2. CONSULTATION PROCESS

Consultation is an integral component of various pieces of provincial and federal environmental legislation. Consultation provides a mechanism for a proponent to define and respond to issues before decisions are made on a project.

407EDG and MTO are committed to ongoing engagement with stakeholders and members of the community throughout the design and construction phases of the Highway 407 East Phase 1 Project. Recognizing the extensive efforts made to engage the community during the 407 East Individual Environmental Assessment and Preliminary Design Study ("407 East Transportation Corridor EA"), the project team will maintain and build on previous consultation efforts, ensuring consultation plans move design and construction processes forward, meet the needs of the community, and satisfy EA commitments that have been made.

The 407EDG project team has developed a Community and Stakeholder Consultation Plan ("Consultation Plan") that provides several opportunities for two-way communication with stakeholders and the public. The guiding principles of the Consultation Plan, and consultation activities and methods to be utilized for the Project, have been described in the preface of this DCR (Refer to Section P.5). In general, the Consultation Plan provides a comprehensive approach to consultation that proactively solicits feedback and input from all stakeholders and community groups and ensures that consultation activities are effectively integrated in finalizing the design and during construction of the Project.

As a general consideration, the views and perspectives of various stakeholders will be given respectful consideration and due weight. Those to be consulted will include, but not be limited to the following:

- The general public (including property owners, ratepayer and neighbourhood groups, and citizens at large);
- Regional and local municipalities: the Regional Municipality of Durham ("Region of Durham"), City of Pickering, Town of Ajax, Town of Whitby and City of Oshawa;
- Aboriginal communities;
- Businesses (both individual operators and representative groups, such as the Chamber of Commerce/Board of Trade);
- Local transportation service providers;
- Federal and Provincial agencies, including local conservation authorities;
Utility companies;
Emergency medical, police and fire service providers; and
Various community interest groups, including environmental groups, health groups, natural and cultural heritage groups, and others.

2.1. Government Agencies and Municipalities

In order to facilitate the consultation process with regulatory bodies and key stakeholders, 407EDG/407ECGP has appeared before local municipal councils to provide information and respond to questions and concerns, and established or participated in a number of regular discussion forums, including:

- Municipal Technical Advisory Team (MTAG);
- 407 East Advisory Committee (EAC) (by invitation);
- Regulatory Agencies Group (RAG); and
- Utility Coordination meetings.

Meetings with the above listed groups are ongoing and will continue as needed throughout the design and construction phases.

The following describes consultation undertaken with government agencies and municipalities for this DCR.

2.1.1. Municipal Technical Advisory Group

At the outset of the 407 East Transportation Corridor EA, the MTAG was formed and included senior staff from the affected municipalities. Several meetings were held with the MTAG during the EA to discuss and incorporate input from the group into the design of the Project. The MTAG was an important factor in the process, as it provided details of community infrastructure needs and allowed for information exchange on general study issues and with respect to individual municipal issues.

Representative members of the MTAG from the EA stage have been streamlined to reflect the current scope of the Highway 407 East Phase 1 Project, and include the following municipalities:

- Regional Municipality of Durham;
- City of Pickering;
- Town of Ajax;
- Town of Whitby;
MTAG Consultation Summary

As a result of comments submitted by municipal representatives at and following Public Information Centre #2, a meeting with the municipalities to discuss engineering technical details associated with the proposed works in this DCR was held on March 6, 2013. Meeting participants included MTO, 407EDG/407ECGP, the Region of Durham, the City of Pickering, the Town of Whitby and the City of Oshawa. The following issues were discussed:

- General construction update
- Upcoming consultation events, DCR #2 and Public Information Centre #3;
- Current progress/design comments from HMQ’s Technical Advisors;
- Design review/comment and approval process;
- Current status of responses to PIC comments from municipalities;
- Traffic management;
- Going forward: separate technical meetings with the Region and each municipality;
- Response received from Infrastructure Ontario to municipalities’ comments on the scope of the project as defined in the Project Agreement.

