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## Appendix B: Project Website

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Highway 6 (Hanlon Expressway) Improvements - Microsoft Internet Explorer provided by Stantec Consulting Ltd.

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## Highway 6 (Hanlon Expressway) Improvements Maltby Road to the Speed River

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### Highway 6 (Hanlon Expressway) Improvements

Stantec Consulting Ltd. has been retained by the Ministry of Transportation (MTO) to undertake the Planning, Preliminary Design, and Environmental Assessment (EA) for the upgrading of the Hanlon Expressway from 0.5 kilometres south of Maltby Road to the Speed River. The study area is in the City of Guelph, the Township of Puslinch, and Wellington County. To view a map of the study area, [click here](#).

We encourage you to read through this website and send us your feedback. We will be updating this site with additional information, such as upcoming Public Information Centres, as the study progresses. Please check this site frequently for updates and details on how you can be involved.

If you wish to be added to our study mailing list or submit comments or questions please go to the [Contact Us](#) section of the website. The Ministry is always interested in considering any suggestion that would improve safety on its highways.

If you wish to view some of the files from this site, you will be required to use Adobe Acrobat Reader. If you do not have this program installed on your computer, please click the link below and follow the instructions provided.



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This page was last updated March 25, 2009

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### Environmental Assessment Process

#### EA Process

Planning and Preliminary Design for improvements to the Hanlon Expressway will follow a detailed planning process. The process is outlined in the Class Environmental Assessment for Provincial Transportation Facilities (MTO, 2000), which has been approved under the Ontario Environmental Assessment Act for this type of study. This Highway 6 Study is following the Class Environmental Assessment (Class EA) process for Group "B" projects.

#### Elements of effective planning and preliminary design involve:

- Data collection
- An understanding of the area's social, economic, natural environment and transportation features
- Public participation both at formal milestones and on an ongoing basis
- Progressive decision making, from interchange alternatives to selection of a preferred plan, and study documentation

The project is a Group "B" project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) with the opportunity for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be available for public review and comment.

Initially, two Public Information Centres (PICs) were planned for this study. The first PIC was held on May 10, 2007, and provided opportunities to review the evaluation criteria and alternatives for access to and from Highway 6. The second PIC provided the public with an opportunity to comment on the preferred plan and the preliminary design recommendations. Following comments received at PIC 2, a Community Workshop was held to address local issues associated with the Preferred Plan. The workshop included group discussions between stakeholders, City staff and the general public in order to develop alternative solutions to the Preferred Plan.

A third PIC, scheduled for June 18, will discuss the alternative solutions developed in the Community Workshop.

A fourth PIC will be held in the fall of 2008 to confirm the Preferred Improvement Plan.

The study process requires the input of many engineering and environmental specialists in the areas of highway and bridge design, traffic engineering, geotechnical engineering, water quality and drainage, aquatic and terrestrial biology, wildlife and birds, noise, built heritage and cultural landscape, and archaeology. Public participation and consultation with property owners and other interested parties is also a significant element of the decision-making process.

Please refer to the link below for an overview of the study process including opportunities for public consultation

- Environmental Assessment Process (PDF)

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Notice of City of Guelph Committee Meeting. [Click here for details.](#)

To view the City of Guelph Committee Report, [click here](#).

The 1st Public Information Centre was held on May 10, 2007. [Click here for details.](#)

The 2nd Public Information Centre was held on December 5, 2007. [Click here for details.](#)

The 3rd Public Information Centre was held on June 18, 2008. [Click here for details.](#)

The 4th Public Information Centre was held on October 23, 2008. [Click here for details.](#)

Comments on this project can be submitted anytime.

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### Project Overview

Highway 6 (Hanlon Expressway) is a major provincial facility. The purpose of this study is to upgrade the expressway to a fully-controlled access freeway between the Speed River and 0.5 kilometres south of Maltby Road, with access restricted to interchange locations only. The study includes:

- ▶ Carrying out engineering and environmental field investigations
- ▶ Developing interchange and access alternatives for College Avenue, Stone Road, Kortright Road, Laird Road, Clair Road and Maltby Road
- ▶ Seeking input from the public, property owners, local municipalities, external ministries/agencies and businesses
- ▶ Evaluating the interchange and access alternatives
- ▶ Identifying a recommended plan for an access-controlled Highway 6, including side road connections and grade separations
- ▶ Developing an implementation strategy
- ▶ Preliminary design and environmental mitigation to facilitate the proposed improvements
- ▶ Conducting an Environmental Assessment under MTO's Class EA process to obtain environmental approval for the recommended alternative(s)

Many different factors will be included in determining the preferred plan including environmental effects, engineering analysis, and public consultation.

