

WELCOME TO PUBLIC INFORMATION CENTRE #1

Detail Design and Class Environmental Assessment Study for the Highway 427 Expansion Project

The purpose of this PIC is to introduce the construction works and to provide an opportunity to review and comment on the anticipated environmental effects and the proposed mitigation measures.

At this PIC, you will have a chance to review:

An overview of the Project

The steps in the Environmental Assessment (EA) process

The Detail Design and Construction Activities

The Existing Conditions in the Project Lands

Potential Environmental Impacts and Proposed Mitigation

Please ask questions and share your opinions with us.

Project Description

The Highway 427 Expansion Project includes the following:

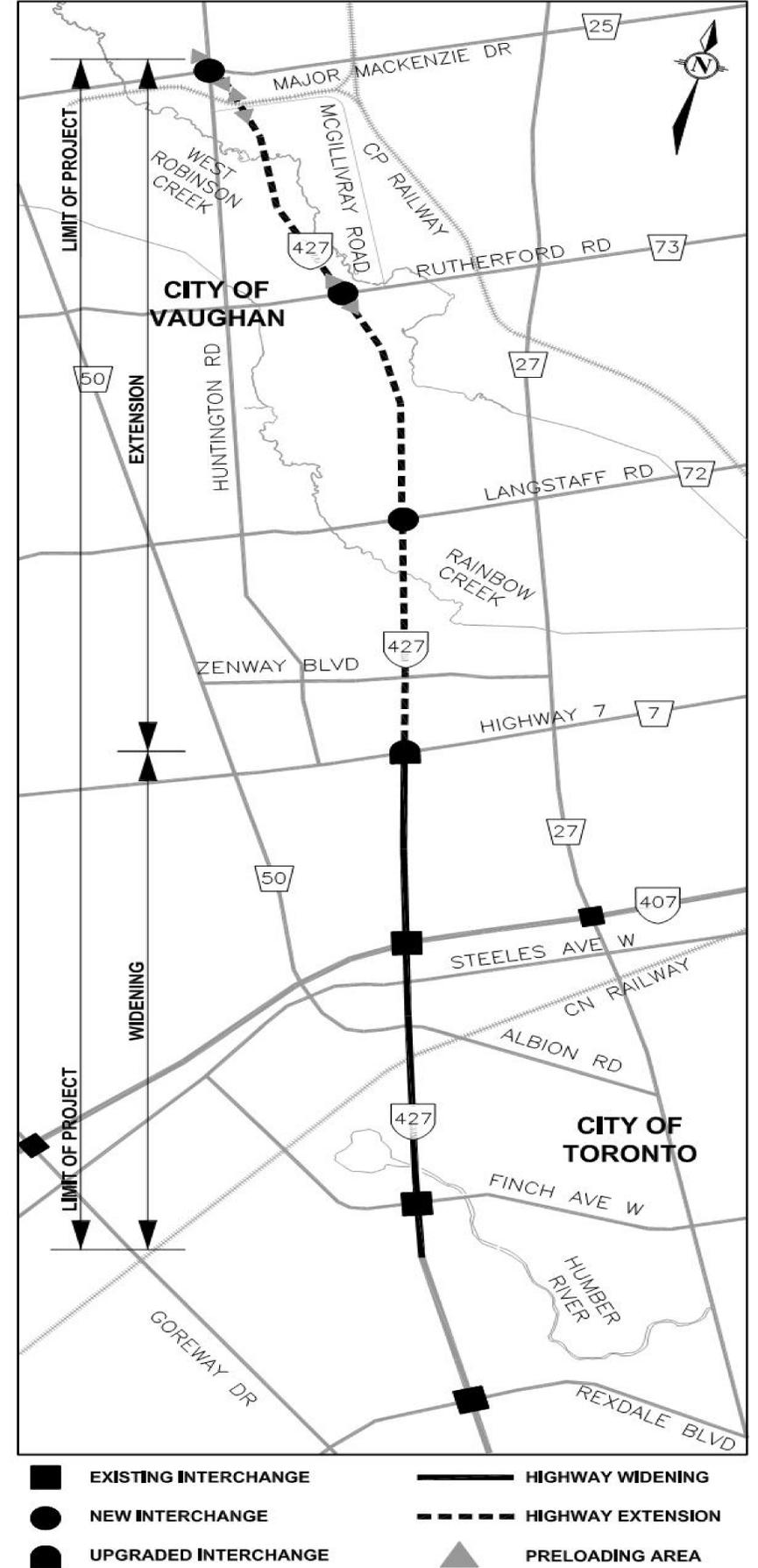
New 6.6 km Highway Extension from Highway 7 to Major Mackenzie Drive with:

- eight lanes from Highway 7 to Rutherford Road
- six lanes from Rutherford Road to Major Mackenzie Drive
- three new interchanges (Langstaff Road, Rutherford Road and Major Mackenzie Drive)
- new median managed lanes

4.0 km Highway Widening from Finch Avenue to Highway 7:

- from six to eight lanes between Finch Avenue to south of Steeles Avenue
- from four to eight lanes, from south of Steeles Avenue to Highway 7
- new median managed lanes

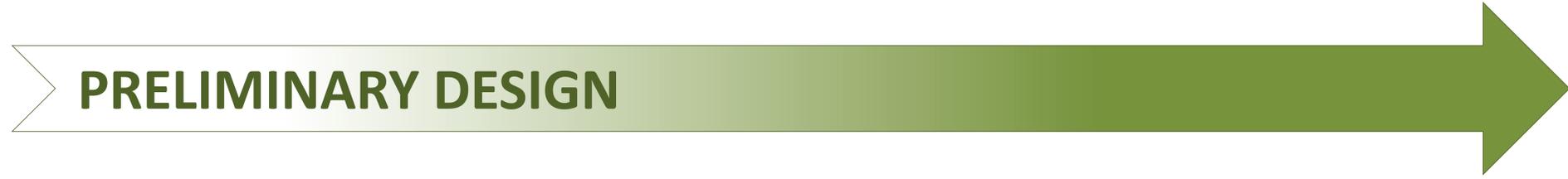
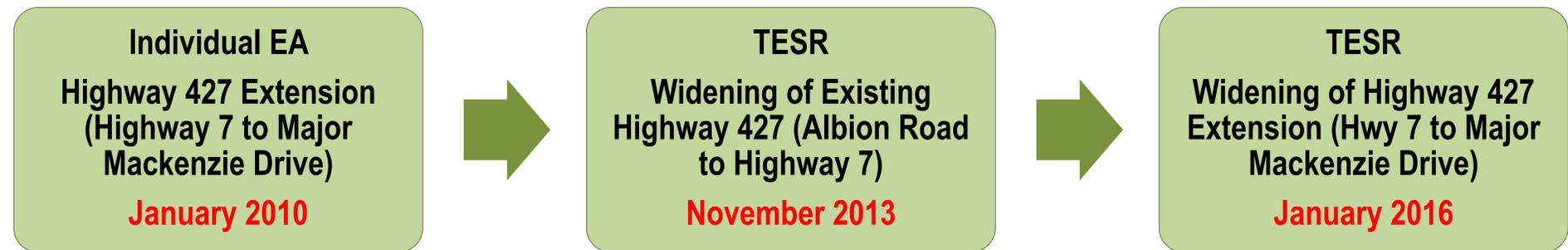
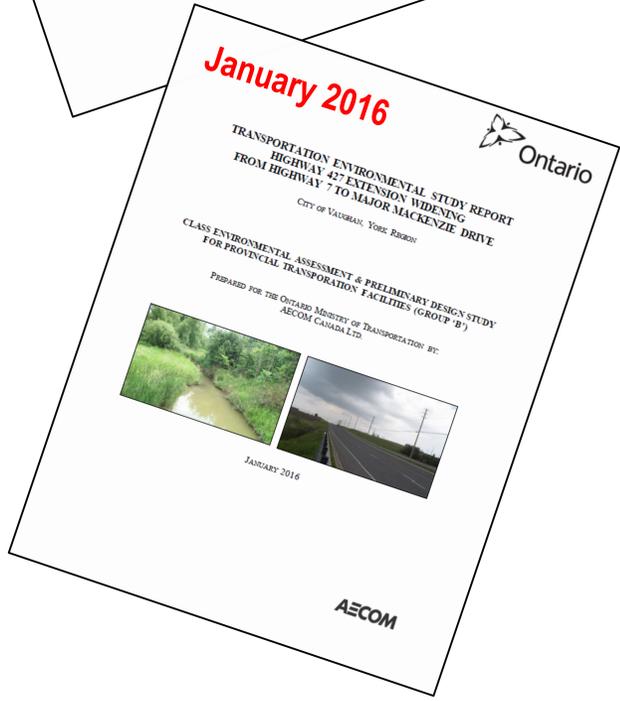
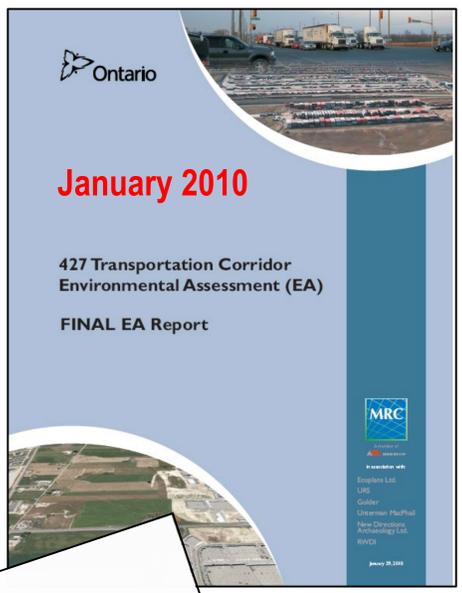
Project Limits



