

**HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS,
DETAIL DESIGN (WP 4089-07-01)**

Design and Construction Report

APPENDIX B

**Public Information Centre
Summary Report & Appendices**



HIGHWAY 417 INTERCHANGE OPERATIONAL IMPROVEMENTS:

Parkdale Avenue Interchange (WP 4068-10-01) &

Bronson Avenue Interchange (WP 4089-07-01)

Detail Design

**CLASS ENVIRONMENTAL ASSESSMENT
FOR PROVINCIAL TRANSPORTATION FACILITIES
(GROUP B)**

PUBLIC INFORMATION CENTRE

SUMMARY REPORT (April 3, 2013)

February 2014

Ottawa, Ontario



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INTRODUCTION

The Ontario Ministry of Transportation (MTO) has retained MMM Group Limited to prepare the Detail Design for operational improvements at the Highway 417 Parkdale Avenue Interchange (WP 4068-10-01) and at the Highway 417 Bronson Avenue interchange (WP 4089-07-01) in the City of Ottawa.

Between 2002 and 2008, MTO completed a Preliminary Design and Environmental Assessment (EA) study to review infrastructure and operational issues on Highway 417 from Highway 416 to Anderson Road. The study examined existing and future problems and opportunities and developed a Recommended Plan to guide the future evolution of the Queensway over the next 20 years. In general, the Recommended Plan involves widening Highway 417 from 3 mainline lanes to 4 lanes in each direction from Highway 416 to Carling Avenue and from Metcalfe Street to OR 174.

Following approval of the EA in 2008, the Ministry is proceeding with implementation of the Recommended Plan, including completion of Detail Design and contract preparation for specific elements of the plan. The current projects undergoing Detail Design for operational improvements to the Highway 417 interchanges at Parkdale Avenue and at Bronson Avenue involve the following components:

PARKDALE AVENUE INTERCHANGE	BRONSON AVENUE INTERCHANGE
<ul style="list-style-type: none">• Realignment of the westbound off-ramp at Parkdale Avenue and separating the off-ramp from Westmount Avenue;• Widening of the Parkdale Avenue eastbound off-ramp in the vicinity of the ramp terminal intersection to provide left-turn and right-turn lanes;• Construction of a new noise barrier adjacent to the new ramp between Melrose and Rosemount;• Construction of a new barrier/screen between Westmount Avenue and the new off-ramp; and• Construction of related works including: retaining walls, roadside protection, drainage works, utility relocations, landscaping, illumination, and traffic signal modifications.	<ul style="list-style-type: none">• Modifications to the eastbound off-ramp at Bronson Avenue to lengthen the ramp and provide additional vehicle storage, including widening the Highway 417 Booth Street overpass structure;• Local realignment of Chamberlain Avenue to the north, to be opposite the eastbound off-ramp, which requires removal of the Ottawa Board of Education building;• Modifications to the eastbound off-ramp where it intersects with Bronson Avenue; and• Construction of related works including: retaining walls, roadside protection, noise barriers, drainage works, utility relocations, illumination and traffic signal modifications.

These projects are being carried out in accordance with the approved planning process for Group “B” undertakings under the requirements of the Ministry of Transportation’s *Class Environmental Assessment for Provincial Transportation Facilities* (MTO, 2000), which has been approved under the Ontario Environmental Assessment Act. At the conclusion of each Detail Design study, a Design and Construction Report (DCR) will be prepared for each project and will include:

- A description of the Recommended Plan, including any changes to transportation engineering and environmental issues identified in Preliminary Design;
- A summary of stakeholder consultation; and

- A detailed description of anticipated environmental effects and recommended mitigation measures that will be incorporated into construction documents.

Each DCR will be made available for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify the locations where each DCR is available for viewing. Upon completion of the public review period, these projects will be considered to have met the requirements of MTO's Class EA. Under the Class EA, there are no 'bump-up' (Part II Order) opportunities for Group 'B' projects during the DCR review.

This report documents the comments and questions received from external agencies and members of the public during and after the Public Information Centre (PIC) for the Highway 417 interchange improvements detail design projects at Parkdale Avenue and at Bronson Avenue. The PIC was held on Wednesday, April 3, 2013. This report will be included as part of the DCRs prepared for each project.

PURPOSE

Public Information Centres (PICs) provide stakeholders who are most likely to be affected by a proposed project with the opportunity to review planning and project information and discuss their concerns with members of the Project Team.

The purpose of this PIC was to provide an opportunity for stakeholders to review and comment on the following elements of each project:

- The overall study process;
- Existing conditions in the study area;
- Plans for the proposed interchange improvements;
- Construction staging and implementation; and
- Anticipated impacts and proposed mitigation.

LOCATION, DATE AND TIME

The PIC was held as follows:

Date:	Wednesday, April 3, 2013
Location:	Hintonburg Community Centre (Wellington Room) 1064 Wellington Street, Ottawa, ON K1Y 2Y3
Time:	4:00 PM to 8:00 PM / Presentation at 6:30 PM

A session was offered from 3:00 PM to 4:00 PM in advance of the PIC for any interested local elected officials, Aboriginal community representatives, and external agency representatives.

METHODS OF NOTIFICATION

Newspaper Advertisement

On Thursday, March 21, 2013, an English newspaper notice was published in the Ottawa Citizen and a French newspaper notice was published in Le Droit to inform stakeholders of the upcoming PIC. Copies of the newspaper notices are provided in **Appendix A**.

Direct Mailings

PIC notification letters and copies of the PIC notice were distributed to local elected officials and Aboriginal community representatives on Tuesday, March 19, 2013.

In addition, notification letters and copies of the PIC notice were distributed by mail and email to external agencies, residents in the vicinity of each project, interest groups, and other stakeholders on each project's contact list on Thursday, March 21, 2013. Copies of the notification letters are provided in **Appendix B**.

PROJECT TEAM REPRESENTATIVES

The following members of the Project Team were available at the PIC to discuss the project with attendees:

- | | |
|-------------------------|--|
| • Mr. David Lindensmith | MTO Senior Project Engineer |
| • Mr. Kevin Gibbs | MTO Senior Project Engineer (<i>Bilingual</i>) |
| • Mr. Kevin Ogilvie | MTO Senior Environmental Planner |
| • Mr. Marcus Li | Consultant Sound & Vibration Specialist, Novus Environmental |
| • Mr. Manny Goetz | Consultant Project Manager, MMM Group |
| • Mr. Steve Regel | Consultant Design Manager, MMM Group |
| • Mr. Michel Bisson | Consultant Project Engineer, MMM Group (<i>Bilingual</i>) |
| • Mr. Tim Dickinson | Consultant Environmental Planner, MMM Group |
| • Ms. Anita Sott | Consultant Planner, MMM Group |

FORMAT AND MATERIAL DISPLAYED

This PIC was organized as an informal “drop-in” style session which allowed interested stakeholders to review, discuss, and provide comments on any aspect of the projects. Attendees were greeted upon arrival, encouraged to sign the register, and asked to submit written comments on the comment forms provided for each project.

Bilingual display panels were placed around the room and representatives from the Project Team, including bilingual team members, were available to answer questions and discuss the projects with attendees. The display materials (provided in **Appendix C**) covered the following topics:

Both projects:

- Welcome / PIC Information;
- Background & Preliminary Design
- Detail Design Study Process; and
- Next Steps.

Parkdale Avenue Interchange:

- Scope of Work;
- Site Context and Existing Natural & Social Environmental Conditions;
- Recommended Plan;
- Preferred Construction Staging – Stage 1 Day Work & Stage 2 Day Work; and
- Environmental Impacts and Mitigation.

Bronson Avenue Interchange:

- Scope of Work;
- Site Context and Existing Natural & Social Environmental Conditions;
- Recommended Plan;
- Preferred Construction Staging – Stage 1 Day Work / Night Work;
- Preferred Construction Staging – Stage 2 Day Work & Stage 2 Night Work;
- Preferred Construction Staging – Stage 3 Day Work;
- Preferred Construction Staging – Stage 4 Night Work;
- Preferred Construction Staging – Alternatives Considered; and
- Environmental Impacts and Mitigation.

At 6:30 p.m., Mr. David Lindensmith gave a presentation in English that summarized the proposed works at each interchange and directed attendees to information on the display panels which detailed construction staging, anticipated traffic disruptions, and related mitigation measures for each project. A copy of the presentation is provided in **Appendix C**. Directly following the English presentation, Mr. Kevin Gibbs repeated the presentation in French.

Display boards and project updates were posted to the project website (www.queenswayexpansioneast.com) at approximately 1:00 PM on Thursday, April 4, 2013. During the presentation, it was explained that the display boards would become available on the project website for online viewing. The project website address was provided on the “Next Steps” display board.

Upon arrival and during the presentation, the PIC attendees were also encouraged to approach any Project Team members with their questions or concerns and to provide written comments on the comment sheets provided before leaving or within a two-week period following the PIC. The completed comment sheets, subsequent comments received by email, and related responses are detailed in **Table 1** and **Table 2**.

ATTENDANCE

During the course of the advance session (3:00 PM – 4:00 PM) and the PIC (4:00 PM – 8:00 PM), a total of eighty (80) individuals signed the register.

Attendees included:

- One (1) MPP;
- One (1) Councillor and their staff;
- One (1) School Board representative
- City of Ottawa staff;
- Representatives from local Community Associations; and
- Members of the general public.



Photo: Public Information Centre (Wednesday, April 3, 2013)

WEBSITE

As noted above, a website for the Highway 417 Expansion Project (GWP 4091-07-00 & GWP 4320-06-00) was created to provide project information, updates and documents to interested stakeholders. The project website is available at www.queenswayexpansioneast.com.

Following publication of the newspaper notices advertising the PIC and leading up to the event date (March 21 – April 2 inclusive), the website had 611 visits. During the two-week period following the PIC (April 3 – April 17 inclusive), the website had 1,132 visits.

SUMMARY OF COMMENTS

PIC attendees were encouraged to complete comment sheets. The following represents a brief summary of comments received for each project during and after the PIC.

Parkdale Avenue Interchange:

Twenty (20) comment sheets were submitted at the PIC, sixteen (16) of which required a response. An additional seventeen (17) comments were received in advance of or following the PIC by email, the majority of which required a response.

The majority of comments received expressed concerns regarding: the high volume of traffic on Parkdale Avenue; the safety of pedestrian crossings at Westmount Avenue and at the ramp terminal intersections due to long crossing distances and a lack of automated pedestrian signals; and vehicles encroaching on sidewalks while making turns. Other concerns that were expressed pertained to the need for Emergency Service vehicles to access the Civic Hospital; the height of the proposed barrier wall; and the back-up of traffic from the eastbound off-ramp onto Parkdale Avenue. Many of the comments expressed general support for the separation of Westmount Avenue and the westbound off-ramp.

Bronson Avenue Interchange:

Sixteen (16) comment sheets were submitted at the PIC, fourteen (14) of which required a response. An additional twenty-four (24) comments were received in advance of or following the PIC by email, via the project website, or by phone, the majority of which required a response.

The majority of comments received expressed concerns regarding: the high speed of traffic along Chamberlain Avenue and the need for traffic calming; the widening of Chamberlain to 3 lanes; the volume of traffic turning onto Chamberlain / Imperial Avenue and the configuration of the intersection with Bronson Avenue; and the safety of pedestrians, cyclists, adjacent residents, and park users along Chamberlain. Other comments recommended enhanced landscaping on the slope north of Orangeville Street and the provision of a highway on-ramp in the vicinity of Bronson Avenue, and inquired about plans for the former Ottawa School Board building site.

Table 1 and **Table 2** represent a summary of the comments received regarding the Parkdale Avenue interchange and the Bronson Avenue interchange improvements projects, respectively. These comments were received through comment sheets, letters, phone calls, email, and the project website and are presented in the tables in no specific order.

The tables also include a summary of how the comments were addressed. All comments requiring a response will be responded to with a letter or email addressing the submitter's comments, questions and/or concerns.

Please Note: Comment Sheets (CS) and other comments received (CR) have been given a reference number (top right corner) and are included in **Appendix D-1 & D-2**. Personal information has been removed in all submitted comments, in accordance with the *Freedom of Information and Protection of Privacy Act*.

Table 1: Parkdale Avenue Interchange (WP 4068-10-01) - Summary of Comments Received & Responses

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
CS. 1	Y	<ul style="list-style-type: none"> Concerned regarding unsafe pedestrian crossings and recommended that the SE corner of the ramp south of the Queensway be tightened to shorten the pedestrian crossing and slow traffic. Recommended that as much space and landscaping as possible be given to Westmount Avenue. 	<ul style="list-style-type: none"> In response to concerns received at the PIC on Wednesday, April 3, 2013 regarding pedestrian safety at this interchange, the Ministry is recommending that direct vehicular access between Parkdale Avenue and Westmount Avenue be eliminated. This requires Westmount Avenue to be converted from a one-way street to a cul-de-sac with two-way traffic. As a result, north-south crossing distances will be minimized as pedestrians on the east side of Parkdale Avenue will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. At Parkdale Avenue, a hard surface treatment area (pavers/pavement) adjacent to the Westmount cul-de-sac will provide a larger buffer between pedestrians waiting to enter the crosswalk and vehicles turning north on to Parkdale from the westbound off-ramp. The existing east-west crosswalk on the north side of Westmount will be moved to the south to align better with the new ramp location. Local traffic on Westmount Avenue will no longer be able to turn right on to Parkdale Avenue and will instead access Parkdale via Beverley and Gladstone Avenues. In addition, the new signalized westbound off-ramp terminal intersection will be updated to include an automatically activated pedestrian walk signal with every traffic light cycle, to assist pedestrians crossing at the intersection and to alert local traffic to regular pedestrian crossings. The manual pedestrian walk signal activation button will be maintained. On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance. In order to enhance green space on Westmount Avenue, a landscape plan has been prepared for the area along the new noise barrier facing Westmount Avenue, which is approximately 5.5 metres wide. The planting plan includes ground cover, shrub plantings, deciduous and coniferous trees. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			public review period.
CS. 2	Y	<ul style="list-style-type: none"> Requested that the danger to pedestrians crossing the eastbound on-ramp intersection be addressed during the evaluation of traffic signals. 	<ul style="list-style-type: none"> In response to concerns received at the PIC on Wednesday, April 3, 2013 regarding pedestrian safety at this interchange, the Ministry has reviewed the proposed design for the intersection of Parkdale Avenue and the eastbound on-ramp on the south side of Highway 417. In an effort to decrease the crossing distance for pedestrians at this ramp, the right-hand turn from Parkdale on to the on-ramp will be adjusted to a tighter radius. The detail design study did not determine that the traffic signals at the Parkdale ramp terminal intersection south of the Queensway require upgrading. The timing of the traffic lights will be coordinated with the new signalized westbound off-ramp terminal intersection to the north, which will be updated to include an automatically activated pedestrian walk signal with every traffic light cycle to assist pedestrians crossing at the intersection and to alert local traffic to regular pedestrian crossings. The manual pedestrian walk signal activation button will be maintained. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 3	Y	<ul style="list-style-type: none"> Concerned regarding pedestrian safety at ramp intersections, especially at the north-south crosswalk on the westbound ramp where southbound cars run their advanced green light and northbound cars do not yield to pedestrians. Requested that pedestrian walk signals be automatically activated on green lights at the Queensway ramp intersections. Recommended camera enforcement to help control aggressive driving. 	<ul style="list-style-type: none"> In response to concerns received at the PIC on Wednesday, April 3, 2013 regarding pedestrian safety at this interchange, the Ministry is recommending that direct vehicular access between Parkdale Avenue and Westmount Avenue be eliminated. This requires Westmount Avenue to be converted from a one-way street to a cul-de-sac with two-way traffic. As a result, north-south crossing distances will be minimized as pedestrians on the east side of Parkdale Avenue will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. At Parkdale Avenue, a hard surface treatment area (pavers/pavement) adjacent to the Westmount cul-de-sac will provide a larger buffer between pedestrians waiting to enter the crosswalk and vehicles turning north on to Parkdale from the westbound off-ramp. The existing east-west crosswalk on the north side of Westmount will be moved to the south to align better with the

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			<p>new ramp location.</p> <ul style="list-style-type: none"> Local traffic on Westmount Avenue will no longer be able to turn right on to Parkdale Avenue and will instead access Parkdale via Beverley and Gladstone Avenues. In addition, the new signalized westbound off-ramp terminal intersection will be updated to include an automatically activated pedestrian walk signal with every traffic light cycle, to assist pedestrians crossing at the intersection and to alert local traffic to regular pedestrian crossings. The manual pedestrian walk signal activation button will be maintained. On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance for pedestrians. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 4	N	<ul style="list-style-type: none"> Expressed general support for realigning the westbound off-ramp and separating it from Westmount Avenue, but that design needs to deal with access at Parkdale. Recommended that: <ol style="list-style-type: none"> Westmount should be a dead-end at Parkdale, or that cars turning northbound from off-ramp should be prevented from turning in front of cars turning northbound from Westmount. Westmount and ramp will cause difficulty for pedestrians, especially if Westmount is only a stop-sign. Have to address pedestrian safety issues at both on-ramps, especially the eastbound on-ramp from Parkdale where cars do not stop for pedestrians. Both right and left-turns be 	<ul style="list-style-type: none"> The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period. The comments were noted and included in the Design and Construction Report.

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		allowed at both off-ramps.	
CS. 5	Y	<ul style="list-style-type: none"> Concerned that Parkdale Avenue is a two-lane residential street and pedestrians/cyclists are endangered by too much traffic. 	<ul style="list-style-type: none"> See response for CR. 8
CS. 6	Y	<ul style="list-style-type: none"> Expressed support for the project, thanks for consulting the community, and that the project should proceed as quickly as possible. Recommended that the height and pattern of the existing noise wall east- or westbound along Highway 417 should be matched. 	<ul style="list-style-type: none"> The Ministry is seeking consistency in the treatment of noise barriers along the Highway 417 corridor. In 2011, the MTO, National Capital Commission, and City of Ottawa developed a Context Sensitive Design Strategy for the Queensway which includes recommendations for a consistent noise barrier design. The first section of this new barrier is planned to be installed on the north side of Highway 417 at Lees Avenue. All future noise barriers in the urban area will incorporate this design, including the barriers proposed at Parkdale Avenue as part of this project. The height of the proposed noise barrier will match the height of the existing noise barrier at Melrose Avenue along the highway shoulder, and will transition to match the existing wall height on the elevated rock section between Melrose and Rosemount. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 7	N	<ul style="list-style-type: none"> Recommended that traffic on Parkdale Avenue should be redirected due to high volume. 	<ul style="list-style-type: none"> The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period. The comment was noted and included in the Design and Construction Report.
CS. 8	Y	<ul style="list-style-type: none"> Concerned with intersection at Parkdale and Westmount, where traffic from the westbound off-ramp turns northbound too quickly and does not pay attention to southbound pedestrians. Recommended traffic calming measures including a sharper corner, rails/fence between cars and pedestrians, no right turn on a red light, and better signage to 	<ul style="list-style-type: none"> In response to comments received at the PIC on Wednesday, April 3, 2013, and in an effort to improve the safety of pedestrian crossings within the interchange, the Ministry is recommending the following improvements: On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance. On the north side of Highway 417, direct vehicular access between

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		<p>force cars turning right to stop and increase pedestrian safety.</p> <ul style="list-style-type: none"> Concerned with the eastbound off-ramp and traffic backing up to block the intersection because of the traffic signals. This creates congestion for car traffic and danger for pedestrians as a result of frustrated motorists. Included annotated drawing which highlighted that: <ol style="list-style-type: none"> NW corner – cars turning onto westbound on-ramp are too far from intersection and do not pay attention to pedestrians when they enter on-ramp going too fast. NE corner – Corner needs to be sharpened to force traffic to stop before turning right. Crossing is dangerous for pedestrians and should consider adding a railing to prevent cars from driving on the sidewalk, no right on red, and better signage. SE corner – Traffic turning northbound from eastbound off-ramp backs up into intersection at traffic signals, which causes congestion and blocked sightlines for car traffic and danger for pedestrians. Recommended better coordination of traffic lights. SE corner – Danger to pedestrians; corner needs to be sharpened to force traffic to stop before entering on-ramp and should consider no right on red and better signage. 	<p>Parkdale Avenue and Westmount Avenue will be eliminated, which requires Westmount to be converted from a one-way street to a cul-de-sac with two way traffic. As a result, the north-south crossing distance will be minimized as pedestrians will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. The existing east-west crosswalk will be moved to the south to better align with the new ramp location.</p> <ul style="list-style-type: none"> The intersection north of Highway 417 will also be updated to include an automatically activated pedestrian walk signal with every traffic light cycle to assist pedestrians crossing at the intersection and to alert traffic to regular pedestrian crossings. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 9	Y	<ul style="list-style-type: none"> Concerned regarding ambulance usage going to Civic Hospital and the need for traffic to pull over safely. 	<ul style="list-style-type: none"> We recognize that the Highway 417 Parkdale Avenue exit is a main route to the Civic Hospital, which is indicated by existing signage at the exit and along the existing off-ramp along Westmount Avenue.