The primary focus of the meeting was to define the process to be used to incorporate the comments from the municipalities, to the extent possible, in the final design of the project. It was agreed to have monthly meetings with each municipality from now on. These meetings will be focused to discuss the various technical questions that the municipalities have with respect to the current design and to keep them up to date on the development of the project.

407EDG will continue to address questions and comments from the municipalities as the detail design progresses; these will now be discussed at MTAG meetings with the individual municipalities that will be scheduled on an as-required basis to deal with ongoing design concerns/issues.

Municipal Council Meetings

At the request of the City of Oshawa Council, 407EDG provided a general presentation to Council on January 28, 2013. The content presented at this meeting included:

- Introduction to the project team;
- Building demolition and the salvage of heritage materials for re-use;
• Archaeological assessment work;
• Status of design and construction of the Highway 407 East Phase 1;
• DCR requirements for the Project and stakeholder review period;
• Major construction works and schedule (next 6 months);
• Construction impacts and mitigation measures; and
• Consultation and communications information.

2.1.2. 407 East Advisory Committee

The 407 EAC was established as per the MOE Conditions of Approval for the Project. The purpose of the EAC is to ensure that concerns about the implementation of the undertaking are considered and mitigation measures are undertaken where appropriate. The EAC is comprised of representatives from local municipal, regional, provincial and federal governments and agencies.

The EAC, for which prescriptive Terms of Reference were established during the EA phase, acts in an advisory capacity to the project team. It is not a decision-making body. Committee members are guided by the Terms of Reference and participate on the EAC at the invitation of MTO. Participation on the EAC includes the opportunity to review and comment on project plans developed by MTO and 407EDG, as specified in the MOE Conditions of Approval for the EA. All recommendations and comments from the EAC will be documented by the assigned coordinator and will become part of the record. The EAC will be provided with the opportunity to review specified documents and may provide advice to MTO and 407EDG.

It is mandated that the EAC be composed of representatives from:

• Town of Ajax;
• Town of Whitby;
• Municipality of Clarington;
• City of Pickering;
• City of Oshawa;
• Regional Municipality of Durham;
• Toronto and Region Conservation Authority (TRCA);
• Ganaraska Region Conservation Authority (GRCA);
• Central Lake Ontario Conservation Authority (CLOCA);
### Environment Canada;
### Department of Fisheries and Oceans;
### Canadian Environmental Assessment Agency;
### Ministry of Natural Resources (as needed basis);
### Ministry of Transportation; and
### An observer from the MOE.

For more information on the EAC, please refer to the EAC Terms of Reference. The Terms of Reference outlines the role of the EAC, presents guidelines for how the EAC will operate, establishes the membership and describes when meetings will take place. The Terms of Reference can be found online at: [http://www.highway407east.com/documents/Highway_407_East - East_Advisory_Committee_Terms_of_Reference_-_November_2012.pdf](http://www.highway407east.com/documents/Highway_407_East - East_Advisory_Committee_Terms_of_Reference_-_November_2012.pdf).

The committee has had 9 meetings between September 2010 and March 2013. The minutes are publicly available and can be found online at: [http://www.highway407east.com/community-consultation/advisory/](http://www.highway407east.com/community-consultation/advisory/).

**EAC Consultation Summary**

407EDG was invited to the EAC as an observer and provided an update on the Project at the meeting held on October 30, 2012. During the meeting, 407EDG representatives briefed the EAC regarding its internal organization, the distribution of responsibilities and provided an update on the development of the Complaint Protocol developed for the Project. The 407EDG team also responded to questions regarding the progress of the design and environmental permits for the Highway 407 East Phase 1 Project.

Recent correspondence and communication with the EAC includes the submission of the draft Vegetation Restoration Plan for the Highway 407 East Phase 1 Project on February 19, 2013 in accordance with Condition 18.2 of the MOE Notice of Approval to Proceed with the Project.

A meeting of the EAC was also held on March 4, 2013 in which MTO provided an update on the status of Phases 1 and 2 of the Highway 407 East Project.

