.1.8 Illumination

Conventional partial illumination will be provided at the interchange entrance and exit ramps to improve visibility and overall safety at the interchange. Conventional full illumination will be provided on Laird Road.

3.1.9 Utilities

Utility relocations are required to accommodate the new interchange. Utilities requiring relocation include Guelph Hydro, Bell Canada, Rogers Cable, and Hydro One.

The utility relocation work will be scheduled to be complete in advance of the construction of this project, where feasible.

3.2 Construction Staging and Traffic Management

Construction staging and traffic management on Laird Road and Highway 6 during construction will include staged construction with temporary lane reductions and local road detours, as illustrated on the Public Information Centre (PIC) displays provided in Appendix C.

Although some property owners identified a desire to maintain access to the existing Highway 6/ Laird Road intersection during construction, there are no alternatives to construction staging at the Highway 6/ Laird Road intersection due to property constraints.

Temporary daytime lane closures (i.e., single-laning) will be required on Highway 6, to accommodate the construction of the speed change lanes associated with the new interchange, resurfacing, and associated work on Highway 6. During construction of the structure, two lanes in each direction will be maintained on Highway 6. Traffic will be returned to four lanes each night. Temporary short-term (rolling) closure of Highway 6 will be required over several nights to install the bridge girders. The duration of the

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short-term closures will be approximately 6 hours each night. This work will be timed to minimize delay to the travelling public.

The Highway 6/Laird Road intersection will be closed during construction to accommodate construction of the interchange. Access will be provided via the Highway 6/Clair Road intersection on the east side of Highway 6. Minor improvements to Clair Road and the Highway 6/Clair Road intersection are being completed to accommodate the increased traffic volumes. Temporary traffic signals will be provided at the Clair Road/Southgate Drive intersection.

The construction staging and traffic management plan was presented at the PIC, and is provided in Exhibit 4.

3.2.1 Access during Construction

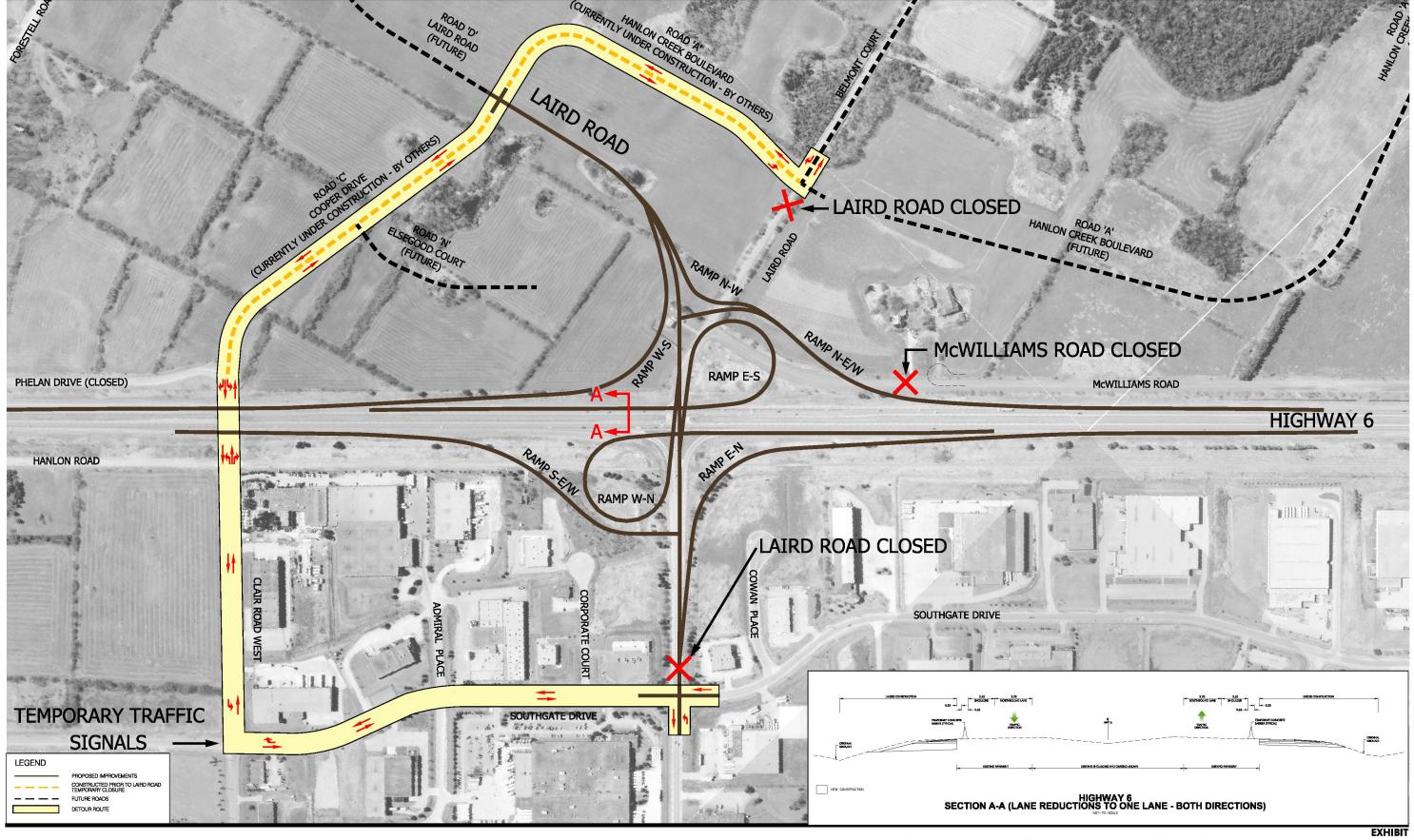
Access to Laird Road west of Highway 6 will be provided via Road 'C' within the Hanlon Creek Business Park (HCBP). Road 'C' is currently under construction and is part of the City's approved plan for the HCBP. There may be delays on the municipal road network during construction.

Access to businesses on the east side of Highway 6 will be provided via the Clair Road/Highway 6 intersection. The City of Guelph will provide temporary traffic signals at the Clair Road/Southgate Drive intersection, and improvements to the Highway 6/Clair Road intersection to accommodate the increased traffic during construction.

The internal road for the Hanlon Creek Business Park (HCBP) will be completed prior to the construction of the Highway 6/Laird Road Interchange so it can be used during construction.

Motorists and commercial haulers traveling through the study area may experience temporary delays or disruption during construction. Advanced signing of construction will alert drivers of the potential for delays. During construction, traffic conditions will be monitored to make sure that unreasonable delays and back-ups are not occurring. Corrective action will be taken as required to remedy any potentially unsafe situations.

All local municipalities, local student transportation services and emergency response agencies will be provided advance notice of the construction schedule.







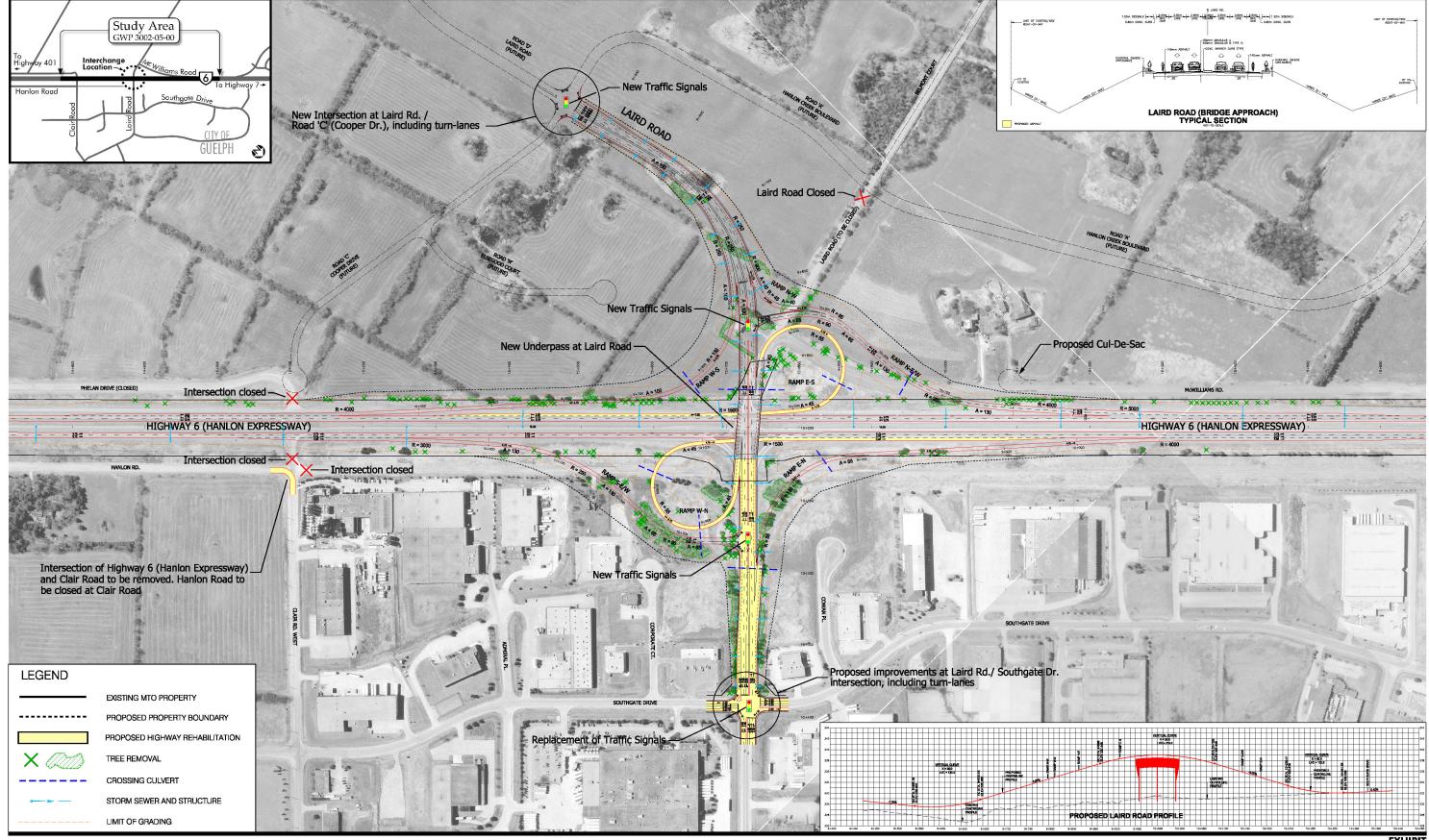
6 HIGHWAY 6
DETAIL DESIGN & CLASS EA STUDY
Laird Road Interchange

GWP 3002-05-00

Construction Staging & Traffic Management



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6 HIGHWAY 6
DETAIL DESIGN & CLASS EA STUDY
Laird Road Interchange
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Highway 6 Laird Road Interchange



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4.0 Environmental Issues and Commitments

The *Transportation Environmental Study Report* (TESR) for Highway 6 (the Hanlon Expressway) Improvements from Maltby Road to the Speed River (GWP 3002-05-00) included a summary of identified concerns and proposed mitigation/commitments to future work, based on the identified environmental sensitivities and the Preliminary Design Recommended Plan.

This section describes how the commitments contained in the TESR (relevant to the Laird Road study area) have been fulfilled and provides additional details on how environmental impacts will be mitigated, either through the use of environmental design or through environmental constraints contained in the contract package.

In general, impacts to the natural, social and cultural environment were minimized by following these three principles:

- Avoidance
- Identification of roadway design elements at key locations that can minimize environmental impacts
- Development of specific environmental protection measures to be implemented during and following construction

The design, construction and operation/maintenance phases of this project involve typical activities for which potential environmental impacts are predictable and known environmental protection measures are applied. Mitigation includes planning decisions, design features, construction requirements and construction constraints. Wherever possible, direct impacts on the environment have been avoided or minimized through design options.

Management and protection measures are included in construction drawings and tender documents. Adherence to these measures is required by the Contractor and enforced by the Contract Administrator as stipulated in the tender documentation and monitored by Contractor Administrator inspection staff.

4.1 Natural Environment

Natural environment existing conditions were identified in the *Transportation Environmental Study Report* (2009) and documented in the following factor-specific reports during the preliminary design study in accordance with the MTO's *Environmental Reference for Highway Design* (ERHD) (2006):

- Fisheries and Aquatic Ecosystems Assessment Report (2009)
- Terrestrial Ecosystems Assessment Report (2009)
- Stage 1 Archaeological Assessment Report (2007)
- Cultural Heritage Assessment (2007)
- Noise Impact Study (2009)
- Air Quality Assessment Report (2009)

Factor-specific studies in the areas of terrestrial ecosystems, archaeology, landscape, and drainage were undertaken in accordance with the 2006 ERHD during this detail design study as described in the following sections.

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4.1.1 Fish and Fish Habitat

Fisheries field investigations were carried out during preliminary design in accordance with the *MTO/DFO/MNR Fisheries Protocol* (2006) and in consultation with the Department of Fisheries and Oceans (DFO), Ministry of Natural Resources (MNR), and Grand River Conservation Authority (GRCA).

No fish habitat or aquatic resources are located within the study limits.

During the study, MNR indicated that there is the potential that the roadside ditches in the study area drain to fish habitat at certain times of the year. The contract document includes erosion and sediment control measures, as identified in Section 4.1.3, to minimize sediment and dust leaving the construction area.

4.1.2 Terrestrial Ecosystems

A *Terrestrial Ecosystems Impact Assessment Report* was prepared as part of this detail design assignment. The purpose of the report was to confirm and update the information gathered during the preliminary design phase and to assess the potential impacts to terrestrial features (i.e. vegetation, wetlands, wildlife, and birds) that may result from the proposed works. The report included a review of potential species-at-risk habitat in the study area. Only very minor impacts to vegetation were identified during the detail design study.

Site-specific Natural Sciences field investigations were carried out within the project limits on August 6, 2010, and April 20, 2011. The second field visit was conducted in order to address recent land use changes in the study area.

4.1.2.1 Vegetation and Wetlands

The Recommended Plan includes the removal of cultural vegetation communities such as meadows, hedgerows, and manicured lawns. These communities are the result of human disturbance, are abundant in the local and regional context, and will not have a direct effect on 'natural' terrestrial habitat.

There are no rare or significant plant species impacted by the proposed improvements. However, where possible, the proposed improvements have been modified to minimize tree loss. Where the Recommended Plan results in the removal of some trees, a barrier for tree protection (i.e. snow fencing) and the placement of erosion control fencing has been included to minimize tree damage or loss. During construction adjacent to vegetated areas, heavy equipment could damage peripheral vegetation from contact, excavation and/or soil compaction. Prior to heavy machinery working adjacent to these areas, a barrier for tree protection will be installed to protect adjacent vegetation. This involves fencing the vegetation at, or beyond, the tree drip-line. All areas impacted by grading will be protected with topsoil and seeded.

Tree Protection has been identified where possible and will be provided as noted on the New Construction Drawings provided at the end of this report.

An isolated Provincially Significant Wetland (PSW) present within the study area, located adjacent to the intersection of Laird Road and future Road A/C in the Hanlon Creek Business Park (HCBP), will not be impacted by the recommended improvement plan.

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An Environmentally Sensitive Area (ESA) has been identified on the construction drawings from Sta. 9+458 to Sta. 9+600 on Laird Road, to protect an area identified as woodlot and buffer that protects the isolated PSW.

4.1.2.2 Wildlife

No significant wildlife or species-at-risk were discovered during fieldwork investigations completed for this project. Vegetation clearing and sediment transport could potentially affect wildlife habitat in general. Temporary sediment and erosion controls, as well as management of excess materials will be specified in the contract. Vegetation clearing and grubbing activities will be avoided where possible in support of protecting species-at-risk.

Increased noise during construction can result in general wildlife-related impacts from the proposed improvements. Depending on the level and duration/frequency of the activity, an increase in noise can have detrimental effects on wildlife through agitation and flushing responses. Frequent disturbance can cause increased energy consumption, decreased feeding time, physiological stress and decreased reproduction success due to increased predation on young while adults are flushed. Land uses associated with vehicular traffic and the daily presence of site machinery, (during construction) poses an impact in this regard. However, given the existing traffic on Highway 6 and Laird Road, it is likely that resident wildlife will have either adapted to periodic daily noise or have already relocated to areas beyond their individual noise impact threshold.

Species-At-Risk

In Ontario sensitive wildlife species and their habitat are protected under the *Provincial Policy Statement* (2005), the Ontario *Endangered Species Act* (2007), and the federal *Species-at-Risk Act* (2002).

The potential for 26 protected species designated provincially or federally was identified within the study area. The field investigations carried out during detail design included a review for the habitat for the identified protected species. However, no federally or provincially protected species or their habitat was observed during field investigations.

There was previous concern that the Jefferson Salamander (a Threatened Species) was present in the Hanlon Creek Business Park (HCBP) west of the proposed interchange. In response to this concern the City of Guelph carried out a comprehensive species review including a salamander monitoring program for the areas within and surrounding the HCBP site during the spring of 2010, in consultation with the MNR, City staff, and a representative of the Jefferson Salamander Recovery Team. The results of the survey confirmed that there are no Jefferson Salamanders present in the vicinity of the proposed Highway 6/Laird Road Interchange.

The project contract will include a requirement that the Contractor make sure that species-at-risk sighted or encountered within the project limits are protected and reported to the Contract Administrator and MNR.

Migratory Birds

The *Migratory Birds Convention Act* (MBCA, 1994) prohibits the killing or capturing of migratory birds, as well as any damage, destruction, removal or disturbance of active nests.

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In accordance with the *Migratory Bird Convention Act*, mitigative measures need to be in place to avoid interference with nesting and fledging activities associated with migratory birds. If construction timing requires tree removal between April 1 and August 1, an avian biologist will be required to undertake a nest search of the area that is scheduled for clearing to make sure that no active nests covered by the *Migratory Birds Convention Act* are destroyed. Nest searches must be completed within 48 hours of clearing. If clearing is not completed within 48 hours of the nest search, the search must be repeated to ensure that no birds have established new nests during that period.

If no nests are found, clearing may proceed in the area searched. If a nest is located, a designated setback will be demarcated with flagging tape within which no activity will be allowed while the nest is active. The radius of each setback ranges from 5-60 m depending on the species. The nest will be checked periodically to determine its status. Once the nest is determined to be inactive, clearing of that area may proceed. Where possible, tree removals should be completed outside of the defined nesting period for migratory birds, from August 1 to April 1.

4.1.3 Erosion and Sediment Control

Erosion protection will be provided on the cut and fill slopes during and after construction in accordance with current Best Management Practices outlined in the *Environmental Guide for Erosion and Sediment Control during construction of Highway Projects*.

Various mitigation techniques will be employed during construction to reduce the risk of impacts to the natural environment. Mitigation measures for sediment erosion and dust control will be implemented to prevent sediment and dust from entering sensitive natural features.

The primary principles associated with sedimentation and erosion protection measures are to:

- (1) minimize the duration and extent of soil exposure; (2) retain existing vegetation, where feasible;
- (3) encourage re-vegetation; (4) divert runoff away from exposed soils; (5) keep runoff velocities low; and
- (6) trap sediment as close to the source as possible.

To address these principles, the following mitigation measures are specified in the contract:

- All materials requiring stockpiling (fill, topsoil, etc.) will be stabilized and kept a safe distance from natural areas, and the perimeter of the stockpiles will be encircled with silt fencing to prevent sediment escape;
- Silt fencing will be installed along the base of all significant embankment areas that are disturbed/ created during construction, and cleaned out as required;
- Straw bale and/or rock flow checks will be installed in ditches to trap sediments for off-site disposal.
 All exposed soil areas will be stabilized and re-vegetated, through the replacement of seed and mulching or seed and an erosion control blanket, following completion of construction activities;
- Refuelling of equipment will be carried out away from any sensitive natural features to avoid potential impacts, in the event that an accidental spill occurs;
- In addition to any specified requirements, additional silt fence should be available on site, prior to grading operations, to provide a contingency supply in the event of an emergency;

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- All sediment and erosion controls should be monitored regularly and properly maintained, as
 required. Controls are to be removed only after the soils of the construction area have been stabilized
 and adequately protected until cover is re-established;
- Drainage from the construction area will be directed to the existing well-vegetated ditches and drains to trap sediment;
- The Contractor is required to restore any disturbed natural areas to pre-construction conditions; and
- All graded areas will be covered within 45 days.

4.1.4 Management of Excess Materials and Property Contamination

There is potential to encounter contaminated material from undertaking the proposed improvement work, which will require the removal of existing pavement, site excavation and grading.

Contract Administrator staff will be notified immediately by the Contractor if contaminated soils (soils that exhibit visual and/or olfactory evidence of petroleum or other contamination) are encountered. The contract will include standard wording to address contaminated soil should it be encountered during construction. In addition, all spills will be immediately controlled and reported and contact will be made with the Ministry of the Environment (MOE) Spills Action Centre, as specified in the contract.

A strategy for management of excess fill that will be generated during construction activities will be confirmed by the Contractor in accordance with OPSS 180. This standard deals with the responsible management, stockpiling, and disposal of excess materials (including earth, rock, pavement, concrete, etc.) during construction on Ministry projects.

4.1.5 Excess Earth with Salt Impacts

Excess earth from highway construction projects may contain elevated concentrations of chloride and sodium and may have elevated values for Electrical Conductivity and Sodium Absorption Ratio. For the purposes of this project excess earth with salt-related impacts is not considered to be contaminated (i.e., within the meaning of Table 1 in OPSS 180).

The *Environmental Protection Act* (EPA) has identified road salt as a contaminant. The potential impact to soil or groundwater from the use of de-icing activities along provincial highways represents a potential environmental concern with respect to soil and groundwater quality. Typically a portion of road salts applied on roadways for de-icing purposes will remain within the soil, and the salt content can exceed the allowable limit for inert fill. Updated EPA standards (2004) placed new limits on salt-related contaminants in soil and ground water and the definition of "inert fill" now excludes soils with modest salt contamination. Typically, these soils do not pose a risk to human health, to wildlife or to the natural environment. Earth waste associated with the project will either be used within the project limits or placed off-site.

Where the Contractor manages excess earth as disposable fill, the Contractor will take into account the possibility of salt-related impacts and ensure that the material is managed responsibly and in an environmentally appropriate manner. Management of such excess earth on private property will require the property owner's release.

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The Contractor will be responsible for conducting sampling and testing as may be necessary to comply with any requirements imposed by the property owner as a condition of accepting the excess earth.

4.1.6 Groundwater Resources

Groundwater protection will include the application of proper fuel or other containment spills management during construction, proper dewatering and sediment control, and proper facility management during operation and maintenance.

During construction, the quantity of any fluid spills is expected to be small and the potential for spills is greatly reduced by managing these materials according to regulations and implementing appropriate mitigation.

The following mitigation measures are proposed to minimize impacts to groundwater contamination from disturbance of contaminated soils, leaks, and accidental spills:

- Store all oils, lubricants and other chemicals in suitable containers and handle them in accordance with applicable regulations
- Refuelling is not permitted within 30 m of a watercourse
- Clean up all spills immediately and dispose of contaminated materials in an approved manner. The Ministry of the Environment (MOE) Spills Action Centre will be informed of reportable spills.

4.2 Social Environment

4.2.1 Active Transportation

The Laird Road cross-section provides a bike lane and sidewalk to accommodate pedestrians and cyclists across Highway 6 on Laird Road. Under the *Highway Traffic Act*, pedestrians and cyclists are not permitted on the section of Highway 6 within the study limits.

4.2.2 Highway and Construction Noise

Noise from construction activities, such as bulldozers and dump trucks, is temporary in nature and will be mitigated through standard contract wording that requires proper maintenance of equipment and restricts unnecessary idling.

Construction work will be carried out in compliance with local noise by-laws, or Noise By-Law exemptions will be obtained prior to construction from the City of Guelph. The City of Guelph's Noise By-Law prohibits the operation of any Heavy Equipment in connection with construction or demolition activities from 7:00 PM to 7:00 AM on weekdays; from 7:00 PM to 9:00 AM on Saturdays; and at all times on Sundays and holidays. A Noise By-Law exemption will be obtained for the short duration night work required to install the bridge girders.

The MTO/MOE construction noise protocol requires that the Construction Administrator monitor and investigate any complaints regarding construction noise. A copy of the local Noise By-Law for the City of Guelph is included in Appendix D.

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4.2.3 Air Quality and Dust

Dust and silt generated from construction activities can harm natural areas.

Construction dust impacts will be controlled during construction. The Contractor will be required to adhere to standard restrictions (i.e., proper maintenance of equipment, no unnecessary idling). Standard MTO procedure includes the use of MOE approved dust suppressants (i.e., water, calcium chloride) to minimize dust. It is not anticipated that the project will result in a significant impact on the local air quality. The Construction Administrator will be responsible for investigating and responding to complaints regarding dust created by construction activities.

Dust and air quality impacts on adjoining properties during construction will be minimized by General Conditions in the contract. These include: minimizing operation and idling of gas powered equipment and vehicles, especially during smog advisories, minimizing vehicular traffic on exposed soils and stabilizing high traffic areas with suitable cover material, avoiding excavation and other construction activities during windy and prolonged dry periods, stabilizing stockpiled excavated soil in areas upwind of sensitive receptors, restoring disturbed areas as soon as possible to minimize the duration of soil exposure, and controlling dust emissions by the application of suitable dust suppressant materials.

4.2.4 Property Requirements and Access

Property acquisition was required on the east side of Highway 6 to accommodate the future intersection improvements. Property required has been acquired in accordance with standard MTO processes.

Residents and local business owners that have access within the construction zone will experience temporary delay or disruption during construction. However, access to private property will be maintained.

The Contract Administrator will be responsible for addressing access issues that arise during construction through direct communication with property owners.

4.2.5 Emergency Access

During construction, emergency access will be available via the detour route identified in Section 3.2 and Exhibit 4.

4.2.6 Utilities

The relocation of utilities affected by the Recommended Plan will be completed in advance of construction.

4.3 Cultural Environment

4.3.1 Built Heritage

A *Built Heritage and Cultural Landscape Study* was completed as part of the Preliminary Design stage of this assignment. A copy of this report is on file with the Ministry of Transportation.

No protected heritage buildings were identified at the Highway 6/Laird Road interchange location or within the study limits. The property located at 475 McWilliams Road included a house and other buildings prior to the completion of the Preliminary Design stage of this project. The property, which is located in the northwest quadrant of the Highway 6/Laird Road intersection, was previously listed on the

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City of Guelph's Inventory of Heritage Structures. The buildings were demolished following a fire in 2008, and the property is no longer listed on the inventory. The closest protected heritage building to the study area is located at 341 Forestell Road, which is approximately 1 kilometre from the Highway 6/ Laird Road intersection.

The recommended improvement plan does not impact any built heritage or cultural resources.

4.3.2 Archaeology

A *Stage 1 Archaeological Assessment* was carried out during the preliminary design stage of this assignment. A copy of the report is on file with the Ministry of Transportation.

A *Stage 2 Archaeological Assessment* was completed as part of this detail design assignment for all areas of archaeological potential affected by the proposed construction activities.

Ministry of Tourism and Culture Acceptance will be obtained in advance of construction.

Archaeological Clearance of the lands required for the Hanlon Creek Business Park (HCBP) was obtained by the City of Guelph in December 2007.

Should human remains be identified during any construction or future maintenance operations, all work in the vicinity of the discovery will be suspended immediately. Notification will be made to the Ontario Provincial Police, or local police, who will conduct a site investigation and contact the district coroner. Notification will also be made to the Registrar of Cemeteries, Ministry of Consumer Services.

Should other cultural heritage values (archaeological or historical materials or features) be identified during operations, all activity in the vicinity of the recovery will be suspended and the Ministry of Tourism and Culture contacted. A licensed archaeologist would then be retained to carry out archaeological fieldwork in compliance with Section 45 (1) of the *Ontario Heritage Act*.