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			<p>Representatives from Emergency Services have been included at all stages of project consultation during detail design. The realigned westbound off-ramp will accommodate shoulder widths which will allow traffic to pull over safely, in the event that an emergency service vehicle requires access to the westbound off-ramp.</p> <ul style="list-style-type: none"> Construction will be limited to the interchange ramps and the ramp intersections with Parkdale Avenue. EMS has not identified any issues with the ramp closure during construction and will be kept informed of construction timing and alternate access. Alternate access routes will be identified during closure of the ramp and will be indicated by advance signage prior to the closure. Emergency vehicles will be required to exit Highway 417 at either Bronson Avenue or Island Park Drive and access the Civic Hospital via Carling Avenue. Advance signage will be provided prior to the closure. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 10	Y	<ul style="list-style-type: none"> Concerned with design considerations addressing sightlines, etc. for all corners that will enhance pedestrian safety. Concerned with what can be done for cyclists related to the City of Ottawa's emphasis on "complete" streets. Recommended consulting with ambulance drivers and firemen for their views on design/safety, considering there is a hospital in the area. 	<ul style="list-style-type: none"> In response to suggestions received at the PIC on Wednesday, April 3, 2013 regarding pedestrian safety at this interchange, the Ministry is recommending the following improvements: On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance. On the north side of Highway 417, direct vehicular access between Parkdale Avenue and Westmount Avenue will be eliminated. This requires Westmount to be converted from a one-way street to a cul-de-sac with two way traffic. As a result, the north-south crossing distance will be minimized as pedestrians will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. The Westmount cul-de-sac will terminate with an area of alternative hard surface paver / pavement treatment adjacent to the north-south sidewalk, which will provide a larger buffer between pedestrians waiting to enter the crosswalk and vehicles turning north on to Parkdale from the westbound off-ramp. The existing east-west crosswalk on the north side of Westmount will be moved to the south to better align with the new ramp location.

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			<ul style="list-style-type: none"> The intersection north of Highway 417 will also be updated to include an automatically activated pedestrian walk signal with every traffic light cycle to assist pedestrians crossing at the intersection and to alert traffic to regular pedestrian crossings. As the scope of this detail design study is limited to Highway 417 improvements at the Parkdale interchange, the study did not consider improvements to cycling facilities along Parkdale Avenue. However, we have forwarded your comment to the City of Ottawa for consideration. We also recognize that the Highway 417 Parkdale Avenue exit is the main route to the Civic Hospital, which is indicated by existing signage at the exit and along the existing off-ramp along Westmount Avenue. Representatives from Emergency Services have been included at all stages of consultation during detail design. The realigned westbound off-ramp will accommodate shoulder widths which will allow traffic to pull over safely, in the event that an emergency service vehicle requires access to the westbound off-ramp. Construction will be limited to the interchange ramps and the ramp intersections with Parkdale Avenue. EMS has not identified any issues with the ramp closure during construction and will be kept informed of construction timing and alternate access. Alternate access routes will be identified during closure of the ramp and will be indicated by advance signage prior to the closure. Emergency vehicles will be required to exit Highway 417 at either Bronson Avenue or Island Park Drive and access the Civic Hospital via Carling Avenue. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 11	Y	<ul style="list-style-type: none"> Concerned with eastbound off-ramp intersection where traffic turning northbound often ends up blocking traffic going southbound to enter the eastbound on-ramp. Traffic ends up blocking the intersections and impeding visibility of drivers and endangering pedestrians 	<ul style="list-style-type: none"> Regarding traffic backup on Parkdale south of Highway 417, the timing of traffic signals at the eastbound on- and off-ramp intersection will be coordinated with the new signalized intersection north of Highway 417 to ensure that traffic flow is optimized. In an effort to improve the quality of the pedestrian environment within the interchange, the Ministry is recommending the following improvements:

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		<p>crossing the eastbound on-ramp.</p> <ul style="list-style-type: none"> Included annotated drawings which highlighted that: <ol style="list-style-type: none"> NW/SW corner pedestrian crossings are not safe. Cars backing up southbound on Parkdale block cars trying to turn northbound on Parkdale. 	<ul style="list-style-type: none"> On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance. On the north side of Highway 417, direct access between Parkdale Avenue and Westmount Avenue will be eliminated, which requires Westmount to be converted from a one-way street to a cul-de-sac with two way traffic. As a result, the north-south crossing distance will be minimized as pedestrians will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. The existing east-west crosswalk will be moved to the south to better align with the new ramp location. The intersection north of Highway 417 will also be updated to include an automatically activated pedestrian walk signal with every traffic light cycle to assist pedestrians crossing at the intersection and to alert traffic to regular pedestrian crossings. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 12	Y	<ul style="list-style-type: none"> Concerned with the volume of traffic on Parkdale and recommended letting cars turn right on Beverley Avenue and the provision of an off-ramp at Bayview. 	<ul style="list-style-type: none"> The Highway 417 Parkdale Avenue interchange improvements detail design project was recommended as a result of a Preliminary Design and Environmental Assessment (EA) study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. The study examined needs and opportunities with respect to mobility, operations, and safety, evaluated preliminary design alternatives, and arrived at a series of recommended highway modifications to address identified issues. The purpose of the current design assignment is to prepare the approved EA plan for implementation, including the preparation of construction tender documents. During preliminary design, various alternatives were considered to address the primary concern of relatively high speed traffic exiting Highway 417 and mixing with lower speed local traffic on Westmount Avenue, including pedestrians and cyclists. Alternatives that were considered included the closure of the westbound off-ramp, increased length of the deceleration lane, and realignment of the off-ramp to the south. The preferred alternative that was approved through the Preliminary

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			<p>Design and EA study and that will be implemented through this detail design study was to realign the westbound off-ramp to the south and separate it from Westmount Avenue.</p> <ul style="list-style-type: none"> • Providing access for vehicles to turn right on to Beverley Avenue from the realigned westbound off-ramp is not considered feasible from a number of perspectives: <ul style="list-style-type: none"> ○ A direct connection from a Controlled Access Freeway to a local roadway is not recommended based on current geometric design principles; ○ Realigning the westbound off-ramp and separating it from Westmount Avenue will address safety issues for local traffic and reduce traffic volumes on Westmount by removing exiting highway traffic from the residential street. Providing a right turn from the realigned westbound off-ramp to Beverley Avenue would only encourage traffic exiting the highway to cut through residential streets; and ○ Vehicles turning right onto Beverley Avenue from the westbound off-ramp would likely add to the queues already being generated by the off-ramp traffic and create an undesirable condition of traffic back-up on the deceleration lane and mainline of the highway. • The addition of a westbound off-ramp at Bayview Road/Bayswater Avenue is also not considered feasible, as the street is highly residential in character in the vicinity of Highway 417, and the space required for an off-ramp would have significant property impacts. The provision of an off-ramp at Bayswater is further restricted by the tight spacing of existing ramps at Parkdale Avenue and Rochester Street and the need to provide appropriate distances to allow traffic entering and exiting the Queensway to merge safely. Interchange configurations were reviewed as part of the approved Preliminary Design and EA study, and a new interchange at Bayswater was not recommended. • The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 13	Y	<ul style="list-style-type: none"> • Expressed support for design of Westmount Avenue and the addition of a 	<ul style="list-style-type: none"> • See response for CR. 6

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		<p>noise barrier along the off-ramp.</p> <ul style="list-style-type: none"> Concerned with safety of pedestrians in the crosswalks, especially on the east side of Parkdale where vehicles making right-hand turns are looking at traffic coming from the left and do not look out for pedestrians in the crosswalk. 	
CS. 14	Y	<ul style="list-style-type: none"> Concerned with danger to pedestrians between Westmount and Orrin Avenues from vehicles exiting the Queensway at Westmount, and turning left or right to enter the eastbound on-ramp. Recommended traffic calming (including signage, fence between sidewalk and road) at the Westmount/Parkdale intersection to eliminate the ability for vehicles to turn right on to Parkdale and drive across the sidewalk. 	<ul style="list-style-type: none"> In response to concerns received at the PIC on Wednesday, April 3, 2013 regarding pedestrian safety at this interchange, the Ministry is recommending that direct vehicular access between Parkdale Avenue and Westmount Avenue be eliminated. This requires Westmount Avenue to be converted from a one-way street to a cul-de-sac with two-way traffic. As a result, the north-south crossing distance will be minimized as pedestrians on the east side of Parkdale Avenue will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. At Parkdale Avenue, a hard surface paver / pavement area adjacent to the Westmount cul-de-sac will provide a larger buffer between pedestrians waiting to enter the crosswalk and vehicles turning north on to Parkdale from the westbound off-ramp. The existing east-west crosswalk on the north side of Westmount will be moved to the south to align better with the new ramp location. Local traffic on Westmount Avenue will no longer be able to turn right on to Parkdale Avenue and will instead access Parkdale via Beverley and Gladstone Avenues. In addition, the new signalized westbound off-ramp terminal intersection will be updated to include an automatically activated pedestrian walk signal with every traffic light cycle, to assist pedestrians crossing at the intersection and to alert local traffic to regular pedestrian crossings. The manual pedestrian walk signal activation button will be maintained. On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.

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CS. 15	Y	<ul style="list-style-type: none"> Expressed support for the new Westmount Avenue and that pedestrians will only have to cross 2 lanes at a time along Parkdale. Concerned with updating the pedestrian signal at Sherwood as many cars think it is also a vehicle signal. Inquired whether the noise barriers on the south side of Highway 417 at Fairmont will be raised. Inquired how this project fits with the bridge replacement projects planned for these areas. 	<ul style="list-style-type: none"> This project did not look at Parkdale Avenue beyond the limits of the ramp terminal intersections. As such, upgrading the pedestrian signal at Sherwood is considered to be outside of the scope of this project. However, we have forwarded your comment to the City of Ottawa for consideration. The noise barriers on the south side of Highway 417 at Fairmont Avenue will not be heightened as part of the Parkdale Avenue interchange improvements project. Noise barrier improvements at other locations along the Highway 417 corridor are being reviewed under a separate MTO project (WP 4088-07-01). Regarding the relationship between this project and bridge replacement projects planned for these areas, the Parkdale Avenue interchange improvement project is currently in detail design, and will be completed by Fall 2013. The bridge replacement projects are currently in the preliminary design phase, with detail design to follow. The timelines for the construction of these projects have not been determined at this time. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 16	Y	<ul style="list-style-type: none"> Recommended making radiuses of the corners at the intersection with Parkdale smaller to slow traffic and ensure pedestrian safety. 	<ul style="list-style-type: none"> In response to concerns received at the PIC on Wednesday, April 3, 2013 regarding pedestrian safety at this interchange, the Ministry is recommending that direct vehicular access between Parkdale Avenue and Westmount Avenue be eliminated. This requires Westmount Avenue to be converted from a one-way street to a cul-de-sac with two-way traffic. As a result, the north-south crossing distance will be minimized as pedestrians on the east side of Parkdale Avenue will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. At Parkdale Avenue, a hard surface paver / pavement area adjacent to the Westmount cul-de-sac will provide a larger buffer between pedestrians waiting to enter the crosswalk and vehicles turning north on to Parkdale from the westbound off-ramp. The existing east-west crosswalk on the north side of Westmount will be moved to the south to align better with the new ramp location. In addition, the new signalized westbound off-ramp terminal intersection will be updated to include an automatically activated

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			<p>pedestrian walk signal with every traffic light cycle, to assist pedestrians crossing at the intersection and to alert local traffic to regular pedestrian crossings. The manual pedestrian walk signal activation button will be maintained.</p> <ul style="list-style-type: none"> On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 17	N	<ul style="list-style-type: none"> Expressed support for the ramp plans and recommended that a 3-metre noise barrier height may not be sufficient. 	<ul style="list-style-type: none"> The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period. The comment was noted and included in the Design and Construction Report.
CS. 18	N	<ul style="list-style-type: none"> Expressed support for the plans for Westmount Avenue and the westbound off-ramp. Expressed disappointment reading the lack of a definite timeline for construction and would like the work to begin as soon as possible to alleviate cut-through traffic from Gladstone Avenue down Beverley to Westmount. 	<ul style="list-style-type: none"> The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period. The comment was noted and included in the Design and Construction Report.
CS. 19	Y	<ul style="list-style-type: none"> Expressed support for the westbound off-ramp improvements. Concerned regarding the continued use of back and side yards during construction of new noise barrier and inquired whether a temporary fence would be constructed. Inquired whether to chain link fence at the end of Melrose in front of the existing noise barrier could be removed or replaced. 	<ul style="list-style-type: none"> During the construction of the new noise barrier on the north side of Highway 417 between Melrose Avenue and Parkdale Avenue along the realigned westbound off-ramp, temporary fencing will be installed at the property line adjacent to Highway 417, to allow for the continued use of your side and backyard. The existing MTO chain-link fence at the end of Melrose Avenue which is currently acting as a snow barrier will be replaced with a new fence. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.

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CS. 20	Y	<ul style="list-style-type: none"> Concerned over need for improved structural support for barriers alongside Fisher Park School to prevent collisions causing potential risk for students, as the school is close to the highway in two places 	<ul style="list-style-type: none"> The improvement of structural support of the noise barriers on the north side of the Queensway adjacent to Fisher Park School is outside of the scope of the current project. However, your concerns have been forwarded within the Ministry of Transportation to the contact responsible for reviewing the condition of the Queensway noise barriers at this location. Should you have any questions on this matter or wish to express further concerns, please feel free to contact Kevin Gibbs, Senior Project Engineer, Ministry of Transportation Eastern Region at kevin.gibbs@ontario.ca.
CR.1	Y	<ul style="list-style-type: none"> Inquired whether PIC notice was distributed via a flyer drop of nearby homes or whether there was only an ad in the Ottawa Citizen. 	<ul style="list-style-type: none"> A response was sent and included the following: <ul style="list-style-type: none"> Ads were placed in the Ottawa Citizen and Le Droit newspapers on Thursday, March 21. The Queensway Expansion East website was updated as per the notice information on Thursday, March 21. Direct mailings were sent to representatives who have previously expressed an interest in the Highway 417 Expansion project and live or work in the vicinity of the proposed works. In addition, direct mailings were sent to directly affected residents in the vicinity of the project limits for both Parkdale Avenue and Bronson Avenue which comprised the following areas, as determined using the City of Ottawa's eMap online database: <ul style="list-style-type: none"> Parkdale Avenue: residents within K1Y postal code Bronson Avenue: residents within K1R and K1S postal codes Notification by email was also given to those who had previously supplied their email addresses and to those who submitted any questions or comments following the respective Study Commencements.
CR. 2	Y	<ul style="list-style-type: none"> Inquired about the PIC notification details. 	<ul style="list-style-type: none"> A response was given which included a copy of the published PIC newspaper notice and the PIC notification letter.
CR. 3	Y	<ul style="list-style-type: none"> Inquired about how the proposed works will affect Westmount Avenue, including: whether it would be a one-way street or two-way cul-de-sac; the ability to make right/left turns onto Parkdale; access to eastbound on-ramp from Westmount; and 	<ul style="list-style-type: none"> The westbound off-ramp will be realigned to the south and separated from Westmount Avenue by a new noise barrier, the height of which will be matched as closely as possible to the existing noise barrier on the north side of Highway 417 at Melrose Avenue. A landscape plan has been prepared for the area of green space adjacent to the noise barrier facing Westmount Avenue, which will be approximately 5.5

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		how much space for greenery there will be adjacent to the noise wall.	<p>metres wide and will include ground cover, shrub plantings, deciduous and coniferous trees.</p> <ul style="list-style-type: none"> In response to concerns raised at the Public Information Centre on April 3, 2013 regarding pedestrian safety at the interchange, the Ministry is recommending that direct vehicular access between Parkdale Avenue and Westmount Avenue be eliminated. This requires Westmount Avenue to be converted from a one-way street to a cul-de-sac with two-way traffic. During construction, access to Westmount Avenue will be maintained. Vehicles from Westmount will access the Highway 417 westbound and eastbound on-ramps on Parkdale Avenue via Beverley Avenue and Gladstone Avenue. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 4	Y	<ul style="list-style-type: none"> Requested a copy of the PIC notice. 	<ul style="list-style-type: none"> A response was sent which included a copy of the published PIC newspaper notices.
CR. 5	Y	<ul style="list-style-type: none"> Inquired as to whether construction would start in Summer 2013. 	<ul style="list-style-type: none"> At this time, a construction schedule for this project has not been determined. Construction is dependent on the future availability of provincial funding and priorities. We will notify you sufficiently in advance when the project will go to tenders and what the expected constructed start date will be. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 6	Y	<ul style="list-style-type: none"> Concerned with pedestrian safety. At Parkdale and Westmount, the sidewalk is narrow and flat so cars turning tight drive up on the sidewalk while looking left and take the corner too quickly. Suggested consulting with the MPP for the area regarding changes to Westmount including eliminating the ability to turn right on a red signal. At Parkdale and the eastbound and westbound on-ramps to the Queensway, 	<ul style="list-style-type: none"> In response to concerns received at the PIC on Wednesday, April 3, 2013 regarding pedestrian safety at this interchange, the Ministry is recommending that direct vehicular access between Parkdale Avenue and Westmount Avenue be eliminated. This requires Westmount Avenue to be converted from a one-way street to a cul-de-sac with two-way traffic. As a result, north-south crossing distances will be minimized as pedestrians on the east side of Parkdale Avenue will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. At Parkdale Avenue, a hard surface paver / pavement area adjacent to the Westmount cul-de-sac will provide a larger buffer between

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		<p>vehicles do not watch for pedestrians while making turns. The OPS and OPP have said it is the other's jurisdiction and the walk light is pedestrian activated. Suggested working with the MPP to clarify jurisdictional problems regarding enforcement in the area, the timing of lights, and the installation of an automatic pedestrian signal or boom to stop cars when light is activated.</p>	<p>pedestrians waiting to enter the crosswalk and vehicles turning north on to Parkdale from the westbound off-ramp. The existing east-west crosswalk on the north side of Westmount will be moved to the south to align better with the new ramp location.</p> <ul style="list-style-type: none"> Local traffic on Westmount Avenue will no longer be able to turn right on to Parkdale Avenue and will instead access Parkdale via Beverley and Gladstone Avenues. The detail design study did not determine that the traffic signals at the Parkdale ramp terminal intersection south of the Queensway required upgrading. The timing of the traffic lights will be coordinated with the new signalized westbound off-ramp terminal intersection to the north. The new signalized intersection will be updated to include an automatically activated pedestrian walk signal with every traffic light cycle, to assist pedestrians crossing at the intersection and to alert local traffic to regular pedestrian crossings. The manual pedestrian walk signal activation button will be maintained. On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 7	Y	<ul style="list-style-type: none"> Suggested that a slight widening of Parkdale northbound at the Highway 417 eastbound on-ramp would allow for a right-hand turn lane to the on-ramp which would ease traffic on Parkdale. Suggested that it would make sense to consider this improvement, given the substantial construction that will already be occurring. 	<ul style="list-style-type: none"> The purpose of this detail design assignment is to prepare the approved preliminary design concepts for implementation, including the preparation of construction tender documents. The widening of Parkdale Avenue to provide a dedicated right turning lane on to the eastbound on-ramp was not included as part of the approved preliminary design plan, and is therefore considered to be outside of the scope of this project. As Parkdale Avenue is a municipal road, this comment has been forwarded to the City of Ottawa for consideration. It is to be noted however, that there is a significant retaining wall and elaborate access to the Church which is located on private property which renders the proposed modifications infeasible. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.