#### 2.1.3. Regulatory Agency Group

The RAG consists of provincial ministries, agencies, conservation authorities and federal departments potentially affected by or interested in the Project, and was initially formed as part of the consultation process during for the EA. As with MTAG participants, RAG members were initially identified in response to a request from MTO to various agency contacts during the EA,
to exchange information and obtain input on general issues and permitting requirements. For the Highway 407 East Phase 1 Project, 407EDG has re-established RAG meetings with those interested agencies that have expressed an interest in participating and providing input throughout the design and construction of the Project.

The RAG promotes an interactive consultation process that includes a series of regularly scheduled meetings (monthly during the design phase). In the regular scheduled meetings, environmentally related design criteria and concept details are presented to sequentially advance design with input from the RAG. Through an iterative review and positive collaborative consultation approach, detailed design is efficiently progressing with timely and constructive input. The interactive review and discussion process also promotes final design, technical documentation and appropriate permit submission that is compliant with the EA Conditions of Approval and regulatory requirements, where applicable.

Additional independent context sensitive meetings have also occurred with the MNR and conservation authorities to address vegetation restoration/compensation plans and ESA Permit elements. Other meetings with Fisheries and Oceans Canada may also occur to discuss fish habitat compensation packages, as necessary.

The RAG includes representatives from the agencies listed below:

**Provincial agencies:**
- Ministry of Environment ((Central Region; York-Durham District);
- Ministry of Natural Resources (MNR) (Aurora District);
- MTO;

**Federal agencies:**
- Fisheries and Oceans Canada;
- Environment Canada;

**Conservation authorities:**
- Toronto and Region Conservation Authority; and
- Central Lake Ontario Conservation Authority.

**RAG Consultation Summary**

To date 2 RAG meetings have been held, with the most recent meeting being on March 5, 2013. Key aspects of discussion during these meeting have included:

- 407EDG project team organization;
• Overall plan for DCRs and PIC events;
• Applicable approvals (e.g., ESA) and current design and construction schedule;
• Opportunities to review and comment on design elements and mitigation measures; and
• Vegetation Restoration Plans and the establishment of a technical working group to seek input and comments to assist 407EDG in the development of the plans that will provide compensation for the loss of forest and wetlands.

All comments received will be reviewed by 407EDG for consideration in the design and construction of the Project, in conjunction with IO and MTO.

2.1.4. Utilities Coordination

Consultation (coordination meetings and correspondence) with utility companies potentially affected by the Project was conducted for the proposed works in this DCR. The coordination meetings were used to review proposed design and construction issues. The outcome of these meetings is a key input to the Utility Relocation Strategy, which will continue to be updated on a regular basis. Details of the utility relocations required to accommodate the proposed works for the DCR #2 are described in Section 3.3 of this DCR. Utility coordination meetings and/or correspondence to date include:

• Region of Durham – to confirm the requirements and need for the relocations of watermains and sewers. A relocation strategy is being developed for the 900 mm watermain running along Thickson Road and for the 400 mm watermain running along Dundas Street.

• Bell Canada – to confirm the requirements and the need for relocations of buried and aerial telecommunication lines. A relocation strategy is being developed for a number telecommunication lines located over the course of the Project.

• Rogers Cable – to confirm the requirements and the need for relocations of aerial telecommunication lines and associated poles.

• Enbridge Gas Distribution (Enbridge) – to confirm the requirements for the relocation of 4 Enbridge gas distribution pipes throughout the Project. Relocation strategies are being developed for the 150 mm diameter gas main running along Thickson Road to accommodate the proposed work in this DCR.

• Whitby Hydro – to confirm the requirements and need for the relocations of buried and aerial electrical distribution lines and associated poles. A relocation strategy is being developed for the relocation of distribution lines required to accommodate the proposed works.
Veridian Connections - to confirm the requirements and need for the relocations of buried and aerial electrical distribution lines and associated poles. A relocation strategy is being developed for the relocation of distribution lines required to accommodate the proposed works.