4.4 General Environmental Management

During construction, MTO or its agent will ensure that the implementation of the mitigating measures and key design features are consistent with the contract.

4.4.1 Permits, Certificates, Clearances and Authorizations

The following approvals will be required in advance of construction:

- Ministry of Tourism and Culture Acceptance of the Stage 2 Archaeological Assessment Report
- City of Guelph Noise By-Law Exemption

4.4.2 Incident Management

Construction is subject to a daily general on-site inspection to ensure the execution of the environmental component of the work and to deal with unforeseen environmental problems that develop during construction. This is the primary method for compliance monitoring by the Contract Administrator.

MTO staff will be available should difficulties arise during construction.

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4.5 Contract Documentation

The commitments made herein will be documented in the contract package as part of the drawings, tender or referenced attachments. Standard Ministry Special Provisions and applicable Non-Standard Special Provisions will be included as warranted.

4.6 Summary of Environmental Effects, Proposed Mitigation and Commitments to Further Work

A Summary of Environmental Effects, Proposed Mitigation and Commitments to Further Work, is provided in Table 4.

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DESIGN AND CONSTRUCTION REPORT HIGHWAY 6 (HANLON EXPRESSWAY) INTERCHANGE AT LAIRD ROAD GWP 3002-05-00 Environmental Issues and Commitments June 2011

Table 4: Summary of Environmental Concerns and Commitments

No.	Issues/Concerns Potential Effects	Source of Concern	ò	Mitigation/Protection/Monitoring
-	Terrestrial Ecosystems and Landscape			
_	Localized impacts due to removal of vegetation Localized potential for migratory bird	MTO	1.1	 Reseed disturbed earth areas and/or apply slope protection to new earth embankments and areas where grading is required Tree Protection noted on contract drawings
	nesting by some species in adjacent vegetation that may be disturbed by the cutting of trees		1.3	Check culverts for presence of nesting migratory or protected birds to identify presence of any nests prior to construction
	• Species-at-Risk		1.4	• If construction timing requires tree removal between April 1 and August 1, an avian biologist must be retained by the Contractor to check trees for nests prior to removal. Where possible, tree removals should be completed outside of the defined nesting period.
			1.5	Contract package includes but is not limited to: SP 199F12 - Protection of environmentally sensitive areas SP 199F31 – Environmental exemptions and permits SP 199F34 – Identification of local regulatory authorities NSP 110 – Favironmental constraint – Migratory Rinds
				NSP 111 – Schedule of Tree Clearing Operations NSP 112 – Barrier for Tree Protection NSP 2060010 – Protection of Tree Roots SP to protect Species-at-Risk encountered during construction
			1.6	Proposed improvements include drainage and culvert improvements that will benefit surface drainage after construction

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June 2011

No.	Issues/Concerns Potential Effects	Source of Concern	No.	Mitigation/Protection/Monitoring
2	Groundwater			
	Potential for contamination of well and water resources	MOE MTO	2.1	Contract includes environmental requirements for disposal of cleanout material from catch basins and ditch inlets
	Grading operationsImpacts to water quality and quantity	Property Owners	2.2	• Erosion and sediment control BMPs will be in place during construction
3	Construction Noise			
	 Potential for change in noise level during construction to adversely affect 	MTO	3.1	Special Provision in contract to ensure no unnecessary idling of vehicles during construction Complaints will be investigated in accordance with MTOMOE Noise Decised.
	nearby residential and other sensitive	General Public	3.3	 Contract package includes but not limited to:
	 There are no anticipated permanent 			SP 199F33 – Provisions for Contractor noise controls regarding equipment maintenance and
	noise level increases as a result of the proposed improvements			operation SP 199F31 – Provision for Contractor noise controls regarding permitted work times

DESIGN AND CONSTRUCTION REPORT HIGHWAY 6 (HANLON EXPRESSWAY) INTERCHANGE AT LAIRD ROAD GWP 3002-05-00

Environmental Issues and Commitments June 2011

Š	Issues/Concerns Potential Effects	Source of Concern	No.	Mitigation/Protection/Monitoring
4	Land Use Factors, Air Quality, Dust, Property		ents/Ac	Requirements/Access, Agricultural, Recreation
	Partial property requirements outside the right-of-way, change to access,	MTO Emergency	4.1	Inform Contract Administrator at turnover meeting to contact property owners in the immediate vicinity of the proposed work, prior to construction
	indirect impacts, etc.Disruption and overall effect on	Services General Public	4.2	• Municipal staff and interested parties (i.e., school board) to be kept informed of start date and staging of construction
	 emergency response routes • Temporary or permanent change to acress 	Utilities	4.3	Notify OPP, Fire and Ambulance of construction staging, start of construction, etc. to minimize delay in emergency response times during and after construction
	Disruption and overall effect on		4.4	• Contract Administrator to maintain good communications with EMS during construction
	utilities and municipal services		4.5	Provide Contact Administrator with name, telephone numbers etc. of utility representatives dealt with during detail design
			4.6	 Utility relocations to be carried out in advance of construction
			4.7	Provide advanced signing of construction
			4.8	 Contract package includes but is not limited to: NSP 32 – Maintenance of Traffic
2	Contaminated Property / Waste Managemer	igement		
	Management of contaminated sites	MTO	5.1	• Excess material reused, where feasible, for slope flattening, etc.
	(i.e., fuel spill during construction)	MOE	5.2	• Contractor to dispose of unusable materials in accordance with standard MTO specifications
	 Excess materials may be encountered during construction and require proper 		5.3	• All spills will be immediately controlled and reported to MOE Spills Action Centre
	management/disposal		5.4	Contract documentation includes but not limited to:
	Potential to encounter salt impacted soils			OP'S 180 - General specification for management of excess material (i.e., disposal, re-use, stockpiling etc.) NSP ENVR0001 – Management of excess material with salt impacts

DESIGN AND CONSTRUCTION REPORT HIGHWAY 6 (HANLON EXPRESSWAY) INTERCHANGE AT LAIRD ROAD GWP 3002-05-00

Environmental Issues and Commitments June 2011

No.	Issues/Concerns Potential Effects	Source of Concern	No.	Mitigation/Protection/Monitoring
9	Cultural Heritage – Built Heritage, Archaeology	chaeology		
	Direct or indirect impacts to built heritage resources or cultural heritage landscapes Potential impacts to archaeological / cultural resources Avoidance of archaeological site	MTC MTC	6.1	 Contract documentation includes but not limited to: NSP 120 – Archaeological Constraints Contract to include requirements for contact with MTC if the Contractor's operations expose any items which may indicate an archaeological find or presence of built heritage structures and to suspend work in the area immediately
7	Erosion and Sediment Control			
	Excavation and grading may result in erosion of exposed soils Potential for sediment laden runoff to impact downstream resources during construction Potential increased water to receiving watercourses	MTO MOE MNR	7.1	 Contractor to install and monitor erosion and sediment control measures (silt fencing, flow checks, and cover application) Contract documentation includes but not limited to: OPS 206 – Construction specification for grading OPS 571 – Sodding OPS 572 – Seed and Cover OPS 577 – Temporary erosion and sediment control measures NSP 50 – Erosion and sedimentation control

DESIGN AND CONSTRUCTION REPORT HIGHWAY 6 (HANLON EXPRESSWAY) INTERCHANGE AT LAIRD ROAD GWP 3002-05-00

5.0 Monitoring

An Environmental Synopsis will be developed to make sure that the Contract Administrator and the Contractor are made aware of, and are prepared to deal with, all environmental issues that may arise during construction. Specific environmental controls based on these detailed mitigation measures will be included in the contract documents and drawings to address specific environmental concerns during the construction phase.

Monitoring will be conducted by on-site Contract Administrator construction supervisory staff to make sure that environmental protection measures, as outlined in this report and in the contract package, are being implemented and are effective. This includes making sure that the implementation of mitigating measures and key design features is consistent with commitments made to external agencies prior to construction.

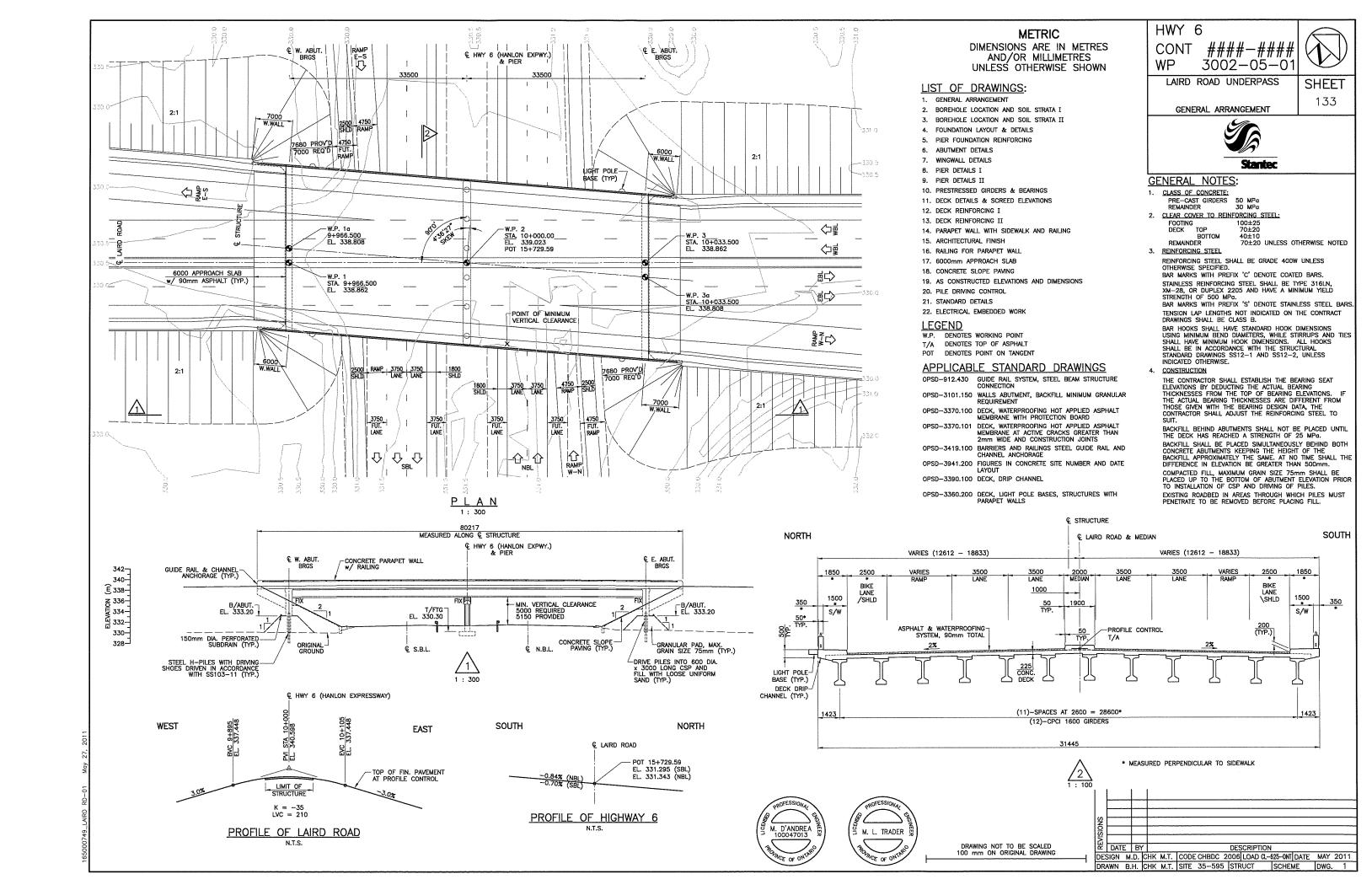
In the event that protective measures do not address concerns identified or if major problems develop, the appropriate agency will be contacted to provide additional input.

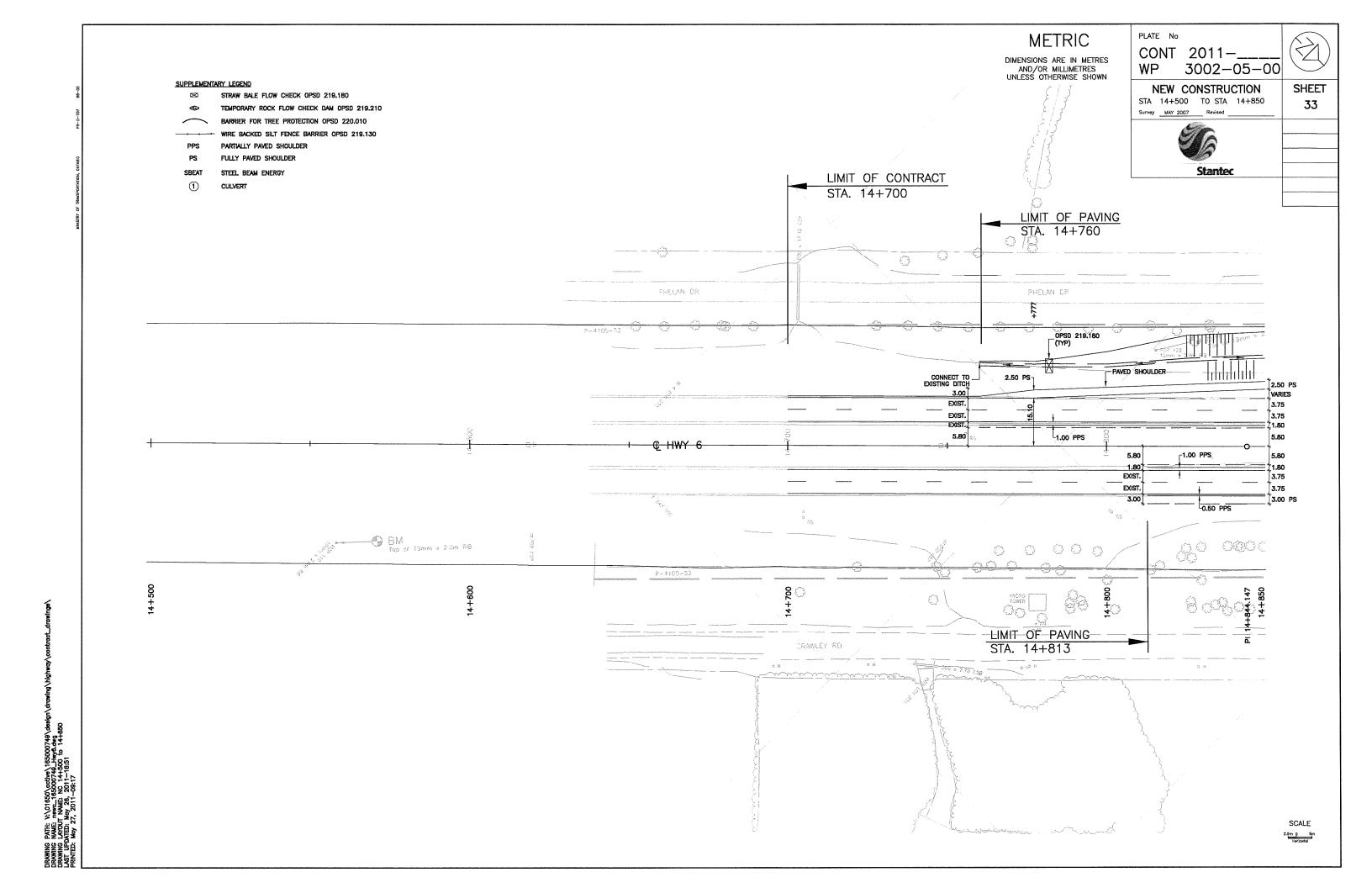
In the event that the impacts of construction are different than anticipated, or that the method of construction is such that there are greater than anticipated impacts, the Contractor's method of operation will be modified to reduce those impacts.

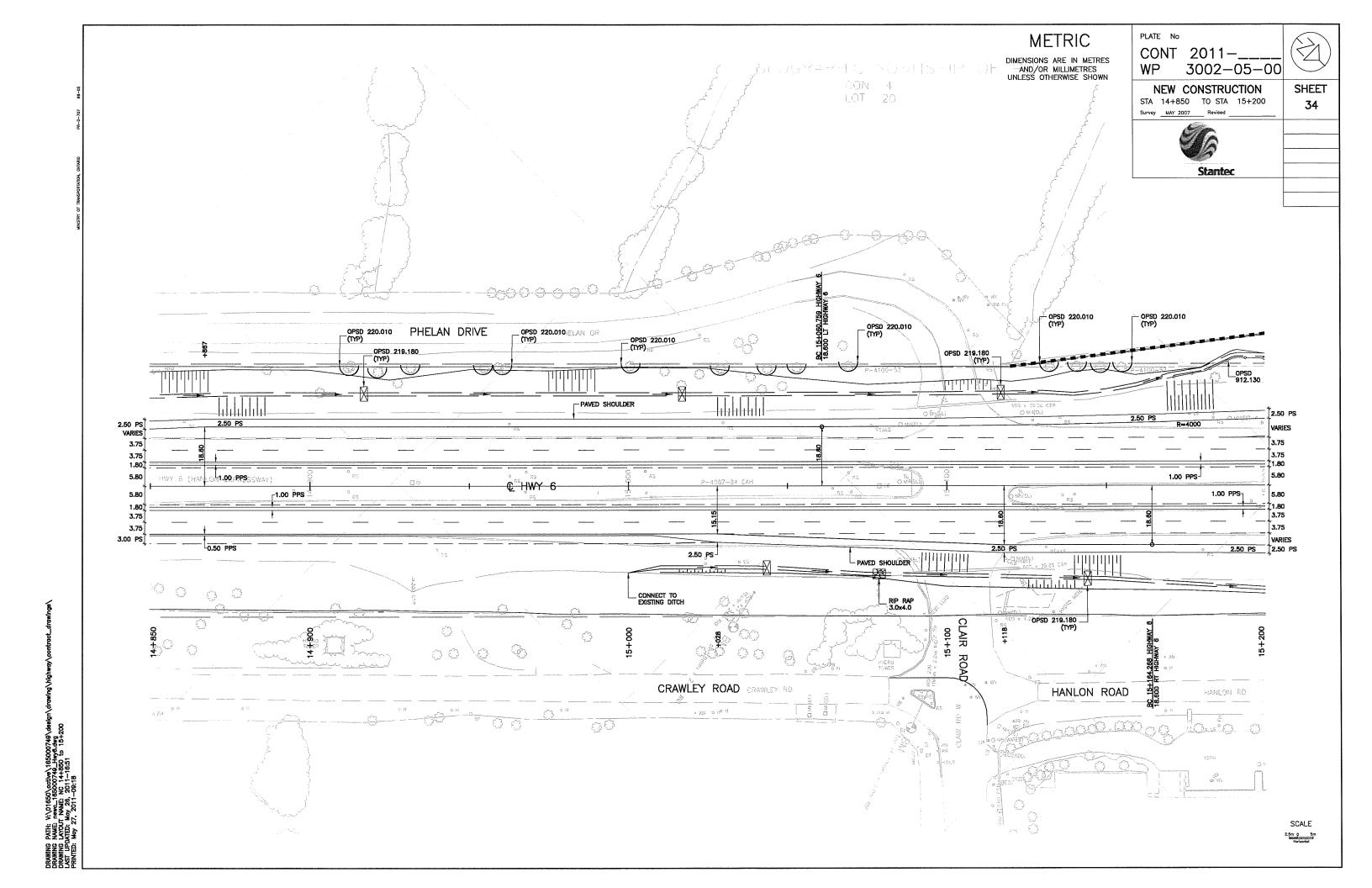
DESIGN AND CONSTRUCTION REPORT HIGHWAY 6 (HANLON EXPRESSWAY) INTERCHANGE AT LAIRD ROAD GWP 3002-05-00 Monitoring June 2011

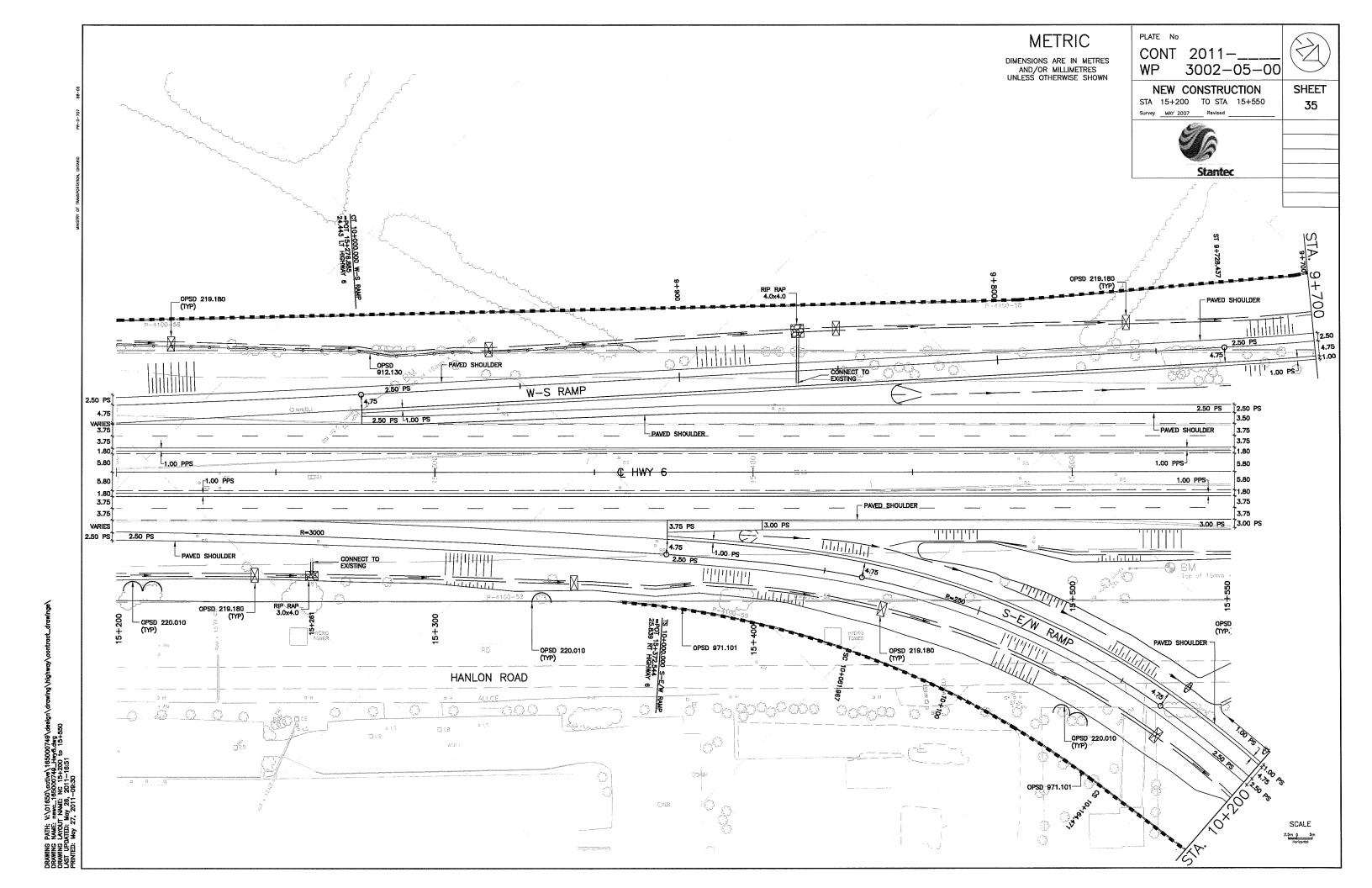
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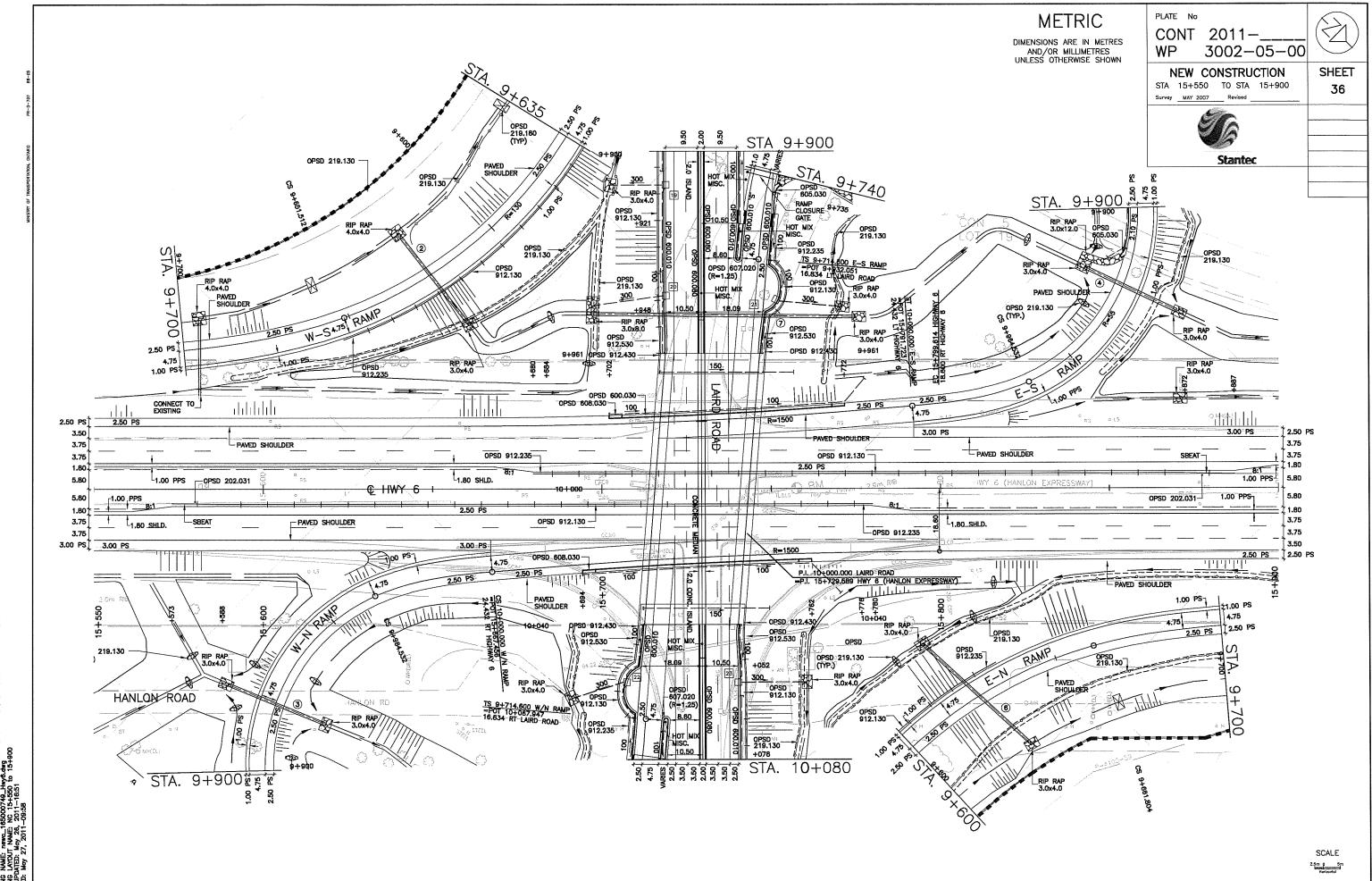
NEW CONSTRUCTION AND GENERAL ARRANGEMENT DRAWINGS