Environmental Assessment Process – Preliminary Design

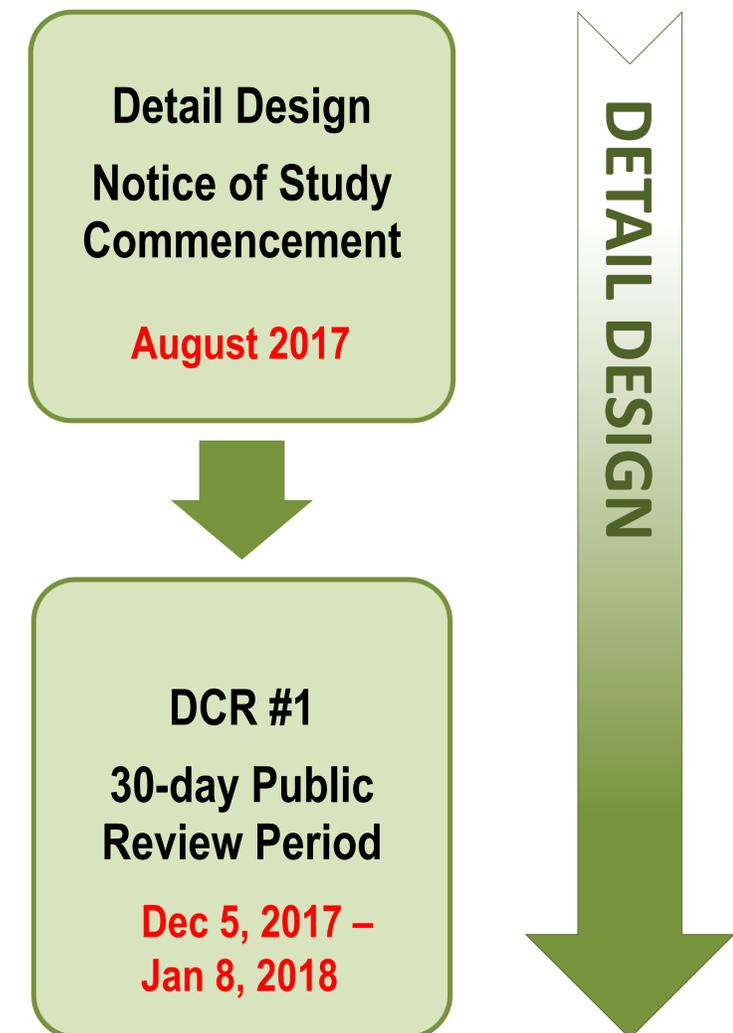
This project is based on the following previous Preliminary Design and Environmental Assessment (EA) studies that together document the key elements of the Project:

- **427 Transportation Corridor Environmental Assessment Report (January 2010)**, Group 'A' Class EA for the extension of Highway 427 from its existing terminus at Highway 7 to Major Mackenzie Drive.
- **Highway 427 from Albion Road to Highway 7 Preliminary Design and Class EA Study Transportation Environmental Study Report (November 2013)**, Group 'B' Class EA for the widening of the existing Highway 427 from 1.5 km south of Albion Road to Highway 7.
- **Transportation Environmental Assessment Report, Highway 427 Extension Widening From Highway 7 to Major Mackenzie Drive (January 2016)**, Group 'B' Class EA to widen the planned extension of Highway 427 from Highway 7 to Major Mackenzie Drive.



Environmental Assessment Process – Detail Design

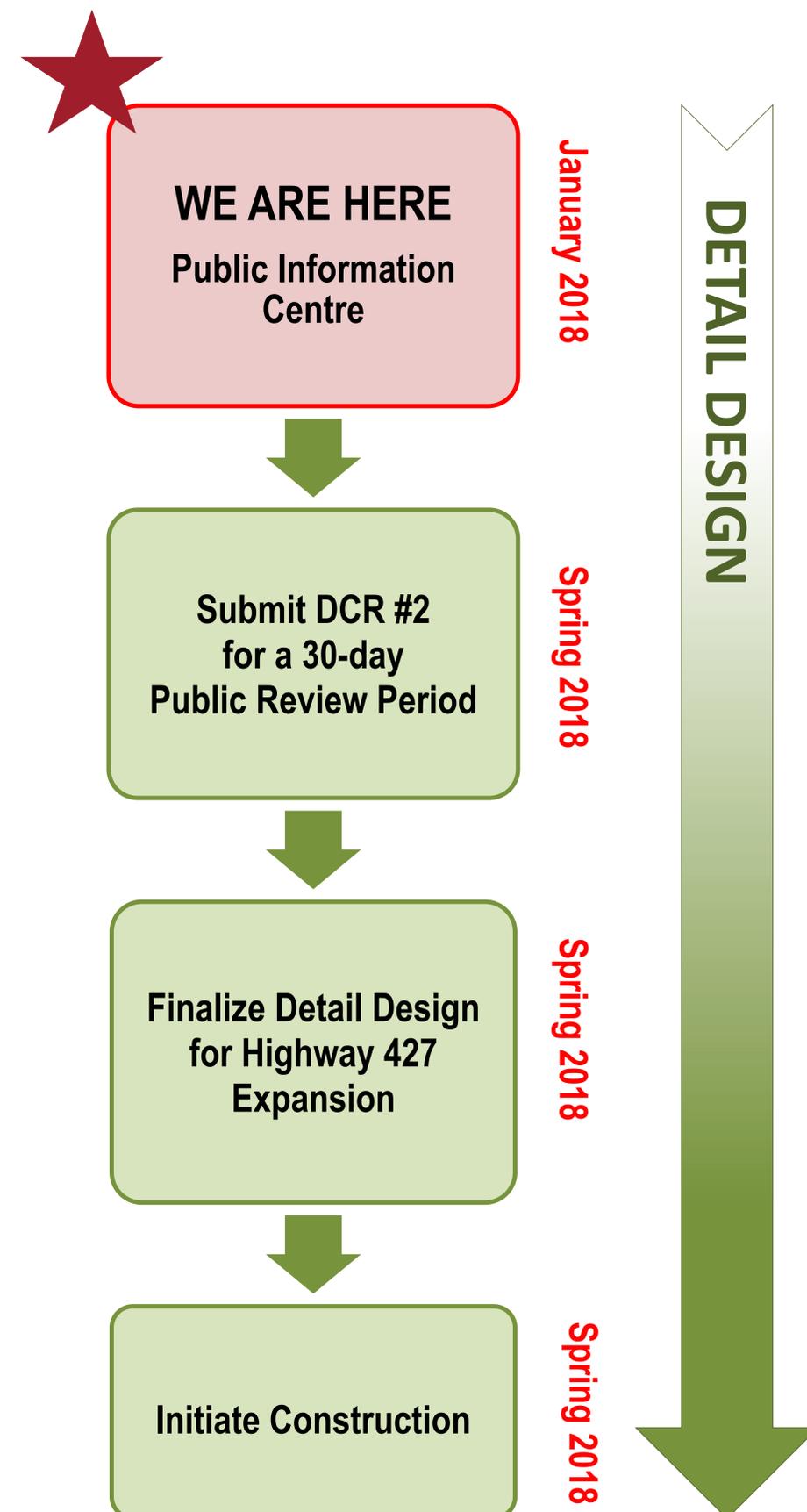
- This project is being carried out in accordance with the approved environmental planning process for Group 'A' projects under the *MTO Class Environmental Assessment for Provincial Transportation Facilities* (Class EA).
- Based on the Design-Build / AFP Approach to this project, Detail Design will progress in a staged manner making it necessary to document the process in more than one Design and Construction Report (DCR).
- A series of DCRs are being prepared to document the Detail Design process for the various project components.
- This PIC addresses DCR #2, but DCR #1 was previously prepared to document the following activities:
 - Clearing trees and brush within the entire limits of the project lands from Finch Avenue to the future Major Mackenzie Drive interchange.
 - Preloading (including grubbing) for approach ramps at: Rutherford Road Overpass; CP Rail / McGillivray Road Overpass; and Major Mackenzie Overpass.
 - Advanced utility works
- DCR #1 was filed for public review from December 5, 2017 to January 8, 2018.