Oshawa Power and Utilities Corporation (PUC) Networks – to confirm the requirements and need for the relocations of buried and aerial electrical distribution lines and associated poles. A relocation strategy is being developed for the relocation of distribution lines required to accommodate the construction of the Winchester Road Bridge and Simcoe Street Bridge, including the Simcoe Street interchange to be described in a future DCR.

Hydro One Networks (Distribution) – to confirm the requirements and need for the relocations of buried and aerial electrical distribution lines and associated poles. A relocation strategy is being developed for the relocation of distribution lines required to accommodate the construction of the Winchester Road Bridge.

2.2. Public and Stakeholder Participation

As part of the 407 East Transportation Corridor EA, extensive consultation with Aboriginal groups and the public was undertaken by MTO. This consultation included individual meetings with Aboriginal groups, written correspondence, newspaper notifications, distribution of brochures to adjacent residents, meetings and PIC events. For more detail regarding the historical consultation efforts to engage the public and stakeholders during the EA and planning stages of the Project, refer to the 407 East Individual Environmental Assessment and Preliminary Design Study Report, (August 2009).

During the Detail Design process for the proposed works in this DCR, a variety of consultation activities took place to ensure that the public and stakeholders are adequately informed and involved in the Project. At mandatory consultation points, the public and stakeholders have been invited to provide input and comment on the Project as it progresses.

Two primary conventional mechanisms were used to ensure the requisite level of public and stakeholder involvement:

- Notices at milestone points in the work:
  - Public Information Centre #2 (PIC #2)

- PIC #2 to present the design for the proposed works in this DCR and receive government agency and public input for the purposes of refining the design.
The following section provides a brief summary of these mechanisms and the results of the public and stakeholder consultation process.

### 2.2.1. Notifications

**Public Information Centre #2**

The notification of PIC #2 was published in the Pickering-Ajax “News Advertiser” and Whitby/Oshawa “This Week” on January 16, 2013 and in the Brooklin Town Crier on January 25, 2013. The notice was also distributed by e-mail invitation letters and posted on the 407EDG project website.

The notice included:

- Project history/approvals, information and project limits;
- A map showing the existing relationship to the current 407 highway and the proposed highway improvements;
- Purpose of PIC #2 and venue details;
- Environmental assessment context (compliance with MTO’s Class EA);
- 407EDG contacts and website information;
- Where to send comments and feedback; and
- Freedom of Information and Protection of Privacy statement.

Copies of the notices are included in Appendix B.

The Notice of PIC #2, accompanied with a letter, was also emailed to key stakeholders on January 14, 2013, 15 days in advance of the PIC. This included representatives from federal/provincial agencies and municipalities on the MTAG, RAG and EAC and utilities/railways listed in Section 2.3.6.

The notice was also sent to Municipal Clerks’ offices (Pickering, Ajax, Whitby, Oshawa, Clarington and Durham) Durham District School Board; public transit providers; emergency and police service providers; local trade and commerce boards/committees; and Members of Provincial Parliament (MPPs) and Members of Parliament (MPs) covering the study area.

**Web-based Notification**

In addition to the more traditional methods of notification, social media are being used to assist with keeping people informed about the various aspects of this project. 407EDG has developed a website specifically designed for the Highway 407 East Phase 1 Project - web address www.407eastphase1.ca. It includes an overview of the Project, the project team, timelines for
any road closures/delays, public notices of consultation (PICs), media information, project maps, photos, employment and contractor opportunities, upcoming events, consultation materials, frequently asked questions, contact information and sign-up for electronic mailing lists to receive construction updates, e-newsletters and a rich site summary (RSS) feed.

There are 3 mailing lists for subscribers to the Highway 407 East Phase 1 website to get information:

- **RSS** - feed to get regular website updates;
- **E-Newsletters** - to get all the recent 407 East Development Group news; and
- **Project Updates** - to receive construction updates via email subscribers.

Questions are directly submitted to the website “Ask Us” Section and answers are posted in a timely fashion. This system is intended to serve to assist in building a database for the consultation program, with the goal to maintain a two-way and open dialogue with local communities. The website is updated on a regular basis and connections can be made on Facebook and Twitter.