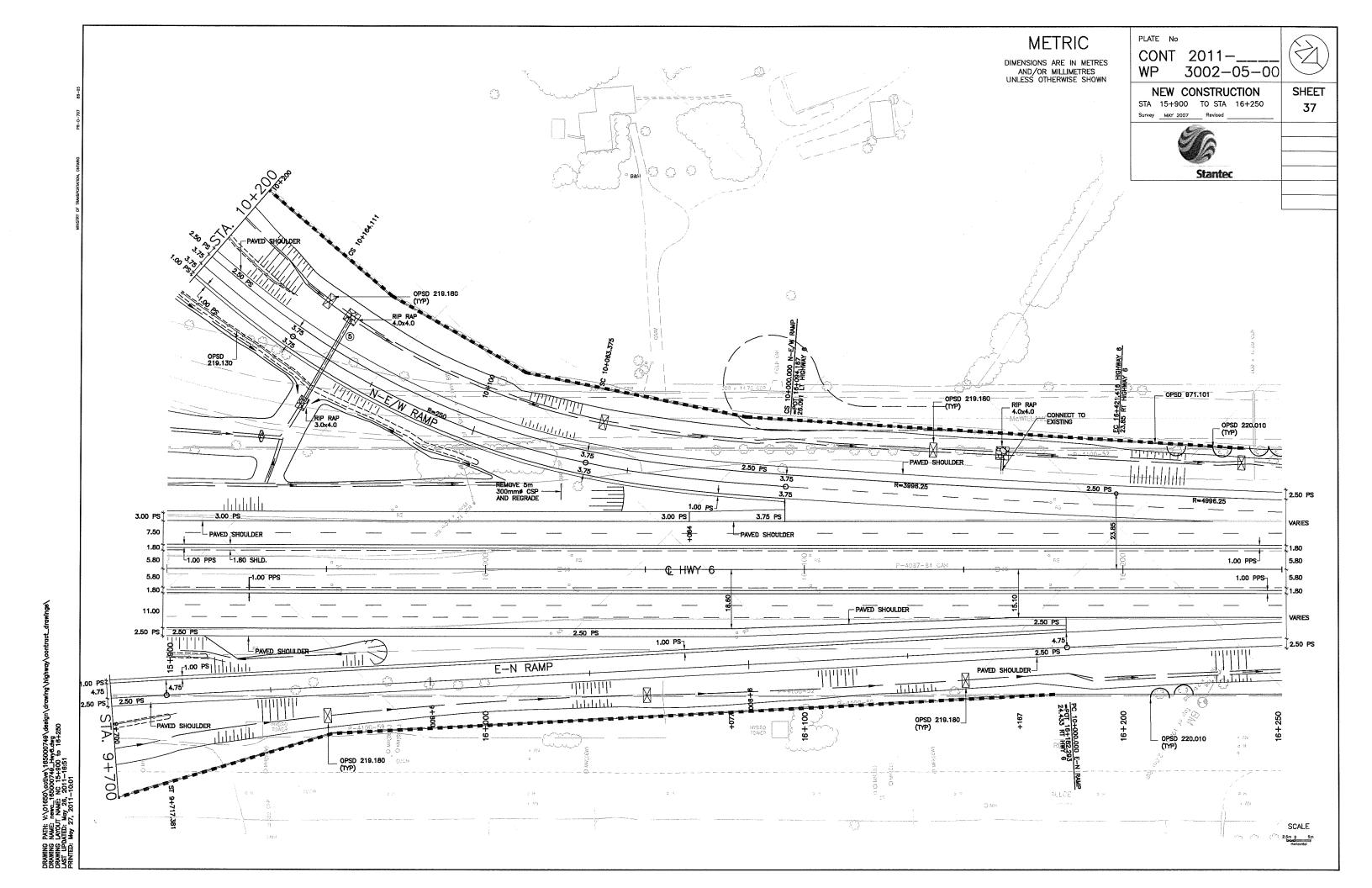


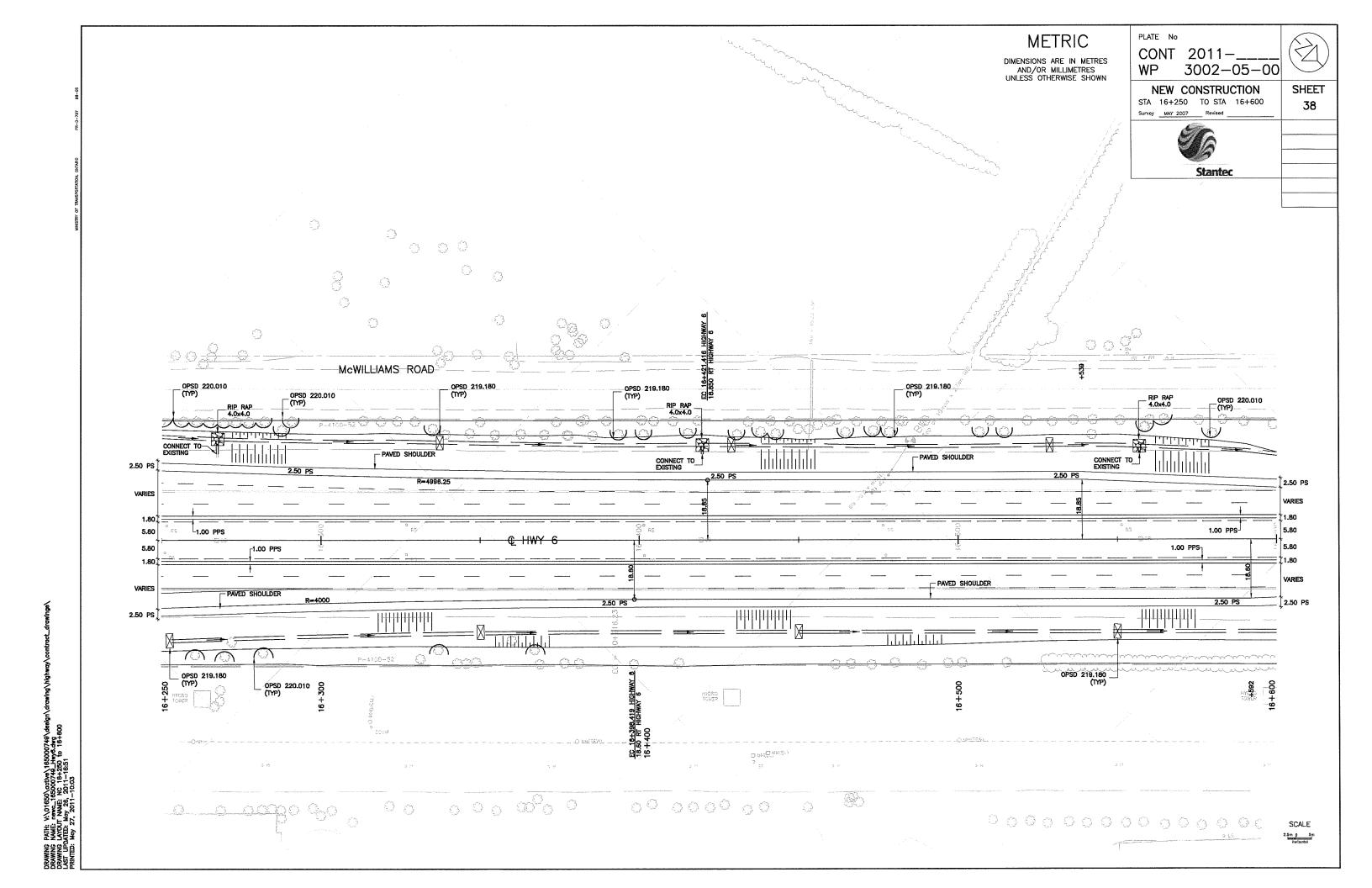


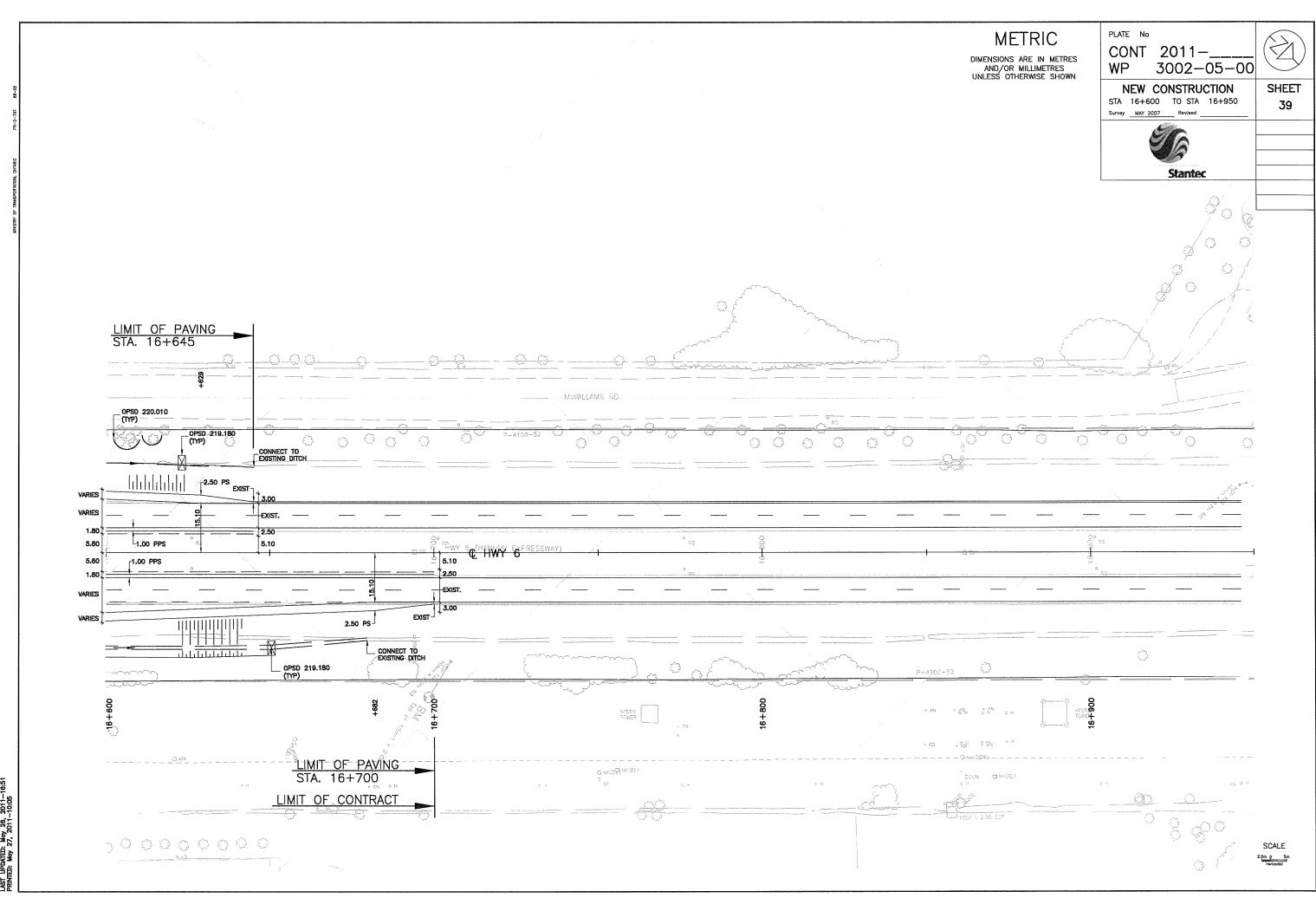




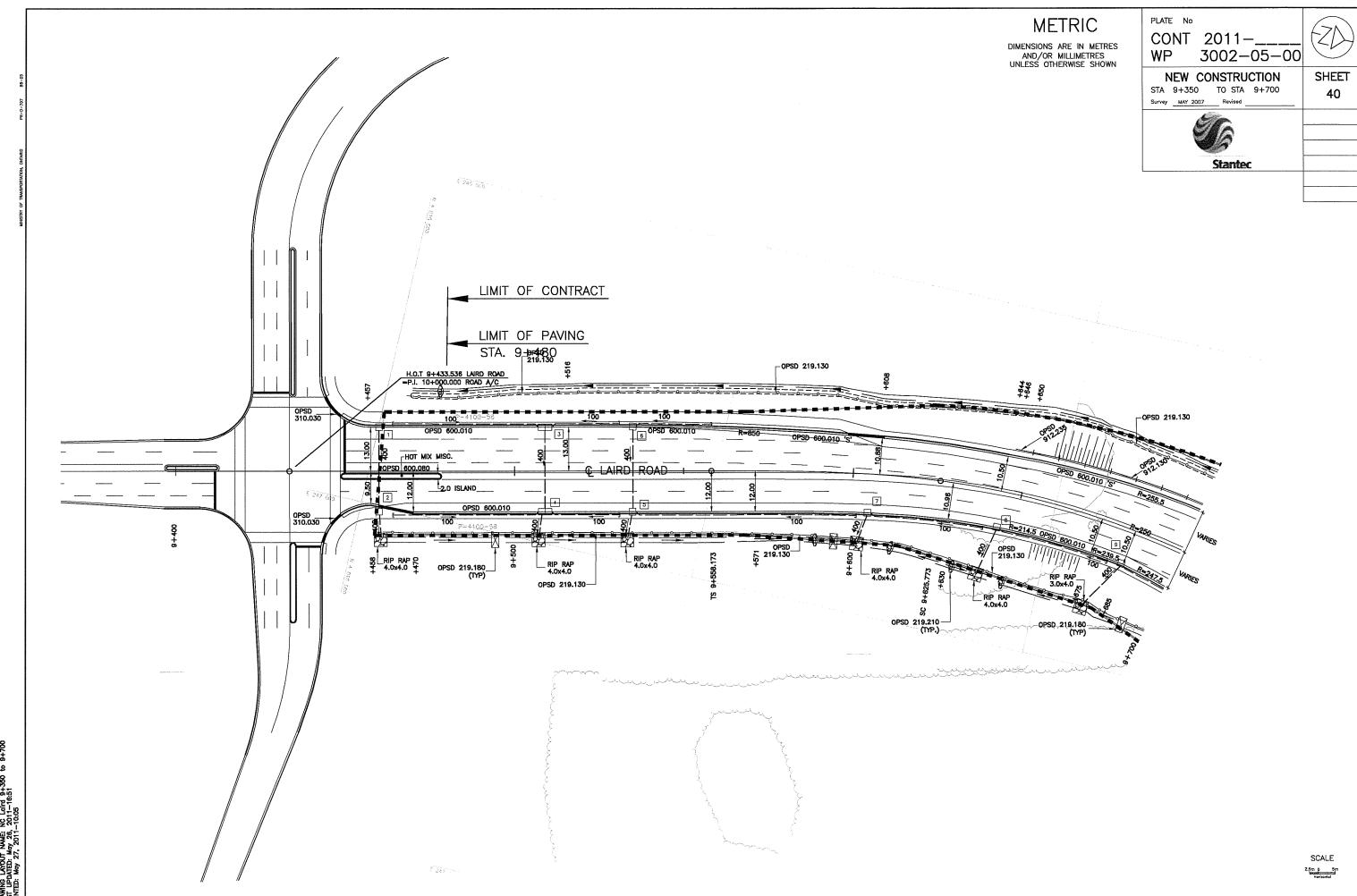




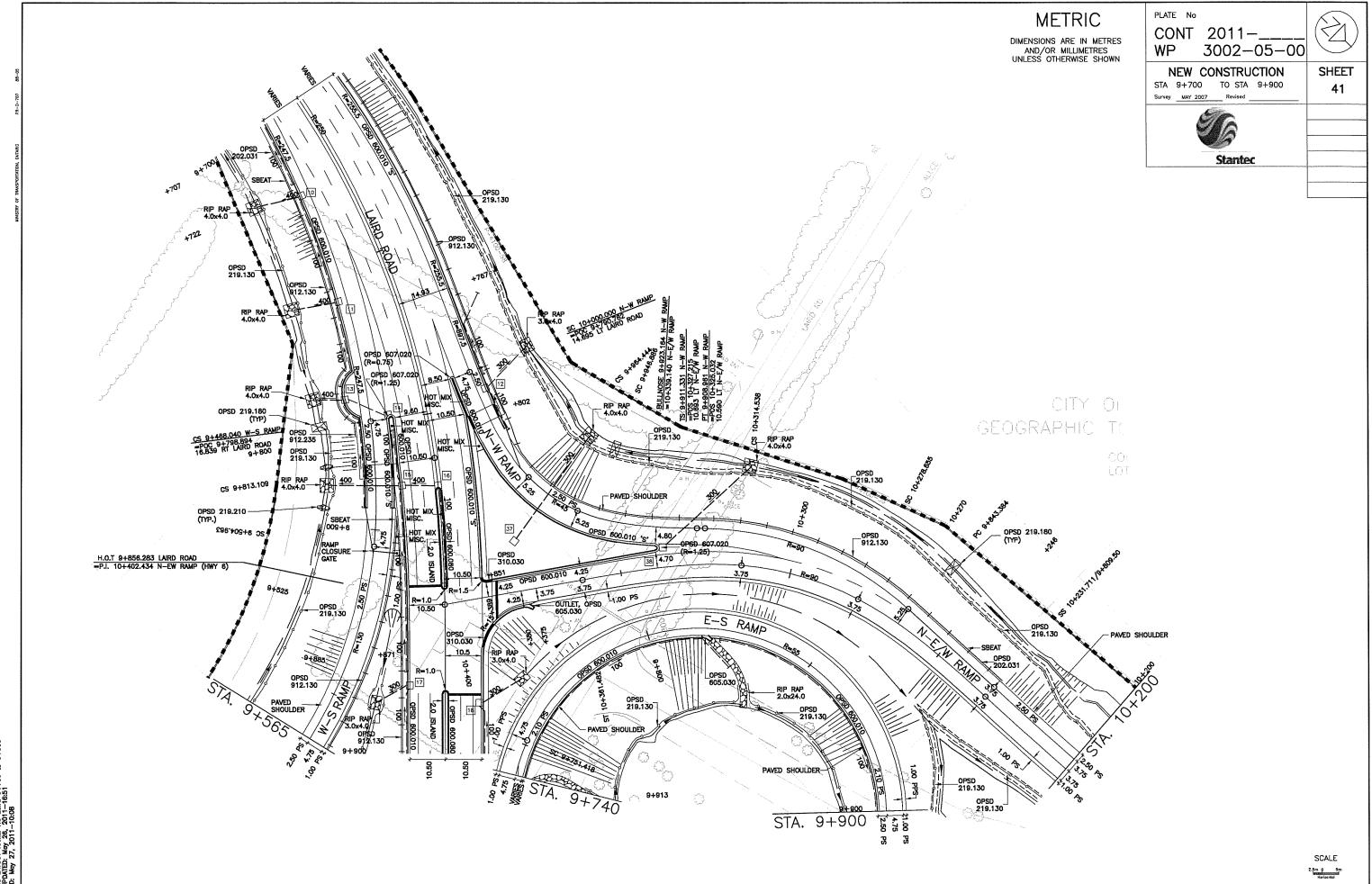


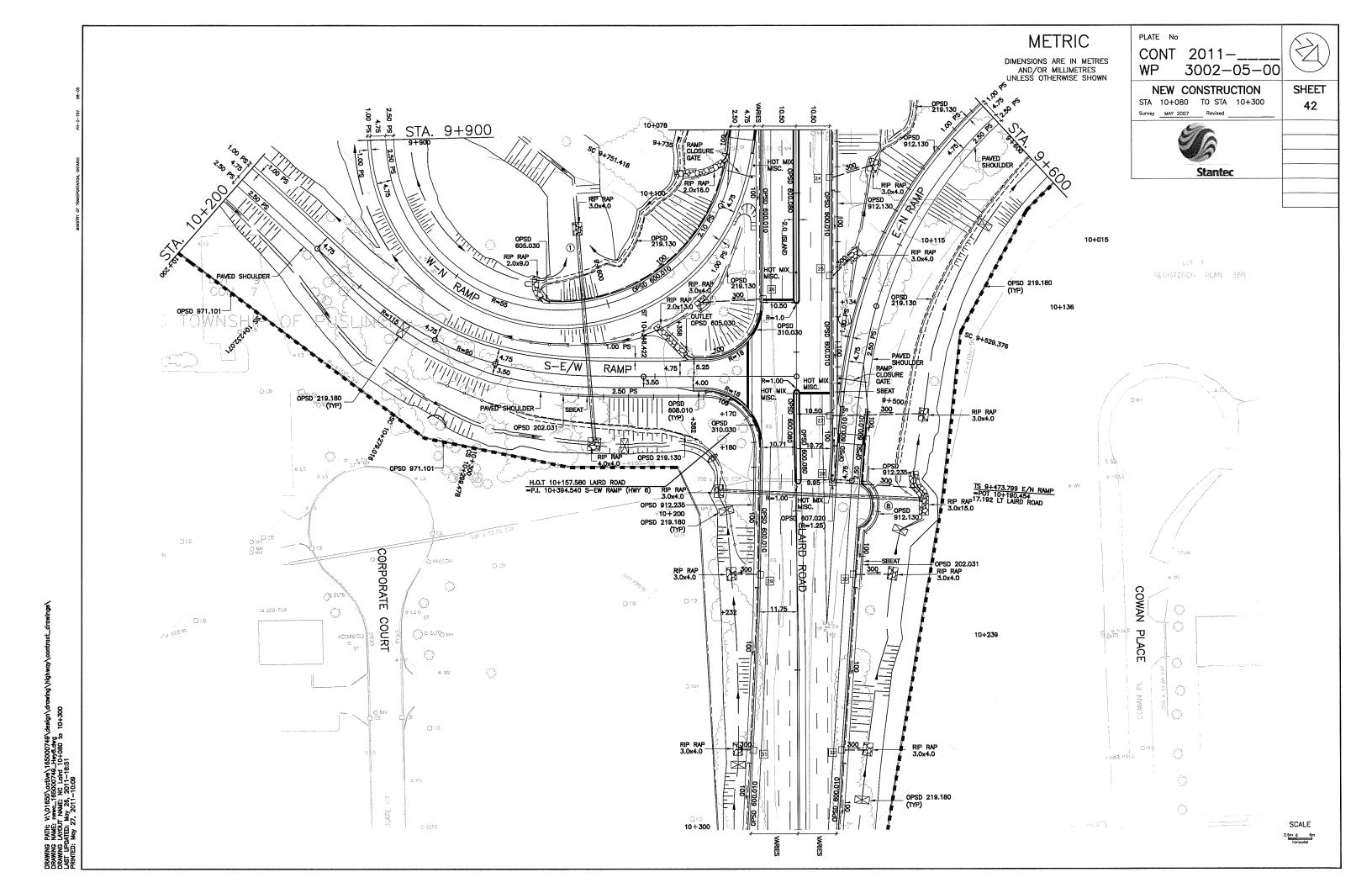


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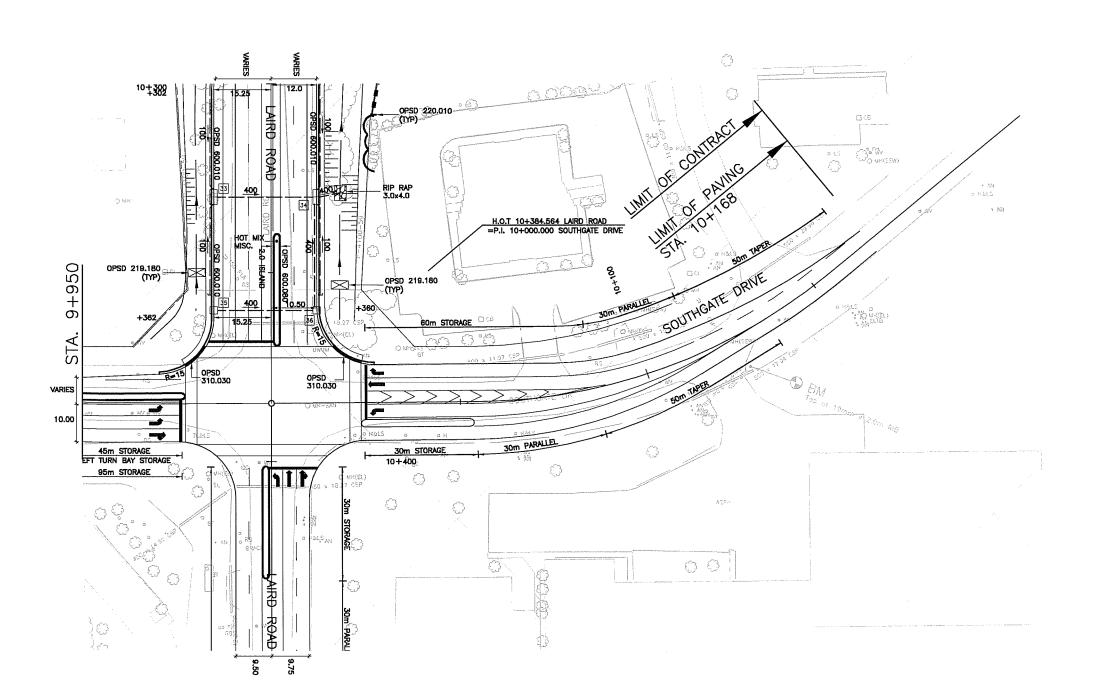
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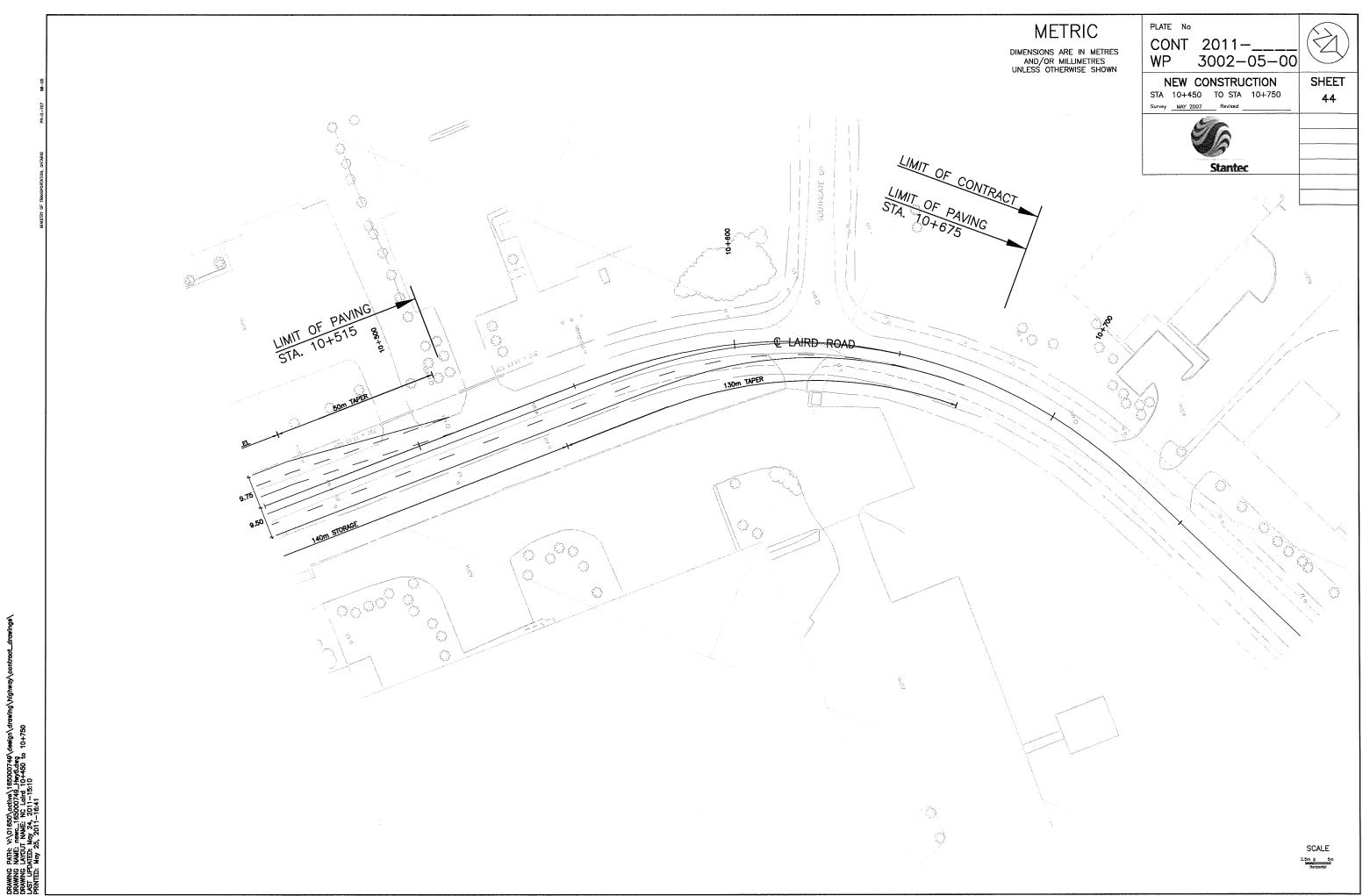
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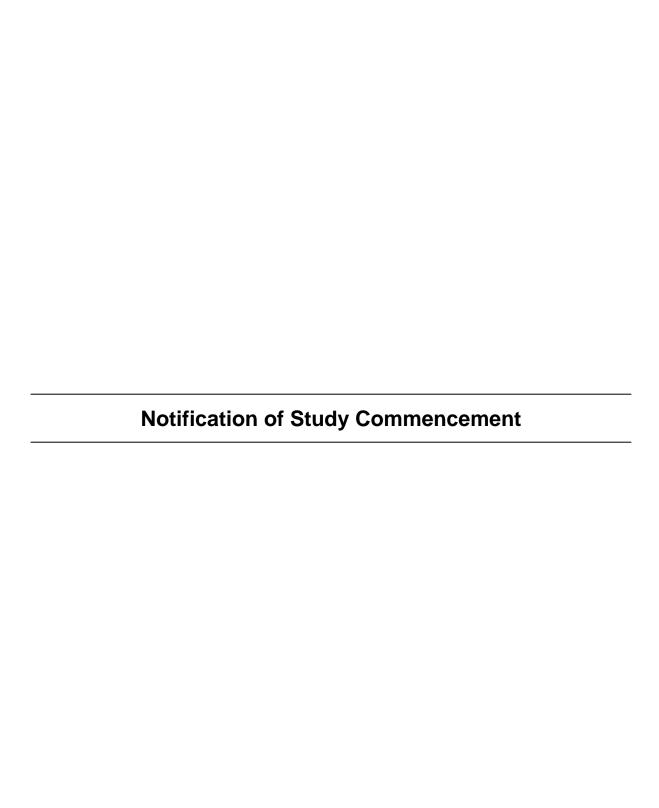
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Memo



To:

R. Bakalarczyk, J. Small

MTO West Region

From: Maya Caron

Toronto (Wellington) Office

File:

165000749

Date:

May 31, 2010

Reference:

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and

Laird Road (GWP 3002-05-00)

Final Notification Strategy for Study Commencement

The following is the final initial notification strategy that will be carried out for the above-mentioned project.