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CR. 8	Y	<ul style="list-style-type: none"> Concerned with the need to involve City staff in the final design, as project impacts residential streets. Reiterated that Parkdale Avenue is a residential street and that safety requirements of its pedestrians and cyclists need to be respected in the project's final design. Recommended that the Project Team consider the Parkdale Avenue Corridor Plan prepared by a McGill University study team in collaboration with local resident and community associations, and a list of seven profile projects emphasized by the Friends of Parkdale community interest group. 	<ul style="list-style-type: none"> The Parkdale Avenue Corridor Plan reiterates the need for improvements to the Highway 417 westbound off-ramp at Parkdale Avenue. The Highway 417 Parkdale Avenue interchange improvements detail design project was recommended as a result of a Preliminary Design and Environmental Assessment (EA) study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. The study examined needs and opportunities with respect to mobility, operations, and safety, evaluated preliminary design alternatives, and arrived at a series of recommended highway modifications to address identified issues. The purpose of the current design assignment is to prepare the approved EA plan for implementation. During preliminary design, various alternatives were considered to address the primary concern of relatively high speed traffic exiting Highway 417 and mixing with lower speed local traffic, including pedestrians and cyclists. Alternatives that were considered included the closure of the westbound off-ramp, increased length of the deceleration lane, and realignment of the off-ramp to the south. The preferred alternative that was approved through the EA study and that will be implemented through this detail design study was to realign the westbound off-ramp to the south. This alternative will remove exiting highway traffic from Westmount Avenue, address safety issues for local traffic, and reduce traffic volumes on the residential street. The Parkdale Avenue Corridor Plan also recommended aesthetic improvements to the Parkdale Avenue overpass structure to improve the pedestrian experience, including enhanced lighting, mural paintings, and improved pedestrian signals at the Highway 417 interchange intersections. While the current detail design study does not include modifications to the Parkdale structure itself, recommendations for aesthetic enhancement of the bridge will be explored during future rehabilitation studies. In response to comments received at the PIC, the Ministry is recommending the following interchange improvements in an effort to improve the safety of pedestrians crossing at the intersections of the Highway 417 on-and off-ramps and Parkdale Avenue:

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			<ul style="list-style-type: none"> On the south side of Highway 417, the right-hand turn from Parkdale Avenue onto the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance. On the north side of Highway 417, direct access between Parkdale Avenue and Westmount Avenue will be eliminated. This requires Westmount to be converted from a one-way street to a cul-de-sac with two way traffic. As a result, the north-south crossing distance will be minimized as pedestrians will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. The existing east-west crosswalk will be moved to the south to better align with the new ramp location. The intersection north of Highway 417 will also be updated to include an automatically activated pedestrian walk signal with every traffic light cycle to assist pedestrians crossing at the intersection and to alert traffic to regular pedestrian crossings. Please note that City staff have been included at all stages of project consultation during the detail design study.
CR. 9	Y	<ul style="list-style-type: none"> Inquired about where to access presentation materials and when and where the project would affect Parkdale Avenue between Tyndall and Sherwood. Inquired whether any studies considered the possibility of an off-ramp at Holland Avenue. 	<ul style="list-style-type: none"> A response was sent that advised that PIC presentation materials would be available on the project website at "queenswayexpansioneast.ca" and explained that the current project did not look at Parkdale Avenue beyond the limits of the interchange intersections. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 10	Y	<ul style="list-style-type: none"> Submitted as a follow-up to CR. 9. Reiterated that traffic on Parkdale Avenue would be affected in some way and inquired whether traffic studies had been done. Inquired how traffic will be affected by the interchange improvements. 	<ul style="list-style-type: none"> The presentation materials, including the Recommended Plan, presented at the Public Information Centre on Wednesday, April 3, 2013 at the Hintonburg Community Centre are available on the project website at: http://queenswayexpansioneast.com/highway-417-parkdale-avenue-interchange-operational-improvements/public-involvement/. Regarding your inquiry about traffic impacts affecting Parkdale between Tyndall and Sherwood, the scope of this project did not look at Parkdale Avenue beyond the eastbound and westbound off-ramp intersections and Westmount Avenue. No specific traffic studies for Parkdale Avenue were done by MTO as part of this project, as the proposed works are not anticipated to encourage a greater volume

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			<p>of traffic to use either of the off-ramps. With respect to general traffic issues on Parkdale, your comment will be forwarded to the City of Ottawa for consideration, as Parkdale Avenue is a municipal road.</p> <ul style="list-style-type: none"> • In 2008, the Ottawa Queensway Preliminary Design and Environmental Assessment (EA) Study was approved by the Minister of the Environment. The preliminary design included a comprehensive operational review of Highway 417 from Highway 416 to Anderson Road. The study examined problems and opportunities and developed a Recommended Plan to guide the future evolution of the Queensway. The purpose of this detail design assignment is to prepare the approved preliminary design for implementation at the Parkdale Avenue interchange, including preparation of construction tender documents. • The provision of an off-ramp at Holland Avenue was not recommended during preliminary design. At Parkdale Avenue, modifications to the interchange intersections were recommended to improve safety and traffic operations. An off-ramp at Holland Avenue would conflict with the location of the westbound on-ramp at Parkdale Avenue and would require widening of the Parkdale Avenue overpass structure to accommodate a deceleration lane. • The following represent the recommended alternatives that were approved through the preliminary design and EA study and will be implemented through this detail design study: <ul style="list-style-type: none"> ○ Realignment of the Parkdale Avenue westbound off-ramp in order to address concerns of relatively high speed traffic leaving Highway 417 and mixing with lower speed local traffic on Westmount Avenue as a residential street; and ○ Widening of the eastbound off-ramp to two lanes in the vicinity of the ramp terminal intersection in order to minimize the back up of ramp traffic onto Highway 417 during peak periods.
CR. 11	Y	<ul style="list-style-type: none"> • Requested that noise barriers/fencing on the south side of the Queensway are heightened and made more regular from Loretta Avenue towards Preston Street, in order to prevent noise spilling into what is a rapidly populating residential neighbourhood. 	<ul style="list-style-type: none"> • As part of this detail design study, an assessment of potential environmental noise impacts of the proposed Highway 417 Parkdale Avenue interchange improvements was completed. The assessment considered the design and alignment of new noise barriers which are proposed to screen noise from Highway 417 and the realigned westbound off-ramp, in order to replace the noise attenuation previously provided by the houses on the south side of Westmount

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			<p>Avenue which have since been removed.</p> <ul style="list-style-type: none"> The noise assessment recommended a preferred barrier design for the new noise barrier along the realigned westbound off-ramp between Melrose Avenue and Parkdale Avenue which will fulfill commitments made in the Transportation Environmental Study Report (2007) during preliminary design, and will provide a visual screen between the off-ramp and the houses on the north side of Westmount Avenue. The consideration of improvements to noise barriers beyond the limits of the Highway 417 Parkdale Avenue interchange is outside the scope of this current detail design study. Improvements to noise barriers in other areas will be considered in conjunction with future work in the corridor. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 12	Y	<ul style="list-style-type: none"> Inquired if there is an eastbound on-ramp at Parkdale Avenue. 	<ul style="list-style-type: none"> A response was sent which described the location of the eastbound on-ramp and included a link to Google maps. The individual was added to the project contact list.
CR. 13	N	<ul style="list-style-type: none"> Expressed that the interchange should not have been built in its existing form and encouraged spending the necessary amount to meet today's off-ramp standards. 	<ul style="list-style-type: none"> A response was not required.
CR. 14	Y	<ul style="list-style-type: none"> Submitted as a follow-up to CR 10. Suggested only providing on-ramps to Highway 417 at Parkdale Avenue to reduce traffic volumes in the neighbourhood. 	<ul style="list-style-type: none"> The Highway 417 Parkdale Avenue interchange improvements detail design project was recommended as a result of a Preliminary Design and Environmental Assessment (EA) study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. The study examined needs and opportunities with respect to mobility, operations, and safety, evaluated preliminary design alternatives, and arrived at a series of recommended highway modifications to address identified issues. The purpose of the current design assignment is to prepare the approved EA plan for implementation. During preliminary design, various alternatives were considered to address the primary concern of relatively high speed traffic exiting

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			<p>Highway 417 and mixing with lower speed local traffic on Westmount Avenue, including pedestrians and cyclists. Alternatives that were considered included the closure of the westbound off-ramp, increased length of the deceleration lane, and realignment of the off-ramp to the south.</p> <ul style="list-style-type: none"> The preferred alternative that was approved through the Preliminary Design and EA study and that will be implemented through this detail design study was to realign the westbound off-ramp to the south and separate it from Westmount Avenue. This alternative will address safety issues for local traffic and reduce traffic volumes on Westmount by removing exiting highway traffic from the residential street. The Preliminary Design and EA study does not provide approval for the elimination of off-ramps at Parkdale Avenue. During preliminary design, the closure of the westbound off-ramp was considered as an alternative but was not acceptable for emergency response and was not in keeping with municipal planning for the area. The elimination of off-ramps at Parkdale Avenue and the rerouting of traffic exiting the highway is not feasible as it would displace traffic to adjacent interchanges and municipal roads that are already handling significant volumes. It would also encourage traffic to cut through residential neighbourhoods.
CR. 15	Y	<ul style="list-style-type: none"> Requested clarification as to whether the pedestrian signal at the westbound off-ramp terminal intersection would come on automatically with each cycle or will it have to be activated by the pedestrian. 	<ul style="list-style-type: none"> The response clarified that the signal would be set up such that a walk phase is provided in every signal cycle, and that push buttons will also be provided, as at a busier downtown intersection.
CR. 16	Y	<ul style="list-style-type: none"> Submitted as a follow-up to CR 14. Requested that the suggested of providing on-ramps at Holland Avenue to alleviate traffic in the Hintonburg neighbourhood be addressed. 	<ul style="list-style-type: none"> As stated in response to your previous suggestion, the provision of an off-ramp at Holland Avenue was not recommended as a result of the Preliminary Design and Environmental Assessment study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. At Parkdale Avenue, modifications to the interchange intersections were recommended to improve safety and traffic operations. An off-ramp at Holland Avenue would conflict with the location of the westbound on-ramp at Parkdale Avenue and would require widening of the Parkdale Avenue overpass structure to accommodate a deceleration lane.

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			<ul style="list-style-type: none"> Similarly, the provision of eastbound and westbound on-ramps at Holland Avenue would not be feasible as a result of severe highway geometrical conflicts with existing highway ramps at Parkdale and significant complex property conflicts, notably at Fisher Park School. This was extensively reviewed in the Preliminary Design and EA Study and was not recommended. In general, the close spacing of the Highway 417 on- and off-ramps in the downtown corridor does not allow for the addition of new ramps at any location. Thank you for your input to date on these matters. Your comments have been noted and will be included in the Design and Construction Report (DCR). You will be notified when the DCR is available for the 30-day public review period.
CR. 17	Y	<ul style="list-style-type: none"> Requested that pedestrian safety be prioritized in the interchange improvements, as Parkdale has considerable pedestrian traffic destined to schools, daycares, parks, shops, the Parkdale Market, the Civic Hospital, etc., and near misses between cars and pedestrians are not uncommon. 	<ul style="list-style-type: none"> The Ministry is aware of community concerns regarding pedestrian safety at this interchange. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending that direct vehicular access between Parkdale Avenue and Westmount Avenue be eliminated. This requires Westmount Avenue to be converted from a one-way street to a cul-de-sac with two-way traffic. As a result, north-south crossing distances will be minimized as pedestrians on the east side of Parkdale Avenue will only be required to cross 2 lanes of traffic at the westbound off-ramp terminal. At Parkdale Avenue, a hard surface treatment area (pavers/pavement) adjacent to the Westmount cul-de-sac will provide a larger buffer between pedestrians waiting to enter the crosswalk and vehicles turning north on to Parkdale from the westbound off-ramp. The existing east-west crosswalk on the north side of Westmount will be moved to the south to align better with the new ramp location. Local traffic on Westmount Avenue will no longer be able to turn right on to Parkdale Avenue and will instead access Parkdale via Beverley and Gladstone Avenues. In addition, the new signalized westbound off-ramp terminal intersection will be updated to include an automatically activated pedestrian walk signal with every traffic light cycle, to assist pedestrians crossing at the intersection and to alert local traffic to regular pedestrian crossings. The manual pedestrian walk signal

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			<p>activation button will also be maintained.</p> <ul style="list-style-type: none">• On the south side of Highway 417, the right-hand turn from Parkdale Avenue on to the eastbound on-ramp will be adjusted to a tighter radius to decrease the crossing distance.• The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.

Table 2: Bronson Avenue Interchange (WP 4089-07-01) - Summary of Comments Received & Responses

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
CS. 21	Y	<ul style="list-style-type: none"> Concerned with high volume of traffic along Chamberlain resulting from "S curve" design of Bronson intersection with Chamberlain/Imperial. Recommended that design considerations be made to reduce to a minimum all traffic from Bronson turning onto Chamberlain, including the following alternatives: <ul style="list-style-type: none"> Accommodate southbound and northbound traffic turning eastbound onto Chamberlain at the new ramp terminal intersection; Restrict traffic from turning right onto Chamberlain/Imperial and force traffic to turn at new ramp terminal intersection; At a minimum, restrict Chamberlain/Imperial intersection to reduce speed of vehicles before entering. The first two alternatives would require an expanded intersection to accommodate large trucks. 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding safety and traffic volumes at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown on the enclosed drawings): Following the removal of the Ottawa School Board building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. Further modifications to the intersection of Bronson and Chamberlain / Imperial, including the limitation of traffic through Chamberlain /

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			<p>Imperial, are considered to be outside the scope of the current detail design assignment. However, we have forwarded your comments to the City of Ottawa for consideration.</p> <ul style="list-style-type: none"> It would not be feasible to accommodate a left-turn lane for southbound traffic on Bronson Avenue at the new eastbound off-ramp terminal intersection, as there is not enough vehicle storage under the Highway 417 Bronson overpass structure and widening of the structure would be required. The provision of a dedicated right-turn lane onto Chamberlain at the eastbound off-ramp terminal intersection does not have approval under the Preliminary Design and Environmental Assessment study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. However, northbound vehicles will be able to turn right onto the Chamberlain extension from the through-lane on Bronson. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 22	Y	<ul style="list-style-type: none"> Concerned with current storage issue regarding southbound vehicles looking to make a left turn onto Chamberlain/Imperial; no space to expand or create turning lane under the Highway 417 overpass on Bronson, and so traffic is pushed south to make left turn onto Chamberlain/Imperial. Recommended the following alternatives: <ul style="list-style-type: none"> Determine turning rates from southbound Bronson traffic and westbound Catherine traffic to coordinate traffic signals to move as many cars as possible through left-hand turn within one light sequence; Reassess need for left-hand turn at Chamberlain/Imperial given the amount of traffic using proposed off-ramp extension and no longer needing 	<ul style="list-style-type: none"> See combined response for CS 21.

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		to make left-hand turn onto Chamberlain/Imperial.	
CS. 23	Y	<ul style="list-style-type: none"> Concerned with safety hazard due to design of Bronson/Chamberlain interchange and a history of collisions in the area resulting from the current and proposed intersection design and vehicle speeds entering Chamberlain/Imperial. Recommended that Imperial and Chamberlain should intersect independently with Bronson and that southbound traffic on Bronson turning left could be addressed by sequencing lights between Catherine and Chamberlain. 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding traffic safety at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown on the enclosed drawings): Following the removal of the Ottawa School Board building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. From a traffic management perspective, it would not be feasible to introduce independent intersections for Bronson / Imperial and

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			<p>Bronson / Chamberlain. With the ramp terminal intersection, this would result in 3 intersections within very close proximity to one another.</p> <ul style="list-style-type: none"> The timing of the traffic signals at the intersections of Bronson / Catherine and Bronson / Chamberlain will be coordinated with the City of Ottawa. The individual will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 24	Y	<ul style="list-style-type: none"> Recommended moving off-ramp extension north to be adjacent to Highway 417 to provide separation between Chamberlain and homes and parks to the south. Recommended raising sidewalks on Bronson crossing the off-ramp in order to slow vehicles. Recommended narrowing Chamberlain and installing speed bumps to slow vehicles. 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding pedestrian safety at the Bronson Avenue interchange and along Chamberlain Avenue. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following interchange improvements (as shown on the enclosed drawings): The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. As such, the existing crossing distance for pedestrians across Chamberlain at Percy Street will be maintained. The realigned portion of Chamberlain at the intersection with Imperial Avenue adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. It would not be feasible to move the Chamberlain Avenue extension to the north to be adjacent to Highway 417, as this would require major road realignment beyond Percy Street and the installation of major retaining walls along the south side of Highway 417.

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			<ul style="list-style-type: none"> The installation of speed bumps along Chamberlain Avenue is considered to be outside the scope of the interchange improvements project, as Chamberlain is a municipal road. Your comments have been forwarded to the City of Ottawa for consideration. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 25	N	<ul style="list-style-type: none"> Concerned with 3-lane Chamberlain between Bronson and Percy and the resulting danger to pedestrians crossing at Percy. Recommended making Bronson/Chamberlain corner as right-angled as possible. 	<ul style="list-style-type: none"> The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period. The comment was noted and included in the Design and Construction Report.
CS. 26	Y	<ul style="list-style-type: none"> Concerned with plants along north edge of Chamberlain, west of Percy which community association would like to save. Inquired as to including this matter as part of the contract documentation. Offered maintenance assistance for landscaping on the south side of the Queensway in the Glebe section. 	<ul style="list-style-type: none"> A commitment to notify the GCA sufficiently in advance of the construction start will be included in the Design and Construction Report and as a specification in the contract package. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 27	Y	<ul style="list-style-type: none"> Requested that a noise barrier be installed on the north side of Highway 417 around Bronson where there is currently a big gap in noise barriers where thousands of people live from the Canal to west of Bronson. 	<ul style="list-style-type: none"> Please be advised that as part of the Highway 417 Noise Barrier Retrofits project (WP 4088-07-01), noise barriers are proposed to be installed on the north side of Highway 417 from Bronson Avenue to the Lyon Street westbound off-ramp. More information about this project is available on the project website at http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/. The individual's contact information was updated in the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 28	Y	<ul style="list-style-type: none"> Recommended that the slope of the south side of the Queensway east and west of Booth Street needs a first class replanting scheme of salt tolerant shrubs and trees and that this area provides an opportunity 	<ul style="list-style-type: none"> To address noise impacts, please be advised that a new 5 m noise barrier is being installed along the Highway 417 Bronson Avenue eastbound off-ramp between Booth Street and Cambridge Street South. In addition, as shown on the enclosed drawing, a landscape plan will

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		to plant tall-growing trees that would provide significant noise and dust attenuation and obstruct the view of the freeway.	<p>be implemented for the sloped area south of the highway between Booth Street and Lebreton Street South, and includes a mixture of ground cover, shrub plantings, deciduous and coniferous trees, as appropriate.</p> <ul style="list-style-type: none"> The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 29	Y	<ul style="list-style-type: none"> Concerned that the project overlaps with the City's cycling network and that the Ottawa Cycling Plan should be consulted before planning these large infrastructure investments. Inquired as to how widening Chamberlain would affect cyclists. Requested that bike lanes on Percy between Chamberlain and Catherine be resurfaced. 	<ul style="list-style-type: none"> In response to concerns received at the PIC on Wednesday, April 3, 2013, the Ministry is recommending that the extension of Chamberlain Avenue (directly in line with the eastbound off-ramp) be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan. As such, the existing crossing distance for pedestrians and cyclists across Chamberlain at Percy Street will be maintained. As part of the Ultimate Network Concept in the Ottawa Cycling Plan (OCP, 2013), spine or city-wide cycling routes are proposed in the north-south direction along Booth Street and Percy Street, and in the east-west direction along Carling Avenue/Glebe Avenue, Gladstone Avenue, and Arlington Avenue in the vicinity of the Bronson Avenue interchange. The interchange improvements are concentrated along the Bronson eastbound off-ramp, at the ramp terminal intersection, and along Chamberlain Avenue, which are not designated as existing or proposed cycling routes in the OCP. As such, the Ministry believes that the improvements are consistent with the Plan's recommendations. The resurfacing of existing cycling facilities is a matter under the jurisdiction of the City of Ottawa. Your concerns have been forwarded to the City for consideration. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 30	Y	<ul style="list-style-type: none"> Concerned with the speed of traffic along Chamberlain and the lack of traffic calming, and that the off-ramp extension will exacerbate the problem. Expressed dissatisfaction with current 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding safety at the Bronson Avenue interchange. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown on the enclosed drawings):