In addition to the above web-based notification, 407EDG requested that Oshawa, Whitby, Ajax Pickering and Durham Region post project notifications on their respective websites, with a link to the www.407eastphase1.ca.

**Media Advisory**

A media advisory was issued to all local media outlets in advance of the PIC #2, on January 25, 2013.

**Notice of Submission of Design and Construction Report**

The Notice of the Submission provides notification of the opportunity to review the Design and Construction Report #2 for the Highway 407 East Phase 1 Project. The notice was placed in the Pickering-Ajax “News Advertiser” and Whitby/Oshawa “This Week”) on March 6, 2013. The Notice of Submission represents the filing of the DCR in the Public Record and includes information on the availability of the report at review locations (see Preface Section 6 - Viewing Locations). Notification of the DCR review opportunity is also being made public through the posting of the notice on the project website homepage, and posting of the DCR on the homepage, as well as providing links to the notice and the DCR on the project Twitter site.

The notice will be emailed to all key stakeholders listed in Section 2.3.6.

The notice included:

- the project limits;
• description of the proposed works;
• the study process;
• locations and addresses at which to view DCR #2;
• commencement and expiry dates for the review process; and
• 407EDG contacts and website information.

A copy of the notice is included in Appendix B.

2.2.2. Public Information Centre #2

Public Information Centre events are being conducted to provide stakeholders and members of the public with design and construction related information and the ability to obtain feedback on the Highway 407 East Phase 1 design elements and construction related activities. The PICs are designed as informal drop-in centres with the members of 407EDG/407ECGP, MTO, and Infrastructure Ontario available at the events to answer questions and provide feedback when required. Attendees are encouraged to complete a comment sheet either at the PIC or following the event, and to submit the comment sheet to the contacts provided, either in person, by fax or e-mail.

At each PIC, the overall plan and timeframe for future PICs and DCRs (refer to Table P-2) is presented, and will be posted on the project website to inform members of the public of further consultation events and opportunities for their involvement in the process.

PIC #2 was held as follows:
Tuesday January 29, 2013
Brooklin United Church
19 Cassels Road East, Town of Whitby

PIC #2 was open for agencies and municipalities to attend between 4:00 pm and 5:00 pm. The public was invited to attend between the hours of 5:00 pm and 8:00 pm.

The purpose of PIC #2 was to:
• Establish and maintain an ongoing local presence in the community;
• Provide general information about the Project;
• Explain how design and construction packages will be delivered for the Project, and specifically to seek input on work activities in Segments A1, A3, A4, A5 and B1;
• Provide design details on stream realignments, and strategic construction of road and watercourse crossing structures in Segments A1, A3, A4, A5 and B1 to provide
efficiencies with regard to the staged earth grading and haulage operations for the Project;

- Outline plans to minimize the impacts of construction (dust, noise, traffic) on the community; and

- Provide information on how to stay informed and involved throughout the upcoming construction phase.

In addition to the project representatives being available to answer questions, presentation display boards, showing the type and extent of construction activities, and drawings showing the proposed vegetation clearing within the highway right-of-way were available for reference and discussion.

The following information was displayed for the purposes of discussion with attendees at PIC #2:

- Overview of Highway 407 East Phase 1 Project;
- EA Background and current status, MTO Class EA process, EA commitments;
- 407EDG approach to continuing consultation;
- Overall Plan for future PICs and DCRs, and purpose of PIC #2;
- Overview of proposed works, existing conditions and pre-construction works;
- Information on civil and structural design elements in Segments A1, A3, A4, A5 and B1;
- Potential environmental effects and proposed mitigation measures;
- Stormwater management plans;
- Traffic management and road diversions;
- Watercourse realignments;
- General Information on Species at Risk mitigation and overall benefit, including Butternut trees, Bobolink/Eastern Meadowlark, Barn Swallow and Redside Dace; and

- Next Steps in the design and consultation process.