Environmental Assessment Process – Detail Design

This PIC presents the Detail Design process that will be documented in Design and Construction Report #2 (DCR #2), which will include the following:

- An overview of the project and the EA process;
 - A summary of consultation activities undertaken;
 - A detailed description of the undertakings;
 - A description of potential effects on the environment, as well as proposed mitigation measures; and
 - Commitments to future work and monitoring.
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- In accordance with the MTO Class EA, DCR #2 will be submitted for a 30-day public review period in Spring 2018.
 - The detail designs for the construction works addressed by DCR #2 will be finalized taking into consideration comments received.
 - Construction will commence on the works contained in DCR #2 in Spring 2018.



Overview of the Proposed Construction Works

The following is an overview of the proposed construction works in DCR #2:

- Construction of the widening of Highway 427 between Finch Avenue to Highway 7;
- Extension of the existing Highway 427 from Highway 7 to Major Mackenzie Drive;
- Construction of three new Highway 427 interchanges at Langstaff Road, Rutherford Road, and Major Mackenzie Drive
- Associated works include:
 - Grubbing, stripping of top soil, ditching, highway construction and final grading
 - Construction staging including detours
 - Traffic (lane closures)
 - Utility relocation
 - Rehabilitation and widening of existing structures
 - Electrical works (street lighting, traffic lights etc.)
 - Fencing (wildlife, security etc.)
 - Implementation of highway drainage (storm sewers and culverts)
 - Removals of existing roads, existing drainage structures, etc.
 - Paving (asphalt)
 - Structures (overpass and underpass)
 - Water resources (culverts)
 - Vegetation restoration
 - Seeding and sodding



Widening of Existing Highway 427 between Finch Avenue and Highway 7

The following is a summary of the proposed construction works for the Widening:

- The existing Highway 427 between Finch Avenue and Highway 7 is proposed to be widened to four lanes in each direction, including three General Purpose Lanes (GPL) and one managed lane.
- There will be temporary reductions in lane widths and temporary shifting of lanes to eliminate the need for lane closures for the majority of the work.
- Modifications, rehabilitation and widening to existing structures accommodating a wider cross-section, including:
 - Highway 427 at Finch Avenue Underpass
 - Highway 427 Humber River Crossings
 - Highway 427 CNR Overhead Structures
 - Highway 407 E/W - 427S Overpass at Albion Road
 - Highway 427 at Albion Road Overpass
 - Highway 427 at Steeles Avenue Overpass
 - Highway 427 at Highway 407 Overpasses
 - Highway 427 at Highway 7 Underpass
- Minor shift in Albion Creek (re-alignment of ditch containing this creek) along the west side of the highway to accommodate widening, as well as extension of Albion Creek culvert only at the inlet at Highway 427.
- Installation of additional high mast lighting along Highway 427.
- Minor alignment changes to the proposed Highway 427 extension north of Highway 7 to tie into the new six lane section of Highway 427.

Extension of Highway 427 between Highway 7 and Major Mackenzie Drive

The following is a summary of the proposed construction works for the Extension:

- The new proposed extension of Highway 427 consists of eight lanes from Highway 7 to Rutherford Road and six lanes from Rutherford Road to Major Mackenzie Drive.
- Construction of new local road crossings:
 - Zenway Boulevard Underpass
 - Rutherford Road Overpass (NBL and SBL)
 - Langstaff Road Underpass
 - McGillivray Road / CPR Overhead (NBL and SBL)
 - Future John Lawrie Street Overpass
 - Major Mackenzie Drive Overpass
- Local road closures / realignments at:
 - Major Mackenzie Drive – realignment northerly for a 1.5 km section to allow for development of a new interchange and eliminate the existing intersection with Huntington Road.
 - Huntington Road – removal from McGillivray Road northerly to just north of the realigned Major Mackenzie Drive.
 - McGillivray Road – realignment of approximately 800 m approaching Rutherford Road to achieve proper intersection spacing to the Rutherford Road interchange.
 - Langstaff Road – permanent realignment to the north of its existing location.
 - Zenway Boulevard intersection to / from Highway 7 – permanent removal. Users will be able to enter and exit the highway (in either direction) from Highway 7 and Langstaff Road.
 - Regional Road 99 (connection of existing Highway 427 between Zenway Boulevard and Highway 7) – permanent closure.
- New interchanges at Langstaff Road, Rutherford Road, and Major Mackenzie Drive.
- Construction of new structural culverts.
- Concrete stockpile located south of Langstaff Road within the MTO right-of-way (ROW).

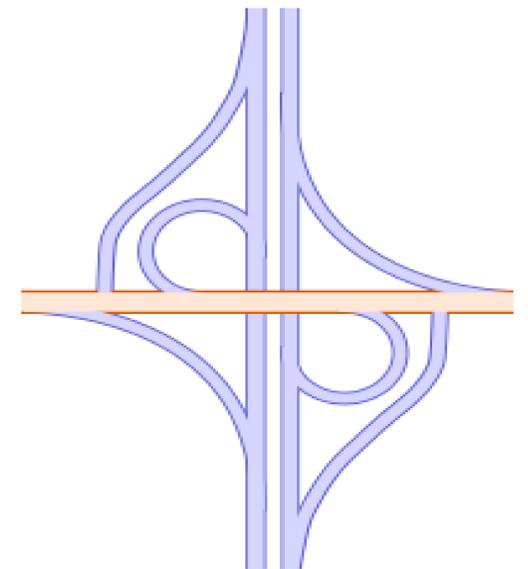
Extension of Highway 427 between Highway 7 and Major Mackenzie Drive

New Interchanges

The extension of Highway 427 will involve the construction of new interchanges at Langstaff Road, Rutherford Road, and Major Mackenzie Drive.

Langstaff Road, Rutherford Road and Highway 7

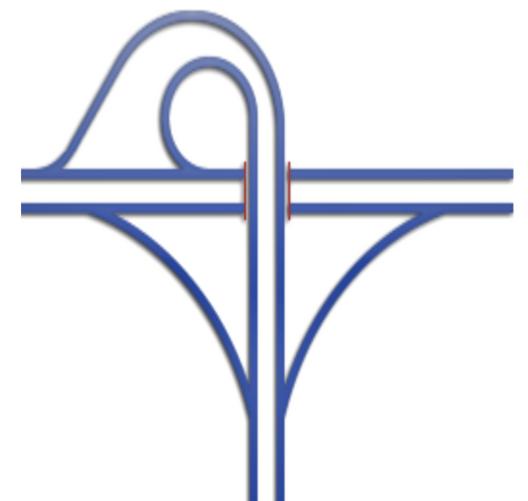
- The new interchanges at Langstaff Road and Rutherford Road, and ramp upgrades implemented at Highway 7, will be designed in a “Parclo A-4” configuration.
- This includes implementing traffic signals for exit ramps from the highway to municipal roads, as well as free-flowing loop-shaped entrance-ramps in both directions of the crossing street.



Parclo A-4” Configuration

Major Mackenzie Drive

- The Major Mackenzie Drive interchange (the northern termination of Highway 427) will be designed as a “Trumpet” configuration to provide a continuous transition for northbound highway travelers merging onto westbound Major Mackenzie Drive, as well as for all travelers entering the highway from Major Mackenzie Drive from both directions.
- Northbound highway traffic merging with eastbound Major Mackenzie Drive traffic will be transitioned through a signalized intersection.