KEY STAGE	DATE
Final MTO Advertisement Approval	Approved
Notice to MPP (by fax)	Wednesday, May 26, 2010
Internal Notification by MTO	Monday, May 17, 2010
External Agency Mailing Letter, Notice, Comment Form Property Owners Mailing Notice	Friday, May 28, 2010
First Nation/Aboriginal Correspondence and Notice (Under MTO letterhead)	Friday, May 28, 2010
Ad runs in: Guelph Mercury (Daily except Sunday)	Tuesday, June 1, 2010 Saturday, June 5, 2010
Ad runs in: Guelph Tribune (Tuesdays and Thursdays)	Tuesday, June 1, 2010 Thursday, June 3, 2010
Ad runs in: Wellington Advertiser (Fridays)	Friday, June 4, 2010
Comments requested by	Friday, June 25, 2010

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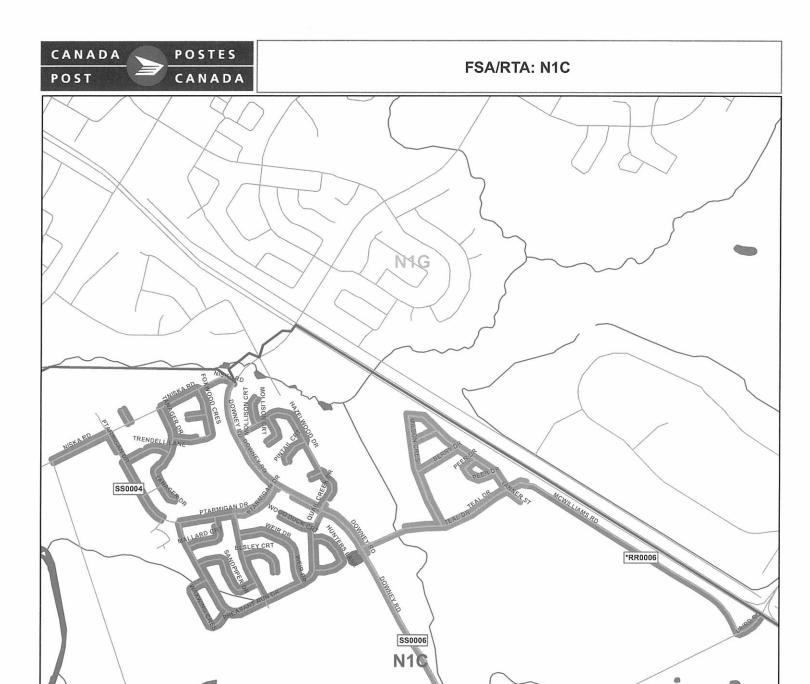
May 31, 2010 Highway 6 (Hanlon Expressway) and Laird Road Interchange Detail Design (GWP 3002-05-00) Page 2 of 2

As discussed, a Canada Post Unaddressed Ad Mailing will be carried out as part of the initial notification process. Flyers will be distributed all addresses in the N1C and N1G Postal Areas as outlined below, which includes the Milson Crescent area and Downey Road, the Southgate Business Park, and the Clairfields/Gordon Road Subdivision. An overview of the scope of the mailing is provided in the tables below. Maps of the delivery areas are attached to this memo. Approximately 2,194 residents will receive the notice.

N1C	
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SS 0004	707
SS 0006	373
Area Total	1,080
N1G	
GUELPH GUELPH LCD ROYAL (250 WOODLAWN RD W CITY MAIL GUELPH N1H 1B0
RR 0006	137
SS 0009	977
Area Total	1,114
Combined Total	2,194

STANTEC CONSULTING LTD.

Maya Caron, B.Sc., MCIP, RPP Environmental Planner Maya.Caron@stantec.com



FSAs adjacent to / RTA's Adjacente à N1C: N0B, N1G, N1L

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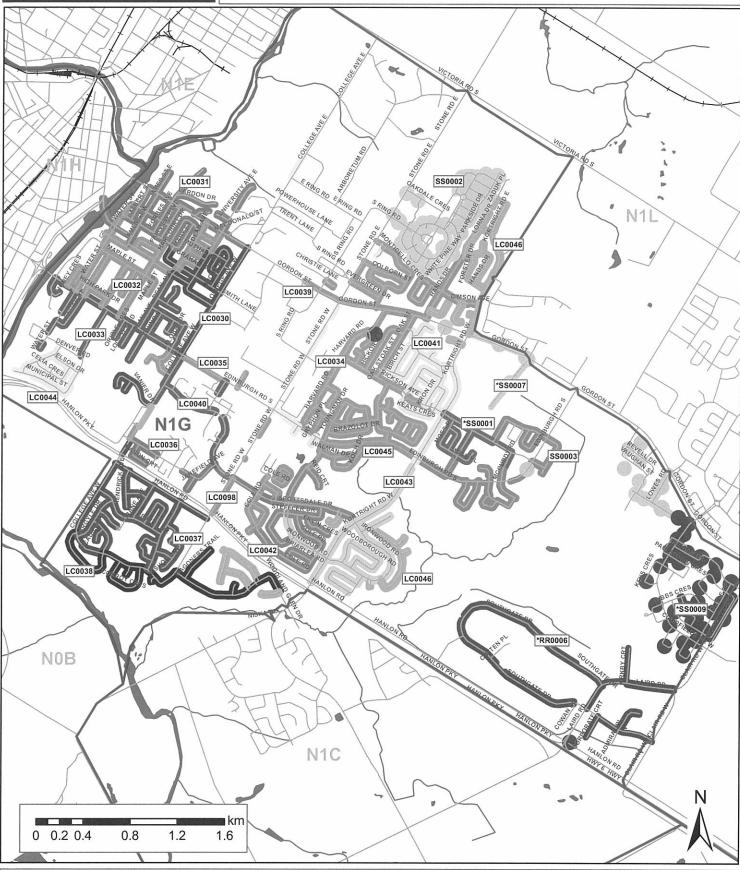
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IMPORTANT: À LIRE ATTENTIVEMENT AVANT D'AVOIR ACCÉS AU SITE WEB

08/2008



FSA/RTA: N1G

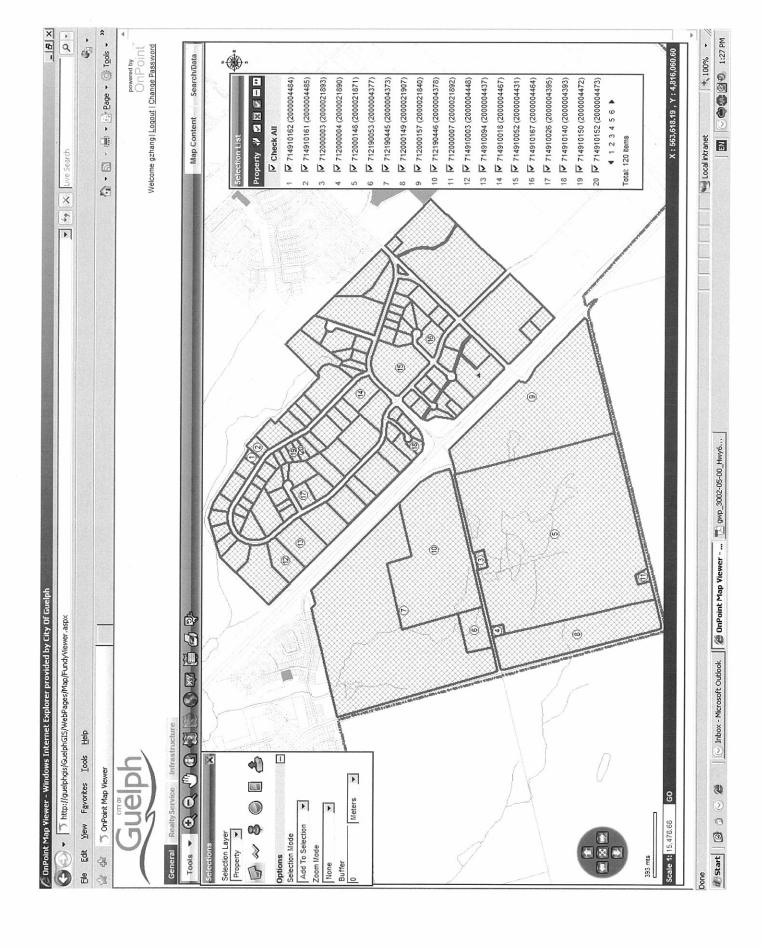


FSAs adjacent to / RTA's Adjacente à N1G: N0B, N1C, N1E, N1G, N1L

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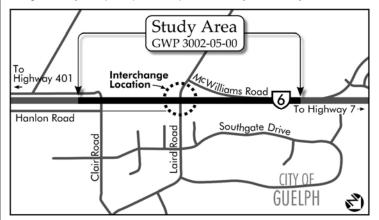


NOTICE OF STUDY COMMENCEMENT

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road City of Guelph

THE PROJECT

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design for a new interchange at Highway 6 (Hanlon Expressway) and Laird Road (GWP 3002-05-00). MTO is working with the City of Guelph to improve traffic operations and safety within the Study Area shown below.



The proposed improvements include

- Construction of a new interchange at Highway 6 (Hanlon Expressway) and Laird Road;
- A new underpass structure to replace the existing at-grade intersection of Highway 6 and Laird Road; Reconstruction and widening of Laird Road to connect with the developing Hanlon Creek Business Park on the west and with Southgate Drive on the east:
- Closure of McWilliams Road and re-alignment of Laird Road to the west of Highway 6;
- Closure of Hanlon Road to the east of Highway 6, north of Clair Road;
 Reconstruction of the Laird Road and Southgate Drive intersection; and
- Conventional illumination and signalization of ramp terminals and intersections, as required.

The project is being carried out in accordance with the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) as a Group 'B' undertaking. The proposed improvements were included as part of a Transportation Environmental Study Report (TESR) for Highway 6 (the Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River, which was completed and approved in 2009.

Upon completion of the study, a Design and Construction Report (DCR) will be prepared and made available for a 30-day public review period. One Public Information Centre (PIC) is planned for this project in 2010 to display and seek input on the proposed interchange improvements and the construction staging and traffic management plan.

COMMENTS

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

If you wish to comment on this project, have your name added to the project mailing list or have any questions about the study, please contact one of the individuals below:

Mr. Dave Emery, P.Eng. Consultant Project Manager Stantec Consulting Ltd. 1400 Rymal Road East Hamilton, ON L8W 3N9 Tel.: 905-385-3234 (Call collect) Fax: 905-385-3534 E-mail: Dave.Emery@stantec.com Mr. Robert Bakalarczyk, P.Eng. Senior Project Manager Ministry of Transportation 659 Exeter Road London, ON N6E 1L3 Tel.: 519-873-4602 Toll-free: 1-800-265-6072 E-mail: Robert.Bakalarczyk@ontario.ca

> **Guelph Mercury** Tuesday, June 1, 2010 Saturday, June 5, 2010

Guelph Tribune Tuesday, June 1, 2010 Thursday, June 3, 2010

Wellington Advertiser Friday, June 4, 2010



Stantec Consulting Ltd. 100 - 401 Wellington Street West Toronto ON M5V 1E7 Tel: (416) 596-6686 Fax: (416) 596-6680

May 26, 2010 File: 165000749

Ted Arnott, MPP, Wellington-Halton Hills Provincial Riding Office 181 St. Andrew Street East 2nd Floor Fergus, ON N1M 1P9 By Fax: (519) 787-5249

Dear Mr. Arnott:

Reference:

Notice of Study Commencement

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design for the construction of a new interchange and associated improvements at Highway 6 and Laird Road in the City of Guelph.

The proposed improvements were approved as part of the Planning, Preliminary Design and Environmental Assessment study for *Highway 6 (the Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River* which was completed in 2009.

At this time, we are contacting your office to advise you of the study. The Ontario Government Notice is enclosed for your information and will appear in local newspapers as follows:

Guelph Mercury on Tuesday, June 1, 2010 and Saturday, June 5, 2010;

Guelph Tribune on Tuesday, June 1, 2010 and Thursday, June 3, 2010; and

Wellington Advertiser on Friday, June 4, 2010.

Sincerely,

STANTEC CONSULTING LTD.

Maya Caron, MCIP, RPP Environmental Planner Tel: (416) 598-7162

Fax: (416) 596-6680 maya.caron@stantec.com

c. R. Bakalarczyk, J. Small - Ministry of Transportation West Region

D. Emery - Stantec Consulting Ltd.



Stantec Consulting Ltd. 100 - 401 Wellington Street West Toronto ON M5V 1E7 Tel: (416) 596-6686 Fax: (416) 596-6680

May 26, 2010 File: 165000749

Liz Sandals, MPP, Guelph-Wellington Constituency Office 173 Woolwich Street Guelph, ON N1H 3V4 By Fax: (519) 836-4191

Dear Ms. Sandals:

Reference:

Notice of Study Commencement

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design for the construction of a new interchange and associated improvements at Highway 6 and Laird Road in the City of Guelph.

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STANTEC CONSULTING LTD.

Maya Caron, MCIP, RPP Environmental Planner Tel: (416) 598-7162

Fax: (416) 596-6680 maya.caron@stantec.com

c. R. Bakalarczyk, J. Small - Ministry of Transportation West Region

D. Emery - Stantec Consulting Ltd.

Ministry of Transportation

Engineering Office Environmental Section West Region

659 Exeter Road London, Ontario N6E 1L3 Telephone: (519) 873-4560 Facsimile: (519) 873-4600 Email: Cathy.Giesbrecht@ontario.ca Ministère des Transports

Bureau du génie Section de l'environnement Région de l'Ouest

659, rue Exeter London (Ontario) N6E 1L3 Téléphone: (519) 873-4560 Télécopieur: (519) 873-4600



May 28, 2010

Margaret Sault
Director of Research, Lands and Membership
Mississaugas of the New Credit
2789 Mississauga Road, RR 6
Hagersville, Ontario
NOA 1H0

Dear Ms. Sault:

By Fax: 905-768-1225

Pages: 3

Reference:

Notice of Study Commencement

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design and Class Environmental Assessment (EA) for the construction of a new interchange and associated improvements at Highway 6 and Laird Road in the City of Guelph. A copy of the Ontario Government Notice is enclosed.

The purpose of this study is to:

- Design the improvements to Highway 6 (Hanlon Expressway), Laird Road, and associated side roads; and
- Identify a preferred construction staging and traffic management plan.

The study is following the Class EA planning process for Group 'B' Projects under MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000). Under this process, the Preliminary Design for the proposed interchange was published and approved in 2009. The Class EA planning process includes public and agency consultation, an assessment of the potential effects of the proposed improvements, and the identification of measures required to mitigate any adverse effects. The process and results will be documented in a Design and Construction Report (DCR) and made available for public review at the end of the study.

Should you have any questions, please contact me at (519) 873-4560, or by email at Cathy. Giesbrecht@ontario.ca.

Yours truly,

Cathy P. Giesbrecht

Head

Environmental Section

cc: R. Bakalarczyk/J. Small - MTO West Region D. Emery/M. Carron - Stantec Consulting Ltd.

Attachment

Ministry of Transportation

Engineering Office Environmental Section West Region

659 Exeter Road London, Ontario N6E 1L3 Telephone: (519) 873-4560 Facsimile: (519) 873-4600 Email: Cathy.Giesbrecht@ontario.ca Ministère des Transports

Bureau du génie Section de l'environnement Région de l'Ouest

659, rue Exeter London (Ontario) N6E 1L3 Téléphone: (519) 873-4560 Télécopieur: (519) 873-4600



May 28, 2010

Mr. Lonny Bomberry, Director, Lands and Resources Six Nations of the Grand River Territory 2498 Chiefswood Rd. P.O. Box 5000 Ohsweken, ON NOA 1M0 By Fax: 519-753-3449

Pages: 3

Dear Mr. Bomberry:

Reference:

Notice of Study Commencement

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design and Class Environmental Assessment (EA) for the construction of a new interchange and associated improvements at Highway 6 and Laird Road in the City of Guelph. A copy of the Ontario Government Notice is enclosed.

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Should you have any questions, please contact me at (519) 873-4560, or by email at Cathy.Giesbrecht@ontario.ca.

Yours truly,

Head

Environmental Section

cc: R. Bakalarczyk/J. Small - MTO West Region
D. Emery/M. Carron - Stantec Consulting Ltd.
P. General/J. Thomas, Six Nations Lands and Resources(Fax:519-445-0242)

Attachment

Ministry of Transportation

Engineering Office Environmental Section West Region

659 Exeter Road London, Ontario N6E 1L3 Telephone: (519) 873-4560 Facsimile: (519) 873-4600 Email: Cathy.Giesbrecht@ontario.ca Ministère des Transports

Bureau du génie Section de l'environnement Région de l'Ouest

659, rue Exeter London (Ontario) N6E 1L3 Téléphone: (519) 873-4560 Télécopieur: (519) 873-4600



May 28, 2010

Chief Allan McNaughton c/o Mr. Leroy Hill, Council Secretary Six Nations Confederacy Council 2634 6th Line, RR 2 Ohsweken ON N0A 1M0 By Fax: 905-765-9193

Pages: 3

Dear Mr. Hill:

Reference:

Notice of Study Commencement

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design and Class Environmental Assessment (EA) for the construction of a new interchange and associated improvements at Highway 6 and Laird Road in the City of Guelph. A copy of the Ontario Government Notice is enclosed.

The purpose of this study is to:

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- Identify a preferred construction staging and traffic management plan.

The study is following the Class EA planning process for Group 'B' Projects under MTO's Class Environmental Assessment for Provincial Transportation Facilities (2000). Under this process, the Preliminary Design for the proposed interchange was published and approved in 2009. The Class EA planning process includes public and agency consultation, an assessment of the potential effects of the proposed improvements, and the identification of measures required to mitigate any adverse effects. The process and results will be documented in a Design and Construction Report (DCR) and made available for public review at the end of the study.

Should you have any questions, please contact me at (519) 873-4560, or by email at Cathy.Giesbrecht@ontario.ca.

Yours truly,

Cathy P. Giesbrecht Head

Environmental Section

cc: R. Bakalarczyk/J. Small - MTO West Region D. Emery/M. Carron - Stantec Consulting Ltd.

Attachment



Stantec Consulting Ltd. 100 - 401 Wellington Street West Toronto ON M5V 1E7 Tel: (416) 596-6686

Tel: (416) 596-6686 Fax: (416) 596-6680

May 28, 2010 File: 1650 00749

Organization Region Address Address Address

Attention:

First Name Last Name

EXTERNAL AGENCY LETTER

Position

Dear Title Last Name:

Reference:

Notice of Study Commencement

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design for the construction of a new interchange and associated improvements at Highway 6 and Laird Road in the City of Guelph. A notice with additional information is enclosed.

The purpose of this letter is to introduce the project, to seek your input on the existing environmental (natural, socio/economic or cultural) conditions within the Study Area, and to identify any issues, concerns or approval requirements that your organization may have. A comment form is enclosed to facilitate your input.

The proposed improvements were approved as part of the Planning, Preliminary Design and Environmental Assessment study for *Highway 6 (the Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River* which was completed in 2009

A reply by **June 25, 2010** would be appreciated so that we may consider your comments early in the design stage.

If you have any questions regarding the study, please contact either the undersigned or one of the individuals named in the enclosed material.

Sincerely,

STANTEC CONSULTING LTD.

Maya Caron, MCIP, RPP Environmental Planner Tel: (416) 598-7162 Fax: (416) 596-6680 maya.caron@stantec.com

c. R. Bakalarczyk, J. Small – MTO West Region D. Emery – Stantec Consulting Ltd.

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road (GWP 3002-05-00)

EXTERNAL AGENCY COMMENT FORM

Please provide your c	omments on the project. Use	the other side of this form i	f required.
Your organization's interests	or concerns regarding th	ne study area or undertak	ing:

7			-
The following permits or app	provals are required from	your office, prior to const	ruction:
The level of involvement you	ı wish to have on this Det	ail Design project is:	
Contact Information on Study «Title» «First_Name» «Last_N «Organization» «Region»			If this information is incorrect please provide updated
«Address» «Address_2»			information below.
«City» «Prov» «Postal_Code»			below.
Tel: «Work_Phone»			
Please return the complete Maya Caron, Environmental 401 Wellington Street West, Tel. (416) 598-7162, Fax (47	Planner, Stantec Consul Toronto, ON M5V 1E7	ting Ltd.	
New Contact:			
Job Title:			
Name of Agency:	,		
Mailing Address			
Tel:	Fax:	Email:	



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

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road (GWP 3002-05-00)

EXTERNAL AGENCY COMMENT FORM

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Hierarchy	Title	First Name	Last Name	Position	Organization	Region	Address	Address 2	City	Prov	Postal Code
Federal		Environmental Unit		Environmental Assessment Coordination	Indian and Northern Affairs Canada	Environmental Unit	25 St. Clair Avenue East	8th Floor	Toronto	ON	M4T 1M2
Provincial	Ms.	Pam	Wheaton	Director, Aboriginal and Ministry Relationships Branch	Ministry of Aboriginal Affairs		160 Bloor Street East	9th Floor	Toronto	ON	M7A 2E6
Provincial	Mr.	Barry	Duffey	APEP Supervisor, Air, Pesticides and Environmental Planning	Ministry of the Environment	West Central Region	119 King Street West	12th Floor	Hamilton	ON	L8P 4Y7
Provincial	Ms.	Barb	Slattery	Environmental Resource Planner/ Environmental Assessment Coordinator - Air, Pesticides and Environmental Planning	Ministry of the Environment	West Central Region	119 King Street West	12th Floor	Hamilton	ON	L8P 4Y7
Provincial	Mr.	Mike	Stone	Guelph District Planner	Ministry of Natural Resources	Guelph District	1 Stone Road W		Guelph	ON	N1G 4Y2
Provincial	Mr.	Art	Timmerman	Fish and Wildlife Biologist	Ministry of Natural Resources	Guelph District	1 Stone Road W		Guelph	ON	N1G 4Y2
Provincial	Ms.	Tamara	Anson- Cartwright	Heritage Advisor - Culture Services Unit	Ministry of Culture	Į.	400 University Avenue	4th Floor	Toronto	ON	M7A 2R9
Provincial	Mr.	Neil	Downs	Manager	Ministry of Culture - Culture Programs Unit		400 University Avenue	4th Floor	Toronto	ON	M7A 2R9

Provincial	Mr.	Chris	Schiller	Manager	Ministry of Culture	Culture Services Unit	400 University Avenue	4th Floor	Toronto	ON	M7A 2R9
	Ms.	Karla	Barboza	Heritage Conservation Advisor	Ministry of Culture	Heritage Policy and Program Development Unit	400 University Avenue	4th Floor	Toronto	ON	M7A 2R9
Provincial	Ms.	Shari	Prowse	Archaeology Review Officer, Culture Programs Unit	Ministry of Culture	Programs and Services Branch	900 Highbury Avenue 220 Trillium		London	ON	N5Y 1A4
Provincial	Ms.	Barbara	Elias	Regional Advisor	Ministry of Tourism		Court	Bldg 3	Walkerton	ON	N0G 2V0
Provincial	Mr.	Craig	Stewart	Manager, Sport and Recreation Unit	Ministry of Health Promotion	Sport, Recreation and Community Programs Brance	393 University Avenue	18th Floor, Suite 1802	Toronto	ON	M7A 2S1
Provincial	Ms.	Carol	Neumann	Rural Planner, Environmental and Land Use Policy	Ministry of Agriculture, Food and Rural Affairs		Elora Resource Centre, 6484 Wellington Rd. 7	Unit 10	Elora	ON	N0B 1S0
Municipal	Mr.	Rajan	Philips	Transportation Planning Engineer	City of Guelph		City Hall, 1 Carden Street		Guelph	ON	N1H 3A1
Municipal	Mr.	Jim	Riddell	Director of Community Design and Development Services	City of Guelph	Community Design & Development Services	City Hall, 1 Carden Street		Guelph	ON	N1H 3A1
	Mr.	Peter	Cartwright	General Manager of Economic Development & Tourism	City of Guelph	Economic Development Services	City Hall, 1 Carden Street	Second Floor	Guelph	ON	N1H 3A1
Municipal		Lois	Giles	City Clerk / Director of Information Services	City of Guelph		City Hall, 1 Carden Street		Guelph	ON	N1H 3A1