Copies of the display boards presented at PIC #2 can be found in Appendix B.

A handout of selected materials presented at the PIC, as a take home reference, was available to participants at the session. This included

- Key Plan Map;
• Project Organization, Roles and Responsibilities of MTO/IO and 407EDG;
• Consultation Process; and
• Overall Plan for all DCRs and future PICs.

The full set of PIC #2 displays was also posted on the project website.

Summary of PIC #2

The following provides a summary of the PIC event, including attendance, comments, responses, and, where applicable, how public and stakeholder input was addressed in the detail design process for the proposed works in DCR #2. At the PIC, the mood was generally positive and supportive of the Project.

A total of 65 people attended the session. There were 52 members of the general public and 12 attendees from government agencies, utilities and municipalities, representing the Region of Durham, the Town of Whitby, the City of Pickering, the Town of Ajax the Ontario Provincial Police, CLOCA and Hydro One. The Mayor of Oshawa, the Member of Provincial Parliament for Ajax and Pickering, and a regional Councillor Town of Whitby were present. No media attended the event.

Comment sheets were made available to attendees. On-line comment forms were also made available to participants for submission of their comments on-line. Six comment sheets were submitted at the Brooklin United Church for PIC #2. Copies of the completed comment sheets are included in Appendix B. The public was informed at the PIC that responses to their questions would each be individually answered. A summary of questions and comments can be found in Table 2.1.
<table>
<thead>
<tr>
<th>ID</th>
<th>Comment</th>
<th>Project Team Response</th>
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<tbody>
<tr>
<td>1</td>
<td>Boards are not legible. Please provide legible drawings and watercourse Realignment Plans.</td>
<td>Detailed information and plans of the proposed watercourse realignments will be included in Design and Construction Report (DCR) #2, which will be made available for public review soon. As with DCR #1, you will receive a hard copy of DCR #2. You will also be able to find DCR #2 on the 407 East Phase 1 website at <a href="http://www.407eastphase1.ca">www.407eastphase1.ca</a>. You can view the design drawings at a larger scale on the web site.</td>
</tr>
<tr>
<td>2</td>
<td>Would like to see Cultural Heritage Evaluation Reports. What is happening to these homes?</td>
<td>Information about Cultural Heritage resources can be found in the Impact Assessment Report that is part of the Environmental Assessment Report Reference Documents. These can be found online at <a href="http://www.highway407east.com/ea/AssessmentReference.htm">http://www.highway407east.com/ea/AssessmentReference.htm</a></td>
</tr>
<tr>
<td>3</td>
<td>Request for a meeting at their home to discuss designs.</td>
<td>We will be in touch soon to set up a meeting to discuss the issues you raised.</td>
</tr>
<tr>
<td>4</td>
<td>Interested in the information of the boards but it is not legible. Please provide readable maps with more detail.</td>
<td>We are reviewing how we can improve information we hand out to visitors for future PICs.</td>
</tr>
<tr>
<td>5</td>
<td>Interested in buildings on north side of Winchester between Thornton &amp; Simcoe. Interested in what is happening to Thickson Rd. especially the south turning lane. Will there be a double lane to Conlin?</td>
<td>A contract for the demolition of buildings is being tendered. We expect to make a decision on the successful contractor in the near future. The contractor will own any salvageable materials from the buildings. If you email us at <a href="mailto:info@407edg.ca">info@407edg.ca</a> this week, we can provide you with the contractor’s contact information when the decision is made.</td>
</tr>
<tr>
<td>6</td>
<td>Would like to find out who owns 285 Winchester Rd. Would like to recover stones from property.</td>
<td>A contract for the demolition of buildings is being tendered. We</td>
</tr>
</tbody>
</table>
### ID | Comment | Project Team Response
--- | --- | ---
7 | Commuter corridor by-passes around Brooklin are needed. Widen Thickson Rd. & Ashburn Rd. North – South. Replace trees which have been destroyed at Hwy #7 and Ashburn Rd. area. | We forwarded your comments to the Ontario Ministry of Transportation, which has provided the following response: The southerly alignment of Highway 407 East by-passes the urban centre of Brooklin. Any improvements regarding Thickson Road are the responsibility of the Region of Durham and any improvements regarding Ashburn Road are the responsibility of the Town of Whitby. A vegetative restoration plan as well as a landscaping plan will be developed for the Highway 7/Ashburn area.