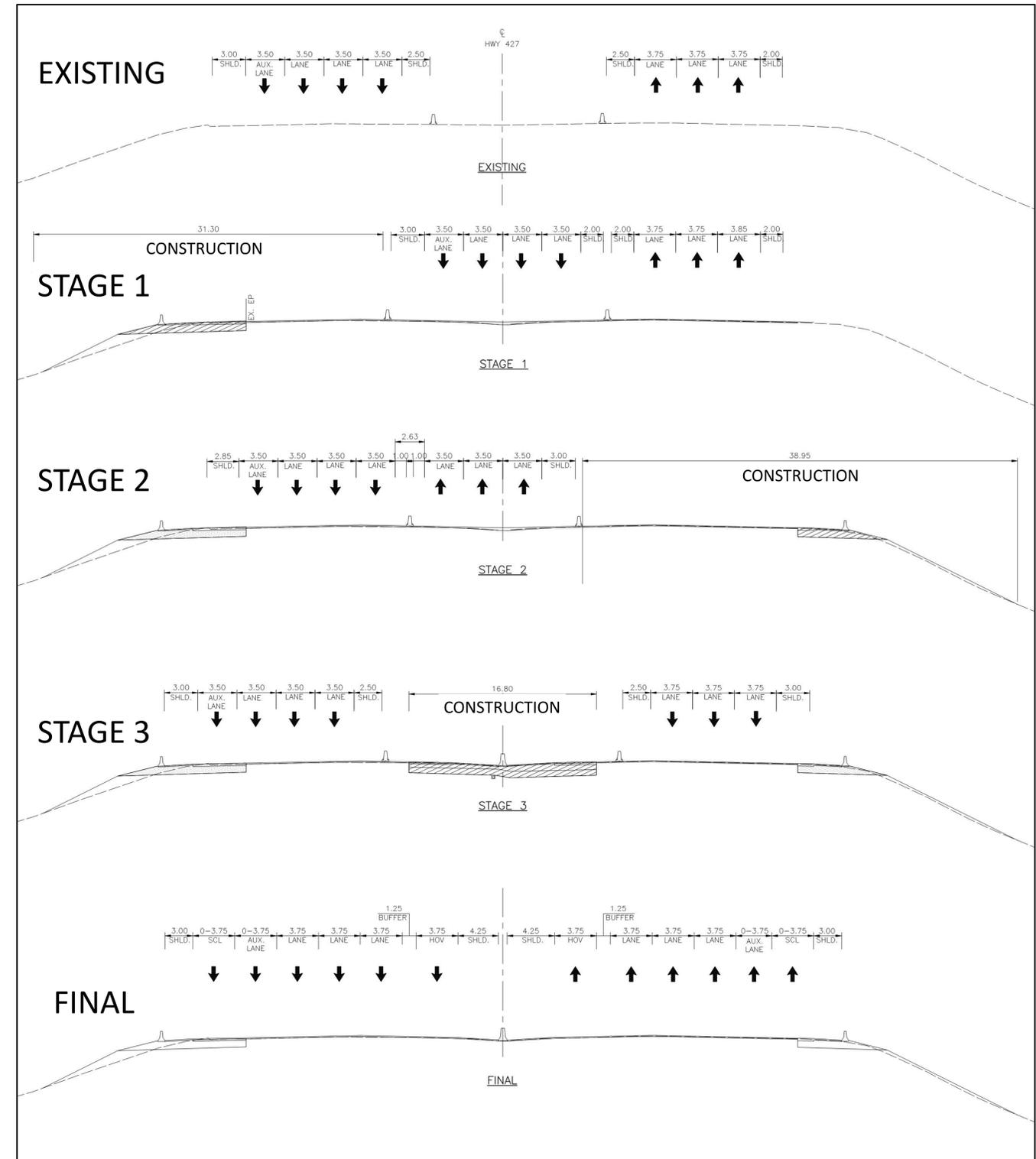


Trumpet Configuration

Construction Staging and Traffic Impacts

Existing Highway 427 Widening

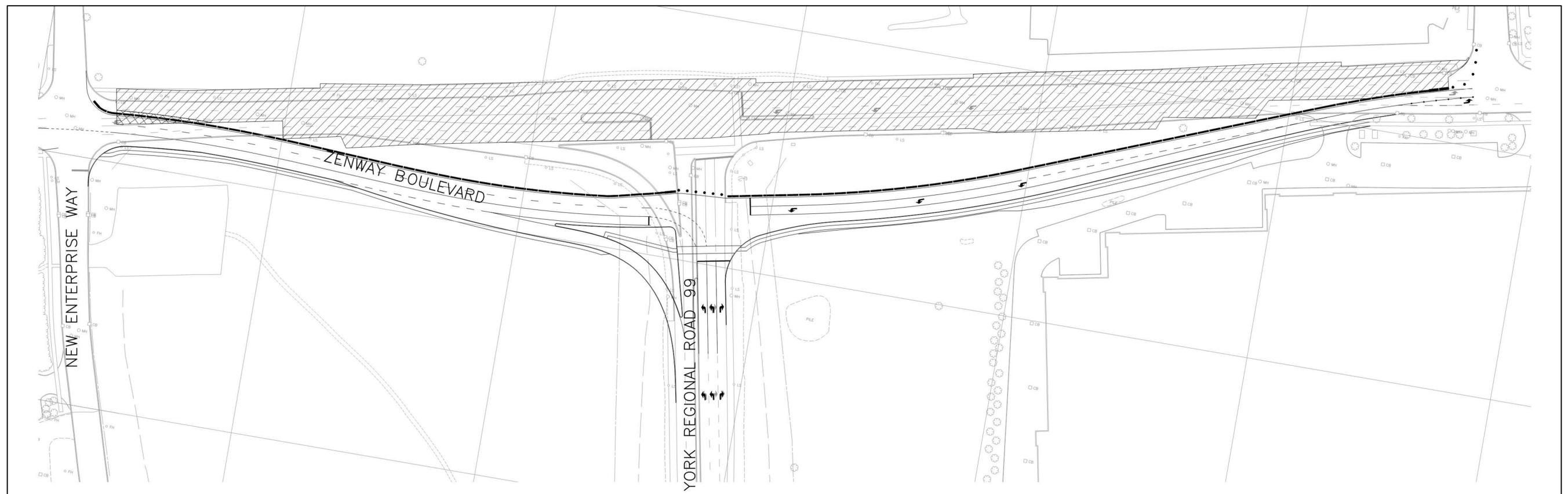
- Construction will require a staged approach to activities with traffic lane shifts, but traffic impacts will be minimal as the same number of lanes will be provided at all times.
- Lane reductions will only be implemented as required during night shift works.
- Staging will be undertaken as follows:
 - Stage 1 (2018): The southbound traffic will be shifted onto the existing widened median and the work on the outside of these lanes will be completed. Over the winter the lanes will be shifted back to the existing.
 - Stage 2 (2019): The northbound traffic will be moved onto the already constructed median and the remainder of the northbound lanes will be constructed. Once complete, traffic will be shifted back to the existing location and the median barrier wall and high mast lighting will be constructed. Over the winter the lanes will remain on the outsides of the highway.
 - Stage 3 (2020): First step is completion of the works in the median of the highway. Once the median works and the entire highway are complete, including the removal of Regional Road 99, the traffic will be placed into its final configuration.