At the end of this study a *Transportation Environmental Study Report* will be prepared and made available for public viewing. Throughout the study process the Project Team welcomes the public's comments and suggestions. Comments can also be sent to the project team at [comments@hanlonimprovements.ca](mailto:comments@hanlonimprovements.ca) or by visiting the [Contact Us](#) section and filling out the feedback form.

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The 4th Public Information Centre was held on October 23, 2008. [Click here for details.](#)

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### Quick Facts

A Traffic Operation Study (TOS) for the Hanlon Expressway was carried out in 2004. The current and future projected Average Annual Daily Traffic (AADT) volumes on Highway 6 in the study area are:

**Historical and Projected AADT Volumes**

Highway 6 Section	Actual	Projected
	2004	2014
Highway 401 to Clair Road	23,000	33,900
Clair Road to Kortright Road	25,400	37,000
Kortright Road to College Avenue	30,600	43,900
College Avenue to Wellington Street	42,400	59,100

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### Background Information

The Hanlon Expressway was originally constructed in the 1970s.

The Ministry of Transportation has conducted several planning studies on the Hanlon Expressway and related provincial highway network. In 1969, the Ministry completed a Functional Planning Study of Hanlon Expressway, from Clair Road northerly to Woodlawn Road. This study identified that the Expressway would serve as a major north-south link connecting Highway 401 to Highway 7.

The original purpose of the Hanlon Expressway, constructed in 1972, was to relieve traffic on Guelph's arterial road system. The Highway was constructed as a four-lane divided roadway with a 15.2 m wide median to accommodate future widening to six lanes when warranted by increased traffic. The Ministry's ultimate long-term plan is to convert the Expressway to a fully-controlled access facility (i.e., a freeway). To achieve this goal, MTO considered limiting municipal road access to the Hanlon Expressway to several interchanges at major highways and municipal arterial roads. Several conceptual/planning/design visions of the future Hanlon Expressway were documented in various reports. The Ministry constructed the Hanlon Expressway/Wellington Street interchange in 2000, implementing the first stage of the conversion to a freeway facility.

The Hanlon Expressway has also been the subject of several municipal studies focusing on its role within the municipal transportation system. The 1994 and 2005 Transportation Studies for the City of Guelph and surrounding area within the County of Wellington attempted to define this role through a review of connections between the municipal road network and the Hanlon Expressway. Subsequent City of Guelph official plan revisions included access concepts to the Expressway. These planning activities were coordinated between the Ministry and the municipalities.

In 2005, the Ministry initiated a Feasibility Study for Highway 6 between Highway 401 and Wellington Street. The purpose of the Feasibility Study was to determine appropriate locations of future municipal access to the Hanlon Expressway. The Feasibility Study confirmed the need for upgrades to the Hanlon Expressway to resolve existing and anticipated deficiencies and to support future growth as outlined in municipal, regional and provincial plans for the City of Guelph, Wellington County, and adjacent areas and regions.

The purpose of this study is to develop a Preliminary Design Plan to upgrade the Hanlon Expressway to a fully-controlled access freeway between the Speed River and 0.5 kilometres south of Maltby Road, with access restricted to interchange locations only.

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### Notices

This page will be updated over the course of the study. Please check this page regularly to see dates and locations of Public Information Centres and Notice of Study Completion.