Municipal	Mr.	Gordon	Ough	Roads Division	County of Wellington	Engineering Services Department	74 Woolwich Street	, l	Guelph	ON	N1H 3T9
Municipal	Ms.	Brenda	Law	CAO/Clerk- Treasurer	Township of Puslinch		7404 Wellington Road #34	RR #3	Guelph	ON	N1H 6H9
Municipal	Sgt.	Mike	Ashley	Traffic Sergeant	OPP	Wellington District (Rockwood)	5145 Wellington Road 27		Rockwood	ON	N0B 2K0
Municipal	Mr.	Rob	Davis	Police Chief	Guelph Police Service		15 Wyndham Street South		Guelph	ON	N1H 4C6
Municipal	Ms.	Christine	Billings	Councillor, Ward 6	City of Guelph		City Hall, 1 Carden Street		Guelph	ON	N1H 3A1
Municipal	Mr.	Karl	Wettstein	Councillor, Ward 6	City of Guelph		14 Gaw Crescent		Guelph	ON	N1G 1H8
Interest Group	Mr.	Joe	Farwell, P.Eng.	Assistant CAO, Resource Management	Grand River Conservation Authority		400 Clyde Road	PO Box 729	Cambridge		N1R 5W6
Interest Group	Ms.	Liz	Yerex	Resource Planner	Grand River Conservation Authority	,	400 Clyde Road	PO Box 729	Cambridge	ON	N1R 5W6
Interest Group	Mr.	Lloyd	Longfield	President & CAO	The Guelph Chamber of Commerce		485 Silvercreek Parkway North	Unit 15	Guelph	ON	N1H 7K5
Interest Group	Dr.	N.J.	Mercer	Acting Medical Officer of Health & CEO	Wellington- Dufferin- Guelph Public Health		474 Wellington Road 18, Suite 100	RR #1	Fergus	ON	N1M 2W3
Interest Group	Mr.	Shawn	Armstrong	Director, Emergency Services	Land Ambulance Service, City of Guelph		355 Elmira Road N	Suite 134	Guelph	ON	N1K 1S5
Interest Group	Mr.	Don	Drone	Director of Eductaion	Wellington Catholic District School Board		75 Woolwich Street		Guelph	ON	N1H 6N6

5/31/2010 Page 3 of 5

Interest Group	Ms.	Martha	Rogers	Director of Education	Upper Grand District School Board		500 Victoria Road North		Guelph	ON	N1E 6K2
Interest Group	Mr.	Dennis	Cuomo	Manager of Planning	Upper Grand District School Board	1	500 Victoria Street North		Guelph	ON	N1E 6K2
Interest Group	Ms.	Betty	Andersen	or the Align	Puslinch Historical Society	7)	b.andersen@symp	atico.ca	F 40		
Interest Group	Ms.	Susan	Ratcliffe		Architectural Conservancy of Ontario, Guelph and Wellington Branch		sratcliffe@sentex.c	ca			
Interest Group	Ms.	Ann	Guthrie	President	Guelph Historical Society	1	100 Crimea Street	Unit A102	Guelph	ON	N1H 2Y6
Interest Group	Mr.	Cameron	Bevers	President	Historical Highways Society of Ontario		cbeach40@hotmai hhso17@hhso.ca	l.com;			
Interest Group	Mr.	Craig	Potter		Guelph Field Naturalists		PO Box 1401		Guelph	ON	N1H 6N8
Interest Group	Ms.	Kathy	Somers	President	Guelph Hiking Trail Club (GHTC)		PO Box 1		Guelph	ON	N1H 6J6
Interest Group	Ms.	Glynis	Logue	Executive Director	Guelph Environmental Leadership		15A Cork Street East	12	Guelph	ON	N1H 2W7
Interest Group	Ms.	Kelly	Guthrie	Community Engagement Coordinator, City of Guelph Community Services			Kortright Hills Public School	23 Ptarmigan Drive	Guelph	ON	N1C 1B5

Interest Group	c/o Ms.	Nancy	Kielar	Community Engagement Coordinator	Hanlon Creek Neighbourhood Group	City Hall, 1 Carden Street		Guelph	ON	N1H 3A1
Interest Group	Mr.	Bob	Butella	Executive Director	Community Living Guelph Wellington	8 Royal Road		Guelph	ON	N1H 1G3
Interest Group	Mr.	Andrew	Lambden		Guelph Development Association	166 Woolwich Street	PO Box 964	Guelph	ON	N1H 6N1
Interest Group	Ms.	Stacy	Cooper	175	Guelph and District Homebuilders Association	389 Speedvale Avenue W		Guelph	ON	N1H 1C7

5/31/2010 Page 5 of 5





To: R. Bakalarczyk and J. Small

MTO West Region

1650 00749 January 18, 2011 File: Date:

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road (GWP 3002-05-00) Reference:

Final Notification Timeline for Public Information Centre on

From:

Maya Caron

Toronto

Tuesday, February 8, 2011

KEY STAGE	DATE (2011)
MTO to provide final PIC Ad approval	Thursday, January 6, 2011
MTO undertakes Internal Circulation	Monday, January 17, 2011
Stantec sends notice to MPP (By Fax)	Wednesday, January 19, 2011
External Agency Letter and Notice Property Owner Notice	Monday, January 24, 2011
First Nation/Aboriginal (on MTO letterhead)	Monday, January 24, 2011
Canada Post Mailing	Week of January 24, 2011
Ad runs in: Gueph Mercury	Tuesday, January 25, 2011 Saturday, February 5, 2011
Ad runs in: Guelph Tribune	Tuesday, January 25, 2011 Thursday, February 3, 2011
Ad runs in: Wellington Advertiser	Friday, January 28, 2011
PIC Date/Time/Venue	Tuesday, February 8, 2011
Holiday Inn 601 Scottsdale Drive, Guelph Wellington Room	3:00 p.m. to 4:00 p.m. (Municipal/Agency) 4:00 p.m. to 8:00 p.m. (General Public) Presentations provided at 5 PM and 7 PM
PIC Comments Requested By	Tuesday, March 8, 2011

Stantec

January 18, 2011 Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road (GWP 3002-05-00) Page 2 of 2

A Canada Post Unaddressed Ad Mailing will be carried out as part of the PIC notification process. Flyers will be distributed all addresses in the N1C and N1G Postal Areas as outlined below, which includes the Milson Crescent area and Downey Road, the Southgate Business Park, and the Clairfields/Gordon Road Subdivision. An overview of the scope of the mailing is provided in the tables below. Maps of the delivery areas are attached to this memo. Approximately 2,193 residents will receive the notice.

N1C	
GUELPH	250 WOODLAWN RD W
GUELPH LCD ROYAL CITY MAIL	GUELPH N1H 1B0
SS 0004	707
SS 0006	372
Area Total	1,079
N1G	
GUELPH	250 WOODLAWN RD W
GUELPH LCD ROYAL CITY MAIL	GUELPH N1H 1B0
RR 0006	137
SS 0009	977
Area Total	1,114
Combined Total	2,193

STANTEC CONSULTING LTD.

M Cavon.

Maya Caron, B.Sc., MCIP, RPP Environmental Planner maya.caron@stantec.com

c. R. Bakalarczyk, J. Small – MTO, West Region D. Emery, A. Barg – Stantec Consulting Ltd.





Householder Counts and Maps

SINTRO SOELIVERING SOON SOE PROVINCIAL INDEX SOENDEX BY DELIVERY AREA

CONSUMER'S CHOICE + ONTARIO + URBAN DELIVERY + GUELPH Valid for mailings from May 14 to June 17, 2010.

SUMMARY F	FOR GUELPH							
DELIVERY AREA / DELIVERY INSTAL		HOUSES	APT	FARMS	TOTAL RES.	BU		
	D ROYAL CITY MAIL							
LETTER C	CARRIER WALKS	26,128	11,782	0	37,910	2,06		
RURAL R	OUTES	2,762	91	256	3,109	25		
SUBURBA	AN SERVICE	9,049	670	9	9,728	79		
GENERAL	DELIVERY	4	0	0	4			
LOCK BO	XES	151	1	0	152	7		
DIRECT		0	0	0	0	1		
INSTALLATI	ON TOTAL	38,094	12,544	265	50,903	3,20		
GUELPH								
LETTER C	CARRIER WALKS	26,128	11,782	0	37,910	2,06		
RURAL R	OUTES	2,762	91	256	3,109	25		
	AN SERVICE	9,049	670	9	9,728	79		
GENERAL	DELIVERY	4	0	0	4			
LOCK BO	XES	151	1	0	152	7		
DIRECT		0	0	0	0	1		
DELIVERY A	AREA TOTAL	38,094	12,544	265	50,903	3,20		
HOUSEHOL	DER COUNTS FOR GUE	LPH						
GUELPH GUELPH LC	D ROYAL CITY MAIL		250 WOODL GUELPH N1		O W			
FSA: N1C	○ FSA I	MAP (FSA = tl	he first three	e digits of	the postal co	ode)		
	LCW	MAP (LCW =	the Letter C	Carrier Wa	alk)			
DELIVERY MODE	SECONDARY INSTALLATION	HOUSES	APT	FARMS	TOTAL RES.	ВІ		
* RR 0006	GUE-RYA-CITY-MA	0	0	11	11			
SS 0004	GUE-RYA-CITY-MA	706	0	0	706			
* SS 0006	GUE-RYA-CITY-MA	364	0	0	364			
TOTAL ROU	ITES:	1,070	0	11	1,081	1		
TOTAL FOR	FSA: N1C	1,070	0	11	1,081	1		
sa: N1E	₽ FSA I	MAP (FSA = tl	he first three	e digits of	the postal c	ode)		
F3A: 1 □		FSA MAP (FSA = the first three digits of the postal code)LCW MAP (LCW = the Letter Carrier Walk)						

LC 0047 GUE-RYA-CITY-MA 327 57 0 384 LC 0048 GUE-RYA-CITY-MA 806 0 0 806 LC 0049 GUE-RYA-CITY-MA 502 126 0 628 LC 0050 GUE-RYA-CITY-MA 388 149 0 537 LC 0051 GUE-RYA-CITY-MA 295 429 0 724 LC 0052 GUE-RYA-CITY-MA 426 28 0 454 LC 0053 GUE-RYA-CITY-MA 445 92 0 537 LC 0054 GUE-RYA-CITY-MA 445 92 0 537 LC 0055 GUE-RYA-CITY-MA 352 135 0 487 LC 0056 GUE-RYA-CITY-MA 360 0 0 360 LC 0057 GUE-RYA-CITY-MA 344 9 0 353 LC 0058 GUE-RYA-CITY-MA 344 9 0 353 LC 0059 GUE-RYA-CITY-MA 344 9 0 353 LC 0059 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 329 55 0 384 LC 0061 GUE-RYA-CITY-MA 242 359 0 601 LC 0060 GUE-RYA-CITY-MA 344 0 0 352 LC 0061 GUE-RYA-CITY-MA 344 0 0 352 LC 0062 GUE-RYA-CITY-MA 242 359 0 601 LC 0063 GUE-RYA-CITY-MA 336 85 0 421 LC 0064 GUE-RYA-CITY-MA 336 85 0 421 LC 0065 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 336 85 0 421 LC 0067 GUE-RYA-CITY-MA 336 85 0 431 LC 0068 GUE-RYA-CITY-MA 336 35 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 435 112 0 547 RR 0004 GUE-RYA-CITY-MA 435 112 0 547 RR 0004 GUE-RYA-CITY-MA 435 112 0 547 RR 0004 GUE-RYA-CITY-MA 378 53 0 431 LC 0067 GUE-RYA-CITY-MA 378 53 0 431 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 435 112 0 547 TOTAL ROUTES:	MODE	INSTALLATION				RES.	
LC 0048 GUE-RYA-CITY-MA 806 0 0 806 LC 0049 GUE-RYA-CITY-MA 502 126 0 628 LC 0050 GUE-RYA-CITY-MA 388 149 0 537 LC 0051 GUE-RYA-CITY-MA 295 429 0 724 LC 0052 GUE-RYA-CITY-MA 426 28 0 454 LC 0053 GUE-RYA-CITY-MA 426 28 0 477 LC 0053 GUE-RYA-CITY-MA 445 92 0 537 LC 0055 GUE-RYA-CITY-MA 445 92 0 537 LC 0055 GUE-RYA-CITY-MA 352 135 0 487 LC 0056 GUE-RYA-CITY-MA 360 0 0 360 LC 0057 GUE-RYA-CITY-MA 360 0 0 360 LC 0057 GUE-RYA-CITY-MA 366 75 0 3431 LC 0058 GUE-RYA-CITY-MA 366 75 0 441 LC 0059 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 329 55 0 384 LC 0061 GUE-RYA-CITY-MA 329 55 0 384 LC 0062 GUE-RYA-CITY-MA 329 55 0 384 LC 0063 GUE-RYA-CITY-MA 334 0 0 334 LC 0063 GUE-RYA-CITY-MA 334 0 0 334 LC 0063 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 336 85 0 421 LC 0065 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 336 11 0 327 LC 0065 GUE-RYA-CITY-MA 373 211 0 584 LC 0066 GUE-RYA-CITY-MA 378 53 0 431 LC 0067 GUE-RYA-CITY-MA 378 53 0 431 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 316 11 0 547 7 7 7 7 7 7 7 7 7	* LC 0001	GUE-RYA-CITY-MA	0	21	0	21	8
LC 0049 GUE-RYA-CITY-MA 388 149 0 537 LC 0050 GUE-RYA-CITY-MA 388 149 0 537 LC 0051 GUE-RYA-CITY-MA 295 429 0 724 LC 0052 GUE-RYA-CITY-MA 426 28 0 454 LC 0053 GUE-RYA-CITY-MA 426 28 0 454 LC 0053 GUE-RYA-CITY-MA 445 92 0 537 LC 0056 GUE-RYA-CITY-MA 445 92 0 537 LC 0056 GUE-RYA-CITY-MA 360 0 0 360 LC 0057 GUE-RYA-CITY-MA 360 0 0 360 LC 0057 GUE-RYA-CITY-MA 344 9 0 353 LC 0058 GUE-RYA-CITY-MA 344 9 0 353 LC 0059 GUE-RYA-CITY-MA 366 75 0 441 LC 0050 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 329 55 0 384 LC 0050 GUE-RYA-CITY-MA 329 55 0 384 LC 0061 GUE-RYA-CITY-MA 329 55 0 384 LC 0063 GUE-RYA-CITY-MA 344 0 0 352 LC 0066 GUE-RYA-CITY-MA 329 55 0 384 LC 0067 GUE-RYA-CITY-MA 346 0 0 332 LC 0068 GUE-RYA-CITY-MA 336 85 0 421 LC 0060 GUE-RYA-CITY-MA 344 0 0 332 LC 0060 GUE-RYA-CITY-MA 344 0 0 334 LC 0060 GUE-RYA-CITY-MA 344 0 0 334 LC 0060 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 344 0 0 334 LC 0060 GUE-RYA-CITY-MA 366 85 0 421 LC 0060 GUE-RYA-CITY-MA 366 85 0 421 LC 0065 GUE-RYA-CITY-MA 366 1 1 0 327 LC 0067 GUE-RYA-CITY-MA 366 1 0 0 461 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 366 1 1 0 584 LC 0060 GUE-RYA-CITY-MA 366 1 1 0 584 LC 0060 GUE-RYA-CITY-MA 378 53 0 431 LC 0060 GUE-RYA-CITY-MA 366 1 1 0 584 LC 0060 GUE-RYA-CITY-MA 366 1 1 0 584 LC 0070 GUE-RYA-CITY-MA 366 1 1 0 547 * RR 0002 GUE-RYA-CITY-MA 366 1 1 0 547 * RR 0004 GUE-RYA-CITY-MA 366 1 1 0 547 * RR 0004 GUE-RYA-CITY-MA 366 1 1 0 547 * RR 0005 GUE-RYA-CITY-MA 366 1 1 0 547 * RR 0006 GUE-RYA-CITY-MA 366 1 1 0 547 * RR 0007 GUE-RYA-CITY-MA 366 1 1 0 6 31 SS 0008 GUE-RYA-CITY-MA 366 1 1 0 6 31 SS 0008 GUE-RYA-CITY-MA 366 1 1 0 6 31 SS 0014 GUE-RYA-CITY-MA 366 1 0 0 1 10 * RR 0004 GUE-RYA-CITY-MA 366 1 0 0 1 10 * RR 0004 GUE-RYA-CITY-MA 366 1 0 0 0 10 * DELUVERY SECONDARY			327	57		384	4
LC 0050 GUE-RYA-CITY-MA			806	0	0	806	1
LC 0051 GUE-RYA-CITY-MA 295 429 0 724 LC 0052 GUE-RYA-CITY-MA 426 28 0 454 LC 0053 GUE-RYA-CITY-MA 419 58 0 477 LC 0054 GUE-RYA-CITY-MA 445 92 0 537 LC 0055 GUE-RYA-CITY-MA 352 135 0 487 LC 0056 GUE-RYA-CITY-MA 360 0 0 360 LC 0057 GUE-RYA-CITY-MA 344 9 0 353 LC 0058 GUE-RYA-CITY-MA 344 9 0 353 LC 0059 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 329 55 0 384 LC 0061 GUE-RYA-CITY-MA 329 55 0 384 LC 0062 GUE-RYA-CITY-MA 334 0 0 334 LC 0063 GUE-RYA-CITY-MA 334 0 0 334 LC 0066 GUE-RYA-CITY-MA 334 0 0 334 LC 0067 GUE-RYA-CITY-MA 336 85 0 421 LC 0068 GUE-RYA-CITY-MA 361 11 0 327 LC 0069 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 336 35 0 431 LC 0067 GUE-RYA-CITY-MA 378 53 0 431 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 435 112 0 547 RR 0002 GUE-RYA-CITY-MA 435 112 0 547 RR 0004 GUE-RYA-CITY-MA 435 112 0 547 RR 0004 GUE-RYA-CITY-MA 371 60 0 831 SS 0016 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 0 0 TOTAL NON ROUTES: 24 0 0 0 0 CF GUE-RYA-CITY-MA 299 195 0 494 LC 0030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 299 195 0 494 LC 0033 GUE-RYA-CITY-MA 299 195 0 494 LC 0034 GUE-RYA-CITY-MA 304 139 0 443 LC 0035 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 G	LC 0049	GUE-RYA-CITY-MA	502	126	0	628	3
LC 0052 GUE-RYA-CITY-MA	LC 0050	GUE-RYA-CITY-MA	388	149	0	537	5
LC 0053 GUE-RYA-CITY-MA	LC 0051	GUE-RYA-CITY-MA	295	429	0	724	10
LC 0054 GUE-RYA-CITY-MA	LC 0052	GUE-RYA-CITY-MA	426	28	0	454	78
LC 0055 GUE-RYA-CITY-MA 352 135 0 487 LC 0056 GUE-RYA-CITY-MA 360 0 0 360 LC 0057 GUE-RYA-CITY-MA 344 9 0 353 LC 0058 GUE-RYA-CITY-MA 275 63 0 338 LC 0059 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 366 75 0 441 LC 0061 GUE-RYA-CITY-MA 329 55 0 384 LC 0062 GUE-RYA-CITY-MA 329 55 0 384 LC 0063 GUE-RYA-CITY-MA 329 55 0 384 LC 0064 GUE-RYA-CITY-MA 334 0 0 334 LC 0065 GUE-RYA-CITY-MA 334 0 0 334 LC 0066 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 361 11 0 327 LC 0066 GUE-RYA-CITY-MA 373 211 0 584 LC 0068 GUE-RYA-CITY-MA 373 211 0 584 LC 0069 GUE-RYA-CITY-MA 373 211 0 584 LC 0069 GUE-RYA-CITY-MA 414 94 0 508 LC 0070 GUE-RYA-CITY-MA 435 112 0 547 RR 0002 GUE-RYA-CITY-MA 40 10 0 0 10 SS 0008 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 821 51 0 872 SS 0011 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUE-RYA-CITY-MA 0 0 0 0 DELIVERY SECONDARY HOUSES AFT FARMS TOTAL ROUTES: 11,348 2,526 6 13,850 4 FSA: N1G SECONDARY HOUSES AFT FARMS TOTAL ROUTES: 11,348 2,526 6 13,880 4 FSA: N1G SECONDARY HOUSES AFT FARMS TOTAL ROUTES: 11,348 2,526 6 13,880 4 FSA: N1G SECONDARY HOUSES AFT FARMS TOTAL ROUTES: CO033 GUE-RYA-CITY-MA 285 77 0 362 LC 0034 GUE-RYA-CITY-MA 285 77 0 362 LC 0035 GUE-RYA-CITY-MA 285 77 0 362 LC 0036 GUE-RYA-CITY-MA 285 77 0 362 LC 0037 GUE-RYA-CITY-MA 285 77 0 362 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RY	LC 0053	GUE-RYA-CITY-MA	419	58	0	477	46
LC 0056 GUE-RYA-CITY-MA 360 0 0 360 LC 0057 GUE-RYA-CITY-MA 344 9 0 353 LC 0058 GUE-RYA-CITY-MA 275 63 0 338 LC 0059 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 366 75 0 384 LC 0061 GUE-RYA-CITY-MA 329 55 0 384 LC 0062 GUE-RYA-CITY-MA 329 55 0 384 LC 0063 GUE-RYA-CITY-MA 329 55 0 384 LC 0064 GUE-RYA-CITY-MA 334 0 0 334 LC 0065 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 316 11 0 327 LC 0067 GUE-RYA-CITY-MA 373 211 0 584 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 414 94 0 508 LC 0070 GUE-RYA-CITY-MA 435 112 0 547 * RR 0002 GUE-RYA-CITY-MA 435 112 0 547 * RR 0004 GUE-RYA-CITY-MA 435 112 0 547 * RR 0004 GUE-RYA-CITY-MA 435 112 0 547 * RR 0004 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUE-RYA-CITY-MA 0 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	LC 0054	GUE-RYA-CITY-MA	445	92	0	537	1
LC 0057 GUE-RYA-CITY-MA 344 9 0 353 LC 0058 GUE-RYA-CITY-MA 275 63 0 338 LC 0059 GUE-RYA-CITY-MA 275 63 0 338 LC 0060 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 244 108 0 352 LC 0061 GUE-RYA-CITY-MA 329 55 0 384 LC 0062 GUE-RYA-CITY-MA 329 55 0 384 LC 0063 GUE-RYA-CITY-MA 344 0 0 334 LC 0063 GUE-RYA-CITY-MA 334 0 0 334 LC 0064 GUE-RYA-CITY-MA 336 85 0 421 LC 0065 GUE-RYA-CITY-MA 461 0 0 461 LC 0066 GUE-RYA-CITY-MA 316 11 0 327 LC 0067 GUE-RYA-CITY-MA 373 211 0 584 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 414 94 0 508 LC 0069 GUE-RYA-CITY-MA 435 112 0 547 * RR 0002 GUE-RYA-CITY-MA 435 112 0 547 * RR 0004 GUE-RYA-CITY-MA 435 112 0 547 * RR 0004 GUE-RYA-CITY-MA 435 112 0 547 * RR 0004 GUE-RYA-CITY-MA 821 51 0 872 SS 0016 GUE-RYA-CITY-MA 821 51 0 872 SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 6 CF GUE-RYA-CITY-MA 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 * PR OUGLERYA-CITY-MA 0 0 0 0 * DELIVERY MODEL SPEEDVAL 6 0 0 6 CF GUE-RYA-CITY-MA 0 0 0 0 * PSA MAP (FSA = the first three digits of the postal code) * PSA N1G SECONDARY MOUSES AFT FARMS TOTAL RES. * DELIVERY MODEL SECONDARY MOUSES AFT FARMS TOTAL RES. * DELIVERY MOUSE SECONDARY MOUSE AFT FARMS TOTAL RES. * DELIVERY MOUSE SECONDARY MOUSE AFT FARMS TOTAL RES. * DELIVERY MOUSE SECONDARY MOUSE AFT FARMS TOTAL RES. * DELIVERY MOUSE	LC 0055	GUE-RYA-CITY-MA	352	135	0	487	4
LC 0058 GUE-RYA-CITY-MA 275 63 0 338 LC 0059 GUE-RYA-CITY-MA 366 75 0 441 LC 0060 GUE-RYA-CITY-MA 244 108 0 352 LC 0061 GUE-RYA-CITY-MA 329 55 0 384 LC 0062 GUE-RYA-CITY-MA 329 55 0 384 LC 0063 GUE-RYA-CITY-MA 329 55 0 0 601 LC 0063 GUE-RYA-CITY-MA 334 0 0 334 LC 0064 GUE-RYA-CITY-MA 336 85 0 421 LC 0065 GUE-RYA-CITY-MA 336 85 0 421 LC 0066 GUE-RYA-CITY-MA 316 11 0 327 LC 0067 GUE-RYA-CITY-MA 373 211 0 584 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 414 94 0 508 LC 0070 GUE-RYA-CITY-MA 435 112 0 547 RR 0002 GUE-RYA-CITY-MA 435 112 0 547 RR 0004 GUE-RYA-CITY-MA 435 112 0 547 RR 0004 GUE-RYA-CITY-MA 435 112 0 547 RR 0004 GUE-RYA-CITY-MA 435 112 0 547 SS 0010 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 0 TOTAL ROUTES: 24 0 0 24 TOTAL FOR FSA: NIE 11,348 2,526 6 13,880 4 FSA: N1G SECONDARY MODES APT FARMS TOTAL RES. TOTAL FOR FSA: NIE 11,348 2,526 6 13,880 4 FSA: O034 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 299 195 0 494 LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 285 77 0 362 LC 0034 GUE-RYA-CITY-MA 285 77 0 362 LC 0035 GUE-RYA-CITY-MA 285 77 0 362 LC 0036 GUE-RYA-CITY-MA 304 139 0 443 LC 0036 GUE-RYA-CITY-MA 304 139 0 443 LC 0036 GUE-RYA-CITY-MA 304 139 0 443 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590	LC 0056	GUE-RYA-CITY-MA	360	0	0	360	15
LC 0059 GUE-RYA-CITY-MA 366 75 0 441	LC 0057	GUE-RYA-CITY-MA	344	9	0	353	33
LC 0060 GUE-RYA-CITY-MA 244 108 0 352	LC 0058	GUE-RYA-CITY-MA	275	63	0	338	99
LC 0061 GUE-RYA-CITY-MA 329 55 0 384	LC 0059	GUE-RYA-CITY-MA	366	75	0	441	18
LC 0062 GUE-RYA-CITY-MA 242 359 0 601	LC 0060	GUE-RYA-CITY-MA	244	108	0	352	51
LC 0063 GUE-RYA-CITY-MA 334 0 0 334 LC 0064 GUE-RYA-CITY-MA 336 85 0 421 LC 0065 GUE-RYA-CITY-MA 461 0 0 0 461 LC 0066 GUE-RYA-CITY-MA 316 11 0 327 LC 0067 GUE-RYA-CITY-MA 373 211 0 584 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 414 94 0 508 LC 0070 GUE-RYA-CITY-MA 435 112 0 547 * RR 0002 GUE-RYA-CITY-MA 40 0 0 0 10 * RR 0004 GUE-RYA-CITY-MA 40 0 0 0 9 SS 0008 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 771 60 0 831 SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 * TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G SECONDARY HOUSES APT FARMS TOTAL RES. B CO 030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 299 195 0 494 LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 285 77 0 362 LC 0034 GUE-RYA-CITY-MA 285 77 0 362 LC 0035 GUE-RYA-CITY-MA 304 139 0 443 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 0 403 LC 0037 GUE-RYA-CITY-MA 406 1	LC 0061	GUE-RYA-CITY-MA	329	55	0	384	5
LC 0064 GUE-RYA-CITY-MA 336 85 0 421	LC 0062	GUE-RYA-CITY-MA	242	359	0	601	27
LC 0065 GUE-RYA-CITY-MA 461 0 0 461	LC 0063	GUE-RYA-CITY-MA	334	0	0	334	2
LC 0066 GUE-RYA-CITY-MA 316 11 0 327	LC 0064	GUE-RYA-CITY-MA	336	85	0	421	1
LC 0067 GUE-RYA-CITY-MA 373 211 0 584 LC 0068 GUE-RYA-CITY-MA 378 53 0 431 LC 0069 GUE-RYA-CITY-MA 414 94 0 508 LC 0070 GUE-RYA-CITY-MA 435 112 0 547 * RR 0002 GUE-RYA-CITY-MA 10 0 0 10 * RR 0004 GUE-RYA-CITY-MA 9 0 0 9 SS 0008 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 771 60 0 831 SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 6 CF GUE-RYA-CITY-MA 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G SECONDARY HOUSES APT FARMS TOTAL RES. B LC 0030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 285 77 0 362 LC 0034 GUE-RYA-CITY-MA 285 77 0 362 LC 0035 GUE-RYA-CITY-MA 274 0 0 274 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590 LC 003	LC 0065	GUE-RYA-CITY-MA	461	0	0	461	29
LC 0068 GUE-RYA-CITY-MA 378 53 0 431	LC 0066	GUE-RYA-CITY-MA	316	11	0	327	12
LC 0069 GUE-RYA-CITY-MA	LC 0067	GUE-RYA-CITY-MA	373	211	0	584	9
LC 0070 GUE-RYA-CITY-MA 435 112 0 547 * RR 0002 GUE-RYA-CITY-MA 10 0 0 10 * RR 0004 GUE-RYA-CITY-MA 9 0 0 0 9 SS 0008 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 771 60 0 831 SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 6 CF GUE-RYA-CITY-MA 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G FSA: N1G FSA MAP (FSA = the first three digits of the postal code) CC 0030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 299 195 0 494 LC 0032 GUE-RYA-CITY-MA 315 103 0 418 LC 0032 GUE-RYA-CITY-MA 3285 77 0 362 LC 0033 GUE-RYA-CITY-MA 304 139 0 443 LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0037 GUE-RYA-CITY-MA 406 184 0 590	LC 0068	GUE-RYA-CITY-MA	378	53	0	431	2
* RR 0002 GUE-RYA-CITY-MA 10 0 0 10 * RR 0004 GUE-RYA-CITY-MA 9 0 0 0 9 SS 0008 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 771 60 0 831 SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 6 CF GUE-RYA-CITY-MA 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G FSA: N1G FSA MAP (FSA = the first three digits of the postal code) ** DR GUE-RYA-CITY-MA 299 195 0 494 LC 0030 GUE-RYA-CITY-MA 315 103 0 418 LC 0031 GUE-RYA-CITY-MA 315 103 0 418 LC 0032 GUE-RYA-CITY-MA 304 139 0 443 LC 0033 GUE-RYA-CITY-MA 304 139 0 443 LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0037 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590	LC 0069	GUE-RYA-CITY-MA	414	94	0	508	6
* RR 0004 GUE-RYA-CITY-MA 9 0 0 9 SS 0008 GUE-RYA-CITY-MA 821 51 0 872 SS 0010 GUE-RYA-CITY-MA 771 60 0 831 SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 6 CF GUE-RYA-CITY-MA 0 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 0 TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G SECONDARY HOUSES APT FARMS TOTAL RES. LC 0030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 315 103 0 418 LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 285 77 0 362 LC 0034 GUE-RYA-CITY-MA 304 139 0 443 LC 0035 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 406 184 0 590	LC 0070	GUE-RYA-CITY-MA	435	112	0	547	0
SS 0008 GUE-RYA-CITY-MA 821 51 0 872	* RR 0002	GUE-RYA-CITY-MA	10	0	0	10	0
SS 0010 GUE-RYA-CITY-MA 771 60 0 831 SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES:	* RR 0004	GUE-RYA-CITY-MA	9	0	0	9	0
SS 0010 GUE-RYA-CITY-MA 771 60 0 831 SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES:	SS 0008	GUE-RYA-CITY-MA	821	51	0	872	0
SS 0014 GUE-RYA-CITY-MA 546 85 6 637 TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 6 CF GUE-RYA-CITY-MA 0 0 0 0 TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G SECONDARY HOUSES APT FARMS TOTAL ROSS FARMODE RESS B LC 0030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 285 77 0 362 LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 285 77 0 362 LC 0034 GUE-RYA-CITY-MA 304 139 0 443 LC 0035 GUE-RYA-CITY-MA 274 0 0 274 LC 0036 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0037 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403		GUE-RYA-CITY-MA		60	0	831	0
TOTAL ROUTES: 11,324 2,526 6 13,856 4 LB 0001 GUELPH BULLFROG 18 0 0 18 LB 0001 GUELPH SPEEDVAL 6 0 0 0 6 CF GUE-RYA-CITY-MA 0 0 0 0 * DR GUE-RYA-CITY-MA 0 0 0 0 TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G SECONDARY HOUSES APT FARMS TOTAL RES. B LC 0030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 299 195 0 494 LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 304 139 0 443 LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403	SS 0014	GUE-RYA-CITY-MA		85	6	637	0
LB 0001 GUELPH BULLFROG 18		TES:	11.324			13.856	469
CF GUE-RYA-CITY-MA 0 0 0 0 0 0 0 0 0		1					0
* DR GUE-RYA-CITY-MA 0 0 0 0 24 TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G FSA MAP (FSA = the first three digits of the postal code) Comparison Comparison	LB 0001	GUELPH SPEEDVAL	6	0	0	6	4
* DR GUE-RYA-CITY-MA 0 0 0 0 24 TOTAL NON ROUTES: 24 0 0 24 TOTAL FOR FSA: N1E 11,348 2,526 6 13,880 4 FSA: N1G FSA MAP (FSA = the first three digits of the postal code) Comparison Comparison	CF	GUE-RYA-CITY-MA	0	0	0	0	0
TOTAL FOR FSA: N1E 11,348		_	0		0	0	3
TOTAL FOR FSA: N1E 11,348	TOTAL NON	ROUTES:	24	0	0	24	7
FSA: N1G FSA MAP (FSA = the first three digits of the postal code)							476
DELIVERY SECONDARY HOUSES APT FARMS TOTAL RES. B	TOTALTOR	TOA. IVIE	11,040	2,020		10,000	410
ECW MAP (LCW = the Letter Carrier Walk) DELIVERY MODE SECONDARY INSTALLATION HOUSES APT FARMS TOTAL RES. B LC 0030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 315 103 0 418 LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 304 139 0 443 LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403	ESA: N1G	₽ FSA N	MAP (FSA =	the first thre	ee digits c	of the postal	code)
DELIVERY MODE SECONDARY INSTALLATION HOUSES APT FARMS TOTAL RES. B LC 0030 GUE-RYA-CITY-MA 299 195 0 494 LC 0031 GUE-RYA-CITY-MA 315 103 0 418 LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 304 139 0 443 LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403	. JA. 141 J	▶ LCW	MAP (LCW =	the Letter	Carrier W	/alk)	
LC 0031 GUE-RYA-CITY-MA 315 103 0 418 LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 304 139 0 443 LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403		SECONDARY				TOTAL	BUS.
LC 0032 GUE-RYA-CITY-MA 285 77 0 362 LC 0033 GUE-RYA-CITY-MA 304 139 0 443 LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403	LC 0030		299	195	0		5
LC 0033 GUE-RYA-CITY-MA 304 139 0 443 LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403	LC 0031	GUE-RYA-CITY-MA	315	103	0	418	8
LC 0034 GUE-RYA-CITY-MA 274 0 0 274 LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403	LC 0032	GUE-RYA-CITY-MA	285	77	0	362	3
LC 0035 GUE-RYA-CITY-MA 188 451 0 639 1 LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403	LC 0033	GUE-RYA-CITY-MA	304	139	0	443	28
LC 0036 GUE-RYA-CITY-MA 406 184 0 590 LC 0037 GUE-RYA-CITY-MA 403 0 0 403	LC 0034	GUE-RYA-CITY-MA	274	0	0	274	33
LC 0037 GUE-RYA-CITY-MA 403 0 0 403	LC 0035	GUE-RYA-CITY-MA	188	451	0	639	193
LC 0037 GUE-RYA-CITY-MA 403 0 0 403	LC 0036	GUE-RYA-CITY-MA	406	184	0	590	40
			403	0	0	403	2
			350	270	0	620	6
		i					