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		traffic calming plans of landscaping and bigger signage and recommended much stronger traffic calming measures.	<ul style="list-style-type: none"> The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road from the Chamberlain / Imperial intersection to west of Percy Street. The installation of speed bumps on Chamberlain Avenue and the provision of traffic calming measures beyond Percy Street are considered to be outside of the scope of the interchange improvements project, as Chamberlain is a municipal road. Your comments have been forwarded to the City of Ottawa for consideration. The individual will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 31	N	<ul style="list-style-type: none"> Concerned about whether new plan will improve or reduce traffic speed coming from Bronson onto Chamberlain. Inquired as to whether making Imperial Avenue a dead end was considered. 	<ul style="list-style-type: none"> The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period. The comment was noted and included in the Design and Construction Report.
CS. 32	Y	<ul style="list-style-type: none"> Inquired why Chamberlain needs to become a 3-lane road and explains that disadvantages to widening it include increased traffic speed and a wider crossing for pedestrians. 	<ul style="list-style-type: none"> See combined response for CS 29.
CS. 33	Y	<ul style="list-style-type: none"> Concerned over existing speed of vehicle traffic coming onto Chamberlain and the 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding traffic safety at the Bronson Avenue interchange. Modifications to this interchange

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		<p>disregard of the sign for northbound vehicles on Bronson to yield for southbound traffic turning left onto Chamberlain. Also expressed concern as a pedestrian.</p> <ul style="list-style-type: none"> Recommended a noise barrier be installed south of Highway 417 and on Bronson for pedestrian safety along Chamberlain. Requested to be kept informed of development plans for the property triangle and inquired whether traffic onto Imperial could be limited or eliminated. 	<p>are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown on the enclosed drawings):</p> <ul style="list-style-type: none"> Following the removal of the Ottawa School Board building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The Chamberlain extension will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. Further modifications to the intersection of Bronson and Chamberlain / Imperial, including the limitation of traffic through Imperial, are considered to be outside the scope of the current detail design assignment. However, we have forwarded your comments to the City of Ottawa for consideration. As part of the Bronson Avenue interchange improvements, a noise

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			<p>barrier is being installed on the south side of the eastbound off-ramp from Booth Street to Cambridge Street South, and to replace the noise attenuation previously provided by the former Ottawa School Board building.</p> <ul style="list-style-type: none"> As part of the Highway 417 Noise Barrier Retrofits project (WP 4088-07-01), noise barriers are proposed to be installed on the north side of Highway 417 from Bronson Avenue to Lyon Street, and on the south side of the highway from the O-Train corridor to Preston Street and from Lyon Street to the Rideau Canal. More information about this project is available on the project website at http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/. At this time, there are no plans for development on the former Ottawa School Board building site south of the Chamberlain Avenue extension. As part of the interchange improvements, landscaping will be implemented on the property. The planting plan will include a mixture of ground cover, shrub plantings, deciduous and coniferous trees, as appropriate. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 34	Y	<ul style="list-style-type: none"> Recommended that Bronson and Imperial be made into a right-angled intersection to slow vehicles turning right, thus creating a safer pedestrian crossing. Recommended that Imperial/Chamberlain yield into the two-lane off-ramp rather than expanding to 3-lanes. Recommended working with the City to provide a synchronized light at Imperial and Bronson for left-turning cars going southbound on Bronson. 	<ul style="list-style-type: none"> In response to concerns received at the Public Information Centre (PIC) on Wednesday, April 3, 2013, the Ministry is recommending that the Chamberlain Avenue extension be reduced to 2 lanes from the 3-lane design originally presented at the PIC. The realigned portion of Chamberlain / Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Further modifications to the intersection of Bronson and Chamberlain / Imperial, including the synchronization of traffic lights, are outside the scope of the current interchange improvements project. However, we have forwarded your comments to the City of Ottawa for consideration. The individual will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 35	Y	<ul style="list-style-type: none"> Recommended that the expansion of 	<ul style="list-style-type: none"> In response to concerns received at the PIC on Wednesday, April 3,

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		<p>Chamberlain to 3 lanes is unnecessary and that traffic speed should be reduced.</p> <ul style="list-style-type: none"> • Recommended that attention be paid to making pedestrian crossing safer, i.e. at Plymouth and the area around Drummond's gas station. • Recommended eliminating the eliminating the left-hand turn onto Chamberlain for southbound vehicles on Bronson. • Recommended that consideration be given to incorporating cycling facilities on Chamberlain which is currently unsafe for cycling. 	<p>2013, the Ministry is recommending the following improvements (as shown in the enclosed drawings):</p> <ul style="list-style-type: none"> • Following the removal of the Ottawa School Board building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. • The Chamberlain extension will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. • Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. • On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. • Further modifications to the intersection of Bronson and Chamberlain / Imperial are considered to be outside the scope of the current detail design assignment. However, we have forwarded your comments to the City of Ottawa for consideration. • The implementation of cycling facilities along Chamberlain is also considered to be outside the scope of this project. As part of the Ultimate Network Concept in the Ottawa Cycling Plan (OCP, 2013), spine or city-wide cycling routes are proposed in the north-south direction along Booth Street and Percy Street, and in the east-west

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			<p>direction along Carling Avenue/Glebe Avenue, Gladstone Avenue, and Arlington Avenue in the vicinity of the Bronson Avenue interchange.</p> <ul style="list-style-type: none"> The interchange improvements are concentrated along the Bronson eastbound off-ramp, at the ramp terminal intersection, and along Chamberlain Avenue, which are not designated as existing or proposed cycling routes in the OCP (2013). As such, the Ministry believes that the improvements are consistent with the Plan's recommendations. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CS. 36	Y	<ul style="list-style-type: none"> Concerned over cut-through traffic along Orangeville, exiting at Powell and Bronson as a result of drivers exiting the Queensway at Rochester and suggested that the proposed works may encourage drivers to exit at Bronson. Concerned over development planned for the Carling/Bayview corridor which will see 30+ 40-storey condos built with increases in population density and vehicles. Because the closest on-ramp to the Queensway is at Metcalfe Street, increased density will result in higher volumes of cut-through traffic through the Glebe Annex and increased congestion at Bronson and Chamberlain. Inquired whether the project team would consider adding an on-ramp in the Booth/Rochester area. 	<ul style="list-style-type: none"> The Highway 417 Expansion project currently undergoing detail design was recommended as a result of a Preliminary Design and Environmental Assessment (EA) study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. The study examined needs and opportunities with respect to mobility, operations, and safety, evaluated preliminary design alternatives and arrived at a recommended alternative for highway modifications to address the issues identified. The purpose of this detail design undertaking is to prepare the approved EA plan for implementation at the Bronson interchange. During preliminary design, various combinations of eastbound on-ramps were considered to address the primary concern of queuing onto the eastbound mainline lanes during peak periods. The option of closing the eastbound on-ramp at Metcalfe Street and relocating it to Bank Street was reviewed. However, this alternative was found to have significantly higher costs and results in complex constructability issues, and was therefore not recommended. In addition, the provision of an eastbound on-ramp in the Booth/Rochester Street area is restricted by the tight spacing of existing eastbound on- and off-ramps and the need to provide appropriate distances to allow traffic entering and exiting the Queensway to merge safely. The preferred alternative that was approved through the EA study and that will be implemented through this detail design study was to alleviate traffic congestion on the mainline by lengthening the deceleration lane for the eastbound off-ramp at Bronson Avenue,

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			<p>widening the Booth St. overpass, and realigning Chamberlain Avenue to be opposite the eastbound off-ramp.</p> <ul style="list-style-type: none"> As the potential for cut-through traffic resulting from the planned development in the Carling/Bayview corridor is outside of the scope of this project, your comment has been forwarded to the City of Ottawa for consideration. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 18	N	<ul style="list-style-type: none"> Responding to PIC notification and indicating that the Public Art Officer for the Bronson Avenue Reconstruction is not required to be involved in the PIC process. 	<ul style="list-style-type: none"> The comment was noted and included in the Design and Construction Report.
CR. 19	Y	<ul style="list-style-type: none"> Offered anecdotal evidence of traffic accidents where Bronson meets Chamberlain and the Drummond's gas station exits. Concerned over the chaotic, highly-charged, and confusing traffic zone and offered to provide details and comments if they would be useful for improving traffic conditions. 	<ul style="list-style-type: none"> An initial response was sent that acknowledged receipt of the comment, provided an invitation to attend the PIC and view the presentation materials on the project website when they become available. The MTO is aware of community concerns regarding safety at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements: Following the removal of the OCDSB building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Oversized speed signs, enhanced landscaping, and a new sidewalk

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			<p>along the north side separated from the road by a 1 m wide boulevard will be implemented along the Chamberlain extension to reinforce a more residential character along the arterial road.</p> <ul style="list-style-type: none"> On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. The individual will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 20	Y	<ul style="list-style-type: none"> Concerned over loss of green space to pavement. Suggested putting roads underground. 	<ul style="list-style-type: none"> An initial response was sent that acknowledged receipt of the comment, provided an invitation to attend the PIC and view the presentation materials on the project website when they become available. On behalf of the Ministry of Transportation, we thank you for submitting your comment regarding the Highway 417 Bronson Avenue Interchange Operational Improvements project. Specifically you expressed concern with a loss of green space. In order to enhance existing green space in the vicinity of the proposed interchange improvements, a landscape plan has been prepared for the following areas: <ul style="list-style-type: none"> North side of the eastbound off-ramp and the ramp extension between Bronson Avenue and Percy Street South side of the ramp extension just east of Bronson at the former Ottawa Board of Education building site South side of the realigned Chamberlain Avenue and immediately north of Glebe Memorial Park, between Imperial Avenue and Percy Street North side of Orangeville Street between Booth Street and Lebreton Street S. Landscaping in these areas will include a mixture of ground cover, shrub plantings, and deciduous and coniferous trees, as appropriate. The increase in pavement on the east side of Bronson is minor. The individual will receive notification regarding the submission of the DCR for the 30-day public review period.

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CR. 21	Y	<ul style="list-style-type: none"> Inquired whether there had been consideration given to the addition of an eastbound on-ramp at the Bronson Avenue interchange, as requested in the community's City-approved Traffic Plan (2004). 	<ul style="list-style-type: none"> An initial response was sent that acknowledged receipt of the comment, provided an invitation to attend the PIC and view the presentation materials on the project website when they become available. The Highway 417 Expansion project currently undergoing detail design was recommended as a result of a Preliminary Design and Environmental Assessment (EA) study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. The study examined needs and opportunities with respect to mobility, operations, and safety, evaluated preliminary design alternatives and arrived at a recommended alternative for highway modifications to address the issues identified. The purpose of this detail design undertaking is to prepare the approved EA plan for implementation at the Bronson interchange. During preliminary design, various combinations of eastbound on-ramps were considered to address the primary concern of queuing onto the eastbound mainline lanes during peak periods. The option of closing the eastbound on-ramp at Metcalfe Street and relocating it to Bank Street was reviewed. However, this alternative was found to have significantly higher costs and results in complex constructability issues, and was therefore not recommended. In addition, the provision of an eastbound on-ramp at Bronson Avenue is restricted by the tight spacing of existing eastbound on- and off-ramps and the need to provide appropriate distances to allow traffic entering and exiting the Queensway to merge safely. The preferred alternative that was approved through the EA study and that will be implemented through this detail design study for the Bronson Avenue interchange was to alleviate traffic congestion on the mainline by lengthening the deceleration lane for the eastbound off-ramp at Bronson Avenue, widening the Booth St. overpass, and realigning Chamberlain Avenue to be directly in line with the eastbound off-ramp. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 22	Y	<ul style="list-style-type: none"> Inquired whether there had been consideration given to the addition of an 	<ul style="list-style-type: none"> An initial response was sent that acknowledged receipt of the comment, provided an invitation to attend the PIC and view the

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		<p>eastbound on-ramp at the Bronson Avenue interchange, as there is no eastbound access between Parkdale and Elgin, and suggested this would improve traffic flow, reduce traffic along Chamberlain and Isabella, and reduce congestion at the existing eastbound on-ramps.</p>	<p>presentation materials on the project website when they become available.</p> <ul style="list-style-type: none"> The Highway 417 Expansion project currently undergoing detail design was recommended as a result of a Preliminary Design and Environmental Assessment (EA) study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. The study examined needs and opportunities with respect to mobility, operations, and safety, evaluated preliminary design alternatives and arrived at a recommended alternative for highway modifications to address the issues identified. The purpose of this detail design undertaking is to prepare the approved EA plan for implementation at the Bronson Avenue interchange. During preliminary design, various combinations of eastbound on-ramps were considered to address the primary concern of queuing onto the eastbound mainline lanes during peak periods. The option of closing the eastbound on-ramp at Metcalfe Street and relocating it to Bank Street was reviewed. However, this alternative was found to have significantly higher costs and results in complex constructability issues, and was therefore not recommended. In addition, the provision of an eastbound on-ramp at Bronson Avenue is restricted by the tight spacing of existing eastbound on- and off-ramps and the need to provide appropriate distances to allow traffic entering and exiting the Queensway to merge safely. The preferred alternative that was approved through the EA study and that will be implemented through this detail design study was to alleviate traffic congestion on the mainline by lengthening the deceleration lane for the eastbound off-ramp at Bronson Avenue, widening the Booth St. overpass, and realigning Chamberlain Avenue to be in line with the eastbound off-ramp. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 23	Y	<ul style="list-style-type: none"> Expressed agreement with comments regarding need for attractive treed landscaping adjacent to Queensway when any work is undertaken. 	<ul style="list-style-type: none"> Please be advised that a landscape plan has been prepared for this project and includes enhanced landscaping on the north side of the eastbound off-ramp to Bronson Avenue, and along the north and south sides of the Chamberlain Avenue extension between Bronson Avenue and Percy Street, including expanded green space north of

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			<p>Glebe Memorial Park.</p> <ul style="list-style-type: none"> In addition, any landscaping that is disturbed during construction related to the widening of the Booth Street overpass structure will be reinstated along the slope south of the highway, approximately between Booth Street and Lebreton Street South. As shown on the enclosed Landscape drawings, the planting plan in these areas includes a mixture of ground cover, shrub plantings, deciduous and coniferous trees, as appropriate. The individual will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 24	Y	<ul style="list-style-type: none"> Forwarded email thread containing concerns from a member of the public. Inquired whether the plans include anything that helps cycling/ walking at the intersections around Bronson, Chamberlain, and Percy. Forwarded email comments expressed concerned over the widening of Chamberlain from 2 to 3 lanes, as it will make traffic go faster and will make the street harder to cross. Inquired as to the possibility of resurfacing the intersection of Percy/Chamberlain for cyclists. Concerned over the approval of the plan by City planners and MTO's emphasis on making driving easier. 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding pedestrian and cyclist safety at the Bronson Avenue interchange and along Chamberlain Avenue. In response to concerns received at the Public Information Centre (PIC) on Wednesday, April 3, 2013, the Ministry is recommending the following interchange improvements (as shown on the enclosed drawings): The extension of Chamberlain Avenue (directly in line with the eastbound off-ramp) will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. This will reduce the crossing distance at Percy Street. The realigned portion of Chamberlain at the intersection with Imperial Avenue adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. This will improve overall safety for motorists, pedestrians and cyclists. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, improvements for pedestrians include a new sidewalk that will be reconfigured to tie into the existing sidewalk, and will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street.

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			<ul style="list-style-type: none"> Please be aware that [name redacted] will receive a direct response to the specific concerns he submitted for MTO consideration at the PIC. The individual will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 25	Y	<ul style="list-style-type: none"> Identified concerns of residents who met with Councillor Chernushenko to discuss the proposed configuration of the Bronson off-ramp and new connection with Chamberlain. Major identified issues and recommendations included moving the northbound right turn onto Chamberlain to the new ramp terminal intersection, making the intersection of Bronson and Chamberlain more right-angled to prevent free flow of traffic, and reducing the realigned Chamberlain to 2 lanes. Discussed need to work with MTO on the plan design and to undertake a traffic analysis, and inquired as to arranging a meeting between the community and MTO. 	<ul style="list-style-type: none"> A meeting was held with MTO, City staff, and MMM Group on May 16, 2013 to review the designs and discuss community concerns. The individual was added to the project contact list and will receive notification of the submission of the DCR for the 30-day public review period.
CR. 26	Y	<ul style="list-style-type: none"> Inquired as to the time and format of the PIC, whether any houses will be removed as part of the realignment of Chamberlain Avenue, and whether the exit to Rochester Street will be closed as part of the Booth Street overpass widening. 	<ul style="list-style-type: none"> A response was given which included the following: <ul style="list-style-type: none"> Details on the time, location, and open house format of the PIC and that a brief presentation would be given at 6:30 p.m., and that project team members would be available for the duration of the event to answer any questions. No houses will be removed as part of the Chamberlain Avenue realignment and that only the former Board of Education building will be removed. The widening of the Booth Street overpass will not require the closure of the ramp terminating at Rochester Street.
CR. 27	Y	<ul style="list-style-type: none"> Concerned with the increase of vehicle traffic volume and speed along Chamberlain as a result of the proposed 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding safety at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-

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		<p>interchange improvements and impacts on the safety of children and access to Glebe Memorial Park; increased traffic noise on Chamberlain; and increased traffic southbound on Percy and Lyon.</p> <ul style="list-style-type: none"> Recommended the following mitigation measures: <ol style="list-style-type: none"> 1) Speed bumps and/or cameras for traffic calming along Chamberlain 2) Extra gates and fencing around park 3) Landscaping to reduce noise between park and Chamberlain 4) Traffic restrictions on southbound traffic onto Percy and Lyon, especially at peak hours 	<p>ramp and Chamberlain Avenue, and are not anticipated to increase the volume of traffic using the ramp. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown in the enclosed drawings):</p> <ul style="list-style-type: none"> The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. The installation of speed bumps along Chamberlain Avenue and the implementation of traffic restrictions on Percy and Lyon Streets are considered to be outside the scope of the current interchange improvements project, as these are municipal roads. Your comments have been forwarded to the City of Ottawa for consideration. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 28	Y	<ul style="list-style-type: none"> Concerned with the increase of traffic speed and volume through the neighbourhood with the realignment of Chamberlain which will effectively turn it into a collector for Highway 417. <ul style="list-style-type: none"> Inquired as to what additional traffic calming measures will be put in place 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding pedestrian safety and traffic volumes and speed at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue and are not anticipated to increase the volume of traffic using the interchange or Chamberlain. In response to concerns received at the Public Information Centre on Wednesday,

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		<p>to ensure safety of pedestrians and cyclists i.e. speed humps, additional traffic signals.</p> <ul style="list-style-type: none"> Concerned that the traffic signal at Chamberlain and Lyon does not allow sufficient time for pedestrians to cross safely, especially for school children access local public schools. <ul style="list-style-type: none"> Inquired as to additional safety measures to be introduced to ensure safety of pedestrians at crosswalk. Inquired whether existing steel noise barriers will be replaced with newer, more effective noise barriers. 	<p>April 3, 2013, the Ministry is recommending the following improvements (as shown in the enclosed drawings):</p> <ul style="list-style-type: none"> Following the removal of the Ottawa School Board building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The Chamberlain extension will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. The Chamberlain extension will be in line with the existing road alignment to Percy Street. The intersection of Chamberlain and Percy will not be modified from the existing conditions and the traffic signals will not be replaced. As Chamberlain Avenue is a municipal road, modifications to intersections and the installation of speed bumps along Chamberlain are considered to be outside the scope of the current interchange improvements project. We have forwarded your comments to the City of Ottawa for consideration.