The following notices have been published:

**February 2007**

- ▶ [Notice of Study Commencement \(PDF\)](#)

**April 2007**

- ▶ [Notice of Public Information Centre 1 \(PDF\)](#)

**November 2007**

- ▶ [Notice of Public Information Centre 2 \(PDF\)](#)

**June 2008**

- ▶ [Notice of Public Information Centre 3 \(PDF\)](#)

**October 2008**

- ▶ [Notice of Public Information Centre 4 \(PDF\)](#)

**March 2009**

- ▶ [Notice of City of Guelph Committee Meeting \(PDF\)](#)

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The 4th Public Information Centre was held on October 23, 2008. [Click here for details.](#)

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**Public Consultation**

**Public Information Centres**

A Public Information Centre (PIC) is an opportunity for the Project Team and representatives from the Ministry of Transportation to discuss with the public in an informal, one-on-one manner, the study process or any other issues relating to the project.

Four separate PICs were held for this project:

- The first PIC was held on May 10, 2007. The purpose of this PIC was to display the evaluation criteria and the alternatives that have been developed. Public input and comments will be invited on the evaluation criteria and the alternatives. The public had an opportunity to discuss specific concerns with the Ministry and members of the Project Team. [Click here for details.](#)
- The second PIC was held on December 5, 2007. At this PIC, the project team presented a Preferred Plan for improvements to the Hanlon Expressway. Modifications to the Preferred Plan will be considered after the public has had time to review the plan and make comments. [Click here for details.](#)
- The third PIC was held on June 18, 2008, to present and discuss alternative solutions to the Preferred Plan developed in the Community Workshop and the Preferred Plan for the Central Section of the study area between Maltby Road and Laird Road. [Click here for details.](#)
- A fourth PIC was held on October 23, 2008, to confirm the Preferred Plan for improvements to Highway 6.

**Community Workshop**

In response to concerns from the public and City of Guelph Councillors, a Community Workshop was held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River. A facilitator was retained to organize the Community Workshop. The facilitator worked with the project team and the City of Guelph to identify and contact potential workshop participants. As a result of the workshop, another Public Information Centre is being held to present new/revised alternatives, the public is being notified as part of the Environmental Assessment process, and a notice is being sent to everyone on the project mailing list.

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The 4th Public Information Centre was held on October 23, 2008. [Click here for details.](#)

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**Public Information Centre #1**

The first Public Information Centre for this Planning and Preliminary Design Study was held on:

**Thursday, May 10, 2007**  
**Holiday Inn, Oakwood B Ballroom**  
**601 Scottsdale Drive, Guelph**  
**4:00 PM to 8:00 PM**

The purpose of this Public Information Centre was to:

- Display and seek input on interchange and access alternatives for College Avenue, Stone Road, Kortright Road, Laird Road, Clair Road and Maltby Road
- Display and seek input on the environmental conditions in the study area (i.e. natural, social, economic and cultural)
- Seek input on the evaluation criteria and process to be used to identify a preferred plan
- Answer questions about the study

A copy of the Public Information Centre Notice is available in the [Notices](#) section.

**Public Information Centre 1 Materials**

Please note: Some of the files are large and may take a moment to load.

- Welcome Panel
- EA Process Flowchart
- Project Background
- Evaluation Process
- Evaluation Criteria
- Interim Improvements
- Existing Environmental Features
- Plans
  - Existing Environmental Conditions
  - Existing Transportation Conditions
  - Potential Interchange Locations
  - Central Section Alternatives
  - North Section Alternatives
  - Municipal Road Alternatives
  - Related Provincial Projects
- Comment Sheet

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The 1st Public Information Centre was held on May 10, 2007. [Click here for details.](#)

The 2nd Public Information Centre was held on December 5, 2007. [Click here for details.](#)

The 3rd Public Information Centre was held on June 18, 2008. [Click here for details.](#)

The 4th Public Information Centre was held on October 23, 2008. [Click here for details.](#)

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**Public Information Centre #2**

The second Public Information Centre for this Planning and Preliminary Design Study was held on:

**Wednesday, December 5, 2007**  
**Holiday Inn, Oakwood Ballroom**  
**601 Scottsdale Drive, Guelph**  
**4:00 PM to 8:00 PM**

The purpose of this Public Information Centre was to:

- Present and discuss the Preferred Plan, which includes an interchange at Laird Road, a partial interchange at Kortright Road, an interchange at Stone Road, and a grade-separation at College Avenue
- Seek input on the Preferred Plan
- Answer questions about the study

A copy of the Public Information Centre Notice is available in the [Notices](#) section.