T	OTAL FOR F	SA: N1G	9,454	2,226	2	11,682	656
T	OTAL NON I	ROUTES:	38	0	0	38	22
*	DR	GUE-RYA-CITY-MA	0	0	0	0	6
	LB 0001	GUELPH CAMPUS	18	0	0	18	11
	LB 0001	GUE STONE ROAD	20	0	0	20	5
T	TAL ROUT	ES:	9,416	2,226	2	11,644	634
*	SS 0009	GUE-RYA-CITY-MA	889	88	0	977	0
*	SS 0007	GUE-RYA-CITY-MA	300	0	2	302	0
	SS 0003	GUE-RYA-CITY-MA	865	0	0	865	0
	SS 0002	GUE-RYA-CITY-MA	529	143	0	672	22
*	SS 0001	GUE-RYA-CITY-MA	327	0	0	327	0
*	RR 0006	GUE-RYA-CITY-MA	0	0	0	0	137
	LC 0046	GUE-RYA-CITY-MA	635	0	0	635	10
	LC 0045	GUE-RYA-CITY-MA	786	0	0	786	4
	LC 0044	GUE-RYA-CITY-MA	430	200	0	630	80
	LC 0043	GUE-RYA-CITY-MA	398	0	0	398	13
	LC 0042	GUE-RYA-CITY-MA	462	158	0	620	4
	LC 0041	GUE-RYA-CITY-MA	321	0	0	321	24
	LC 0040	GUE-RYA-CITY-MA	450	218	0	668	8
	LC 0039	GUE-RYA-CITY-MA	200	0	0	200	14

FSA: N1H	₱ FSA N	MAP (FSA = the	first three	digits of the	ne postal co	de)
	● LCW I	MAP (LCW = th	e Letter C	arrier Wall	k)	
DELIVERY MODE	SECONDARY INSTALLATION	HOUSES	APT	FARMS	TOTAL RES.	BUS
* LC 0001	GUE-RYA-CITY-MA	208	164	0	372	179
LC 0002	GUE-RYA-CITY-MA	445	174	0	619	11
LC 0003	GUE-RYA-CITY-MA	173	177	0	350	97
LC 0004	GUE-RYA-CITY-MA	174	454	0	628	110
LC 0005	GUE-RYA-CITY-MA	287	173	0	460	54
LC 0006	GUE-RYA-CITY-MA	294	387	0	681	2′
LC 0007	GUE-RYA-CITY-MA	267	274	0	541	135
LC 0008	GUE-RYA-CITY-MA	233	284	0	517	93
LC 0009	GUE-RYA-CITY-MA	259	656	0	915	18
LC 0010	GUE-RYA-CITY-MA	269	797	0	1,066	16
LC 0011	GUE-RYA-CITY-MA	361	284	0	645	7
LC 0012	GUE-RYA-CITY-MA	343	76	0	419	2
LC 0013	GUE-RYA-CITY-MA	418	31	0	449	6
LC 0014	GUE-RYA-CITY-MA	374	282	0	656	
LC 0015	GUE-RYA-CITY-MA	347	606	0	953	1:
LC 0016	GUE-RYA-CITY-MA	402	248	0	650	1
LC 0017	GUE-RYA-CITY-MA	363	278	0	641	
LC 0018	GUE-RYA-CITY-MA	27	413	0	440	1:
LC 0019	GUE-RYA-CITY-MA	271	348	0	619	40
LC 0020	GUE-RYA-CITY-MA	198	0	0	198	(
LC 0021	GUE-RYA-CITY-MA	284	419	0	703	34
LC 0022	GUE-RYA-CITY-MA	409	282	0	691	:
LC 0023	GUE-RYA-CITY-MA	465	0	0	465	
LC 0024	GUE-RYA-CITY-MA	470	311	0	781	;
LC 0025	GUE-RYA-CITY-MA	512	79	0	591	4
LC 0026	GUE-RYA-CITY-MA	718	96	0	814	1

* LC 0027	GUE-RYA-CITY-MA	0	98	o	98	68
* LC 0027	GUE-RYA-CITY-MA	28	0	0	28	00
RR 0001	GUE-RYA-CITY-MA	84	0	40	124	1
* RR 0002	GUE-RYA-CITY-MA	243	0	0	243	1
* RR 0003	GUE-RYA-CITY-MA	341	0	46	387	57
* RR 0004	GUE-RYA-CITY-MA	74	0	45	119	1
RR 0005	GUE-RYA-CITY-MA	737	41	55	833	9
* RR 0006	GUE-RYA-CITY-MA	270	0	20	290	11
* RR 0007	GUE-RYA-CITY-MA	467	50	28	545	25
* SS 0021	GUE-RYA-CITY-MA	0	0	0	0	204
* SS 0022	GUE-RYA-CITY-MA	2	0	0	2	55
* SS 0023	GUE-RYA-CITY-MA	0	0	0	0	103
GD 0001	GUELPH MAIN	10,817	7,482	234	18,533 4	1,579
LB 0001	GUELPH MAIN	24	0	0	24	53
LB 0001	GUELPH WILLOW W	62	1	0	63	0
* DR	GUE-RYA-CITY-MA	0	0	0	0	3
TOTAL NON I	ROUTES:	90	1	0	91	56
TOTAL FOR F		10,907	7,483	234	18,624	1,635
		· · · · · · · · · · · · · · · · · · ·			· · · · ·	
FSA: N1K	₽ FSA N	IAP (FSA = th	e first three	e digits of	the postal of	code)
I OA. ITTI	© LCW I	MAP (LCW = t	he Letter C	Carrier Wa	alk)	•
DELIVERY MODE	SECONDARY INSTALLATION	HOUSES	APT	FARMS	TOTAL RES.	BUS.
* LC 0027	GUE-RYA-CITY-MA	156	66	0	222	6
LC 0028	GUE-RYA-CITY-MA	942	0	0	942	0
* LC 0029	GUE-RYA-CITY-MA	758	0	0	758	4
* RR 0007	GUE-RYA-CITY-MA	352	0	0	352	1
SS 0005	GUE-RYA-CITY-MA	167	0	0	167	1
* SS 0021	GUE-RYA-CITY-MA	0	0	0	0	1
* SS 0022	GUE-RYA-CITY-MA	0	0	0	0	232
* SS 0023	GUE-RYA-CITY-MA	0	0	0	0	155
TOTAL ROUT	ES:	2,375	66	0	2,441	400
LB 0001	GUELPH PAISLEY	3	0	0	3	2
TOTAL NON I		3	0	0	3	2
TOTAL FOR F	SA: N1K	2,378	66	0	2,444	402
FSA: N1L		MAP (FSA = th			-	code)
DELIVERY	SECONDARY	MAP (LCW = t	he Letter C	Carrier Wa	alk) TOTAL	BUS.
MODE	INSTALLATION				RES.	
* RR 0002	GUE-RYA-CITY-MA	132	0	0	132	13
* RR 0003	GUE-RYA-CITY-MA	43	0	0	43	0
* RR 0006	GUE-RYA-CITY-MA	0	0	11	11	1
* SS 0001	GUE-RYA-CITY-MA	271	0	0	271	0
* SS 0006	GUE-RYA-CITY-MA	21	0	0	21	0
* SS 0007	GUE-RYA-CITY-MA	668	0	0	668	1
* SS 0009	GUE-RYA-CITY-MA	1	0	0	1	0
SS 0011	GUE-RYA-CITY-MA	1,028	243	0	1,271	6
	•	-	•	•	•	-

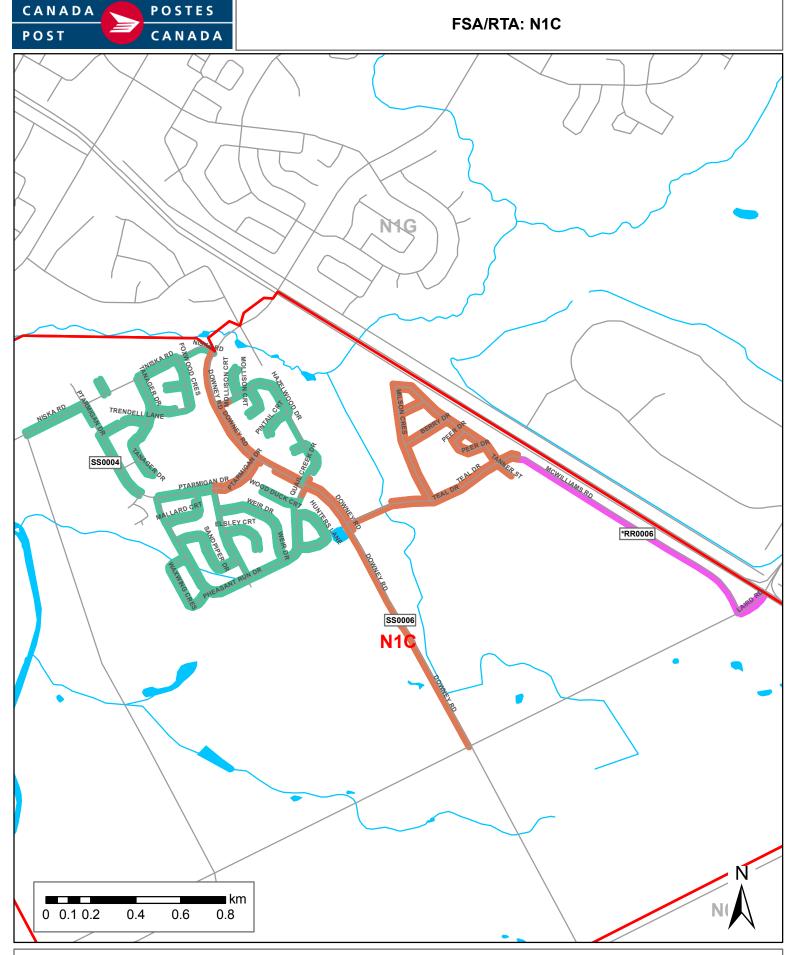
SS 0012	GUE-RYA-CITY-MA	773	0	1	774	4
TOTAL ROU	TES:	2,937	243	12	3,192	25
* DR	GUE-RYA-CITY-MA	0	0	0	0	1
TOTAL NON	ROUTES:	0	0	0	0	1
TOTAL FOR	FSA: N1L	2,937	243	12	3,192	26
INSTALLATIO	ON TOTAL	38,094	12,544	265	50,903	3,205
Non letter	carrier routes					
* Delivery M	lode also found in another	FSA				·
† FSA also f	ound in another Installation	n				

Valid for mailings from May 14 to June 17, 2010

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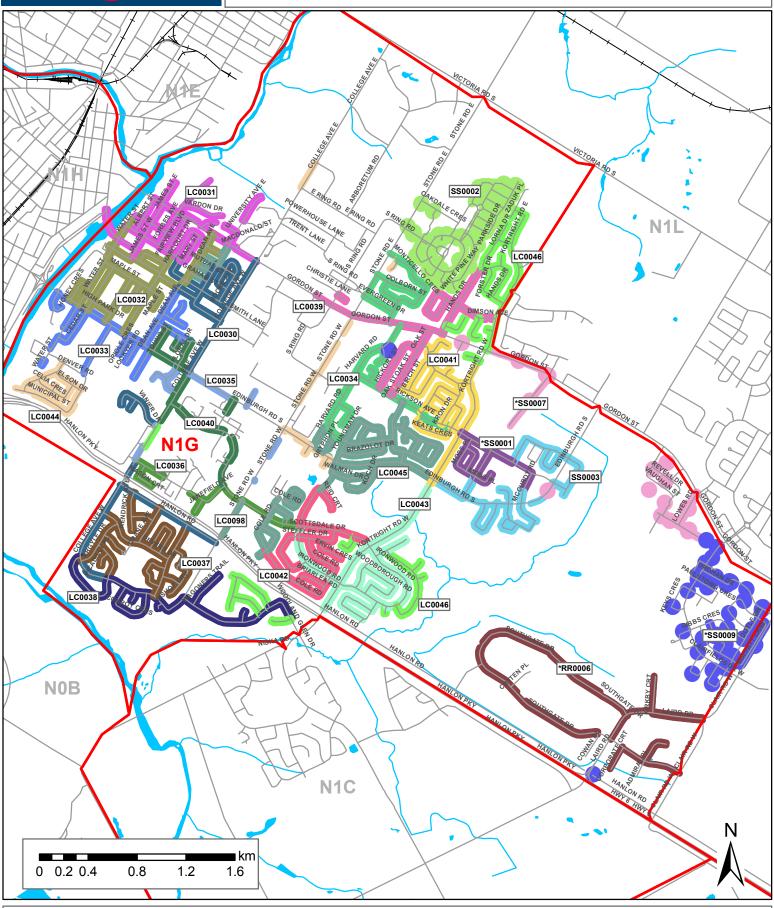


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FSA/RTA: N1G



FSAs adjacent to / RTA's Adjacente à N1G: N0B, N1C, N1E, N1G, N1L

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NOTICE OF PUBLIC INFORMATION CENTRE

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road City of Guelph (GWP 3002-05-00)

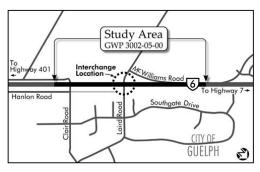
The public is invited to attend a Public Information Centre (PIC) to review and comment on the new interchange including the proposed construction staging and traffic management plan. This will be a drop-in style open house session to allow members of the public to review display material and discuss the study one-on-one with members of the study team. Brief presentations at 5 p.m. and at 7 p.m. will provide an overview of the study and information available at the PIC.

The PIC will be held on:

Tuesday, February 8, 2011 4 p.m. to 8 p.m. Holiday Inn 601 Scottsdale Drive Guelph - Wellington Room

THE STUDY

The Ministry of Transportation (MTO) in cooperation with the City of Guelph is undertaking the Detail Design for a new interchange at Highway 6 (Hanlon Expressway) and Laird Road. The project is jointly funded and is



in compliance with the City's approved plan for the Hanlon Creek Business Park (HCBP). The interchange will provide access for the HCBP, the South Guelph Industrial Lands, and existing residential communities.

The project includes:

- Construction of a new interchange at Highway 6 (Hanlon Expressway) and Laird Road;
- A new underpass structure to replace the existing at-grade intersection of Highway 6 and Laird Road:
- Reconstruction and widening of Laird Road to connect with the developing Hanlon Creek Business Park on the west and with Southgate Drive on the east;
- Closure of Clair Road at Highway 6;
- Closure of McWilliams Road and re-alignment of Laird Road to the west of Highway 6;
- Closure of Hanlon Road to the east of Highway 6, north of Clair Road; Reconstruction of the Laird Road and Southgate Drive intersection; and
- Illumination and signalization of ramp terminals and intersections,

Traffic management during construction may require short-term closures of Laird Road and temporary lane closures on Highway 6 during construction of the new interchange.

The project is being carried out in accordance with the Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000) as a "Group B" undertaking. The improvements were included as part of a Preliminary Design Transportation Environmental Study Report (TESR) for Highway 6 (the Hanlon Expressway) from 0.5 kilometres south of Maltby Road to the Speed River, which received clearance to proceed to Detail Design in 2009. Upon completion of the study, a Design and Construction Report (DCR) will be prepared and made available for a 30-day public review period.

COMMENTS

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

If you wish to comment on this project, have your name added to the project mailing list or have any questions about the study, please contact one of the individuals below:

Mr. Dave Emery, P.Eng. **Consultant Project Manager** Stantec Consulting Ltd. 1400 Rymal Road East Hamilton, ON L8W 3N9 tel: 905-385-3234 (call collect) fax: 905-385-3534 e-mail: dave.emery@stantec.com Mr. Robert Bakalarczyk, P. Eng. Senior Project Manager Ministry of Transportation 659 Exeter Road London, ON N6E 1L3 tel: 519-873-4602 toll free: 1-800-265-6072 fax: 519-873-4600 e-mail: robert.bakalarczyk@ontario.ca



Guelph Mercury Tuesday, January 25, 2011 Saturday, February 5, 2011

Guelph Tribune Tuesday, January 25, 2011 Thursday, February 3, 2011

> Wellington Advertiser Friday, January 28, 2011



Stantec Consulting Ltd. 100 - 401 Wellington Street West Toronto ON M5V 1E7

Tel: (416) 596-6686 Fax: (416) 596-6680

January 19, 2011 File: 1650 00749

Wellington-Halton Hills Provincial Riding Office 181 St. Andrew Street East, 2nd Floor Fergus ON N1M 1P9

Attention: **Ted Arnott, MPP**

Dear Mr. Arnott:

Reference: NOTICE OF PUBLIC INFORMATION CENTRE

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

I am writing to advise you of the Public Information Centre (PIC) for the above referenced project. A flyer with additional information is enclosed.

The Public Information Centre (PIC) will be held on:

Tuesday, February 8, 2011 4:00 p.m. to 8:00 p.m.

Holiday Inn, 601 Scottsdale Drive, Guelph - Wellington Room

Brief presentations will be provided at 5:00 p.m. and 7:00 p.m. to provide an overview of the study and information available at the PIC. Municipal and agency representatives are also invited to attend the PIC from 3:00 p.m. to 4:00 p.m. in advance of the general public session noted above. Local Councillors will be invited to view the PIC displays between 2:00 pm and 3:00 pm.

If you cannot attend the PIC anytime between 2:00 p.m. and 8:00 p.m. on February 8, 2011 but would like further information regarding the project, please contact one of the individuals identified on the enclosed notice.

The Ontario Government Notice is enclosed and will appear in the Guelph Mercury on Tuesday, January 25, and Saturday, February 5, 2011; the Guelph Tribune on Tuesday, January 25, and Thursday, February 3, 2011; and the Wellington Advertiser on Friday, January 28, 2011.

Sincerely,

STANTEC CONSULTING LTD.

Maya Caron, MCIP, RPP Environmental Planner Tel: (416) 598-7162

Fax: (416) 596-6680 maya.caron@stantec.com

c. R. Bakalarczyk, J. Small - Ministry of Transportation West Region

D. Emery - Stantec Consulting Ltd.



Stantec Consulting Ltd. 100 - 401 Wellington Street West Toronto ON M5V 1E7 Tel: (416) 596-6686

Fax: (416) 596-6680

January 19, 2011 File: 1650 00749

Constituency Office 173 Woolwich Street Guelph, ON N1H 3V4 By Fax: (519) 836-4191

Attention: Liz Sandals. MPP

Dear Ms. Sandals:

Reference: NOTICE OF PUBLIC INFORMATION CENTRE

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

I am writing to advise you of the Public Information Centre (PIC) for the above referenced project. A flyer with additional information is enclosed.

The Public Information Centre (PIC) will be held on:

Tuesday, February 8, 2011 4:00 p.m. to 8:00 p.m.

Holiday Inn, 601 Scottsdale Drive, Guelph - Wellington Room

Brief presentations will be provided at 5:00 p.m. and 7:00 p.m. provide an overview of the study and information available at the PIC. Municipal and agency representatives are also invited to attend the PIC from 3:00 p.m. to 4:00 p.m. in advance of the general public session noted above. Local Councillors will be invited to view the PIC displays between 2:00 pm and 3:00 pm.

If you cannot attend the PIC anytime between 2:00 p.m. and 8:00 p.m. on February 8, 2011 but would like further information regarding the project, please contact one of the individuals identified on the enclosed notice.

The Ontario Government Notice is enclosed and will appear in the Guelph Mercury on Tuesday, January 25, and Saturday, February 5, 2011; the Guelph Tribune on Tuesday, January 25, and Thursday, February 3, 2011; and the Wellington Advertiser on Friday, January 28, 2011.

Sincerely,

STANTEC CONSULTING LTD.