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			<ul style="list-style-type: none"> As part of the Bronson Avenue interchange improvements project, a noise barrier is being installed along the south side of the eastbound off-ramp from Booth Street to Cambridge Street South, and to replace the noise attenuation previously provided by the former Ottawa School Board building. As part of the Highway 417 Noise Barrier Retrofits project (WP 4088-07-01), noise barriers are proposed to be installed on the north side of Highway 417 from Bronson Avenue to Lyon Street, and on the south side of the highway from the O-Train corridor to Preston Street and from Lyon Street to the Rideau Canal. More information about this project is available on the project website at http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 29	Y	<ul style="list-style-type: none"> Concerned that the slope north of Orangeville Street and east of the widened Booth Street overpass did not show a landscaping plan and recommended it be landscaped with the same level and quality of landscaping as the westbound off-ramp to Parkdale Avenue. Requested a brief meeting to review a landscape plan for the slope. 	<ul style="list-style-type: none"> Please be advised that a landscape plan has been developed for this slope between Booth Street and Lebreton Street South, and includes a mixture of ground cover, shrub plantings, deciduous and coniferous trees, as shown on the enclosed Landscape drawing. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 30	Y	<ul style="list-style-type: none"> Recommended moving Chamberlain closer to the Queensway to create a bigger buffer which could be landscaped between the road and the houses and parkland to the south of Chamberlain. Requested an acknowledgment email to confirm receipt of the comment. 	<ul style="list-style-type: none"> A response was sent confirming receipt of the comment and indicated that a response was forthcoming. The option of realigning Chamberlain has been reviewed and is not considered feasible, as this would require major retaining walls along the south side of the highway and major road realignment beyond Percy Street, which is outside the scope of the current project. The proposed alignment is actually being pushed further from the homes on the south side of Chamberlain over a considerable distance. Following realignment, the abandoned portions of Chamberlain will receive some landscaping treatment to create slightly more green space between the existing houses and the

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			<p>realigned roadway.</p> <ul style="list-style-type: none"> The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 31	Y	<ul style="list-style-type: none"> Inquired whether the new eastbound off-ramp will allow for direct access to Bronson or whether it will completely bypass Bronson and force traffic onto Chamberlain, requiring drivers to find an alternate access to Bronson. 	<ul style="list-style-type: none"> Please be advised that vehicles exiting Highway 417 via the eastbound off-ramp to Bronson Avenue will be able to: <ul style="list-style-type: none"> Turn left to proceed northbound on Bronson; Turn right to proceed southbound on Bronson; or Cross Bronson and continue straight through the intersection along the new ramp extension, which will meet the realigned Chamberlain Avenue. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 32	Y	<ul style="list-style-type: none"> Same comment as CR. 31. 	<ul style="list-style-type: none"> See response for CR.31.
CR. 33	Y	<ul style="list-style-type: none"> Concerned that the recommended plan continues to use the existing turning lane into Chamberlain rather than a turning lane from Bronson, which has negative implications for Imperial Avenue. Recommended that Imperial becomes a dead end. Inquired whether a walkability analysis has been conducted for the recommended plan versus one where there is a right turn provided on Bronson for the off-ramp extension. 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding pedestrian and traffic safety at the Bronson Avenue interchange. Modifications to this interchange intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown in the enclosed drawings): Following the removal of the OCDSB building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east.

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			<ul style="list-style-type: none"> It would not be feasible to accommodate a left-turn lane for southbound traffic on Bronson Avenue at the new eastbound off-ramp terminal intersection, as there is not enough vehicle storage under the Highway 417 Bronson overpass structure and widening of the structure would be required. The provision of a dedicated right-turn onto Chamberlain at the eastbound off-ramp terminal intersection was considered but does not have approval under the Preliminary Design and Environmental Assessment study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. However, northbound vehicles will be able to turn right onto the Chamberlain extension from the through-lane on Bronson. Further modifications to the intersection of Bronson and Chamberlain / Imperial are outside the scope of the current interchange improvements project, including the reconfiguration of turning lanes on Bronson and the elimination of vehicular access to Imperial to create a dead end. As these are municipal roads, we have forwarded your comments to the City of Ottawa for consideration. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 34	Y	<ul style="list-style-type: none"> Mentioned that the demolition of the old Coca-Cola/Board of Education building was not mentioned in the project notices. Concerned with pedestrian safety crossing at Percy and an increase of traffic volume and speed along Chamberlain as a result of the plan. Inquired as to the installation of speed bumps along Chamberlain, for example at Glebe Memorial Park and past the traffic light at Kent. Does not believe bigger signage or landscaping will have a traffic calming effect. 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding safety at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue and are not anticipated to increase the volume of traffic using the ramp. In response to concerns received at the Public Information Centre (PIC) on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown on the enclosed drawings): The extension of Chamberlain (directly in line with the eastbound off-ramp) will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced

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			<p>landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road.</p> <ul style="list-style-type: none"> On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. As Chamberlain Avenue is a municipal road, further modifications, including the installation of speed bumps, are considered to be outside of the scope of the current interchange improvements project. However, we have forwarded your comments to the City of Ottawa for consideration. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 35	Y	<ul style="list-style-type: none"> Inquired as to what will be in the property triangle between the off-ramp extension and the realigned Chamberlain; whether Imperial Avenue will become a dead end; and whether there will be traffic calming measures included on the realigned Chamberlain to prevent it from becoming a high collision area. 	<ul style="list-style-type: none"> The area adjacent to the sidewalk on the south side of realigned Chamberlain Avenue at Imperial Avenue will be an asphalt boulevard, on which the potential for landscaping is limited because it is bisected by the laneway that provides access to Drummond's Gas Station off of Chamberlain. Furthermore, a watermain is situated in the new asphalt boulevard area which limits treed landscaping. The MTO is aware of community concerns regarding pedestrian and traffic safety at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown on the enclosed drawings): Following the removal of the OCDSB building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume

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			<p>of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced.</p> <ul style="list-style-type: none"> • The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan originally at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. • Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. • On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. • Further modifications to the intersection of Bronson and Chamberlain / Imperial, including the elimination of vehicular access to Imperial by implementing a dead-end, are considered to be outside the scope of the current detail design assignment. As these are municipal roads, we have forwarded your comments to the City of Ottawa for consideration. As part of the Bronson Avenue interchange improvements, a noise barrier is being installed on the south side of the Bronson Avenue eastbound off-ramp from Booth Street to Cambridge Street South, and to replace the noise attenuation previously provided by the former Ottawa School Board building. • As part of the Highway 417 Noise Barrier Retrofits project (WP 4088-07-01), noise barriers are proposed to be installed on the north side of Highway 417 from Bronson Avenue to Lyon Street, and on the south side of the highway from the O-Train corridor to Preston Street and from Lyon Street to the Rideau Canal. More information about this project is available on the project website at http://queenswayexpansioneast.com/highway-417-noise-barrier-

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			<p>retrofits-between-the-o-train-and-the-rideau-canal/.</p> <ul style="list-style-type: none"> The website will be updated with notification of the filing of the Design and Construction Report (DCR), including the final Recommended Plan, for a 30-day public review period. Please note that at this time, a construction schedule for the Bronson Avenue interchange improvements project has not been determined. Construction is dependent on the future availability of provincial funding and priorities. The MTO will be issuing a future contract to remove the OCDSB building. This contract will require that assessment of impacts on existing infrastructure be conducted prior to the building being removed. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 36	Y	<ul style="list-style-type: none"> Recommended that the design of Chamberlain seek to minimize traffic on Chamberlain, which is currently a danger to pedestrians, cyclists, and children due to the current design which encourages drivers to speed. Emphasized slowing cars and consideration of the character of neighbouring streets. Inquired why a chain link fence is required, as is compromises the appearance of the street and recommended that Chamberlain be designed to resemble the intersection of the Queensway and Queen Elizabeth. Inquired as to why the asphalt boulevard is not landscaped. Recommended that climbing plants be planted near noise barriers so that they may become covered in greenery. Requested to be added to the mailing list. 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding pedestrian and traffic safety at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue. In response to concerns received at the Public Information Centre (PIC) on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown on the enclosed drawings): Following the removal of the Ottawa School Board building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east.

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			<ul style="list-style-type: none"> Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. This fence will function to separate the roadway from the adjacent residential properties and Glebe Memorial Park to ensure the safety of both residents and park users. The potential for landscaping on the asphalt boulevard adjacent to the intersection of Bronson / Chamberlain / Imperial is limited because it is bisected by the laneway that provides access to Drummond's Gas Station off of Chamberlain. Furthermore, a watermain is situated in the new asphalt boulevard area which limits treed landscaping. A landscape plan has been prepared for the slope on the south side of the highway adjacent to the new noise barrier from Booth Street to Lebreton Street South, along the north side of the eastbound off-ramp, and along both sides of Chamberlain Avenue from Bronson Avenue to Percy Street. The planting plan for these areas includes a mixture of ground cover, shrub plantings, deciduous and coniferous trees, as appropriate. The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day public review period.
CR. 37	Y	<ul style="list-style-type: none"> Requested copy of the proposed works and existing base mapping. 	<ul style="list-style-type: none"> A response was given which included a copy of the Bronson Avenue interchange recommended plan so that the interest group can use the drawing in the preparation of comments on the proposed works.
CR. 38	Y	<ul style="list-style-type: none"> Inquired why no project notification letters had been received at the specified address, whereas neighbours had received notification letters for Study 	<ul style="list-style-type: none"> A response was given that confirmed the resident's contact information has been correct on the project contact list for both previous mailouts and that no notification letters have been returned to sender.

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		Commencement and the PIC.	
CR. 39	Y	<ul style="list-style-type: none"> Concerned with impacts of interchange changes on children living on Imperial Avenue, considering the history of collisions involving cars leaving the roadway, crossing the sidewalk, and breaking through the park fence or residents' fences and the resulting compromise to the safety of pedestrians and children as primary users of Glebe Memorial Park. Concerned that the off-ramp extension will increase traffic volume and speed. Concerned with vehicles entering Imperial Avenue from Chamberlain at high speeds. Concerned with traffic accidents occurring as a result of the crisscrossing of the Bronson southbound left-hand turns and the Bronson northbound right-hand turns onto Chamberlain. Recommended the following proposed solutions and options for consideration in the final design: <ul style="list-style-type: none"> Include new noise barriers to alleviate increased traffic noise from off-ramp extension; Setback sidewalk from edge of Chamberlain to increase pedestrian safety; Install rails/barriers or large planters along Chamberlain sidewalk to protect pedestrians from traffic accidents; Reduce traffic entering Chamberlain from Bronson and reduce accidents by moving northbound right-hand turn to Chamberlain to the off-ramp intersection; 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding pedestrian safety and traffic conditions at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue and are not anticipated to result in increased traffic volumes. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements: Following the removal of the Ottawa School Board building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. In an effort to help control the speed of traffic, the realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. The provision of a dedicated right-turn lane onto Chamberlain at the

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		<ul style="list-style-type: none"> ○ Use lane choking to reduce vehicle speed on turns at Bronson and Chamberlain; ○ Eliminate southbound left-hand turn and block all entry to Imperial Avenue from Bronson/Chamberlain; add a speed bumps or choking measures to entry to Imperial Avenue; or add a partial barrier/guardrail between southbound and northbound turns on to the realigned Chamberlain from Bronson; • Eliminate confusing signage related to right-hand turn from Chamberlain to Percy Street as it is often interpreted to mean you cannot make a right-hand turn from Chamberlain to Percy; traffic enters the neighbourhood at high speeds using Imperial Avenue as a result. • Expressed support for the extension of Glebe Memorial Park. Northwards and encouraged the addition of trees and park space as a buffer between houses and the realigned Chamberlain/off-ramp extension. 	<p>eastbound off-ramp terminal intersection does not have approval under the Preliminary Design and Environmental Assessment Study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. However, northbound vehicles will be able to turn right onto the Chamberlain extension from the through-lane on Bronson.</p> <ul style="list-style-type: none"> • As they are municipal roads, no modifications to signage will be made at the intersection of Chamberlain and Percy that are not directly related to proposed interchange improvements. Changes to signage for local traffic are under the jurisdiction of the City of Ottawa. • Further modifications to the intersections of Bronson and Chamberlain / Imperial and Chamberlain / Percy are considered to be outside the scope of the current detail design assignment, including the reconfiguration of the southbound left turn and northbound right turn from Bronson and the elimination of access to Imperial. As these are municipal roads, we have forwarded your comments to the City of Ottawa for consideration. Any additional comments or concerns regarding the intersection should be directed to Mr. Philippe Landry, Manager – Traffic Management & Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca. • As part of the Bronson Avenue interchange improvements project, a noise barrier is being installed on the south side of the eastbound off-ramp from Booth Street to Cambridge Street South, and to replace the noise attenuation previously provided by the former Ottawa School Board building. • As part of the Highway 417 Noise Barrier Retrofits project (WP 4088-07-01), noise barriers are proposed to be installed on the north side of Highway 417 from Bronson Avenue to Lyon Street, and on the south side of the highway from the O-Train corridor to Preston Street and from Lyon Street to the Rideau Canal. More information about this project is available on the project website at http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/. • The individual was added to the project contact list and will receive notification regarding the submission of the DCR for the 30-day

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
			public review period.
CR. 40	Y	<ul style="list-style-type: none"> Submitted a letter in response to the preliminary recommended plan presented at the PIC which outlines a series of issues and recommendations, some of which were originally submitted by letter to MTO and the City in July 2005 during preliminary design. The original letter is included as an appendix. Recommended measures in the aforementioned letter submitted in July 2005 have not been addressed. Concerns with the detail design include: <ul style="list-style-type: none"> Ensuring drivers exiting at the eastbound off-ramp to Bronson abide by the speed limit on Chamberlain; Ensuring pedestrian safety along Chamberlain, specifically for access to city parks and at intersections with Kent, Percy, and Bronson, especially for students and cyclists; Improved traffic and pedestrian safety at Bronson/Imperial; Ensuring the design of the Bronson and Chamberlain/Imperial intersections encourage drivers to access Lansdowne via Chamberlain rather than use residential streets; and Concerns over the viability of the car repair shop currently adjacent to the Ottawa Board of Education building and its ability to withstand the OBE building's demolition. Recommendations include: <ul style="list-style-type: none"> Prohibiting northbound traffic on Bronson from turning right onto Chamberlain/Imperial; removing right- 	<ul style="list-style-type: none"> The MTO is aware of community concerns regarding pedestrian safety and traffic conditions at the Bronson Avenue interchange. Modifications to this interchange are intended to improve the safety and efficiency of the eastbound off-ramp and Chamberlain Avenue. In response to concerns received at the Public Information Centre on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown on the enclosed drawings): Following the removal of the OCDSB building, Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue. Traffic exiting the highway will be able to travel directly east through the intersection, which will eliminate the existing jog that requires exiting vehicles to turn south on Bronson to access Chamberlain. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. The extension of Chamberlain will be reduced to 2 lanes from the 3-lane design originally presented as part of the Recommended Plan at the PIC. The realigned portion of Chamberlain at the intersection with Imperial adjacent to Drummond's gas station will meet the 2-lane Chamberlain extension at a tighter radius and require motorists to yield and merge onto Chamberlain to proceed east. Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard will be implemented to reinforce a more residential character along the arterial road. On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk, which will be offset from Chamberlain by a distance varying from 0-25 metres. The buffer created by this realignment will be developed with enhanced landscaping. Fencing will be installed adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street. It would not be feasible to accommodate a left-turn lane for southbound traffic on Bronson Avenue at the new eastbound off-ramp terminal intersection, as there is not enough vehicle storage under the Highway 417 Bronson overpass structure and widening of

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		<p>turn lane; directing traffic to turn right at the new ramp terminal intersection; MTO acquisition and removal of car repair shop to allow for a longer right turn lane at ramp terminal intersection;</p> <ul style="list-style-type: none"> Right-angled turned at the intersection of Bronson and Chamberlain/Imperial to eliminate need for a third yielding lane on Chamberlain; As southbound traffic on Bronson will continue to turn left onto Chamberlain/Imperial, MTO/City should implement measures to make the turn safer and easier for vehicles, in order to discourage the use of residential west-west streets in the Glebe to access Bank or Lansdowne i.e. synchronized signal light to stop only northbound vehicles; 2 lanes on the realigned Chamberlain with additional green space separating the sidewalk from the roadway, rather than widening to 3 lanes as proposed; Realign Chamberlain closer to Highway 417 along its entire length; and Additional improvements for pedestrian safety at the ramp terminal intersection i.e. wider sidewalks, zebra markings, countdown timers for pedestrian signals. <ul style="list-style-type: none"> Additional recommendations outside the formal scope of the MTO project which should be addressed by the City because they address problems which will be exacerbated by the planned changes for the Bronson off-ramp: <ul style="list-style-type: none"> Improve pedestrian safety at the Kent- 	<p>the structure would be required.</p> <ul style="list-style-type: none"> The provision of a dedicated right-turn lane onto Chamberlain at the eastbound off-ramp terminal intersection does not have approval under the Preliminary Design and Environmental Assessment Study for Highway 417 (from Highway 416 to Anderson Road), which received environmental clearance in 2008. However, northbound vehicles will be able to turn right onto the Chamberlain extension from the through-lane on Bronson. Further modifications to the intersection of Bronson and Chamberlain / Imperial and the intersections of Chamberlain with Percy and Kent are outside the scope of the current interchange improvements project. As these are municipal roads, we have forwarded your comments to the City of Ottawa for consideration. The option of realigning Chamberlain closer to Highway 417 has been reviewed and is not considered feasible, as this would require major retaining walls along the south side of the highway and major road realignment beyond Percy Street, which is considered to be outside the scope of the current detail design assignment. The MTO will be issuing a future contract to remove the OCDSB building. This contract will require that assessment of impacts on existing infrastructure be conducted prior to the building being removed. The individual will receive notification regarding the submission of the DCR for the 30-day public review period.

REF. NO	RESPONSE REQUIRED?	SUMMARY OF COMMENT	SUMMARY OF HOW THE COMMENT WAS ADDRESSED
		<p>Chamberlain crossing by (but not limited to) increasing the waiting time of the pedestrian activated light and improving visibility in this intersection through zebra stripes and school crossing signage [Urgent request originally submitted to the City in a letter dated Nov. 4, 2012].</p> <ul style="list-style-type: none"> ○ Improve the Percy-Chamberlain crossing on the designated bike route by adjusting the timing of the pedestrian activated light to reduce waiting time; and ○ Realign the pedestrian/bike route crossing at Percy-Chamberlain so they are aligned with Percy on either side of the intersection. 	
CR. 41	Y	<ul style="list-style-type: none"> • Inquired if there would be a continuous noise barrier installed along the south side of Highway 417 between Bronson and Kent. • Inquired if the project website will be updated with information regarding MTO's acquisition of the former Ottawa School Board building and if studies have been completed to determine the ability of the car mechanical garage to withstand the adjacent demolition. 	<ul style="list-style-type: none"> • See combined response for CR. 35.

NEXT STEPS

The Highway 417 Parkdale Avenue interchange and Highway 417 Bronson Avenue interchange improvements detail design projects are following the requirements of MTO's *Class Environmental Assessment for Provincial Transportation Facilities* (2000) for Group 'B' undertakings.

Following this Public Information Centre, a Design and Construction Report (DCR) will be prepared for each project and will include:

- A description of the recommended plan, including any changes to transportation engineering and environmental issues identified in Preliminary Design;
- A summary of stakeholder consultation (as outlined in this report); and
- A detailed description of anticipated environmental effects and recommended mitigation measures that will be incorporated into construction documents.

The DCRs will each be made available for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify the locations where the DCRs are available for viewing.

Upon completion of the respective public review periods, these projects will be considered to have met the requirements of MTO's Class EA¹.

¹ Under the Class EA, there are no 'bump-up' (Part II Order) opportunities during the DCR review.



HIGHWAY 417 INTERCHANGE OPERATIONAL IMPROVEMENTS

Parkdale Avenue Interchange (WP 4068-10-01) &
Bronson Avenue Interchange (WP 4089-07-01)

Public Information Centre Summary Report

APPENDIX A

Newspaper Notices



MMM GROUP

NOTICE OF PUBLIC INFORMATION CENTRE

Highway 417 Parkdale Avenue Interchange Improvements (WP 4068-10-00) & Highway 417 Bronson Avenue Interchange Improvements (WP 4089-07-01), Detail Design

THE STUDIES

The **Ministry of Transportation (MTO)** has retained **McCormick Rankin (MRC)**, a member of MMM Group Limited, to complete the detail design for operational improvements to the Highway 417 Parkdale Avenue Interchange (WP 4068-10-00) and the Highway 417 Bronson Avenue Interchange (WP 4089-07-01). The projects involve the following components:

PARKDALE AVENUE INTERCHANGE

- Realignment of the westbound off-ramp at Parkdale Avenue;
- Widening of the Parkdale Avenue eastbound off-ramp in the vicinity of the ramp terminal intersection to provide left-turn and right-turn lanes;
- Staged construction with lane and ramp closures; and
- Construction of related works including: retaining walls, roadside protection, noise barriers, drainage works, utility relocations, landscaping, illumination and traffic signal modifications.

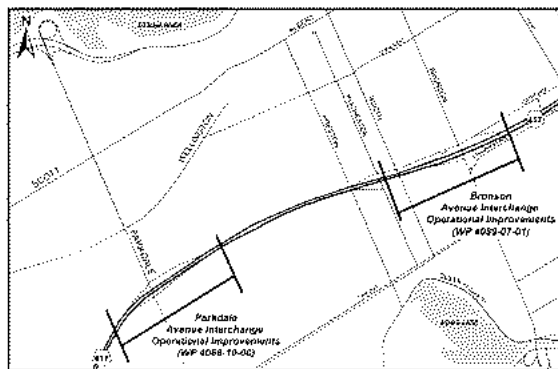
BRONSON AVENUE INTERCHANGE

- Modifications to the eastbound off-ramp at Bronson Avenue to lengthen the ramp and provide additional vehicle storage, including widening the Booth Street Highway 417 overpass structure;
- Local realignment of Chamberlain Avenue to the north, to be opposite the eastbound off-ramp;
- Modifications to the eastbound off-ramp where it intersects with Bronson Avenue;
- Construction of related works including: retaining walls, roadside protection, noise barriers, drainage works, utility relocations, illumination and traffic signal modifications;
- Continuous intermediate-term lane reductions (two to three months) on Highway 417 eastbound;
- Short-term lane reductions (one to four weeks) on Bronson Avenue and Chamberlain Avenue to tie in the new construction; and
- Nightly closure of the Highway 417 eastbound off-ramp.