Construction Staging and Traffic Impacts

Zenway Boulevard

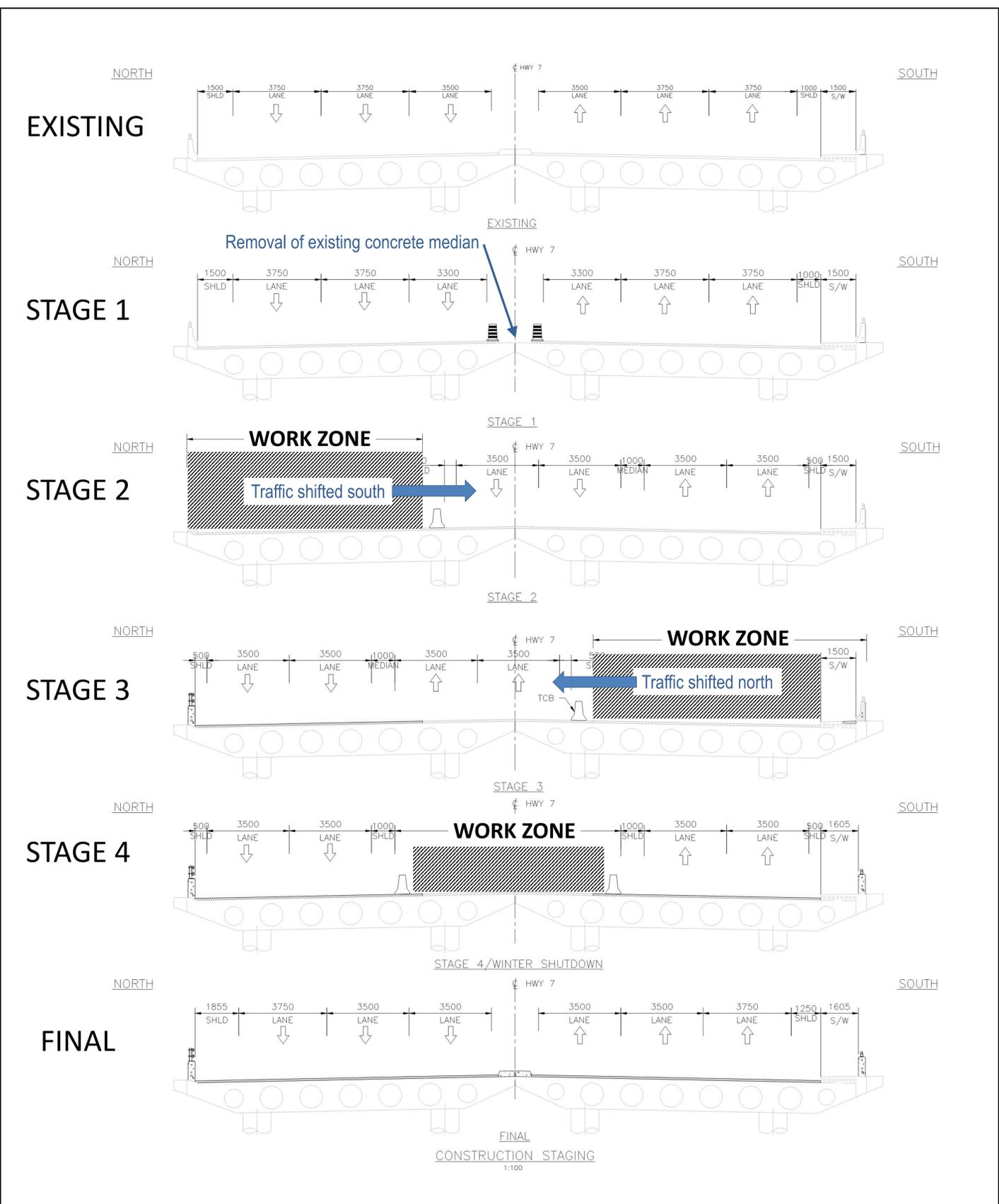
- Only minor impacts are expected for the majority of works because traffic will be shifted to a temporary alignment. Access to Highway 427 will be maintained at all times.
- Staging as follows is expected to commence in the Autumn of 2018:
 - Two left turn lanes will be maintained for the northbound to westbound traffic.
 - Two westbound lanes will be maintained west of Regional Road 99.
 - One right turn and eastbound lane will be maintained for the northbound to eastbound traffic.
 - Traffic shifted to the south during construction of the overpass.
 - Traffic shifted to the new bridge structure (anticipated to occur in 2020).
- The new Zenway Bridge is expected to be completed in the Summer of 2020. Note, access to Highway 427 from Zenway Boulevard will no longer be available after final re-alignment.



Construction Staging and Traffic Impacts

Highway 7

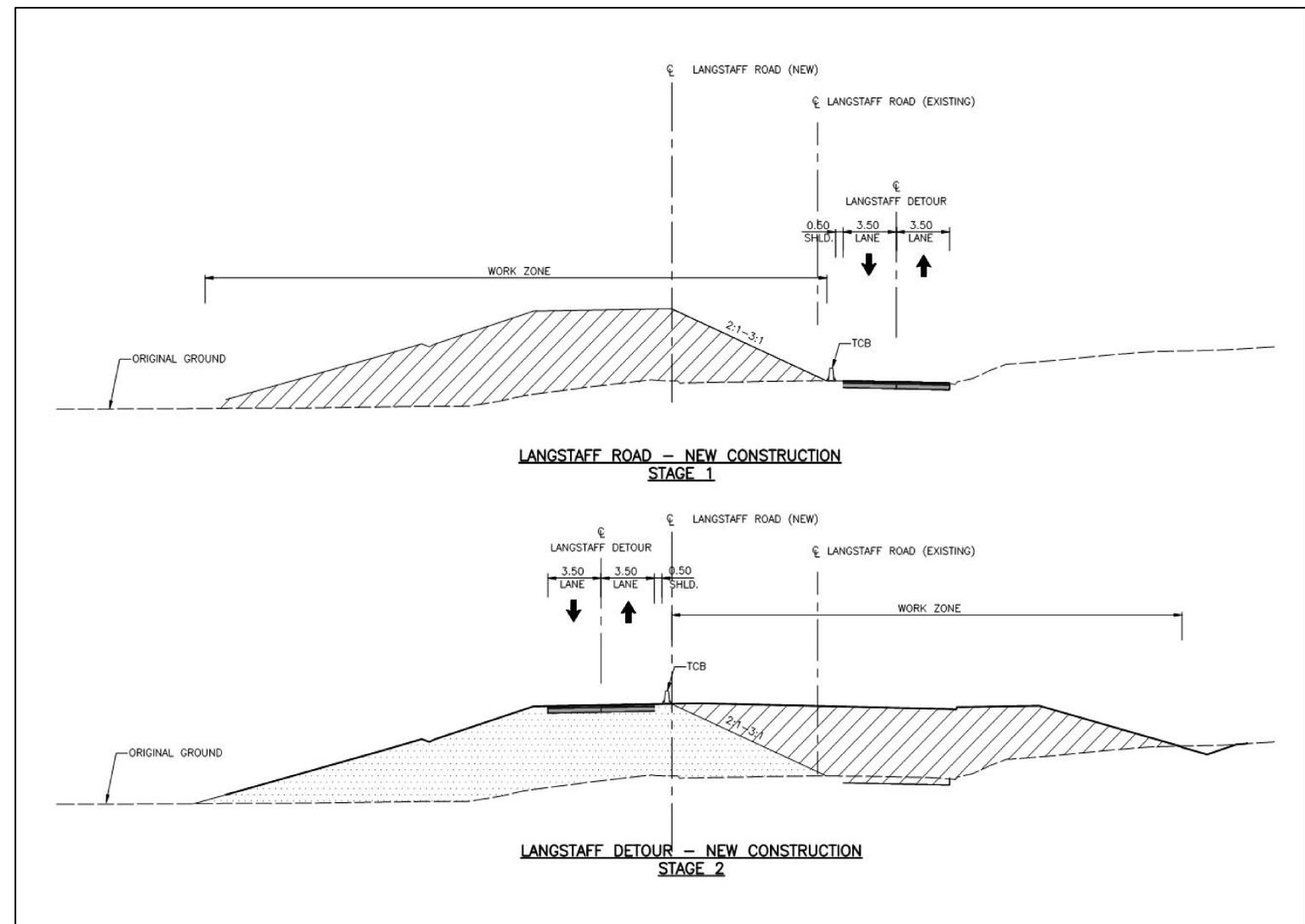
- Construction staging will involve lane reductions from the three existing lanes to two lanes each direction.
- Staging will be undertaken as follows:
 - Stage 1: East and West Bound Median Lanes closed – Removal of existing concrete median.
 - Stage 2: Traffic shifted to the south – Work on two north lanes of the bridge structure.
 - Stage 3: Traffic shifted to the north – Work on the two south lanes of the bridge structure.
 - Stage 4: East and West Bound Median Lanes closed – Work on the middle two lanes of the bridge structure.
 - Final Stage: Reinstated to three lanes each direction on the bridge.