Maya Caron, MCIP, RPP Environmental Planner Tel: (416) 598-7162 Fax: (416) 596-6680

maya.caron@stantec.com

c. R. Bakalarczyk, J. Small - Ministry of Transportation West Region

D. Emery - Stantec Consulting Ltd.

Ministry of Transportation

Engineering Office Environmental Section West Region

659 Exeter Road London, Ontario N6E 1L3 Telephone: (519) 873-4560 Facsimile: (519) 873-4600 Email: Cathy.Giesbrecht@ontario.ca

Ministère des Transports

Bureau du génie Section de l'environnement Région de l'Ouest

659, rue Exeter London (Ontario) N6E 1L3 Téléphone: (519) 873-4560 Télécopieur: (519) 873-4600



January 21, 2011

Mr. Paul General / Ms. Joanne Thomas Six Nations Eco-Centre Six Nations of the Grand River Territory PO Box 5000 Ohsweken, Ontario N0A 1M0

Attention: Mr. Paul General / Ms. Joanne Thomas

Reference: Notice of Public Information Centre

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road,

by Fax: 519-445-0242

Guelph (GWP 3002-05-00)

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design and Class Environmental Assessment (EA) for the construction of a new interchange and associated improvements at Highway 6 and Laird Road in the City of Guelph. This letter is to notify you of the Public Information Centre (PIC) for the above referenced project. A flyer with additional information is enclosed. The Public Information Centre (PIC) will be held on:

Tuesday, February 8, 2011 4:00 p.m. to 8:00 p.m. Holiday Inn, 601 Scottsdale Drive, Guelph – Wellington Room

You are invited to attend the PIC from 3:00 p.m. to 4:00 p.m. in advance of the general public session noted above. Alternately, you are welcome to attend with the general public from 4:00 p.m. to 8:00 p.m. If you cannot attend the PIC anytime between 3:00 p.m. and 8:00 p.m. on February 8, 2011 but would like further information regarding the project, please contact one of the individuals identified on the enclosed notice.

The study is following the Class EA planning process for Group 'B' Projects under MTO's *Class Environmental Assessment for Provincial Transportation Facilities (2000)*. Under this process, the Preliminary Design for the interchange received clearance to proceed to detail design in 2009. The Class EA planning process includes public and agency consultation, an assessment of the potential effects of the improvements, and the identification of measures required to mitigate any adverse effects. The process and results will be documented in a Design and Construction Report (DCR) and made available for public review at the end of the study.

Should you have any questions, please contact me at (519) 873-4560, or by email at Cathy.Giesbrecht@ontario.ca.

Yours truly,

Cathy P. Giesbrecht

Head

Environmental Section

CC:

R. Bakalarczyk/J. Small - MTO West Region D. Emery/M. Carron - Stantec Consulting Ltd.

Ministry of Transportation

Engineering Office Environmental Section West Region

659 Exeter Road London, Ontario N6E 1L3 Telephone: (519) 873-4560 Facsimile: (519) 873-4600 Email: Cathy.Giesbrecht@ontario.ca

Ministère des Transports

Bureau du génie Section de l'environnement Région de l'Ouest

659, rue Exeter London (Ontario) N6E 1L3 Téléphone: (519) 873-4560 Télécopieur: (519) 873-4600



January 21, 2011

Chief M. Bryan LaForme Mississaugas of the New Credit 8545 Townline Road R.R. #1 Hagersville ON N0A 1H0

Attention: Chief Bryan LaForme

Reference: Notice of Public Information Centre

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road,

Guelph (GWP 3002-05-00)

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Should you have any questions, please contact me at (519) 873-4560, or by email at Cathy.Giesbrecht@ontario.ca.

Yours truly,

Cathy P. Giesbrecht

Head

Environmental Section

cc:

M. Sault, New Credit Research Department (Fax 905-768-7311) R. Bakalarczyk/J. Small - MTO West Region

D. Emery/M. Carron - Stantec Consulting Ltd.

Ministry of Transportation

Engineering Office Environmental Section West Region

659 Exeter Road London, Ontario N6E 1L3 Telephone: (519) 873-4560 Facsimile: (519) 873-4600 Email: Cathy.Giesbrecht@ontario.ca

Ministère des Transports

Bureau du génie Section de l'environnement Région de l'Ouest

659, rue Exeter London (Ontario) N6E 1L3 Téléphone: (519) 873-4560 Télécopieur: (519) 873-4600



by Fax: 905-765-9193

January 21, 2011

Chief Allan McNaughton c/o Leroy Hill, Council Secretary Haudenosaunee Six Nations Confederacy Council RR #2 Ohsweken ON NOA 1M0

Attention: Leroy Hill, Council Secretary

Reference: Notice of Public Information Centre

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road,

Guelph (GWP 3002-05-00)

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Detail Design and Class Environmental Assessment (EA) for the construction of a new interchange and associated improvements at Highway 6 and Laird Road in the City of Guelph. This letter is to notify you of the Public Information Centre (PIC) for the above referenced project. A flyer with additional information is enclosed. The Public Information Centre (PIC) will be held on:

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Should you have any questions, please contact me at (519) 873-4560, or by email at Cathy.Giesbrecht@ontario.ca.

Yours truly,

Cathy P. Giesbrecht

Head

Environmental Section

CC:

R. Bakalarczyk/J. Small - MTO West Region D. Emery/M. Carron - Stantec Consulting Ltd.



Stantec Consulting Ltd. 100 - 401 Wellington Street West Toronto ON M5V 1E7 Tel: (416) 596-6686

Fax: (416) 596-6680

January 24, 2011 File: 1650 00749

«Organization»

«Region»

«Address 1»

«Address 2»

«City» «Province» «Postal Code»

Attention: «First Name» «Last Name», «Position» EXTERNAL AGENCY LETTER

Dear «Title» «Last Name»:

Reference: NOTICE OF PUBLIC INFORMATION CENTRE

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

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Sincerely,

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- c. R. Bakalarczyk, J. Small MTO West Region
 - D. Emery Stantec Consulting Ltd.

	First	1								Postal
Title	Name	Last Name	Position	Organization	Region	Address	Address 2	City	Prov	Code
			Environmental Assessment	Indian and Northern	Environmental					
	Environn	nental Unit	Coordination	Affairs Canada	Unit	25 St. Clair Avenue E	8th Floor	Toronto	ON	M4T 1M2
			Director, Aboriginal and							
			Ministry Relationships Branch -							
			Resource & Economic	Ministry of Aboriginal						
Ms.	Pam	Wheaton	Development	Affairs		160 Bloor Street E	9th Floor	Toronto	ON	M7A 2E6
					West Central					
			APEP Supervisor; Air, Pesticides	Ministry of the	Region, Technical					
Mr.	Mark	Smithson	and Environmental Planning	Environment	Support Section	119 King Street W	12th Floor	Hamilton	ON	L8P 4Y7
			Environmental Resource							
			Planner/ Environmental							
			Assessment Coordinator - Air,							
			Pesticides and Environmental	Ministry of the	West Central					
Ms.	Barb	Slattery	Planning	Environment	Region	119 King Street W	12th Floor	Hamilton	ON	L8P 4Y7
				Ministry of Natural						
Mr.	Mike	Stone	Guelph District Planner	Resources	Guelph District	1 Stone Road W		Guelph	ON	N1G 4Y2
				Ministry of Natural						
Mr.	Art	Timmerman	Fish and Wildlife Biologist	Resources	Guelph District	1 Stone Road W		Guelph	ON	N1G 4Y2
		Anson-	Heritage Advisor - Culture	Ministry of Tourism &	Programs and					
Ms.	Tamara	Cartwright	Services Unit	Culture	Services Branch	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
			Manager, Regional Support	Ministry of Tourism &	Culture Programs		3rd Floor, Suite			
Mr.	Neil	Downs	Services Unit	Culture	Unit	123 Edward Street	300	Toronto	ON	M7A 2R9
					Culture Division,					
				Ministry of Tourism &	Programs &					
Mr.	Chris	Schiller	Manager, Culture Services Unit	Culture	Services Branch	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
					Culture Division,					
				Ministry of Tourism &	Programs &					
Ms.	Paula	Kulpa	Heritage Planner (Acting)	Culture	Services Branch	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
					Sport, Recreation					
			Manager, Sport and Recreation	Ministry of Health	and Community					
Mr.	Craig	Stewart	Unit	Promotion & Sport	Programs Branch	777 Bay Street	7th Floor	Toronto	ON	M7A 1S5
	5, 415	2:2:::			Culture Division,	say salect	7 1 1001		1	,, (155
			Heritage Advisor, Culture	Ministry of Tourism &	Programs &					
Ms.	Karla	Barboza	Services Unit	Culture	Services Branch	401 Bay Street	Suite 1700	Toronto	ON	M7A 0A7
IVIS.	Karla	Rarboza	Services Unit	Culture	Services Branch	401 Bay Street	Suite 1/00	Toronto	ON	M/A 0A7

1/20/2011 Page 1 of 4

					Culture Division,					
			Archaeology Review Officer,	Ministry of Tourism &	Programs &					
Ms.	Shari	Prowse	Culture Programs Unit	Culture	Services Branch	900 Highbury Avenue		London	ON	N5Y 1A4
					Food, Safety &	,				
			Rural Planner, Environmental	Ministry of Agriculture,	Environmental	Elora Resource Centre,				
Ms.	Carol	Neumann	and Land Use Policy	Food and Rural Affairs	Policy Branch	6484 Wellington Road 7	Unit 10	Elora	ON	NOB 1S0
			Transportation Planning			City Hall,				
Mr.	Rajan	Philips	Engineer	City of Guelph		1 Carden Street		Guelph	ON	N1H 3A1
					Community					
					Design &					
			Director, Community Design &		Development	City Hall,				
Mr.	Jim	Riddell	Development Services	City of Guelph	Services	1 Carden Street		Guelph	ON	N1H 3A1
					Economic					
			General Manager of Economic		Development	City Hall,				
Mr.	Peter	Cartwright	Development & Tourism	City of Guelph	Services	1 Carden Street	Second Floor	Guelph	ON	N1H 3A1
			General Manager Information			City Hall,				
	Lois	Giles	Services / City Clerk	City of Guelph		1 Carden Street		Guelph	ON	N1H 3A1
					Engineering					
		Ough.			Services					
Mr.	Gordon	P.Eng.	County Engineer, Roads Division	County of Wellington	Department	74 Woolwich Street		Guelph	ON	N1H 3T9
			Construction Manager,							
			Engineering Services - Road							
Mr.	Mark	Eby, P.Eng.	Division	County of Wellington		74 Woolwich Street		Guelph	ON	N1H 3T9
						7404 Wellington Road				
Ms.	Brenda	Law	CAO/Clerk-Treasurer	Township of Puslinch		#34	RR #3	Guelph	ON	N1H 6H9
					Wellington					
					District	5145 Wellington Road				
Sgt.	Mike	Ashley	Traffic Sergeant	OPP	(Rockwood)	27		Rockwood	ON	NOB 2KO
						15 Wyndham Street				
Mr.	Rob	Davis	Police Chief	Guelph Police Service		South		Guelph	ON	N1H 4C6
Ms.	Todd	Dennis	Councillor, Ward 6	City of Guelph		67 Munroe Crescent		Guelph	ON	N1G 5E4
Mr.	Karl	Wettstein	Councillor, Ward 6	City of Guelph		14 Gaw Crescent		Guelph	ON	N1G 1H8
		Farwell,		Grand River						
Mr.	Joe	P.Eng.	Chief Administrative Officer	Conservation Authority	Office of the CAO	400 Clyde Road	PO Box 729	Cambridge	ON	N1R 5W6

1/20/2011 Page 2 of 4

				Grand River					
Ms.	Liz	Yerex	Resource Planner, North	Conservation Authority	400 Clyde Road	PO Box 729	Cambridge	ON	N1R 5W6
		. c. c.		The Guelph Chamber of	485 Silvercreek Parkway	. 6 567.725	Garrieriage		
Mr.	Lloyd	Longfield	President & CAO	Commerce	N	Unit 15	Guelph	ON	N1H 7K5
	Lioya	Longiteia	Medical Officer of Health	Wellington-Dufferin-	474 Wellington Road 18,	Other 13	Gueipii	0.1	N1M
Dr.	Nicola J.	Mercer	(Acting) & CEO	Guelph Public Health	Suite 100	RR #1	Fergus	ON	2W3
			, J	Land Ambulance	City Hall,				
Mr.	Shawn	Armstrong	Director, Emergency Services	Service, City of Guelph	1 Carden Street		Guelph	ON	N1H 3A1
	Silaviii	, a mocrong	Director, Emergency Services	Guelph-Wellington	2 darden street		Gueipii	0.1	111113711
				Emergency Medical					
Ms.	Sandy	Smith	EMS Chief	Service	355 Elmira Road N	Suite 134	Guelph	ON	N1K 1S5
	,			Wellington Catholic			Солотран		
Mr.	Don	Drone	Director of Education	District School Board	75 Woolwich Street		Guelph	ON	N1H 6N6
			Director of Education &	Upper Grand District			·		
Ms.	Martha	Rogers	Secretary-Treasurer	School Board	500 Victoria Road N		Guelph	ON	N1E 6K2
				Upper Grand District					
Mr.	Dennis	Cuomo	Manager of Planning	School Board	500 Victoria Street N		Guelph	ON	N1E 6K2
				Puslinch Historical					
Ms.	Betty	Andersen		Society				ON	
				Architectural					
				Conservancy of Ontario,					
				Guelph and Wellington					
Ms.	Susan	Ratcliffe	President	Branch	PO Box 882		Guelph	ON	N1H 6M6
				Guelph Historical					
Ms.	Ann	Guthrie	President	Society	100 Crimea Street	Unit A102	Guelph	ON	N1H 2Y6
	Camero			Historical Highways					
Mr.	n	Bevers	President	Society of Ontario				ON	
				Guelph Hiking Trail Club					
Ms.	Kathy	Somers	President	(GHTC)	PO Box 1		Guelph	ON	N1H 6J6
				Guelph Environmental					
Ms.	Glynis	Logue	Executive Director	Leadership	15A Cork Street E		Guelph	ON	N1H 2W7
			Community Engagement						
			Coordinator, City of Guelph	Kortright Hills	Kortright Hills Public				
Ms.	Kelly	Guthrie	Community Services	Neighbourhood Group	School	23 Ptarmigan Dr	Guelph	ON	N1C 1B5
c/o			Community Engagement	Hanlon Creek	City Hall,				
Ms.	Nancy	Kielar	Coordinator	Neighbourhood Group	1 Carden Street		Guelph	ON	N1H 3A1

1/20/2011 Page 3 of 4

				Community Living					
Mr.	Bob	Butella	Executive Director	Guelph Wellington	8 Royal Road		Guelph	ON	N1H 1G3
				Guelph Development					
Mr.	Andrew	Lambden		Association	166 Woolwich Street	PO Box 964	Guelph	ON	N1H 6N1
				Guelph and District					
				Home Builders'					
Ms.	Stacy	Cooper	Executive Officer	Association	7 Clair Road W	PO Box 27075	Guelph	ON	N1L 0A6

1/20/2011 Page 4 of 4



Stantec Consulting Ltd. 100 - 401 Wellington Street West Toronto ON M5V 1E7 Tel: (416) 596-6686

Fax: (416) 596-6680

January 24, 2011 File: 1650 00749

«Organization»

«Region»

«Address 1»

«Address 2»

«City» «Province» «Postal Code»

Attention: «First Name» «Last Name», «Position» <u>UTILITY GROUPS LETTER</u>

Dear «Title» «Last Name»:

Reference: NOTICE OF PUBLIC INFORMATION CENTRE

Detail Design of a New Interchange at Highway 6 (Hanlon Expressway) and Laird Road

(GWP 3002-05-00)

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Sincerely,

STANTEC CONSULTING LTD.

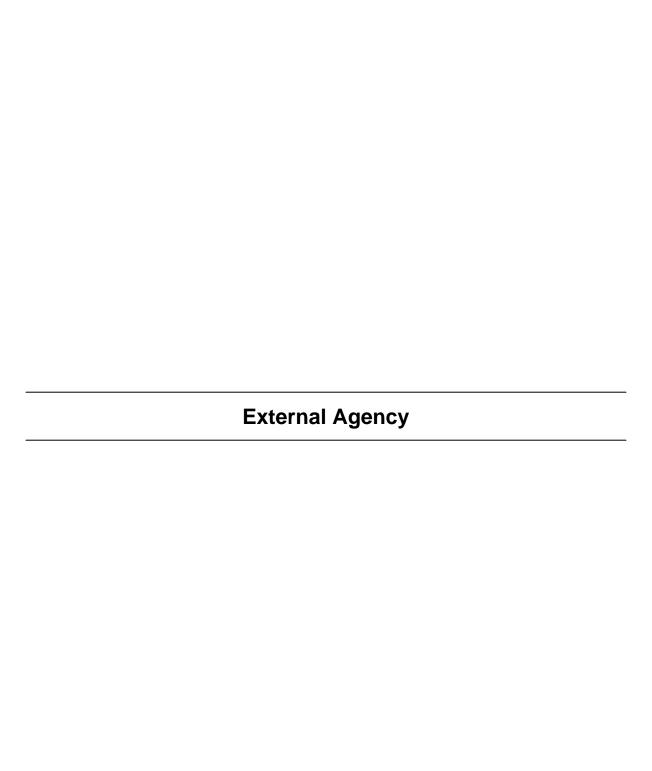
Maya Caron, MCIP, RPP Environmental Planner Tel: (416) 598-7162 Fax: (416) 596-6680 maya.caron@stantec.com

- c. R. Bakalarczyk, J. Small MTO West Region
 - D. Emery Stantec Consulting Ltd.

	First									Postal
Title	Name	Last Name	Position	Organization	Region	Address	Address 2	City	Prov	Code
			ATTN:		West Central					
			Scheduling	Hydro One	Zone (2)	40 Olympic Drive	Box 585	Dundas	ON	L9H 7P5
Mr.	Brad	Boulton		Bell Canada		575 Riverbend Drive	Floor 1	Kitchener	ON	N2K 3S3
			Coordinator							
			Permits							
Ms.	Bridgitte	Jones	Administration	Union Gas		50 Keil Drive North		Chatham	ON	N7M 5M1
				Enbridge Gas						
Mr.	Bill	Coldicott	Land Services	Distribution Inc.		PO Box 650		Scarborough	ON	M1K 5E3
			Engineering							
			Services							
Mr.	Paul	Johnson	Department	Wellington County		74 Woolwich Street		Guelph	ON	N1H 3T9
Mr.	Brian	Murray		Rogers		85 Grand Crest Place	PO Box 488	Kitchener	ON	N2G 4A8
	Brian	Ividitay		rtogoro		301 Victoria Street	1 O BOX 400	ratoriorior	011	1420 4710
Mr.	Michael	Kuntz		Atria Networks			PO Box 64	Kitchener	ON	N2G 3W9
				Township of		7404 Wellington				
Ms.	Brenda	Law		Puslinch			RR #3	Guelph	ON	N1H 6H9
			Planning &	Guelph Hydro				Ċ		
			Standards	Electric Systems						
Mr.	Michael	Wittemund, P.Eng.	Engineer	Inc.		395 Southgate Drive		Guelph	ON	N1G 4Y1
Ms.	Connie	Constantino		City of Guelph		1 Carden Street		Guelph		N1H 3A1

1/20/2011 1 of 1

Appendix B: Correspondence



From: Caron, Maya

Sent: Wednesday, February 16, 2011 2:00 PM

To: Wagner, Teresa (MTC)

'Bakalarczyk, Robert (MTO)'; Small, John (MTO); Emery, Dave (Hamilton); Barg, Adam Cc: Subject: RE: New Interchange at Hwy 6 and Laird Rd., Guelph GWP 3002-05-00, Ministry of Tourism

and Culture

Hi Teresa.

Thank you for your email. I have attached a link to a File Transfer site that includes the displays available at the recent Public Information Centre for the Highway 6 Interchange at Laird Road. The site includes displays showing the final interchange configuration and proposed construction staging and traffic management plan. Please let me know if you would still like a copy of the complete Transportation Environmental Study Report that was completed in 2009. The Detail Design component of this study will be documented in a Design and Construction Report (DCR) that will be available for review in the early summer of 2011.

This study includes a Stage 2 Archaeological Assessment for the property that shows archaeological potential that will be disturbed for the construction of the interchange, with work planned as soon as the weather conditions permit this spring. A copy of the report will be submitted to the Ministry of Culture, seeking clearance to proceed with the proposed work.

Although you have mentioned that there is a property listed on the City's Inventory of Heritage Structures near the study area, the project team has confirmed with the City of Guelph's Senior Heritage Planner that there are no registered or listed properties that will be affected by the interchange. The nearest protected heritage building is located 341 Forestell Road.

A copy of a plan showing the interchange and the displays from the recent Public Information Centre have has been uploaded to the following File Transfer site for your review.

Automatic Login

FTP site link: ftp://s0302081808:7599179@ftptmp.stantec.com

By clicking on the link above (or pasting the link into Windows Explorer) you will be automatically logged into your FTP site.

Manual Login

FTP link: ftp://ftptmp.stantec.com Login name: s0302081808

Password: 7599179 Disk Quota: 2GB **Expiry Date: 3/2/2011**

I trust that the above answers your questions.

Regards,

Maya Caron, MCIP, RPP **Environmental Planner** Stantec

Ph: (416) 598-7162 Fx: (416) 596-6680 Cell: (416) 529-0426 maya.caron@stantec.com

stantec.com

The content of this email is the confidential property of Stantec and should not be copied, modified, retransmitted, or used for any purpose except with Stantec's written authorization. If you are not the intended recipient, please delete all copies and notify us immediately.

Please consider the environment before printing this email.

From: Wagner, Teresa (MTC) [mailto:Teresa.Wagner@ontario.ca]

Sent: Tuesday, February 08, 2011 4:18 PM

To: Caron, Maya

Subject: New Interchange at Hwy 6 and Laird Rd., Guelph GWP 3002-05-00

Good afternoon, Maya.

I am a new heritage planner with MTC and have here the notice of PIC for the detail design of a new interchange at the above location.

I have had an opportunity to look over the cultural heritage assessment report that was produced by Archaeological Research Associates Ltd. in 2007, but have not been able to locate a copy of preliminary design TESR for the project. Would you be able to provide me with a copy and perhaps a status update for the project?

Having looked at the information from the PIC boards, it looks like at least one of the corners of the intersection was found to have archaeological potential and that there is a property listed on the City of Guelph Inventory of Heritage Structures in close proximity. Has an archaeological assessment or cultural heritage impact assessment been conducted in the past? If not, are these assessments planned?

Thanks for bringing me up to speed!

Teresa B. Wagner

A/Heritage Planner Ministry of Tourism and Culture Programs & Services Branch 401 Bay St. Suite 1700 Toronto, Ontario M7A 0A7

Tel.: 416-314-7147 Fax: 416-212-1802

email: Teresa. Wagner@ontario.ca

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Please consider the environment before printing this e-mail.





Highway 6 (Hanlon Expressway) Interchange at Laird Road Detail Design and Environmental Assessment Study Public Information Centre – February 8, 2001

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Maya Caron, MCIP, RPP, Environmental Planner Stantec Consulting Ltd.	☐ Please direct my comments to the City of Guelph
100-401 Wellington Street West, Toronto, ON M5V 1E7 Tel: (416) 598-7162, Fax: (905) 385-3534	☐ Response Requested
Email: maya.caron@stantec.com	•
	☐ Response Not Required
Name and Address (optional) - PLEASE PRINT	
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Address: 895 Sowth gate Dr. Gurlin A. (Include Postal Code) W/6-479	N V
Telephone Number: 5/9-837-4710	

Comments and information are being collected to assist the Ministry of Transportation (MTO) in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of information and Protection of Privary Act. All comments will be maintained on file for use during the Study and, with the exception of personal information, may be included in study documentation and become part of the public record.







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Highway 6 (Hanlon Expressway) Interchange at Laird Road Detail Design and Environmental Assessment Study Public Information Centre – February 8, 2001

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Highway 6 (Hanion Expressway) Interchange at Laird Road Detail Design and Environmental Assessment Study Public Information Centre – February 8, 2001

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Highway 6 (Hanlon Expressway) Interchange at Laird Road Detail Design and Environmental Assessment Study Public Information Centre – February 8, 2001

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COMMENT SHEET

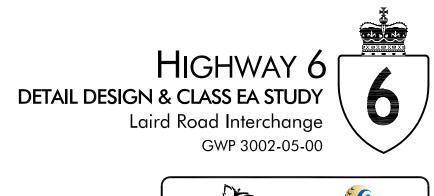
Highway 6 (Hanlon Expressway) Interchange at Laird Road Detail Design and Environmental Assessment Study Public Information Centre - February 8, 2001

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Appendix C: Public Information Centre Materials

Presentations





During this Public Information Centre, there will be two short presentations made by the Project Team to provide a brief overview of the environmental assessment process and a summary of the proposed improvements. The same information will be presented at both presentations.

Presentations will be provided at 5:00 p.m. and 7:00 p.m.



In the interim, if you would like to have a member of the Project Team walk through and present the display boards to you, please inquire at the sign-in desk.



TMelcome



Welcome to the Public Information Centre (PIC) for the Highway 6 Detail Design & Class Environmental Assessment Study for a New Interchange at Laird Road, in the City of Guelph

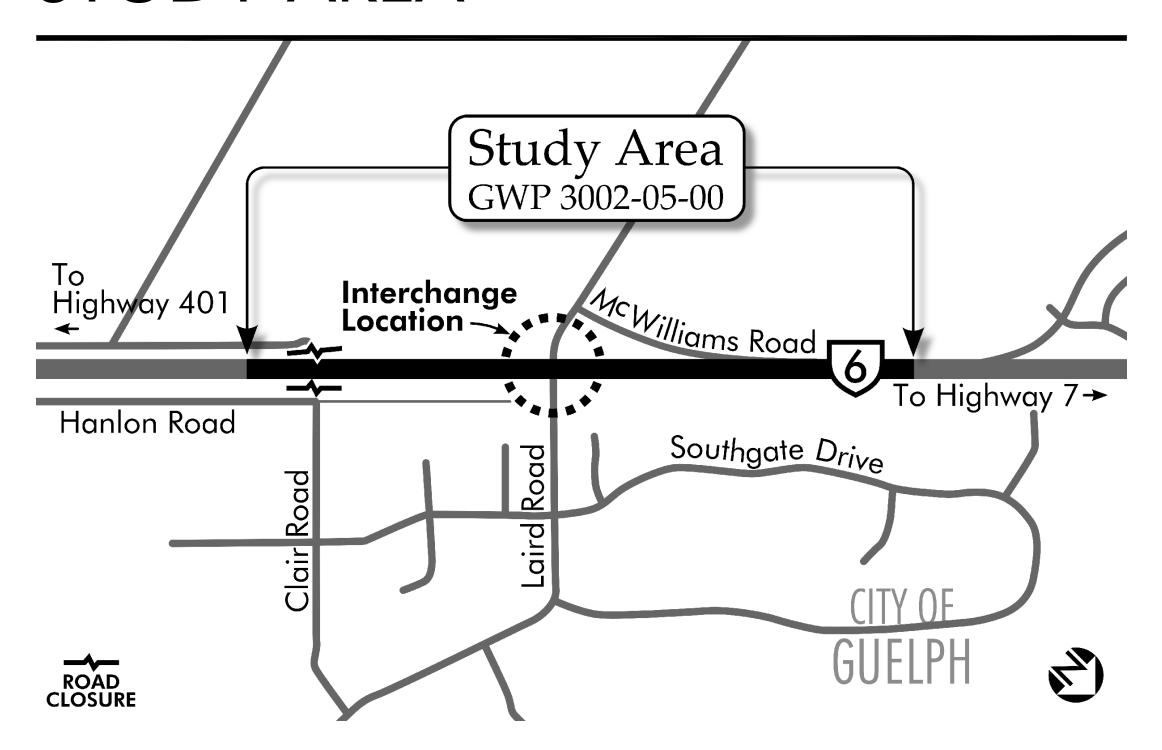
GWP 3002-05-00

PIC OBJECTIVES

- To assist the project team by obtaining public input on the Highway 6/Laird Road Interchange and associated improvements including the Construction Staging and Traffic Management Plan
- To discuss issues and concerns related to the proposed undertaking

Please review the display boards for additional information.

STUDY AREA



PROJECT BACKGROUND

This study is being jointly undertaken and funded by the Ministry of Transportation and the City of Guelph. The interchange will provide access for the future Hanlon Creek Business Park, the South Guelph Industrial Lands, and existing residential communities.