PUBLIC CONSULTATION

A Public Information Centre (PIC) has been arranged to provide agencies, interested groups, business representatives and members of the general public with an opportunity to review and comment on the proposed design, potential impacts and proposed mitigation for each project. Members of the Project Team will be available at the PIC to discuss the projects with you and answer any questions you may have. The PIC is scheduled as follows:

Date: Wednesday, April 3, 2013
Location: Hintonburg Community
Centre (Wellington Room)
1064 Wellington Street
Ottawa, ON K1Y 2Y3
Time: 4:00 p.m. to 8:00 p.m.
Presentation at 6:30 p.m.



THE PROCESS

These projects are being carried out in accordance with the approved environmental planning process for Group 'B' undertakings under the Ministry of Transportation's *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout the projects. The preliminary design was documented in a Transportation Environmental Study Report (TESR), which received environmental clearance in 2006. Upon completion of detail design, a Design and Construction Report (DCR) will be prepared for each project and filed for a 30-day public review period. A newspaper notice will be published at that time to explain the review process and identify the locations where the DCR can be reviewed.

COMMENTS

We are interested in hearing any comments that you may have regarding this study. If you are unable to attend the PIC and wish to obtain further information or if you wish to provide comments, please contact either the Consultant Project Manager or the MTO Senior Project Engineer listed below. You can also visit the project website for more information at www.queenswayexpansioneast.com.

Mr. Manny Goetz, P.Eng.
Consultant Project Manager
McCormick Rankin
1145 Hunt Club Road, Suite 300
Ottawa, ON K1V 0Y3
tel: 613-736-7200
toll-free: 1-877-938-9912
fax: 613-736-8710
e-mail: mgoetz@mrc.ca

Mr. David Lindensmith, P.Eng.
MTO Senior Project Engineer
Ministry of Transportation Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston, ON K7L 5A3
tel: 613-540-5130
toll-free: 1-800-267-0295
fax: 613-540-5106
e-mail: dave.lindensmith@ontario.ca

If you have any accessibility requirements in order to participate in this study, please contact one of the Project Team members listed above.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act (FIPPA)*. With the exception of personal information, all comments will be part of the public record.

Des renseignements sont disponibles en français en composant le (613) 736-7200 poste 3267, auprès de M. Michel Bisson, P.Eng., Courriel : mbisson@mrc.ca.

AVIS DE SÉANCE D'INFORMATION PUBLIQUE

Améliorations à l'échangeur de l'autoroute 417 et de l'avenue Parkdale (WP 4068-10-00) et améliorations à l'échangeur de l'autoroute 417 et de l'avenue Bronson (WP 4089-07-01), conception détaillée

LES ÉTUDES

Le **ministère des Transports de l'Ontario (MTO)** a retenu les services de **McCormick Rankin (MRC)**, membre du Groupe MMM Limitée, pour effectuer la conception détaillée des améliorations opérationnelles destinées à l'échangeur de l'autoroute 417 et de l'avenue Parkdale (WP 4068-10-00) et à l'échangeur de l'autoroute 417 et de l'avenue Bronson (WP 4089-07-01). Les projets comprennent les composantes suivantes :

ÉCHANGEUR DE L'AVENUE PARKDALE

- un nouveau tracé de la bretelle de sortie en direction ouest à l'avenue Parkdale;
- élargissement de la bretelle de sortie en direction est à l'avenue Parkdale près de l'intersection du terminal de la bretelle, pour offrir des voies permettant de tourner à gauche ou à droite;
- construction graduelle avec fermetures de voies et de bretelles;
- construction d'ouvrages connexes, y compris : murs de soutènement, protection au bord de la route, écrans antibruit, travaux de drainage, déplacement des services publics, aménagement paysager, éclairage et modifications aux feux de circulation.

ÉCHANGEUR DE L'AVENUE BRONSON

- modifications à la bretelle de sortie en direction est à l'avenue Bronson pour allonger la bretelle et fournir de l'entreposage supplémentaire de véhicules, y compris l'élargissement de la structure du viaduc de l'autoroute 417 à la rue Booth;
- nouveau tracé local de l'avenue Chamberlain vers le nord, afin qu'elle soit en face de la bretelle de sortie en direction est;
- modifications à la bretelle de sortie en direction est, à l'intersection de l'avenue Bronson;
- construction d'ouvrages connexes, y compris : murs de soutènement, protection au bord de la route, écrans antibruit, travaux de drainage, déplacement des services publics, éclairage et modifications aux feux de circulation;
- réductions de voies continues à moyen terme (deux ou trois mois) sur l'autoroute 417 en direction est;
- réductions de voies à court terme (une à quatre semaines) sur l'avenue Bronson et l'avenue Chamberlain pour assurer le lien avec la nouvelle construction;
- fermeture nocturne de la bretelle de sortie de l'autoroute 417 en direction est.

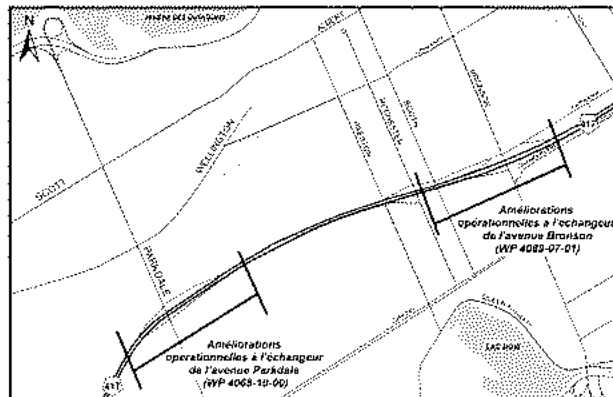
CONSULTATION PUBLIQUE

Une séance d'information publique (SIP) est prévue pour donner aux organismes, aux groupes intéressés, aux représentants d'entreprises et aux membres du grand public une occasion d'examiner et de commenter la conception proposée, les répercussions potentielles et les mesures d'atténuation suggérées pour chaque projet. Les membres de l'équipe de projet y seront présents pour discuter avec vous et répondre à toutes vos questions éventuelles. La SIP est prévue comme suit :

Date : Le mercredi 3 avril 2013

Lieu : Centre communautaire Hintonburg (salle Wellington)
1064, rue Wellington
Ottawa (Ontario)
K1V 2Y3

Heure : De 16 h à 20 h
Présentation à 18 h 30



LE PROCESSUS

Ces projets sont exécutés conformément au processus approuvé pour les projets du groupe « B » en vertu de l'*Évaluation environnementale de portée générale pour les installations provinciales de transport* (2000) du ministère des Transports, et le public aura l'occasion de formuler des commentaires pendant toute la durée des projets. La conception préliminaire a été documentée dans un rapport d'étude environnementale sur les transports (REET) qui a reçu l'autorisation environnementale en 2008. Dès l'achèvement de la conception détaillée, un rapport de conception et de construction (RCC) sera préparé et exposé au public durant une période de 30 jours. Un avis de présentation de RCC paraîtra ensuite dans les journaux locaux pour expliquer le processus d'examen et indiquer les endroits où le rapport sera exposé.

COMMENTAIRES

Nous accueillerons avec plaisir tous vos commentaires éventuels sur cette étude. Si vous êtes dans l'impossibilité d'assister à la SIP et si vous souhaitez recevoir des renseignements supplémentaires ou formuler des commentaires, veuillez communiquer avec le chargé de projet de la firme ou l'ingénieur principal de projet mentionné ci-dessous, ou visiter le site Web du projet au www.queenswayexpansioneast.com.

M. Manny Goetz, P.Eng.

Chargé de projet de la firme
McCormick Rankin
1145, chemin Hunt Club, bur. 300
Ottawa (Ontario) K1V 0Y3
Tél. : 613 736-7200
Sans frais : 1 877 998-9912
Télé. : 613 736-8710
Courriel : mgoetz@mrc.ca

M. David Lindensmith, P.Eng.

Ingénieur principal de projet du MTO
Ministère des Transports, région de l'Est
1355, boul. John Counter, Sac postal 4000
Kingston (Ontario) K7L 5A3
Tél. : 613 540-5130
Sans frais : 1 800 267-0295
Télé. : 613 540-5106
Courriel : dave.lindensmith@ontario.ca

Si vous avez des besoins spéciaux en matière d'accessibilité pour participer à cette étude, veuillez communiquer avec un des membres de l'équipe de projet indiqués ci-dessus.

Les renseignements seront recueillis conformément à la *Loi sur l'accès à l'information et la protection de la vie privée (LAIPVP)*. À l'exception des renseignements personnels, tous les commentaires feront partie du domaine public.

Des renseignements sont disponibles en français en composant le 613 736-7200, poste 3267, auprès de M. Michel Bisson, P.Eng.; courriel : mbisson@mrc.ca.



HIGHWAY 417 INTERCHANGE OPERATIONAL IMPROVEMENTS

Parkdale Avenue Interchange (WP 4068-10-01) &
Bronson Avenue Interchange (WP 4089-07-01)

Public Information Centre Summary Report

APPENDIX B

Notification Letters



MMM GROUP

PIC Letter to Local Elected Representatives



Ministry of Transportation

Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 540-5130
Fax: 613-540-5106

Ministère des Transports

Section de la planification et de la conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 540-5130
Télééc. 613 540-5106

March 19, 2013

<<NAME>>
<<ADDRESS>>

Dear <<NAME>>:

**RE: NOTICE OF PUBLIC INFORMATION CENTRE
HIGHWAY 417 PARKDALE AVENUE INTERCHANGE IMPROVEMENTS (WP 4068-10-00) & HIGHWAY
417 BRONSON AVENUE INTERCHANGE IMPROVEMENTS (WP 4089-07-01), DETAIL DESIGN**

The Ministry of Transportation (MTO) has retained McCormick Rankin (MRC), a member of MMM Group Limited, to complete the detail design for operational improvements to the Highway 417 Parkdale Avenue Interchange (WP 4068-10-00) and the Highway 417 Bronson Avenue Interchange (WP 4089-07-01), as shown in the enclosed notice. The projects involve the following components:

PARKDALE AVENUE INTERCHANGE

- Realignment of the westbound off-ramp at Parkdale Avenue;
- Widening of the Parkdale Avenue eastbound off-ramp in the vicinity of the ramp terminal intersection to provide left-turn and right-turn lanes;
- Staged construction with lane and ramp closures; and
- Construction of related works including: retaining walls, roadside protection, noise barriers, drainage works, utility relocations, landscaping, illumination, and traffic signal modifications.

BRONSON AVENUE INTERCHANGE

- Modifications to the eastbound off-ramp at Bronson Avenue to lengthen the ramp and provide additional vehicle storage, including widening the Booth Street Highway 417 overpass structure;
- Local realignment of Chamberlain Avenue to the north, to be opposite the eastbound off-ramp;
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- Continuous intermediate-term lane reductions (two to three months) on Highway 417 eastbound;
- Short-term lane reductions (one to four weeks) on Bronson Avenue and Chamberlain Avenue to tie in the new construction; and
- Nightly closure of the Highway 417 eastbound off-ramp.

The purpose of this letter is to invite you to attend a Public Information Centre (PIC) for these projects. The PIC is scheduled as follows:

Date:	Wednesday, April 3, 2013
Location:	Hintonburg Community Centre (Wellington Room) 1064 Wellington Street, Ottawa, ON K1Y 2Y3
Time:	4:00 PM to 8:00 PM / Presentation at 6:30 PM

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Please be advised that the Ontario Government Notice (OGN) advertising this PIC will be published in local newspapers as follows:

The Ottawa Citizen	March 21, 2013
Ottawa Le Droit	March 21, 2013

A copy of the notice is attached for your information.

If you are unable to attend the PIC but wish to obtain additional information, or submit comments, please feel free to contact the undersigned at the address listed below. More information is also available on the project website at **www.queenswayexpansioneast.com**.

Mr. David Lindensmith, P.Eng.

MTO Senior Project Engineer

Ministry of Transportation Eastern Region
1355 John Counter Blvd., Postal Bag 4000
Kingston, ON K7L 5A3

Phone: (613) 540-5130
1-800-267-0295 (toll free)

Fax: (613) 540-5106

E-mail: dave.lindensmith@ontario.ca

If you have any accessibility requirements in order to participate in this study, please feel free to contact me.

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Des renseignements sont disponibles en français en composant (613) 736-7200 poste 3287, auprès de M. Michel Bisson, P.Eng., Courriel: mbisson@mrc.ca.

Yours very truly,

David Lindensmith, P.Eng.
MTO Senior Project Engineer

cc: Mr. Manny Goetz, Consultant Project Manager – McCormick Rankin
Mr. Kevin Ogilvie, Senior Environmental Planner – MTO Eastern Region
Mr. Tim Dickinson, Consultant Environmental Planner – MMM Group Ltd.

Attach English and French Notices
--



Ministry of Transportation

Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 540-5130
Fax: 613-540-5106

Ministère des Transports

Section de la planification et de la conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 540-5130
Télééc. 613 540-5106

March 19, 2013

<<NAME>>
<<ADDRESS>>

Dear <<NAME>>:

**RE: NOTICE OF PUBLIC INFORMATION CENTRE
HIGHWAY 417 PARKDALE AVENUE INTERCHANGE IMPROVEMENTS (WP 4068-10-00) & HIGHWAY
417 BRONSON AVENUE INTERCHANGE IMPROVEMENTS (WP 4089-07-01), DETAIL DESIGN**

The Ministry of Transportation (MTO) has retained McCormick Rankin (MRC), a member of MMM Group Limited, to complete the detail design for operational improvements to the Highway 417 Parkdale Avenue Interchange (WP 4068-10-00) and the Highway 417 Bronson Avenue Interchange (WP 4089-07-01), as shown in the enclosed notice. The projects involve the following components:

PARKDALE AVENUE INTERCHANGE

- Realignment of the westbound off-ramp at Parkdale Avenue;
- Widening of the Parkdale Avenue eastbound off-ramp in the vicinity of the ramp terminal intersection to provide left-turn and right-turn lanes;
- Staged construction with lane and ramp closures; and
- Construction of related works including: retaining walls, roadside protection, noise barriers, drainage works, utility relocations, landscaping, illumination, and traffic signal modifications.

BRONSON AVENUE INTERCHANGE

- Modifications to the eastbound off-ramp at Bronson Avenue to lengthen the ramp and provide additional vehicle storage, including widening the Booth Street Highway 417 overpass structure;
- Local realignment of Chamberlain Avenue to the north, to be opposite the eastbound off-ramp;
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Location:	Hintonburg Community Centre (Wellington Room) 1064 Wellington Street, Ottawa, ON K1Y 2Y3
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MTO Senior Project Engineer

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Yours very truly,

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MTO Senior Project Engineer

cc: Mr. Manny Goetz, Consultant Project Manager – McCormick Rankin
Mr. Kevin Ogilvie, Senior Environmental Planner – MTO Eastern Region
Mr. Tim Dickinson, Consultant Environmental Planner – MMM Group Ltd.

Attach English and French Notices

McCormick Rankin
1145 Hunt Club Road, Suite 300
Ottawa, ON Canada K1V 0Y3
t: 613.736.7200 | f: 613.736.8710
www.mrc.ca

March 21, 2013

<<ADDRESS>>

Attention: <<NAME>>
<<TITLE>>

**RE: NOTICE OF PUBLIC INFORMATION CENTRE
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Mr. Manny Goetz, P.Eng.
Consultant Project Manager

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Manny Goetz, P.Eng.
Consultant Project Manager

cc: Mr. David Lindensmith, Senior Project Engineer – MTO Eastern Region
Mr. Kevin Ogilvie, Senior Environmental Planner – MTO Eastern Region
Mr. Tim Dickinson, Consultant Environmental Planner – MMM Group Ltd.

Attach Notice of PIC

Note: TAC Members received email notifications of the PIC with the External Agency letter attached



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March 21, 2013

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Attach Notice of PIC



HIGHWAY 417 INTERCHANGE OPERATIONAL IMPROVEMENTS

Parkdale Avenue Interchange (WP 4068-10-01) &
Bronson Avenue Interchange (WP 4089-07-01)

Public Information Centre Summary Report

APPENDIX C

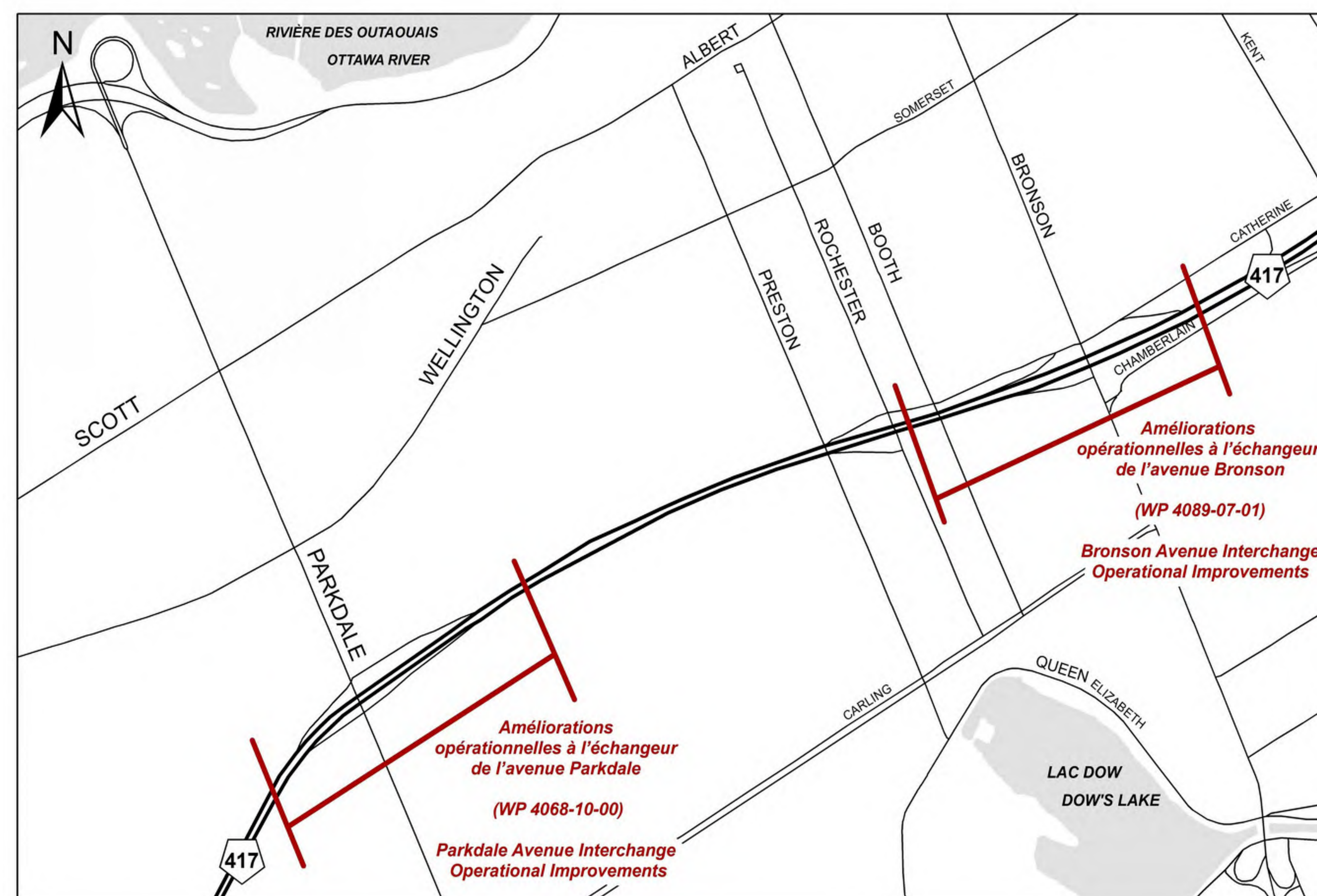
PIC Display Materials



Welcome to the Public Information Centre (PIC) for the Parkdale Avenue Interchange and Bronson Avenue Interchange Improvements Detail Design Projects.