8 | Is there going to be berm along the highway where it runs through Brooklin? | With respect to your question, the preliminary design prepared by the Ministry of Transportation during the Environmental Assessment and Preliminary Design phase proposed that a noise barrier be erected along the north side of Highway 407 in the Brooklin area, roughly from east of Baldwin Street to west of Anderson Street. This barrier is not amongst the construction elements that are the subject of today’s Public Information Centre (PIC), but is scheduled to be presented at the PIC to be held in March of this year.
9 | Please forward one copy of any handouts or display materials from this meeting for our files. Please include a digital copy of all materials as part of your submission. | All of the information presented at the January 29, 2013 PIC is available for download on 407EDG’s web site at: [http://www.407eastphase1.ca/cons](http://www.407eastphase1.ca/cons)
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| 10 | M-15 Westney Road over Duffins Creek Tributary - Shoulder width should be 3.0 m.  
M-16 Westney Road Underpass - Proposed 2.5% reverse crossfall on the structure. What is the corresponding radius on the Westney Road horizontal alignment and why is it on a curve if you are proposing to build the structure with a road closure?  
M-46 Thickson Road Underpass - Proposed 2% reverse crossfall on the structure. What is the corresponding radius on the Thickson Road horizontal alignment? - Proposed reverse crossfall on 82+m length bridge with a median. Please ensure proper drainage to minimize icing hazards including the inside lane adjacent to the median.  
M-53 Simcoe Street Underpass - Proposed 2.7% reverse crossfall on the structure. What is the corresponding radius on the Thickson Road horizontal alignment? - Proposed reverse crossfall on 80+m length bridge with a median. Please ensure proper drainage to minimize icing hazards including the inside lane adjacent to the median.  
W-12 WDL/Dundas Street Underpass - Dundas Street cross section is not provided as per the other structures. Please provide for review and comment.  
General Comments - Improve clarity of drawings for future PICs. - Context of the structure locations is not clear. The existing road base is not illustrated on the drawings for context. Please provide the corresponding road plans. - The "Traffic Management, Diversions & Detours" board notes for various structures a temporary route diversion and detours to through traffic for approximately 6 months. The actual routes will be coordinated with the Region of Durham and the municipalities. We are interested in reviewing the Winchester Road temporary route diversion. Therefore, please provide these. Responses to Durham's previous comments/questions in December 2012 have not been received yet. | As a result of comments submitted by municipal representatives at and following Public Information Centre #2, a joint meeting with the municipalities was convened on March 6, 2013 to discuss the approach to addressing their questions and concerns. A meeting will be held with the Region of Durham on March 20, 2013 to discuss their comments in detail and move forward to finalizing the design for these project elements. In addition, it was agreed that, from here on, monthly meetings will be held with each municipality to provide progress updates and address technical issues. |
| 11 | Sidewalks were NOT illustrated on the Cochrane Street/407 overpass. The Town's DC Study includes the cost sharing of sidewalk on both Cochrane Street and Ashburn Road overpasses. Please provide a construction cost estimate | As a result of comments submitted by municipal representatives at and following Public Information Centre #2, a joint meeting with the |
including the Town’s portion for both locations at your earliest convenience. Highway 407 50% detailed design drawings would be available for our review in early December.

Coronation Road/CP Rail intersection - This crossing was identified in the EA as remaining at-grade, as MTO’s consultant noted that this would be acceptable. The Town of Whitby will require from 407EDR as part of the design process, written confirmation from CP Rail and Transport Canada that an at-grade rail crossing of the CP Rail/Coronation Road intersection is acceptable at this location. If an at-grade separation is not acceptable to both these agencies, then the obligation to construct this grade separation rests with MTO/407EDG.