THE PROJECT

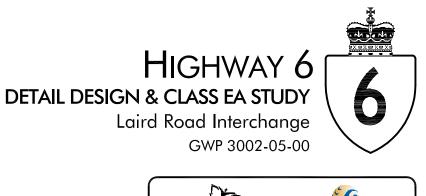
The proposed improvements include:

- Construction of a new interchange at Highway 6 (Hanlon Expressway) and Laird Road
- A new underpass structure to replace the existing at-grade intersection of Highway 6 and Laird Road
- Reconstruction and widening of Laird Road to connect with the developing Hanlon Creek Business Park on the west and with Southgate Drive on the east
- Closure of Highway 6 / Clair Road Intersection
- Closure of McWilliams Road and re-alignment of Laird Road to the west of Highway 6
- Closure of Hanlon Road to the east of Highway 6, north of Clair Road
- Reconstruction of the Laird Road / Southgate Drive intersection
- Illumination and signalization of ramp terminals and intersections, as required

The study also includes:

- Carrying out field investigations to confirm environmental and engineering information
- Designing drainage, illumination, and environmental mitigation to facilitate the proposed highway and intersection improvements

The Process



Public Information Centre February 8, 2011

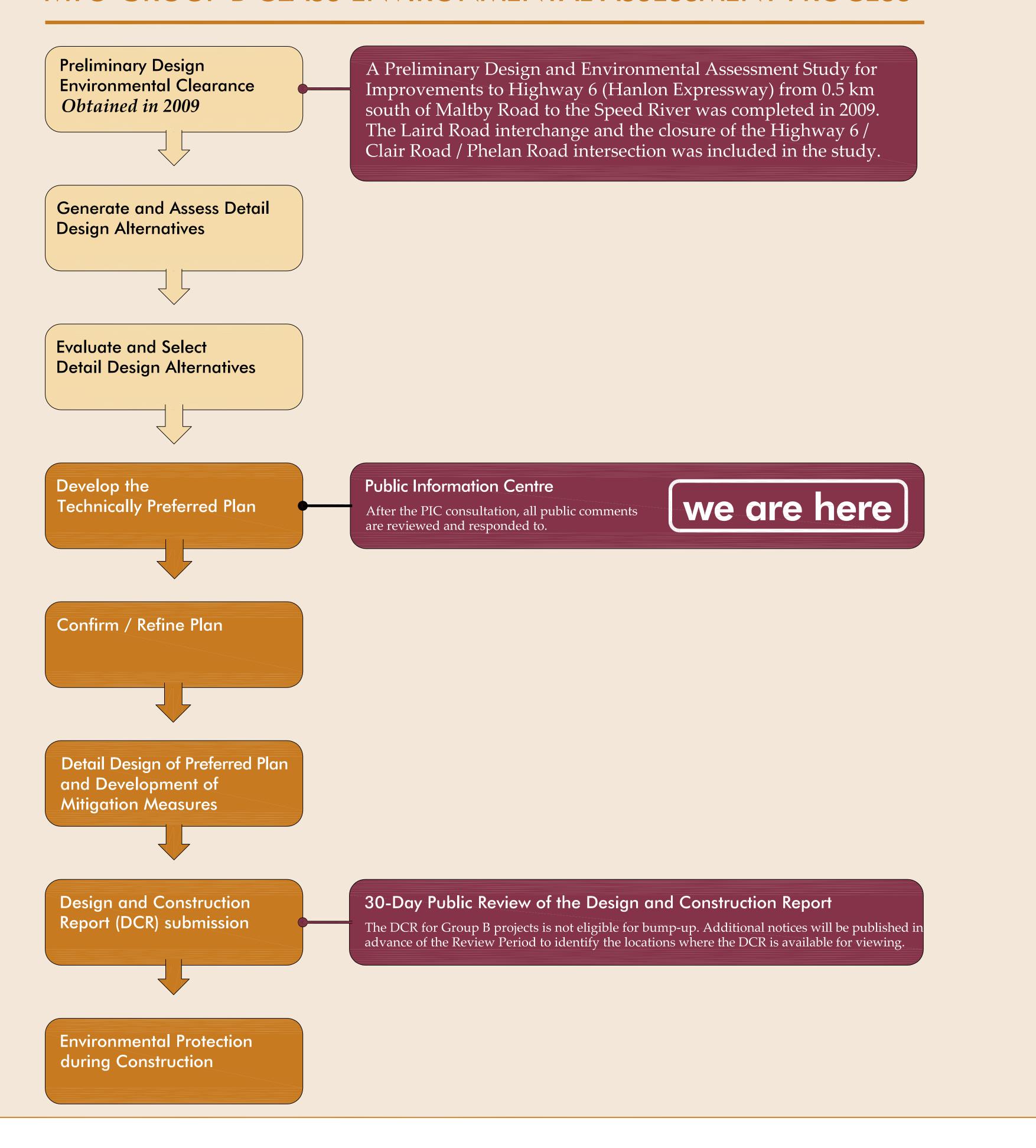
The Highway 6 Interchange at Laird Road Study (GWP 3002-05-00) is following the approved environmental planning process for Group 'B' projects under the Ministry's *Class Environmental Assessment for Provincial Facilities*, 2000.

CITY OF GUELPH PLANNING PROCESS

The project is in compliance with the City's Official Plan and the approved plan for the Hanlon Creek Business Park (HCBP).

The City's Official Plan (Section 8.2.19.1) identifies a policy for the South Guelph Secondary Plan Area 'to provide for the upgrading of Highway 6 - The Hanlon to an expressway with a grade-seperated intersection at Laird Road and the closing of the intersections at Clair Road, Forestell Road and Phelan Drive....'

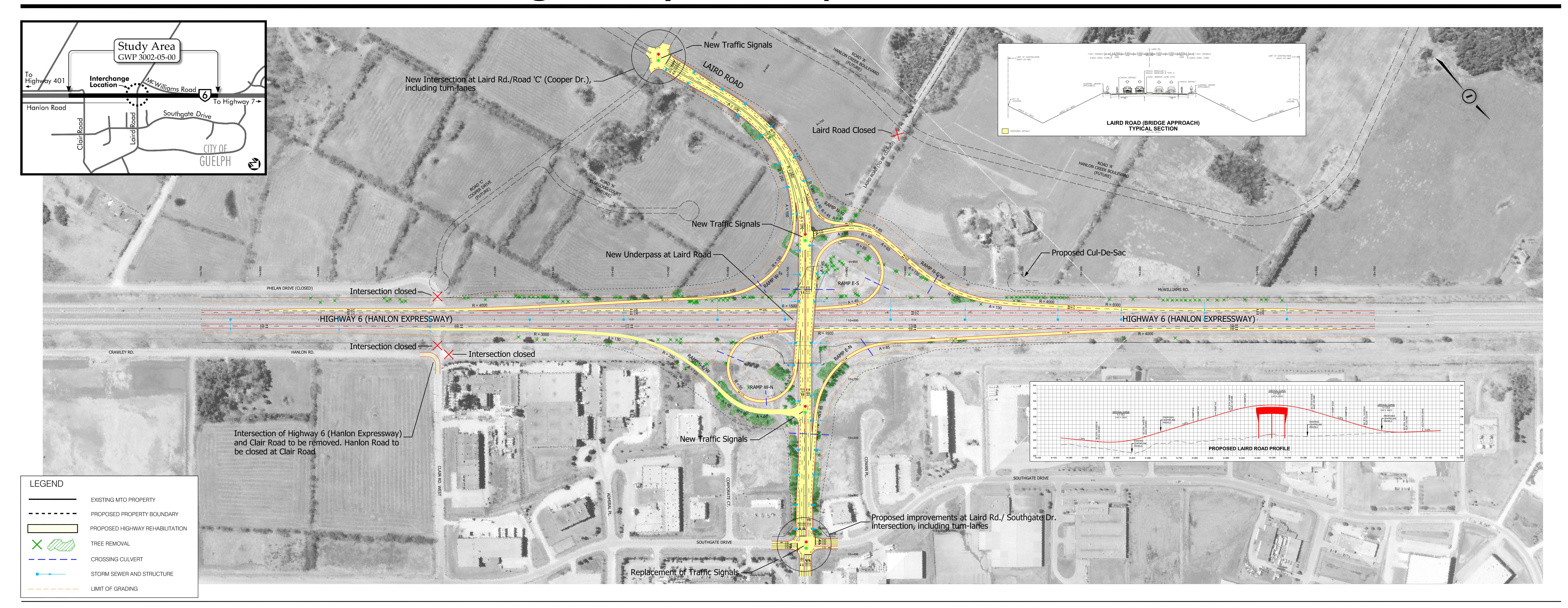
MTO GROUP B CLASS ENVIRONMENTAL ASSESSMENT PROCESS





Highway 6 Improvements

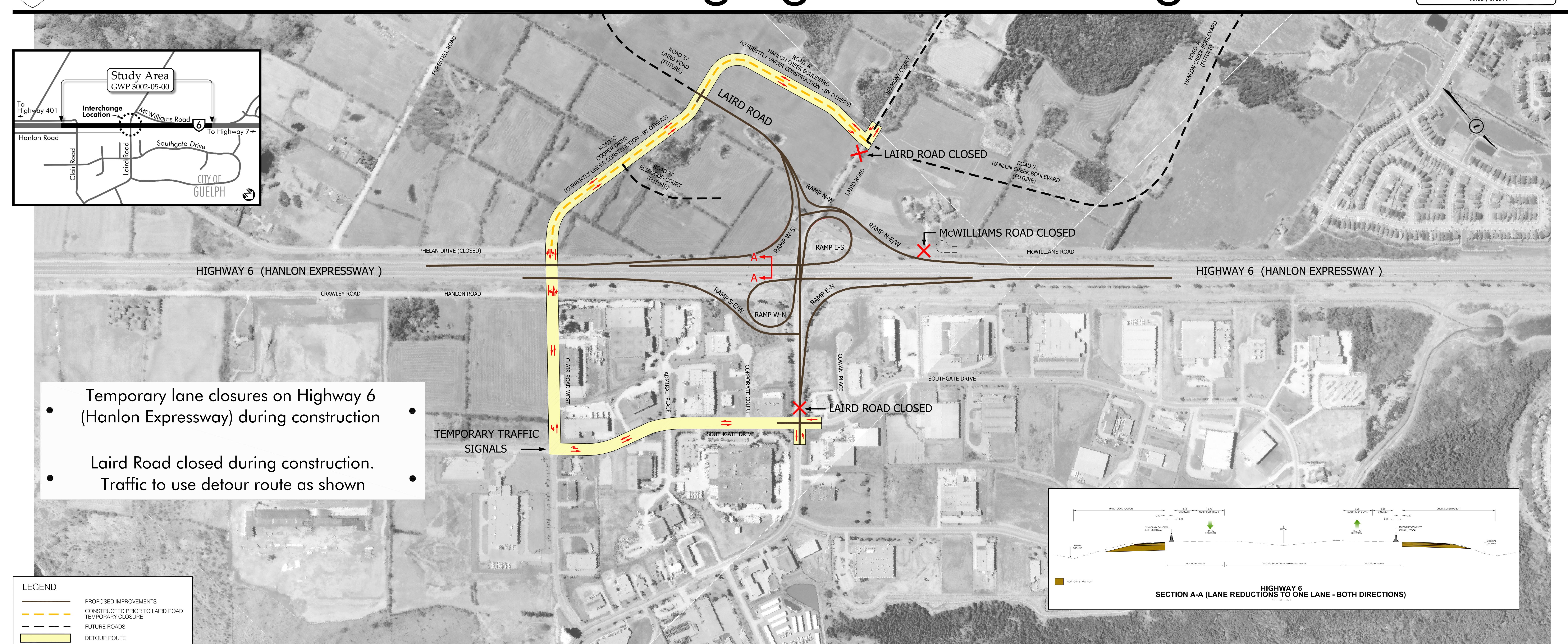






HIGHWAY 6 (Hanlon Expressway) Construction Staging/Traffic Management

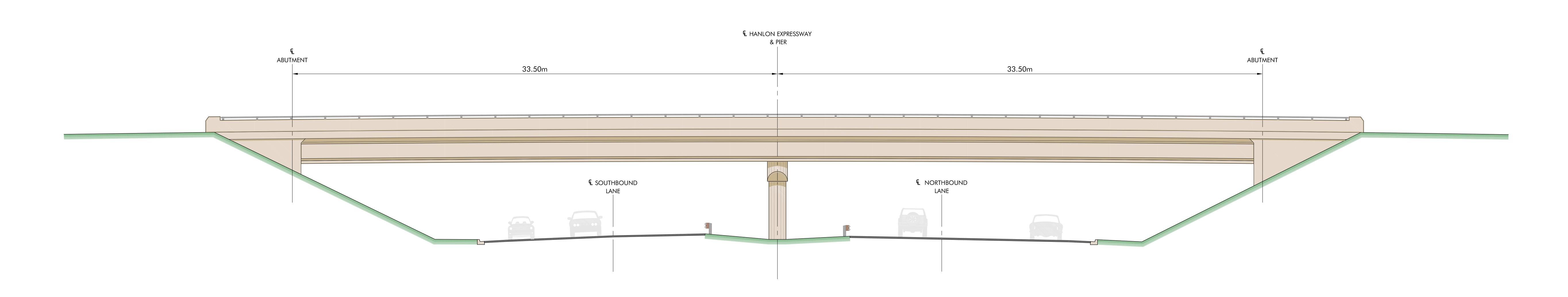




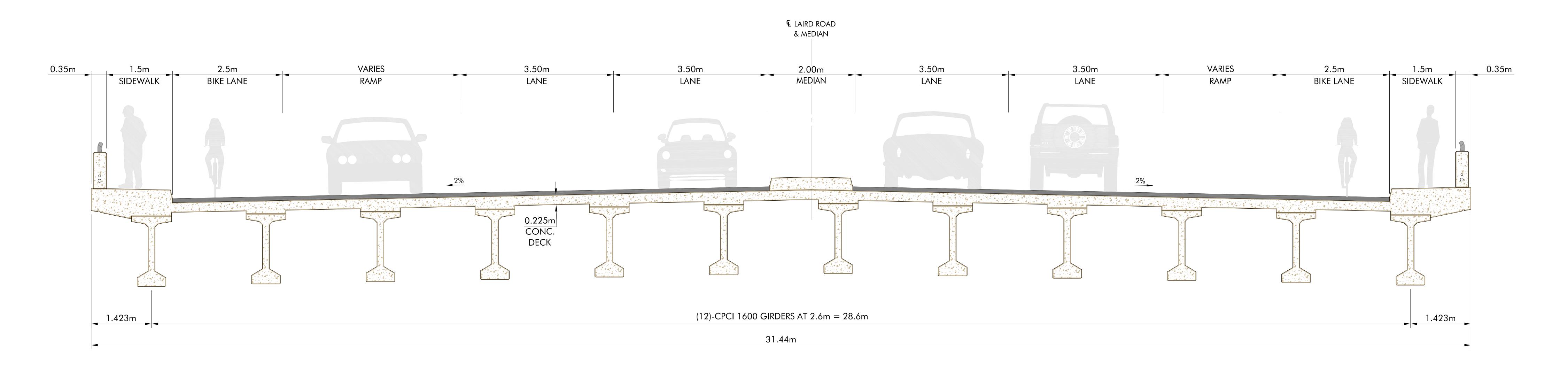


Proposed Bridge

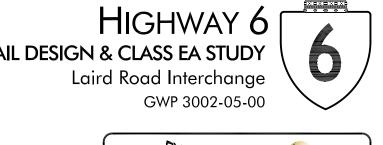




Elevation View



Mitigation & Commitment to Future Work





The Final Contract Package will include commitments by the Ministry to eliminate or reduce impacts. These commitments will be incorporated into the Final Contract Package.

The Design and Construction Report, which will be available for public review in the summer of 2011, will contain comprehensive details of these commitments including:

Social

FUTURE CONSULTATION

 Notify public and stakeholders of construction

PROPERTY

• Property acquisition is nearly complete

UTILITIES

 Relocations to commence in 2011

ILLUMINATION

 Review/ identify illumination requirements

ACTIVE TRANSPORTATION

• The Laird Road cross-section provides a bike lane and sidewalk to accomodate pedestrians and cyclists across Highway 6 on Laird Road

Natural Environment

WILDLIFE

 No impacts to species at risk (SAR)

VEGETATION

- Removal restriced to right-of-way
- There are no significant tree removals

DRAINAGE

 Maintain existing drainage patterns and implement stormwater management

Construction

AIR QUALITY / NOISE

 Control dust / noise during construction

DETOURS

 Confirm traffic can be accommodated on detour route and coordinate with City of Guelph

EROSION AND SEDEMENTATION

 Implement measures to prevent sediment from entering natural areas or watercourses

Next Steps...





YOUR INPUT IS IMPORTANT

To provide your comments, please fill out a comment sheet and place it in the comment box at today's meeting, or send your comments to:

Ms. Maya Caron, MCIP, RPP
Environmental Planner
Stantec Consulting Ltd.
100-401 Wellington Street West
Toronto, ON, M5V 1E7

Phone: (416) 598-7162 (call collect)

Fax: (905) 385-3234 Email: maya.caron@stantec.com

We would appreciate receiving your comments about the interchange design and proposed construction staging and traffic management plan by *March 8, 2011*.

Input received from this PIC will be reviewed and considered as the detail design is finalized and the contract package is developed. Upon completion of the study, a *Design and Construction Report*, will be filed for a 30-day public review period. Notification of the submission of the DCR will be published in local newspapers and will identify where the DCR can be viewed.

Freedom of Information and Protection of Privacy Act:

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





COMMENT SHEET

Highway 6 (Hanlon Expressway) Interchange at Laird Road Detail Design and Environmental Assessment Study Public Information Centre – February 8, 2001

Your comments are an important part of the study process. Please complete the following comment sheet. Additional space is provided on the back of this form.
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Do you have any comments regarding the proposed Construction Staging and Traffic Management Plan?
Do you have any other comments or questions?
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(by March 11, 2011) to:
Maya Caron, MCIP, RPP, Environmental Planner ☐ Please direct my comments to the City of Guelph
100-401 Wellington Street West, Toronto, ON M5V 1E7 Tel: (416) 598-7162, Fax: (905) 385-3534 □ Response Requested
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Appendix D: Noise By-Law

THE CORPORATION OF THE CITY OF GUELPH

By-law Number (2000)-16366

A by-law to prohibit and regulate unusual noises or noises likely to disturb the inhabitants of the City of Guelph, and to adopt Municipal Code Amendment #248, which amends Chapter 190 of the Corporation of the City of Guelph's Municipal Code, and to repeal By-law Number (1998)-15760.

THE COUNCIL OF THE CORPORATION OF THE CITY OF GUELPH ENACTS AS FOLLOWS:

SHORT TITLE

1. This By-law may be cited as the "Noise Control By-law".

INTERPRETATION

2. For the purposes of this By-law the following terms shall have the corresponding meanings:

"City" means the Corporation of the City of Guelph;

"construction equipment" includes a bulldozer, excavator, trencher, jack hammer, crane, loader, scraper, paver, compactor, roller, grader, concrete mixer and the like;

"Council" means the Council of the City;

"holiday" means any holiday set out as a holiday in the <u>Retail Business Holidays Act</u>, R.S.O. 1990, Chap. R. 30, or any successor thereof;

"noise" means sound that is of such a volume or nature that it is likely to disturb the inhabitants of the City of Guelph;

"other area" means all of the area of the City of Guelph set out on Schedule AB≅ of this Bylaw which is denoted by shading;

"person" includes a corporation, organization, association, partnership and the like; and

"residential area" means all of the area of the City of Guelph set out on Schedule "B" of this By-law which is not shaded.

GENERAL EXEMPTIONS

- 3.- (1) This By-law does not apply:
 - (a) during an emergency involving the health, safety or welfare of the public;

- (b) where the City, its servants, employees, contractors or agents are carrying out City operations or operating, maintaining or installing municipally-owned infrastructure, facilities or the like, except for the detonation of explosives;
- (c) to noise created by the activity of snow removal;
- (d) to road or bicycle races, parades, circuses, entertainment activities in public parks or neighbourhood social activities when such events are approved by Council and such activity or event is in compliance with the conditions set by Council in approving such activity or event;
- (e) to sport or recreational events in public parks where a permit has been issued by the City authorizing such event and the event complies with all of the conditions of such permit;
- (f) to the use of implements of husbandry in the operation of agricultural endeavours; or
- (g) to the operation of excavation equipment when used in a cemetery in conjunction with interment services.

EXEMPTIONS BY COUNCIL

- 4.- (1) Despite the provisions of this By-law, any person may apply to Council for an exemption to any provision of this By-law with respect to any noise to allow such person to emit, cause or permit such noise for the period of time set out in such application, and Council may grant such exemption, grant an alternative exemption or refuse such exemption, and may set out conditions to be met as Council sees fit for any exemption granted.
 - (2) Where an exemption is granted by Council, breach of any of the terms or conditions of the exemption shall render the exemption null and void.
 - (3) Every person applying for an exemption shall, at least 10 business days prior to the Council meeting at which the request for exemption is to be addressed by Council, provide to the Chief Building Official of the City:
 - (a) a complete and accurate application form as provided by the City setting out the particulars respecting the exemption requested; and
 - (b) payment of the exemption processing fee in the amount set by Council and in effect at the time of such exemption request.

GENERAL PROHIBITIONS

- 5.- (1) No person shall, at any time, emit, cause or permit to be emitted or caused any noise created by:
 - (a) the persistent barking, calling or whining of any domestic pet or any animal, except an animal used for and located on the property of an agriculture, livestock based use as set out in the City's Zoning By-law;
 - (b) the squealing of motor vehicle tires while such vehicle is on property other than a highway as set out in the <u>Highway Traffic Act</u>, R.S.O. 1990, Chap. H.8, or any successor thereof;
 - (c) the use of a horn, whistle, alarm, bell, gong or the like, except for an auditory safety or warning device or chimes used in association with a religious establishment;
 - (d) the detonation of explosives;
 - (e) the operation of an air conditioner, pool pump or filter, heat pump or the like that is not in proper working order;
 - (f) the idling of a vehicle motor in excess of 10 minutes, except:
 - (i) when such idling is recommended by the manufacturer of such vehicle and proof of such recommendation is provided by the vehicle operator upon the request of a police officer;
 - (ii) when such idling is necessary to the basic function of the equipment on a vehicle such as a concrete mixer on a concrete mixing truck, a lift platform, a refuse compactor or a heat exchange system; or
 - (iii) when the weather conditions require the vehicle to idle in order to keep in operation a heating or refrigeration system necessary for the welfare or preservation of the cargo of such vehicle;
 - (g) the operation of a combustion engine without an effective exhaust muffling device in proper working order; or
 - (h) the operation of a vehicle radio, stereo or the like.

PROHIBITIONS BY TIME AND PLACE

6. No person shall emit, cause or permit to be emitted or caused any noise created by an activity listed in Schedule "A" of this By-law during the time and in the area such noise is prohibited as set out in such Schedule.

OFFENCE

7. Every person who contravenes any provision of this By-law is guilty of an offence.

PENALTY

8. Every person who is convicted of an offence under any provision of this By-law shall be liable to a penalty as set out in Section 61 of the <u>Provincial Offences Act</u>, R.S.O. 1990, Chapter P.33, or any successor thereof.

SCHEDULES FORM PART OF BY-LAW

9. Schedules "A" and "B" attached hereto shall form part of this By-law.

MUNICIPAL CODE AMENDED

10. Chapter 190 of the Corporation of the City of Guelph's Municipal Code is hereby deleted and this By-law substituted therefor.

PRIOR BY-LAWS REPEALED

11. By-law Number (1998)-15760 is hereby repealed as of the date and time of this By-law coming into effect.

EFFECTIVE DATE OF BY-LAW

12. This By-law shall come into effect at 12:01 a.m. on July 18, 2000.

PASSED this SEVENTEENTH DAY of JULY, 2000.

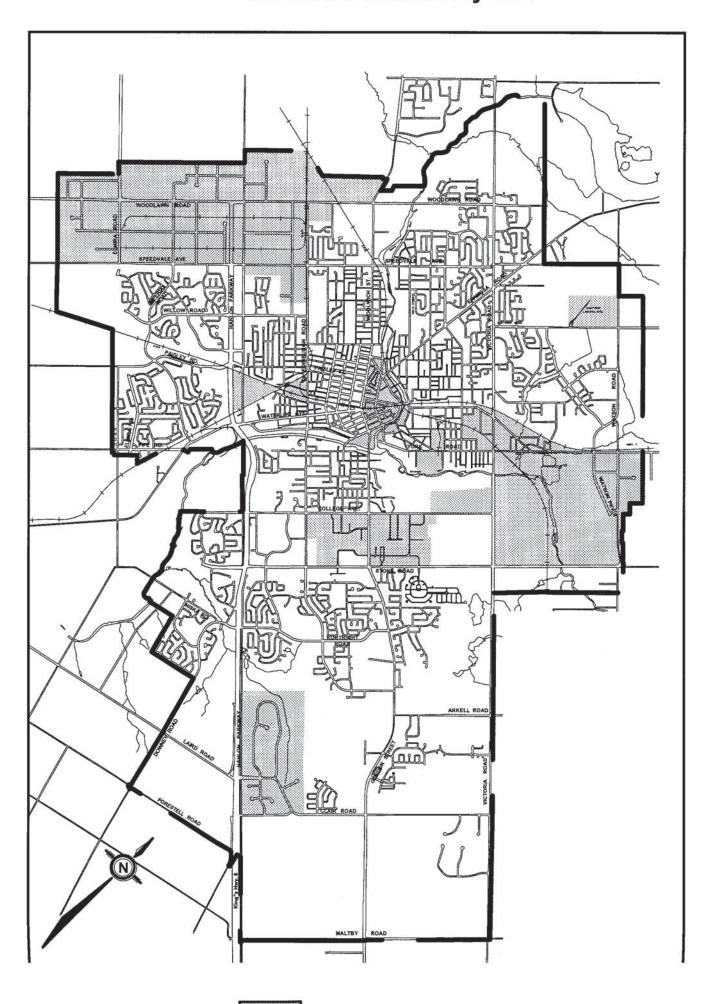
JOE YOUNG - MAYOR

SCHEDULE "A"

to By-law Number (2000)-16366 the Noise Control By-law

"NOISE" CREATED FROM THE FOLLOWING ACTIVITIES IS PROHIBITED	PROHIBITED TIME OF DAY	PROHIBITED AREA
The operation of a radio, television, stereo or other electronic device including any amplification device, or	At all times	residential
any musical or other sound producing instrument.	11:00 p.m. to 9:00 a.m.	other
Yelling, shouting or the like.	11:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	residential and other
The operation of a car wash.	9:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	residential and other
The venting or release of steam, the operation of a generator or air filtration system, noise from grinding, milling, the operation of machinery, or the like.	9:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	residential
	11:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	other
The operation of waste collection machinery or refuse compacting equipment.	9:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	residential
	11:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	other
Loading, unloading, packing, delivering or otherwise handling any container, product or material unless necessary for the maintenance of essential services or	9:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	residential
for the moving of private household effects.	11:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	other
The operation of any tool including a hammer, saw, nail gun, lawnmower, staple gun, hedge trimmer, drill, or the like.	9:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays, Sundays and holidays)	residential and other
The operation of a combustion engine for a toy or a replica of a larger device such as a remote controlled toy aeroplane.	9:00 p.m. to 9:00 a.m.	residential and other
The operation of a dirt bike, all-terrain cycle, snowmobile, go-cart, dune buggy or like conveyance.	7:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays) and at all times on Sundays and holidays	residential and other
The operation of construction equipment.	7:00 p.m. to 7:00 a.m. (to 9:00 a.m. on Saturdays) and at all times on Sundays and holidays	residential and other

Schedule "B" to By-law Number (2000)- 16366 the Noise Control By-law



other areas
residential areas