**Public Information Centre 2 Materials**  
Please note: Some of the files are large and may take a moment to load.

- Welcome Panel 0.2MB
- Environmental Assessment Process 0.1MB
- Project Background 0.3MB
- Interim Improvements 0.2MB
- Existing Transportation Conditions 3.6MB
- Existing Environment 5.5MB
- Potential Interchange Locations 4.4MB
- Evaluation Criteria Weighting 0.2MB
- Central Section Alternatives and Evaluation 5.1MB
- North Section Alternatives and Evaluation 20.5MB
- Other Alternatives Considered - Diamond Interchange 7.1MB
- Other Alternatives Considered - Roundabouts 4.7MB
- Preferred Plan 9.6MB
- Cross-Sections 0.7MB
- Pedestrian and Cyclist Access 5.8MB
- MTO Noise Policy 0.1MB
- Preliminary Noise Study Results 0.1MB
- Receptor Locations and Schematic Noise Barrier/Berm Locations 11.9MB
- Draft Noise Impact Study 6.1MB
- Related Provincial Projects 0.3MB
- Comment Sheet 0.1MB

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The 1st Public Information Centre was held on May 10, 2007. [Click here for details.](#)

The 2nd Public Information Centre was held on December 5, 2007. [Click here for details.](#)

The 3rd Public Information Centre was held on June 18, 2008. [Click here for details.](#)

The 4th Public Information Centre was held on October 23, 2008. [Click here for details.](#)

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**Community Workshop**

In response to concerns from the public and City of Guelph Councillors, a Community Workshop was held to identify and evaluate possible alternative solutions for improvements to the Hanlon Expressway between Maltby Road and the Speed River.

**How were the Workshop Participants Selected?**

Workshop participants were identified by the City of Guelph and City Councillors based on their involvement in the study to date. An independent Facilitator, Donna Hinde of The Planning Partnership, was retained to help with the identification and coordination of the workshop participants and to facilitate the Workshop meetings. Representatives were selected from adjacent neighbourhoods and from representative neighbourhood groups, including the Hanlon Awareness Group, West Hanlon Neighbourhood Group, Kortright Hills Community Association, and residents East of the Hanlon Expressway. Participants were then contacted by the Facilitator to confirm their interest and involvement in the Workshop.

In addition, representatives from other interest groups, such as the Guelph Field Naturalists, the Chamber of Commerce and the Real Estate Board were invited. Participants were also invited from emergency services, the Mary Phelan School and Priory Park Baptist Church.

**Purpose of the Community Workshop**

This Community Workshop was held in response to concerns from the public and City of Guelph to identify and evaluate possible enhancements and/or alternative solutions for improvements to the Hanlon Expressway between Kortright Road and College Avenue (i.e. the North Study Area). The community workshop was intended to bring together representatives from the adjacent residential neighbourhoods and from various interest groups and agencies to collaborate with the MTO, the City and Stantec Consulting in a focused workshop setting.

The purpose of the workshop was to:

- Gain a common understanding of the context (broad policy and physical site conditions) within which improvements to the Hanlon are being considered
- Gain a common understanding of the scope of possible options
- Develop various options for improvements to the crossings at Kortright Road, Stone Road and College Avenue

**How Can I be Involved in the Workshop?**

The Community Workshop is complete. Participation in the workshop was limited to 40-50 to maintain a manageable group size to make sure that there could be meaningful and focused input that would result in progress towards identifying the best option for improvements to the Hanlon Expressway. Since it is intended that participants represent their communities, we have included a comment form and email address below so that residents who were not active participants can share their comments.

**Next Steps**

Stakeholder and public input is a valuable part of this process. The workshop results will be made available on the project website. Another Public Information Centre is being held to present new/revised alternatives, the public is being notified as part of the Environmental Assessment process, and a notice is being sent to everyone on the project mailing list. For details, [click here.](#)

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### Public Information Centre #3

The third Public Information Centre for this Planning and Preliminary Design Study was held on:

**Wednesday, June 18, 2008**  
**Holiday Inn, Oakwood Ballroom**  
**601 Scottsdale Drive, Guelph**  
**4:00 PM to 8:00 PM**

The purpose of this Public Information Centre was to:

- ▶ Display and seek input on interchange and access alternatives for College Avenue, Stone Road, and Kortright Road
- ▶ Seek input on the evaluation criteria to be used to identify a Preferred Plan
- ▶ Present the Preferred Plan for Laird Road, Maltby Road, and Clair Road
- ▶ Answer questions about the study

A copy of the Public Information Centre Notice is available in the [Notices](#) section.