Two separate projects are being presented at this PIC. For each project, you will have the chance to review and comment on:

- The overall study process;
- Plans for the proposed interchange improvements;
- Construction staging and implementation; and
- Anticipated impacts and proposed mitigation.



Project limits

Les limites des projets

Representatives from the Ministry of Transportation (MTO) and McCormick Rankin (MTO's Consultant) are available to discuss each project with you. Please ask questions and share your opinions with us.

We encourage you to complete a separate comment sheet for each project.

Bienvenue à la séance d'information publique (SIP) sur les projets de conception détaillée concernant les améliorations à l'échangeur de l'avenue Parkdale et à celui de l'avenue Bronson.

La SIP porte sur deux projets distincts. Pour chacun d'eux, vous aurez l'occasion d'examiner et de commenter :

- le processus global d'étude;
- les plans relatifs aux améliorations proposées;
- les étapes et l'exécution de la construction; et
- ainsi que les répercussions attendues et les mesures d'atténuation proposées.

Des représentants du ministère des Transports de l'Ontario (MTO) et de McCormick Rankin (l'expert-conseil retenu par le MTO) sont sur place pour discuter de chaque projet avec vous. N'hésitez pas à poser des questions et à nous donner votre opinion.

Nous vous encourageons à remplir une feuille de commentaires distincte pour chaque projet.

Please sign in.



Veillez vous inscrire.



Background: Preliminary Design

Between 2002 and 2008, MTO completed a Preliminary Design and Environmental Assessment (EA) study to review infrastructure and operational issues on Highway 417 from Highway 416 to Anderson Road. The study examined existing and future problems and opportunities and developed a Recommended Plan to guide the future evolution of the Queensway. In general, the Recommended Plan involves widening Highway 417 from 3 mainline lanes to 4 in each direction east of Metcalfe Street.

The Need for Improvements

More specifically, the Recommended Plan seeks to address the following issues:

- Insufficient capacity to accommodate existing and projected travel demands in the study corridor;
- Locations of higher than expected collision frequency typically associated with recurring congestion;
- Changed standards since original construction of Highway 417;
- Significant portions of highway infrastructure approaching end of expected service life;
- Opportunity to improve road and transit interfaces and future transit operations; and
- Operational and safety concerns with interchange geometry at some intersections, including:
 - **Parkdale Avenue:** westbound off-ramp to Parkdale Avenue which results in high speed freeway traffic mixing with lower speed local traffic on Westmount Avenue, and traffic backup on the Queensway as a result of the length of the deceleration lane leading to the eastbound off-ramp
 - **Bronson Avenue:** traffic backup on the Queensway as a result of queuing for the eastbound off-ramp, and the existing jog for traffic exiting at Bronson Avenue between the ramp and Chamberlain Avenue

Overall Preliminary Design Study Objectives

The purpose of this study is to identify short-term and longer term measures to:

- Improve the mobility of people and goods;
- Reduce congestion and associated delay;
- Enhance safety; and
- Improve existing infrastructure (i.e. pavement, bridges, lighting, etc.).

Next Steps

Following approval of the EA in 2008, the Ministry is proceeding with implementation of the Recommended Plan including completion of Detail Design and contract preparation for specific elements of the plan.



Contexte : Conception préliminaire

Entre 2002 et 2008, le MTO a effectué une étude de conception préliminaire et d'évaluation environnementale (EE) pour examiner les problèmes opérationnels et d'infrastructure concernant l'autoroute 417, de l'autoroute 416 au chemin Anderson. L'étude a porté sur les problèmes et perspectives actuels et futurs et a donné lieu à l'établissement d'un plan recommandé pour guider l'évolution du Queensway. En général, le plan prévoit l'élargissement de l'autoroute 417, c'est-à-dire l'ajout d'une voie principale aux trois qui existent dans chaque direction, à l'est de la rue Metcalfe.

Nécessité des améliorations

Plus particulièrement, le plan porte sur les problèmes suivants :

- capacité insuffisante pour accueillir la circulation actuelle et prévue dans le corridor à l'étude;
- les lieux des collisions plus fréquentes que prévu, qui sont généralement associés à une congestion répétée;
- normes changées depuis la construction originale de l'autoroute 417;
- d'importants tronçons de l'infrastructure de l'autoroute approchent de la fin de leur vie utile;
- occasion d'améliorer les interfaces entre la route et le transport en commun, ainsi que les futures opérations du transport en commun; et
- des préoccupations opérationnelles et de sécurité quant à la géométrie de l'échangeur à certaines intersections, y compris :
 - **l'avenue Parkdale :** bretelle de sortie en direction ouest vers l'avenue Parkdale, ce qui occasionne un mélange entre la circulation rapide sur l'autoroute et la circulation plus lente sur l'avenue Westmount, de même qu'un ralentissement de la circulation sur le Queensway à cause de la longueur de la voie de décélération menant à la bretelle de sortie en direction est
 - **l'avenue Bronson :** ralentissement de la circulation sur le Queensway parce que les véhicules font la queue pour prendre la bretelle de sortie en direction est, ainsi que la route indirecte pour les véhicules sortant à l'avenue Bronson entre la bretelle et l'avenue Chamberlain

Prochaines étapes

Depuis l'approbation de l'EE en 2008, le Ministère procède à l'application du plan recommandé, y compris l'exécution de la conception détaillée et la préparation de contrats pour des éléments spécifiques du plan.

Objectifs globaux de l'étude de conception préliminaire

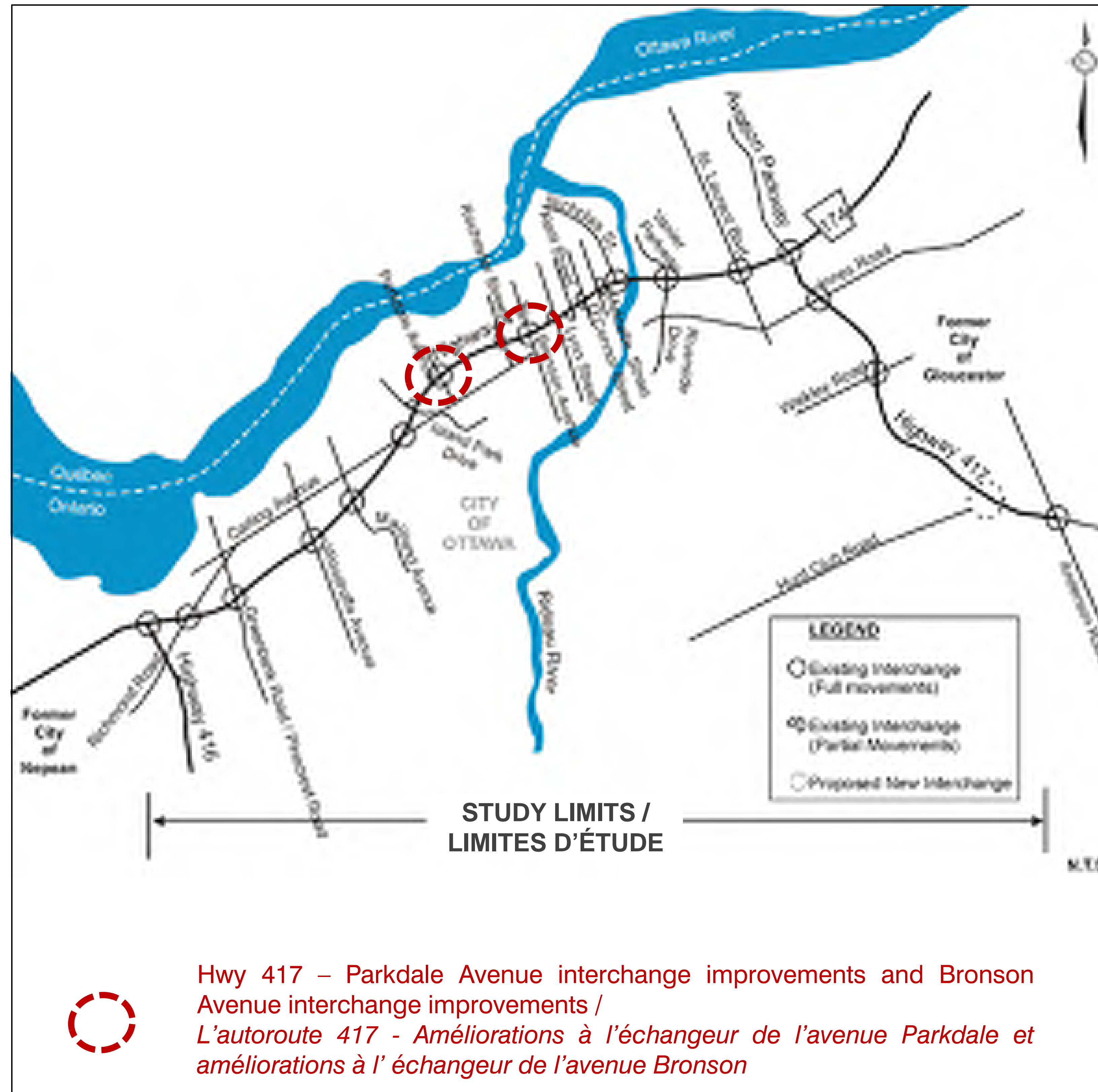
Cette étude vise à déterminer les mesures à prendre à court et à long terme pour :

- améliorer la mobilité des gens et des biens;
- réduire la congestion et les retards qu'elle entraîne;
- améliorer la sécurité;
- et améliorer l'infrastructure actuelle (chaussée, ponts, éclairage, etc.).



Preliminary Design: Study Area Map

Conception préliminaire : Carte du secteur à l'étude





Detail Design Study Process

These projects are being carried out in accordance with the approved environmental planning process for Group 'B' undertakings under the requirements of the MTO's *Class Environmental Assessment (EA) for Provincial Transportation Facilities* (2000).

The Preliminary Design was documented in a Transportation Environmental Study Report (TESR) which received environmental clearance in 2008.

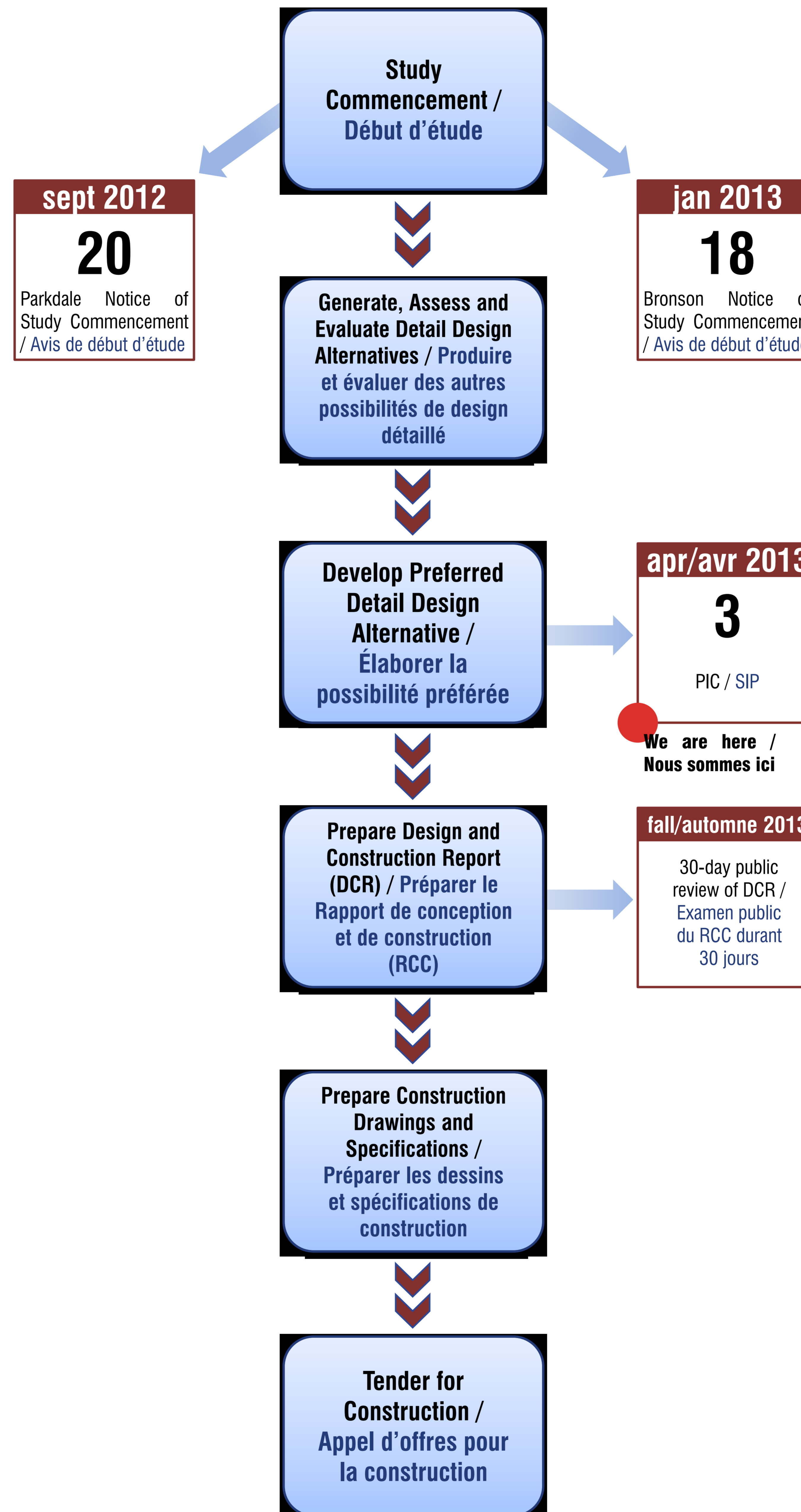
The EA process to be followed for detail design for each project includes on-going opportunities for public involvement.

At the conclusion of the study, a Design and Construction Report (DCR) will be prepared for each project and will include:

- A description of the recommended plan, including any changes to transportation engineering and environmental issues identified in Preliminary Design;
- A summary of stakeholder consultation; and
- A detailed description of anticipated environmental effects and recommended mitigation measures that will be incorporated into construction documents.

The DCRs will each be made available for a 30-day public review period. Newspaper notices will be published at that time to explain the review process and identify the locations where each DCR is available for viewing.

Upon completion of the public review period, these projects will be considered to have met the requirements of MTO's Class EA. Under the Class EA, there are no 'bump-up' (Part II Order) opportunities during the DCR review.



Processus d'étude du conception détaillée

Ces projets suivent le processus de planification environnementale approuvé pour les projets du groupe « B » en vertu de l'*Évaluation environnementale (EE) de portée générale pour les installations provinciales de transport* (2000) du MTO.

La conception préliminaire a été documentée dans un rapport d'étude environnementale pour les transports (REET), qui a reçu l'autorisation environnementale en 2008.

Le processus d'EE applicable à la conception détaillée pour chaque projet offre des occasions permanentes de participation du public.

À la conclusion de l'étude, chaque projet fera l'objet d'un rapport de conception et de construction (RCC) comprenant :

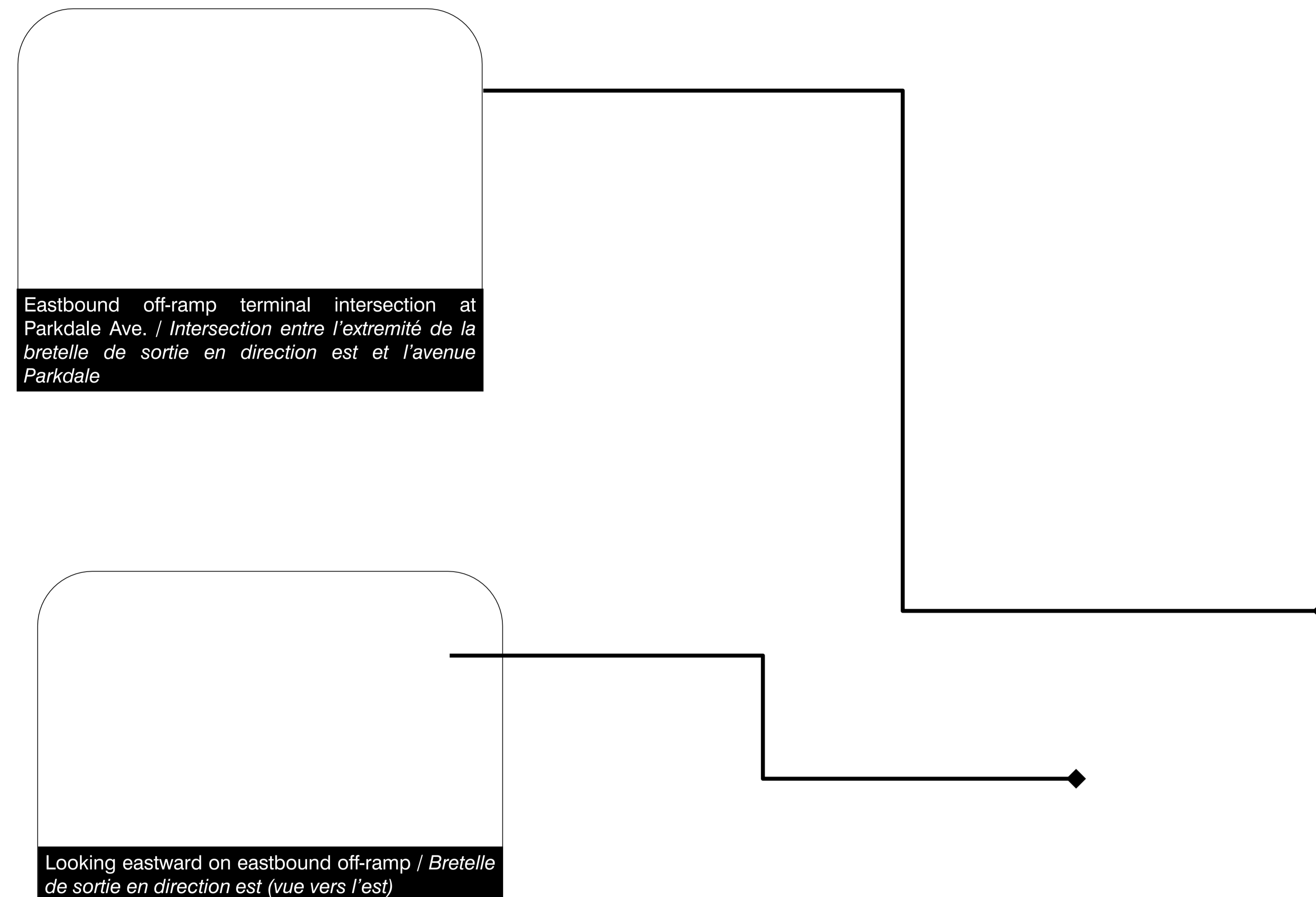
- une description du plan recommandé, y compris tout changement aux problèmes d'ingénierie des transports et environnementaux exposés au cours de la conception préliminaire;
- un résumé de la consultation des intervenants; et
- une description détaillée des effets environnementaux prévus et des mesures d'atténuation à intégrer aux documents de construction.

Les RCC resteront à la disposition du public durant 30 jours. Des avis paraîtront alors dans les journaux pour expliquer le processus d'examen et indiquer les emplacements de chaque rapport.

Dès la fin de la période d'examen public, ces projets seront considérés comme ayant satisfait aux exigences de l'EE de portée générale du MTO, laquelle ne prévoit aucune possibilité de reclassement en prenant un arrêt en vertu de la partie II pendant l'examen du RCC.