Construction Staging and Traffic Impacts

Langstaff Road

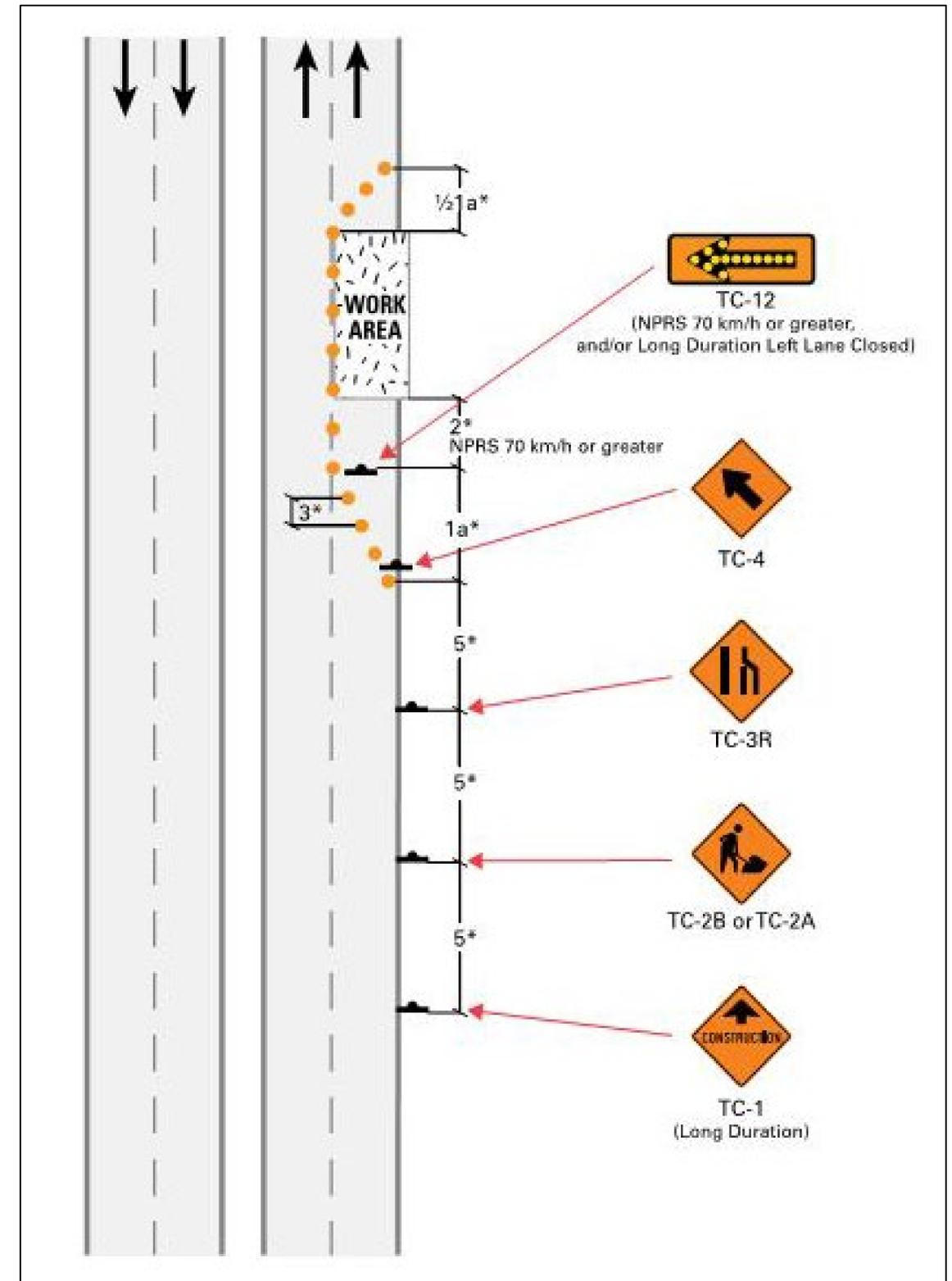
- The majority of the Langstaff crossing will be built offline to avoid impacts to the existing travel lanes. Therefore, minimal traffic impacts are anticipated.
- A section of Langstaff Road from west of the proposed interchange will require a grade separation. As a result, the traffic will be shifted to the south and reduced to one lane in each direction. This will occur late in the summer/fall of 2018 and extend through to the end of 2019. During this time, the north half of the roadway will be constructed approximately 2.5 m above the existing.
- Once the northern half of the roadway is complete, the traffic will be switched onto the northern half with one lane in each direction. This is anticipated to occur in the spring of 2019. During this time, the southern half will then be constructed.
- Once the southern half of the roadway is complete, both halves will be opened up and two lanes of traffic in each direction will be reinstated. This is anticipated to occur in the Summer/Autumn of 2019.



Construction Staging and Traffic Impacts

Rutherford Road

- Traffic impacts for the majority of these construction activities are anticipated to be minimal.
- The abutments of the new interchange structures will be built several metres back from the existing shoulders allowing traffic to continue on the existing roadway.
- Temporary road closures will be required for bridge structure works, such as installation of girders and construction of the deck, but there will be no long-term lane reductions during construction.
- The four lanes of existing traffic will be maintained during the peak hours of the day.
- Work is anticipated to be undertaken in the Autumn / Winter of 2018.
- The figure is taken from Ontario Traffic Manual (OTM) Book 7 – Temporary Conditions, which provides uniform guidelines for traffic control in temporary work zones. While this figure is being used to illustrate the measures to be implemented at Rutherford Road during the construction, it is not intended to be relied upon solely and will instead be reviewed as part of OTM Book 7 as a whole and in conjunction with other OTM books as necessary.



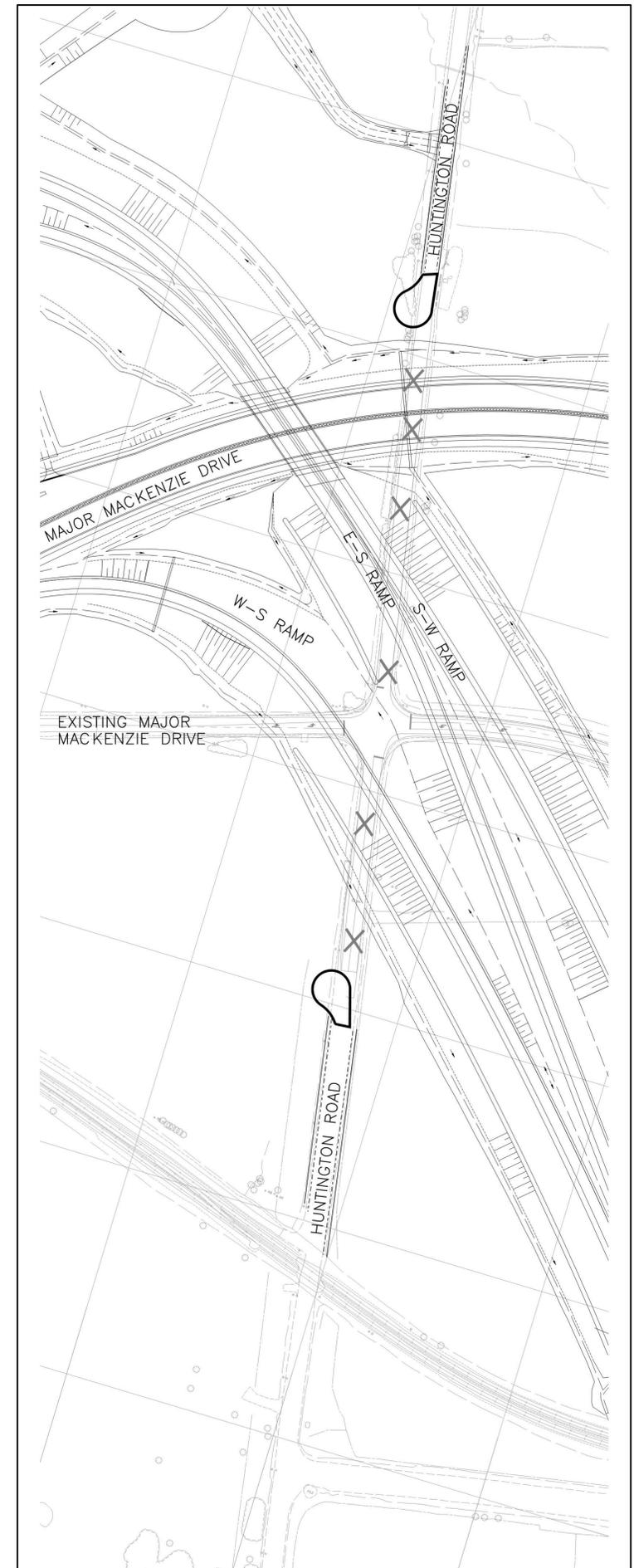
Construction Staging and Traffic Impacts

Huntington Road North of Major Mackenzie Drive

- Preloading on both sides of Major Mackenzie Drive for the interchange is anticipated to be done in the Spring of 2018.
- Major Mackenzie Drive traffic is anticipated to be moved north in the Summer of 2018.
- Once Major Mackenzie Drive is moved north, Huntington Road will be closed with a cul-de-sac (anticipated to be in the Summer of 2018).

Huntington Road South of Major Mackenzie Drive

- Huntington Road will be closed south of the railway tracks at McGillivray Road with a cul-de-sac (anticipated to be in the Summer of 2019).
- McGillivray Road will be closed at Rutherford Road with a cul-de-sac (anticipated to be late in the Summer of 2019).