### Public Information Centre 3 Materials

Please note: Some of the files are large and may take a few moments to load.

- ▶ Welcome Panel 0.1MB
- ▶ Environmental Assessment Process 0.2MB
- ▶ Community Workshop 1.4MB
- ▶ Additional Studies 1.6MB
- ▶ Project Background 0.3MB
- ▶ Interim Improvements 0.2MB
- ▶ Existing Environment 23.3MB
- ▶ Existing Transportation Conditions 21.1MB
- ▶ Evaluation Criteria Weighting 0.1MB
- ▶ Potential Interchange Locations 4.4MB
- ▶ Central Section Preferred Plan / North Section Alternatives 8.9MB
- ▶ Alternative 1 4.7MB
- ▶ Alternative 2 4.4MB
- ▶ Alternative 3 5.7MB
- ▶ Alternative 4 5.6MB
- ▶ Alternative 5 5.4MB
- ▶ Alternative 6 5.6MB
- ▶ Pedestrian and Cyclist Access 15.6MB
- ▶ Related Provincial Projects 0.2MB
- ▶ Comment Sheet 0.1MB

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### Public Information Centre #4

The fourth Public Information Centre for this Planning and Preliminary Design Study was held on:

**Thursday, October 23, 2008**  
**Holiday Inn, Oakwood Ballroom**  
**601 Scottsdale Drive, Guelph**  
**4:00 PM to 8:00 PM**

The purpose of this Public Information Centre was to:

- ▶ Present the evaluation of North Section Alternatives
- ▶ Present and discuss the Preferred Plan
- ▶ Answer questions about the study

A copy of the Public Information Centre Notice is available in the [Notices](#) section.

### Public Information Centre 4 Materials

Please note: Some of the files are large and may take a few moments to load.

- ▶ Welcome Panel 0.1MB
- ▶ Environmental Assessment Process 0.2MB
- ▶ Related Provincial Projects 0.2MB
- ▶ Existing Environment 23.3MB
- ▶ Environmental Update 6.1MB
- ▶ Transportation Update 5.2MB
- ▶ Evaluation Process 1.2MB
- ▶ Evaluation of Alternatives 24.2MB
- ▶ Preferred Plan 15.1MB
- ▶ Road Cross-Sections 0.4MB
- ▶ West Service Road and Cross-Sections 4.6MB
- ▶ Comment Sheet 0.1

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### Neighbourhood Meetings

As a result of comments received at the fourth Public Information Centre, additional Neighbourhood Meetings have been held. Materials from the meetings are available below.

- ▶ Presentation: Neighbourhood Meeting 1 (November 19, 2008) 1.4MB
- ▶ Presentation: Neighbourhood Meeting 2 (February 11, 2009) 0.2MB
  - ▶ West Service Road Plan, Profile, and Cross Sections 5.6MB

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**Reports**

As reports become available for the public they will be posted on this page.

The following reports for this study are available to the public:

- City of Guelph Committee Report

These reports and documents may be downloaded and viewed with Adobe Acrobat Reader. If you do not have this software, click the link below.

Get Adobe Reader

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**Frequently Asked Questions**

This page will be updated throughout the study process. Answers to commonly asked questions will be added to this page as they are received.

To view Frequently Asked Questions that arose from PIC #2, please [click here](#).

If you have questions that do not appear on this page, please [Contact Us](#).

**Q1. What is the purpose of this study?**

The purpose of this study is to develop a Preliminary Design Plan to upgrade the 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 will significantly improve safety and operations on the Hanlon Expressway. Connectivity across the Hanlon expressway will be maintained by providing by grade-separated crossings at significant crossing roads.