Coronation Road - Agreements between MTO/Town of Whitby/West Whitby Landowners Group remain outstanding and need to be finalized in 2013.

Rossland Road/West Durham Link Interchange - The Construction of a full interchange at West Durham Link/Rossland Road is required as part of Phase 1 Construction in order to allow orderly development in West Whitby. Without this infrastructure, the ability to service West Whitby from a transportation perspective will be severely restricted, thereby impacting the ability to effectively develop the lands in a sustainable fashion.

In accordance with the Town of Whitby Cycling and Trails Master Plan (2010), cycling facilities are required on the following overpasses/interchanges:
- 407/Coronation Road
- 407/Cochrane Street
- 407/Ashburn Road
- 407/Anderson Street
- Under 407 at St Thomas Street/Lynde Creek
- WDL/Hydro corridor
- WDL/Rossland Road

In order to accommodate existing pedestrian needs, and planned pedestrian needs in the short-term (ROPA 128), sidewalks are also required at the following locations:
- 407/Cochrane Street
- 407/Ashburn Road
### Design and Construction Report #2

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<thead>
<tr>
<th>ID</th>
<th>Comment</th>
<th>Project Team Response</th>
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<tbody>
<tr>
<td>12</td>
<td>STRUCTURES: M-50 Winchester Road West: Acknowledge ‘4 000 MIN. FUT. SW + BLVD’ both sides Winchester Rd at 407 crossing.</td>
<td>As a result of comments submitted by municipal representatives at and following Public Information Centre #2, a joint meeting with the municipalities was convened on March 6, 2013 to discuss the approach to addressing their questions and concerns. A meeting will be held with the City of Oshawa later in March or in early April 2013 to discuss their comments in detail and move forward to finalizing the design for these project elements. In addition, it was agreed that, from here on, monthly meetings will be held with each municipality to provide progress updates and address technical issues.</td>
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<td></td>
<td>M-52 Oshawa Creek West: We note the absence of ‘paved shoulders’ – both sides – on Approaches to Simcoe St main structure (M-53) to replace EXISTING cycling facilities; Pls include as such. Also note NO PROVISION for widened platform off-structure to accommodate future CSWs – both sides.</td>
<td></td>
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<tr>
<td></td>
<td>M-53 Simcoe Street North: We acknowledge ‘2 500 BICYCLE LANE and 1 800 SIDEWALK’ on structure - both sides . Pls confirm these facilities extend on the Approaches as well.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>GENERAL: Pls forward/allow access to Municipal Technical Advisory Team (MTAG) full size drawings and/or CADD files for those road and watercourse structures, including Structure Approaches.</td>
<td></td>
</tr>
</tbody>
</table>
2.3. First Nations Consultation

Engagement with First Nations began at the start of the EA study for the Project and has been ongoing. 407EDG is responsible for public and stakeholder consultation throughout the design, construction, operations and maintenance phases of the Project, with the exception that MTO retains responsibility for Aboriginal communications and consultation.

The following First Nation communities were notified of PIC #2:

- Huron-Wendat First Nation
- Scugog First Nation
- Alderville First Nation
- Rama First Nation
- Hiawatha First Nation
- Curve Lake First Nation
- Chippewas of Georgina Island First Nation
- Beausoleil First Nation

MTO met with Huron-Wendat First Nation representatives on February 19, 2012 to provide an update on the project and discuss aboriginal commemorative installations along the highway.

On February 25, 2013 MTO and 407EDG held a meeting with the Williams Treaty Group First Nations in a workshop forum to develop the details related to the Aboriginal commemorative installations at the Simcoe Street Bridge (refer to Section 4.3.2).

MTO is committed to a continued, open dialogue with Aboriginal communities.

2.4. Public and Stakeholder Input to Detail Design

Input received from the public and stakeholders has been reviewed and considered by the project team in finalizing the proposed work presented in this DCR. As a result of public and stakeholder consultation to date, and the review process undertaken, no significant changes to the Detail Design of the works in this DCR are proposed at this time.