Construction Staging and Traffic Impacts

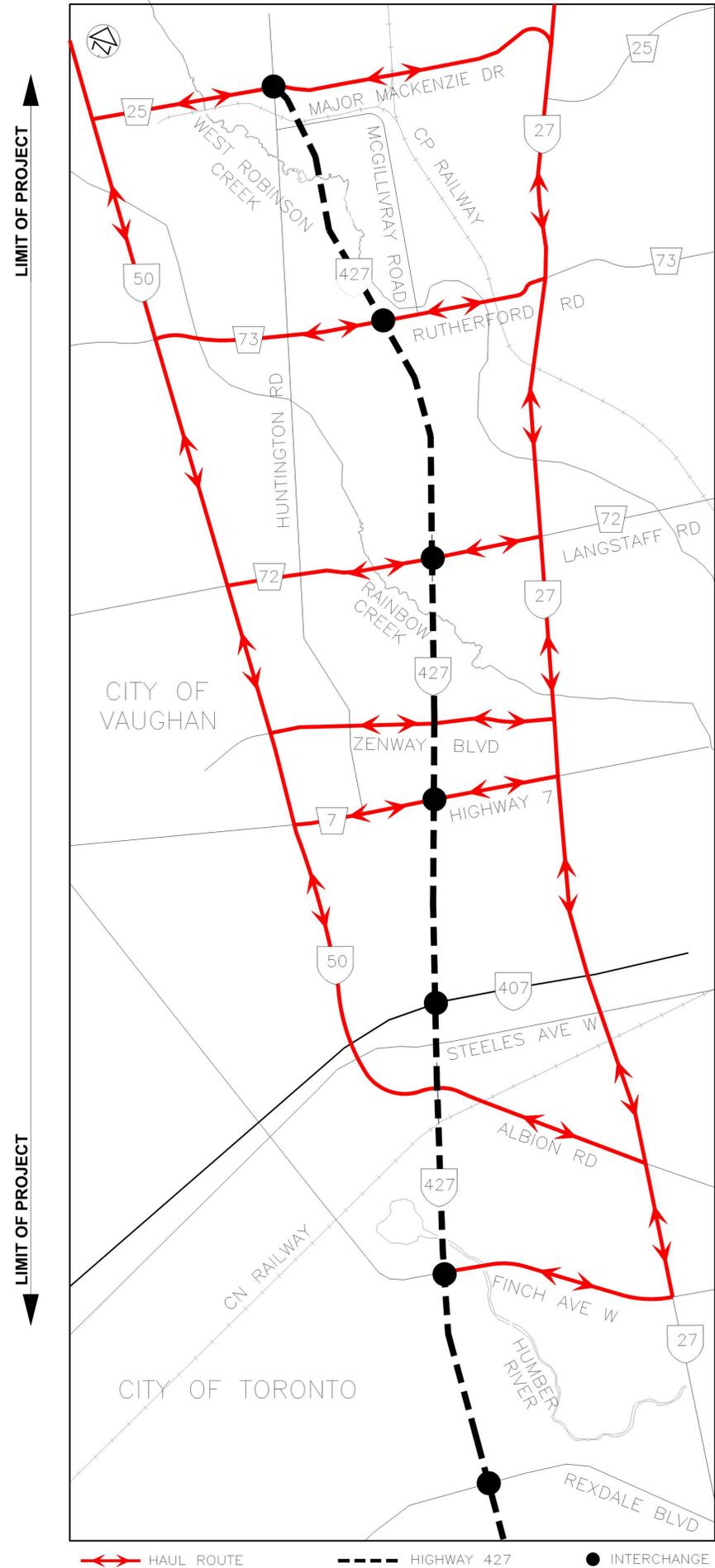
Major Mackenzie Drive

- Only minimal impacts are expected because the majority of the works at the existing Major Mackenzie Drive will occur outside of the existing travel lanes. No long-term lane reductions required during construction.
- Staging will be undertaken as follows:
 - Build the interchange separately on the north side of the existing Major Mackenzie Drive maintaining the existing travel lanes.
 - On the west side of the interchange the existing roadway will be widened on the south side. Once complete, the traffic will be moved onto the newly widened section and the existing section reconstructed.
 - On the east side, the connection to the existing roadway will be completed using single lane closures during off-peak hours.
 - Once both sides of the roadway are constructed and traffic is flowing along the new alignment to the north, the traffic will be placed into its final configuration (anticipated to occur in the Summer of 2019).



Haul Routes

- Only suitable arterial roads (load and capacity) will be used for haul routes. Both Highway 50 and Highway 27 will be used to access the major Regional Roadways.



Existing Environmental Conditions

VEGETATION

- Vegetation is concentrated within the main valley crossings, as well as three small, isolated farm woodlots. There is a high proportion of non-native plant species, which is likely due to the high level of disturbance in the surrounding area.
- Between Finch Avenue and Highway 7, the affected vegetation is limited to roadside cultural meadow with scattered trees and shrubs, most of which are non-native and/or planted species.
- Vegetation that will be affected between Highway 7 and Major Mackenzie Drive is dominated by cultural meadow, hedgerows and agricultural fields, with more natural vegetation limited to the main valley crossings and three isolated farm woodlots.

WILDLIFE AND SPECIES AT RISK

- No significant wildlife habitat was identified by MNRF within the Project Lands.
- No SAR amphibians (i.e., Western Chorus Frog) were recorded. Wildlife recorded within the Project Lands were generally common, generalist species tolerant of urban or semi-urban conditions.
- Spring 2016 field investigations confirmed the presence of Barn Swallow (Threatened) nesting in two barns within the Lands.
- Spring 2016 field investigations confirmed four Endangered bat species (i.e., Little Brown Myotis, Northern Myotis, Eastern Small-footed Myotis and Tricoloured Bat) in two barns and woodland habitat within the Project Lands.

FISH AND FISH HABITAT

- The two main watercourses within the Project Lands are Rainbow Creek and West Robinson Creek which are tributaries of the Humber River. There are also several smaller tributaries of Rainbow and West Robinson Creek.
- No aquatic SAR have been observed within the watercourses or identified by the MNRF or DFO.

Existing Environmental Conditions

GROUNDWATER AND HYDROGEOLOGY

- The Project Lands are located within the Humber River Watershed
- The regional groundwater flow direction in the Lands is to the southwest, south and southeast.
- Potable water supply in the area is comprised of municipal water supply and private well water supplies. A municipal water supply well (the Kleinberg Well) is located north of the Project Lands. The limits of the Wellhead Protection Zone for this well are located approximately 800 m north of the intersection of Major Mackenzie Drive and Huntington Road to the north of the Project Lands.

LAND USE

- Existing land uses within, and surrounding the Project Lands are a mix of agriculture, residential, industrial/commercial and recreational. Commercial/light industrial land uses are within the Project Lands on the south side of Rutherford Road and east side of the CP Rail track.

ARCHAEOLOGICAL RESOURCES

- A Stage 1 Archaeological Assessment of the entire Highway 427 Transportation Corridor was completed as part of the Individual EA (2010).
- Stage 2 Archaeological Assessments were completed in 2015 in areas determined to have archaeological potential. The results of the Stage 2 indicated that the Lands are clear of archaeological potential and no further archaeological assessments are required.
- A Stage 3 Mechanical Top Soil Removal was completed at the Coleraine Cemetery in July 2016. No further assessment is recommended for the site.

CULTURAL LANDSCAPES

- Cultural Heritage Evaluation and Documentation Reports were completed for the Highway 427 Expansion project during the Individual EA (2010) and subsequent phases. The construction activities covered in DCR #2 do not impact any built or cultural heritage landscapes within the Project Lands.

Potential Environmental Impacts and Proposed Mitigation

VEGETATION

Vegetation clearing and grubbing is required during construction. Proposed mitigation includes:

- Vegetation clearing, grubbing and construction activities will be carefully planned to anticipate and mitigate environmental issues before they occur.
- Tree clearing and grubbing will be restricted to the required construction activity zone. The limits of the construction zone will be delineated and fenced to protect the vegetation that is not identified for removal.
- In the event that adjacent vegetation communities or planted trees are accidentally damaged during construction activities, LINK427 will implement appropriate contingency measures such as pruning tree limbs or roots that are accidentally damaged using proper arboricultural techniques.
- Tree/shrub debris will be stored outside identified protected vegetation.
- Clearing and grubbing activities will be conducted outside of the migratory bird nesting window (April 15 to August 15), and where breeding bat habitat exists, outside of the bat maternity roosting season (April 30 to September 1).
- Vegetation debris will be removed or mulched as soon as possible, especially during the breeding bird season (April 15 to August 15) in order to prevent birds from nesting in debris piles.
- A Vegetation Restoration Plan and Landscape Plan will be prepared to revegetate disturbed areas following construction and to provide compensation for loss of vegetation within the new alignment.