**Q2. How is the public notified of opportunities for input?**

Notices of the Commencement of the Study and the Public Information Centres are placed in the Guelph Mercury, Guelph Tribune, and Wellington Advertiser. Notices are also placed on the project website (www.hanlonimprovements.ca). In addition, members of the public who request to be added to the project mailing list are notified of consultation opportunities directly.

For PIC 2, the notification strategy was supplemented with direct mailings to approximately 4,000 property owners adjacent to the Hanlon Expressway. This strategy will continue throughout the study.

In addition, the City of Guelph, County of Wellington, and Township of Puslinch, Chamber of Commerce, the Grand River Conservation Authority, local First Nations, MOE, MNR, emergency services, local school boards, and other stakeholders are being consulted during the study.

The project website (www.hanlonimprovements.ca) has been established to allow interested members of the public to track progress, view information, ask questions and provide input.

**Q3. Why are the improvements needed?**

A Traffic Operations Study was carried out for the Hanlon Expressway to assess existing and future traffic operations of the existing at-grade intersections. The Traffic Operations Study identified a need for upgrading the at-grade intersections to grade-separations (i.e. flyovers) or interchanges.

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**Q4. How will effects on the environment be considered?**

The study is following the Class Environmental Assessment (EA) for 'Group B' Provincial Transportation Facilities (2000), which is an approved process under the Ontario Environmental Assessment Act for projects of this kind. The study will be documented in a *Transportation Environmental Study Report* that will be made available for public review.

Factor-Specific Environmental Investigations are being carried out in the areas of Archaeology, Built Heritage and Cultural Landscape, Fisheries and Aquatic resources, Terrestrial resources, Contamination and Waste Management, Noise, Air Quality, Socio-economics/Agriculture, and Stormwater.

Environmental impacts and proposed mitigation measures will be documented in a final Transportation Environmental Study Report, which will be made available for a 30-day Public Review Period.

**Q5. When will this study start and finish?**

The study is underway. It is anticipated that the preliminary design, environmental assessment, and study documentation for the Recommended Plan will be complete in 2008. This study includes identifying a timing and implementation strategy for conducting the detail design stage and the construction of the various components of the Recommended Plan.

**Q6. Will the local municipalities be involved in this study?**

Yes, staff from the City of Guelph, County of Wellington, and Township of Puslinch have participated in meetings with the Ministry of Transportation and the consultant throughout the study.

**Q7. What is the timing for construction?**

Detail design, property acquisition and contract preparation for the interchange can begin at the completion of the Planning and Preliminary Design Study when this project receives Environmental Assessment approval. Scheduling of the next steps cannot be confirmed until the project has environmental clearance.

**Q8. What is the status of the Highway 7 Improvements between Guelph and Kitchener?**

Highway 7 improvements between Guelph and Kitchener are not part of this study. The new Highway 7 alignment recently received Environmental Assessment approval from MOE and will proceed to construction. When completed, it is planned to extend the Hanlon Expressway northward to connect with the new Highway 7 route.

**Q9. What is the status of the Highway 6 EA Study from Freelon to Guelph?**

The EA Study for Highway 6 from Freelon to Guelph has been submitted to the Ministry of Environment and is currently awaiting approval.

**Q10. Does this project include the Environmental Assessment for the possible Municipal Road connections?**

Municipal Road network improvements are not part of this project.

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**Contact Us**

Public comments are very important to the project team. The Ministry is always interested in considering any suggestion that would improve the safety on its highways. The Ministry of Transportation and Stantec Consulting Ltd. will make sure that all comments received electronically will be responded to promptly.

Your input is important. If you would like to send your comments to the Project Team, complete the form below and click submit.

**If you wish to receive project notifications, please provide us with your mailing address.**

Name:   
 Address:   
 City:   
 Province:   
 Postal Code:   
 Email:   
 Comments:

Submit Comments Reset Form

Alternatively, your comments can be sent to:

**Gregg Cooke, P.Eng.**  
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 Phone: (905) 381-3227  
 Fax: (905) 385-3534

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### Links

Below are links to other relevant websites.

- ▶ Ministry of Transportation
- ▶ Publications Ontario
- ▶ Geometric Design Standards for Ontario Highways
- ▶ MTO Environmental Standards and Practices

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