Potential Environmental Impacts and Proposed Mitigation

WILDLIFE AND SPECIES AT RISK (SAR)

Wildlife and SAR (i.e., bats and Barn Swallow) may be impacted during construction as a result of vegetation clearing and structure removals. Proposed mitigation measures include:

- Any wildlife encountered will not be knowingly harmed.
- If work is scheduled during the breeding bird season (April 15 to August 15), clearing and grubbing will be preceded by a survey by a qualified avian biologist to identify active nests. Active nests will not be disturbed.
- A strict 'no vegetation' removal period between June 1st and July 31st will be adhered to for woodlands identified as SAR bat habitat.
- Should cavity trees require removal between April 30th to September 1st, a night exit survey will be conducted 24 hours prior to tree removal to determine the presence of SAR bats. If bats are present, a 30m buffer will be provided and the tree will be retained until the bats have vacated the area.
- Regular monitoring will take place during vegetation removal within the confirmed habitat features and the two barns with confirmed SAR habitat.
- LINK427 will implement habitat restoration for Barn Swallow, including the installation of alternate nesting structures and creation of foraging habitat.
- LINK427 will implement overall benefit measures for SAR bats including habitat enhancement and habitat restoration.



Potential Environmental Impacts and Proposed Mitigation

FISH AND FISH HABITAT

The proposed works have the potential to impact to fish and fish habitat if the appropriate mitigation measures are not implemented. Proposed mitigation measures include:

- All instream or near stream works will be conducted during the appropriate in-water timing window. A warmwater construction timing window (from July 1 to March 31) will be applied to protect the resident warmwater fish communities present in watercourses.
- Sediment and erosion control measures will be implemented during all phases of construction, clean-up and restoration to prevent sediment laden runoff from entering any of the watercourses directly from the construction zone.
- All structure installations and channel restoration works will be completed 'in the dry'. For the Langstaff Road and Major Mackenzie structures, an appropriate temporary flow bypass system may be required to maintain clean flow around the construction zone. To minimize the potential for impacts, works near watercourses will be conducted during low flow periods.
- All near-water construction zones will be isolated using standard perimeter silt fencing of the general construction zone up and downstream. The silt fencing will be heavy duty/reinforced fencing for all disturbed areas of the embankments that drain to the watercourses. Silt fencing will be regularly inspected and maintained as required.



Potential Environmental Impacts and Proposed Mitigation

NOISE

Construction works will be a temporary source of localized noise that may be elevated above existing background levels. The nature of the construction activities is such that the noise levels will vary temporally and spatially as different activities take place and as the location of the activities moves around the Lands. Additionally, night work may be required at various locations during certain stages of construction.

- LINK427 will keep idling of construction equipment to a minimum and will maintain equipment in good working order to reduce the noise emitted from construction activities.
- As some construction activities are expected to be undertaken during nighttime and/or weekends, exemptions from local Noise Bylaws will be sought.
- While no significant adverse noise and vibration effects are anticipated, a Construction Noise and Vibration Plan has been developed by LINK427 and will be implemented as per the EA Conditions of Approval throughout the construction period.

ARCHAEOLOGY & CULTURAL HERITAGE

- The Highway 427 Extension Lands have been assessed for archaeological potential. It is unlikely that archaeological resources are present within the study area.
- In the event that deeply buried archaeological deposits are discovered, the Ministry of Tourism, Culture and Sport will be notified immediately. In the event that human remains are encountered, LINK427 will immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services.
- The Coleraine Burying Grounds (Coleraine Cemetery) and the Coleraine Schoolhouse Site located on the south side of Major Mackenzie Drive will be protected during construction activities.

Potential Environmental Impacts and Proposed Mitigation

DRAINAGE AND STORMWATER MANAGEMENT

The works can potentially have adverse impacts on the natural environment due to sediment in stormwater originating from the erosion of exposed soils. Effective stormwater management and sediment control measures is a component in good erosion and sediment control.

- LINK427 will develop Construction Period Drainage and Sediment Management Plan(s) (DSMP) that incorporate each watercourse crossing. The purpose of the DSMPs is to provide water quality treatment of the runoff generated within all drainage catchment areas within the Project Lands before water is discharged to any watercourse.
- LINK427 has developed an Erosion and Sediment Control Plan (ESCP) for the project in order to document the environmental protection measures for preventing and controlling erosion and sedimentation during construction works. The ESCP provides the knowledge, awareness and methods necessary to complete construction in a manner that avoids or minimizes erosion and controls sediment.
- The ESC measures required for the works are industry standard proven techniques that will be used to prevent erosion of exposed soils and the transport of sediment from construction areas to retained natural areas, in particular, watercourses.
- In addition, there is a Surface Water Monitoring Program so that all mitigation measures are functioning as intended.

WASTE MANAGEMENT AND CONTAMINATION

Waste, excess materials and emissions have the potential to contaminate the surrounding environment if not managed properly.

- While the construction activities for DCR #2 are not anticipated to result in the production of any excess soils that requires offsite management, should there be excess materials generated during construction, they will be managed in accordance with the project's Earth Management Plan, the Waste and Contamination Management Plan (WCMP), and OPSS 180 (Management of Excess Materials).
- Construction activities will include removals of existing roads and existing drainage structures. A designated substance survey (DSS) and sampling program will be completed prior to construction to determine the appropriate waste management options of excess materials. All materials will be sampled and managed in accordance with the WCMP and in accordance with applicable MOECC regulation and guidelines.
- In the event that unknown contaminated soil and/or groundwater is encountered during construction activities within the Lands, the project will comply with the WCMP, Ontario Environmental Protection Act and the MOECC spills response and contaminated procedures. A project specific Response Plan will be developed and implemented as necessary.

Potential Environmental Impacts and Proposed Mitigation

GROUNDWATER AND HYDROGEOLOGY

A groundwater monitoring program is being implemented, in accordance with the EA commitments, to establish baseline conditions and to identify potential adverse impacts to groundwater, environmentally sensitive features or water sources (such as private water wells) related to DCR #2 construction activities.

- Private water supply wells have been identified within the project Lands. South of Highway 7, none of these wells will be directly impacted by the project and would not need to be decommissioned. North of Highway 7, six wells are located within the Highway 427 extension alignment and will be decommissioned.
- If dewatering activities are required during construction and there is the potential for impacting private water supply wells, or where a well is within the zone of influence of dewatering, a door-to-door well water survey will be conducted to confirm the presence or absence of these wells, and establish baseline conditions prior to the start of construction. Some of this groundwater monitoring work is currently being undertaken.
- LINK427 will install groundwater monitoring wells, if not already present, near the temporary or permanent groundwater dewatering locations to closely monitor groundwater quantity and quality during the dewatering activities.
- Dewatering activities will be conducted in accordance with Ontario Government control procedures (OPSS 518 Control of Water from Dewatering Operations). Appropriate dewatering measures will be implemented to manage any groundwater encountered during grading activities, and dewatering discharge water will be filtered as necessary to prevent transport of sediment to natural surface water receptors.
- The selection of construction machinery, choice of construction methods and phasing of construction will be used in order to reduce water taking requirements.

Overview of Communications Approaches and Tools

Highway 427 Expansion Project Website

- The Highway 427 Expansion project website (www.427expansion.ca) will be the central portal for communication, providing updates and information on traffic disruptions, construction activities and progress.

One-Window Communication

- LINK427 has established a one-window communication system for public enquiries, complaints and comments. Members of the public may contact LINK by telephone: 1-888-352-8085 (French Language line: 1-888-595-3152) or by email at ask@427expansion.ca.

Variable Message Panels

- Portable variable messaging signs (PVMS) will be used at key locations and updated as needed to communicate, in real time, key information related to traffic management.

Notices & Bulletins

- Notices of upcoming consultations or other project activities will be delivered via the Project Mailing List, E-mail List, Project website, and local newspapers. Notices will also be mailed to residents and businesses that reside in a 2km radius of the project boundary.
- Project Bulletins will be prepared monthly, or more frequently if required and may include information on PICs, construction activities, traffic detours and other relevant information. These bulletins will be sent via email and available on the Project website.

Next Steps

Following this Public Information Centre (PIC), we will:

- Review and respond to comments received.
- Refine the Detail Design and mitigation measures based on comments received.
- Finalize the Detail Design and prepare DCR #2 for public review.

Thank you for attending this Public information Centre. We welcome your comments. Please fill out the Comment Sheet you were provided when you entered and submit it before you leave, or e-mail / mail it to the address below within two weeks following the PIC. If you have questions about the Project or wish to be added to the mailing list, please contact:

Mr. Christopher Tschirhart
Environmental Director
LINK427
1 Royal Gate Blvd., Suite G
Woodbridge, ON L4L 8Z7
Phone: 1-888-352-8085
E-mail: ask@427Expansion.ca

Mr. Aitor Arbesu
Project Director
LINK427
1 Royal Gate Blvd., Suite G
Woodbridge, ON L4L 8Z7
Phone: 1-888-352-8085
E-mail: ask@427Expansion.ca

Comments and information regarding the 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 study and may be included in study documentation. Information 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.