Scope of Work

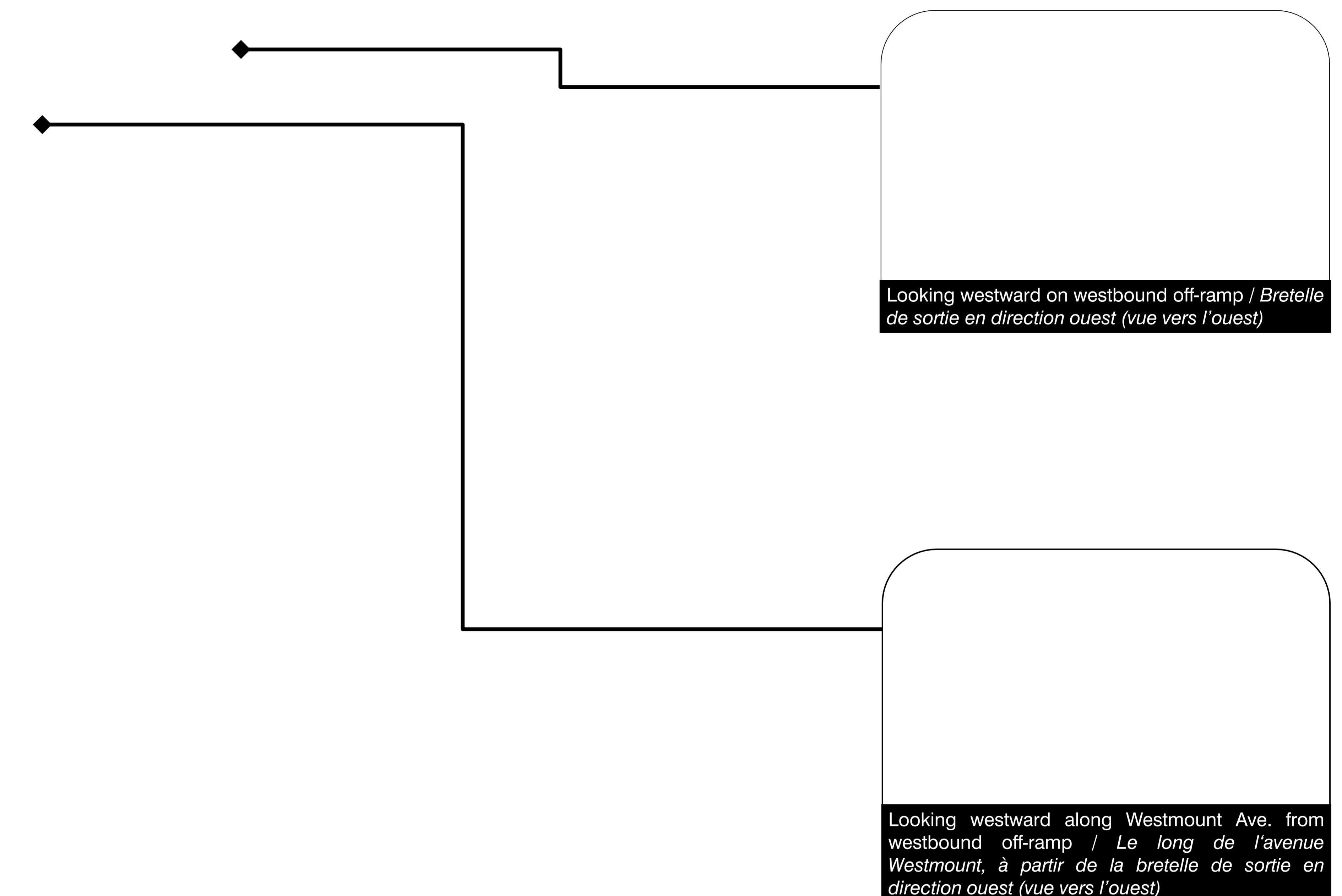


The Ministry of Transportation (MTO) has retained McCormick Rankin (MRC) to complete the detail design for operational improvements to the Highway 417 Parkdale Avenue interchange.

The scope of work includes:

- Realignment of the westbound off-ramp at Parkdale Avenue;
- Widening of the Parkdale Avenue eastbound off-ramp in the vicinity of the ramp terminal intersection to provide left-turn and right-turn lanes;
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Envergure des travaux

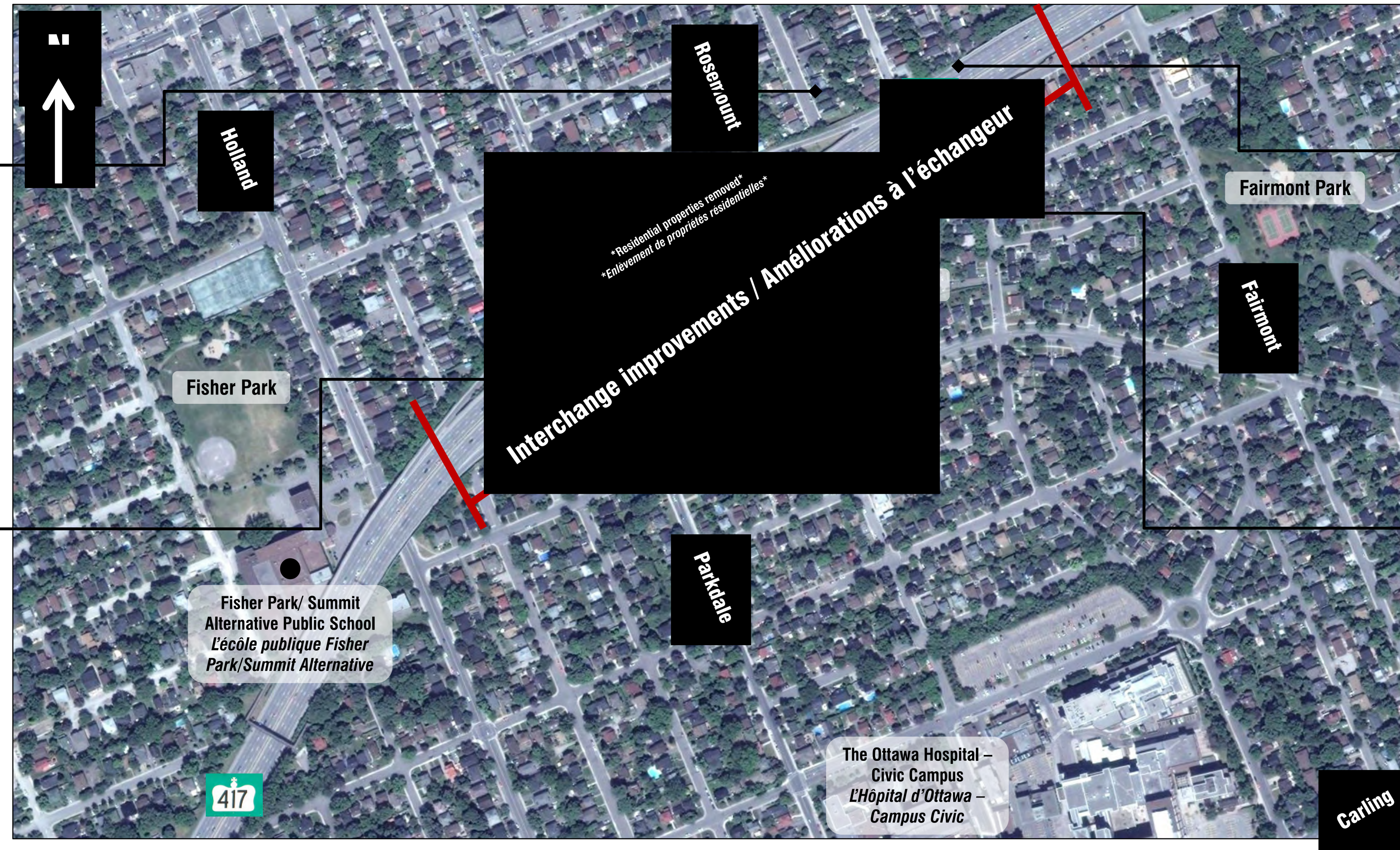


Le ministère des Transports de l'Ontario (MTO) a retenu les services de McCormick Rankin (MRC) pour effectuer la conception détaillée des améliorations opérationnelles destinées à l'échangeur de l'autoroute 417 et de l'avenue Parkdale.

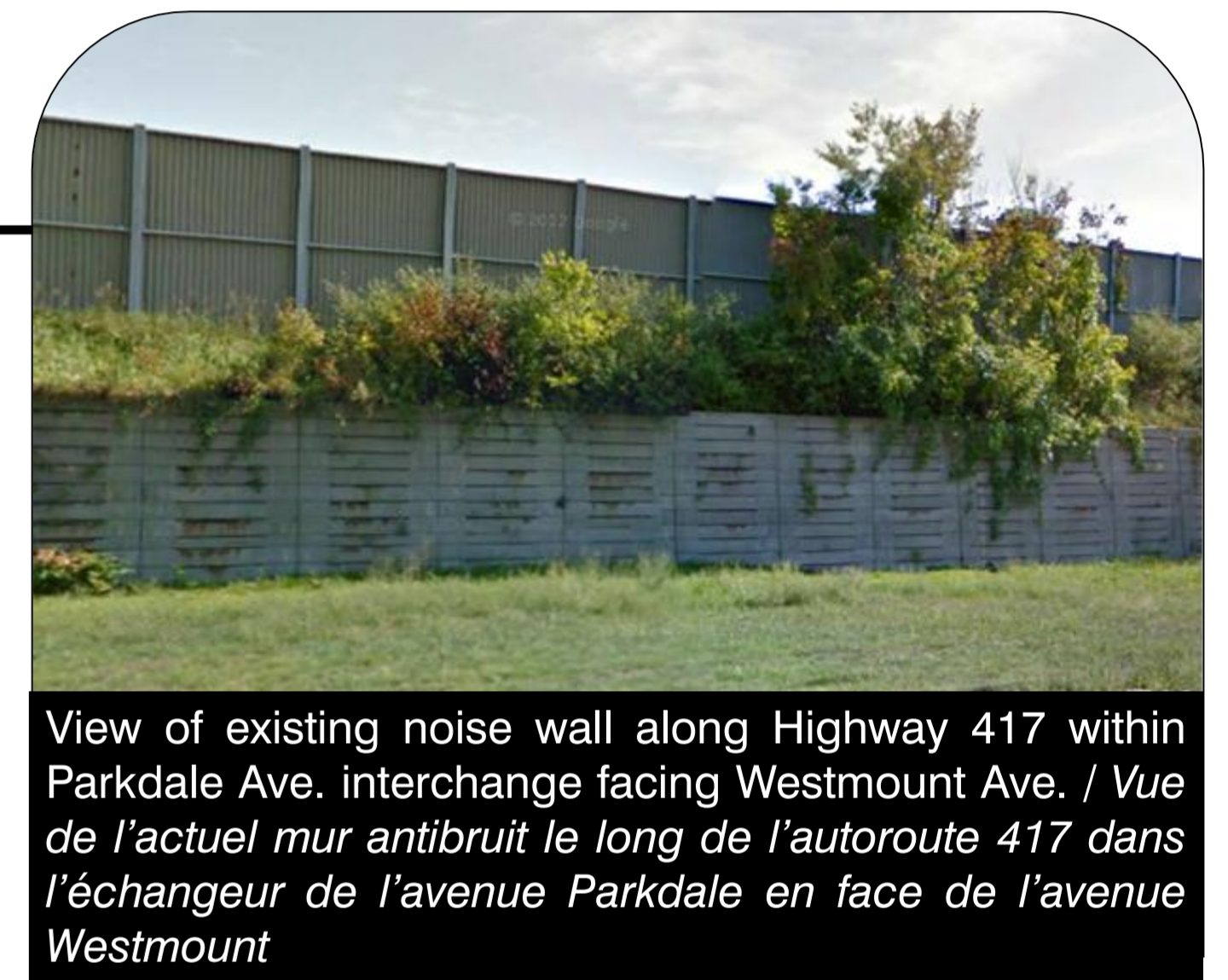
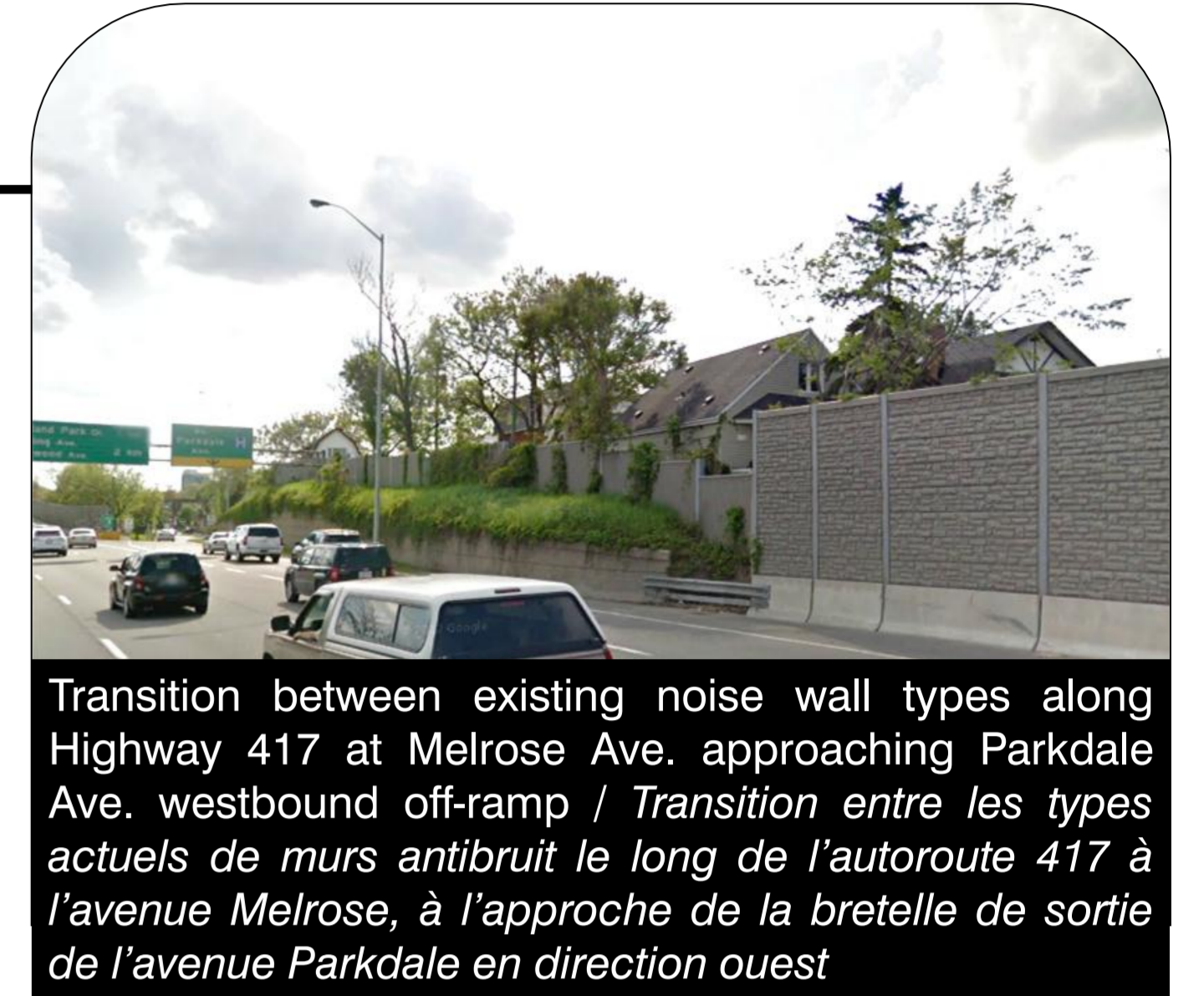
Voici l'envergure des travaux relatifs :

- un nouveau tracé de la bretelle de sortie en direction ouest à l'avenue Parkdale;
- élargissement de la bretelle de sortie en direction est à l'avenue Parkdale près de l'intersection du terminal de la bretelle, pour offrir des voies permettant de tourner à gauche ou à droite;
- construction graduelle avec fermetures de voies et de bretelles; et
- construction d'ouvrages connexes, y compris : murs de soutènement, protection au bord de la route, écrans antibruit, travaux de drainage, déplacement des services publics, aménagement paysager, éclairage et modifications aux feux de circulation.

Site Context



Contexte du site



Vegetation & Wildlife

- Highly urbanized area with a small amount of landscaped/cultural vegetation within the interchange that is considered to be of low ecological significance
- Discontinuous grass, landscape trees and plantings predominant along Highway 417 right-of-way
- No areas of significant habitat or designated natural areas
- No suitable habitat within study area for provincially significant plant species, or for wildlife Species at Risk or Provincially Rare species
- Migratory birds, as well as common resident species, may use the Highway 417 Parkdale Avenue Bridge for nesting
- No watercourses present within the project limits

Noise

- Noise attenuation walls are located on both sides of the Highway 417 corridor throughout the study area
- Approximately 80 residential properties north of Highway 417 and adjacent to the study area represent Noise Sensitive Areas
- Existing noise levels at receptors directly north of the highway between Parkdale and Fairmont Avenues range from approximately 56-69 dBA

Traffic

- The westbound off-ramp currently enters Westmount Avenue, a residential street, shortly after leaving Highway 417, mixing higher speed traffic with lower speed local traffic, including pedestrians and cyclists
- Due to the short deceleration lane of the eastbound off-ramp, traffic often backs up onto Highway 417 during peak periods

Végétation et faune

- Secteur fortement urbanisé avec peu de végétation aménagée dans l'échangeur, qui est considéré comme ayant une faible importance écologique
- Herbe discontinue, arbres et plantes aménagés, prédominants le long de l'emprise de l'autoroute 417
- Aucune zone comprenant d'importants habitats ni aire naturelle désignée
- Aucun habitat approprié dans le secteur à l'étude pour des espèces végétales d'importance provinciale, ni pour des espèces animales en péril ni des espèces rares dans la province
- Les oiseaux migrateurs, ainsi que les espèces résidentes communes, peuvent utiliser le pont de l'avenue Parkdale sur l'autoroute 417 pour nicher
- Aucun cours d'eau n'est présent dans les limites du projet

Bruit

- Des murs antibruit sont situés des deux côtés du corridor de l'autoroute 417, dans tout le secteur à l'étude
- Environ 80 propriétés résidentielles situées au nord de l'autoroute 417 et adjacentes au secteur à l'étude constituent des zones sensibles au bruit
- Les niveaux sonores actuels, mesurés par des récepteurs placés directement au nord de l'autoroute, entre les avenues Parkdale et Fairmont, se situent environ entre 56 et 69 dBA

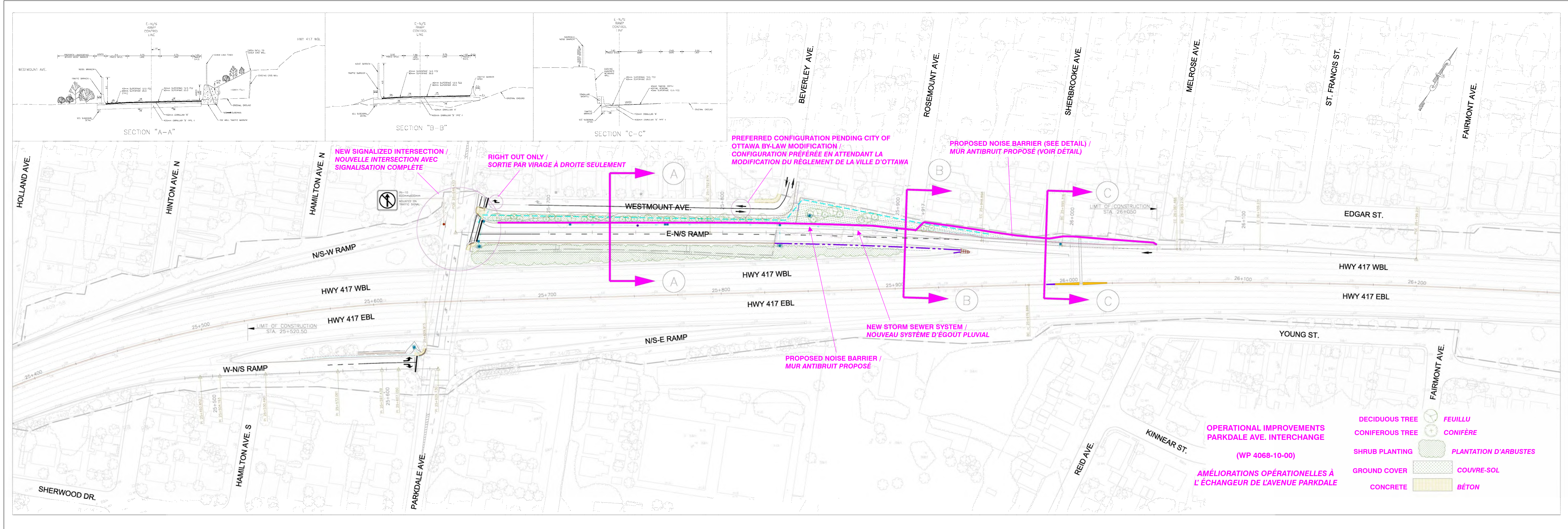
Circulation

- La bretelle de sortie en direction ouest donne actuellement sur l'avenue Westmount, une rue résidentielle, peu après avoir quitté l'autoroute 417, mélangeant la circulation rapide avec la circulation locale plus lente, y compris les piétons et les cyclistes
- À cause de la courte voie de décélération de la bretelle de sortie en direction est, la circulation est souvent congestionnée jusque sur l'autoroute 417 pendant les périodes de pointe



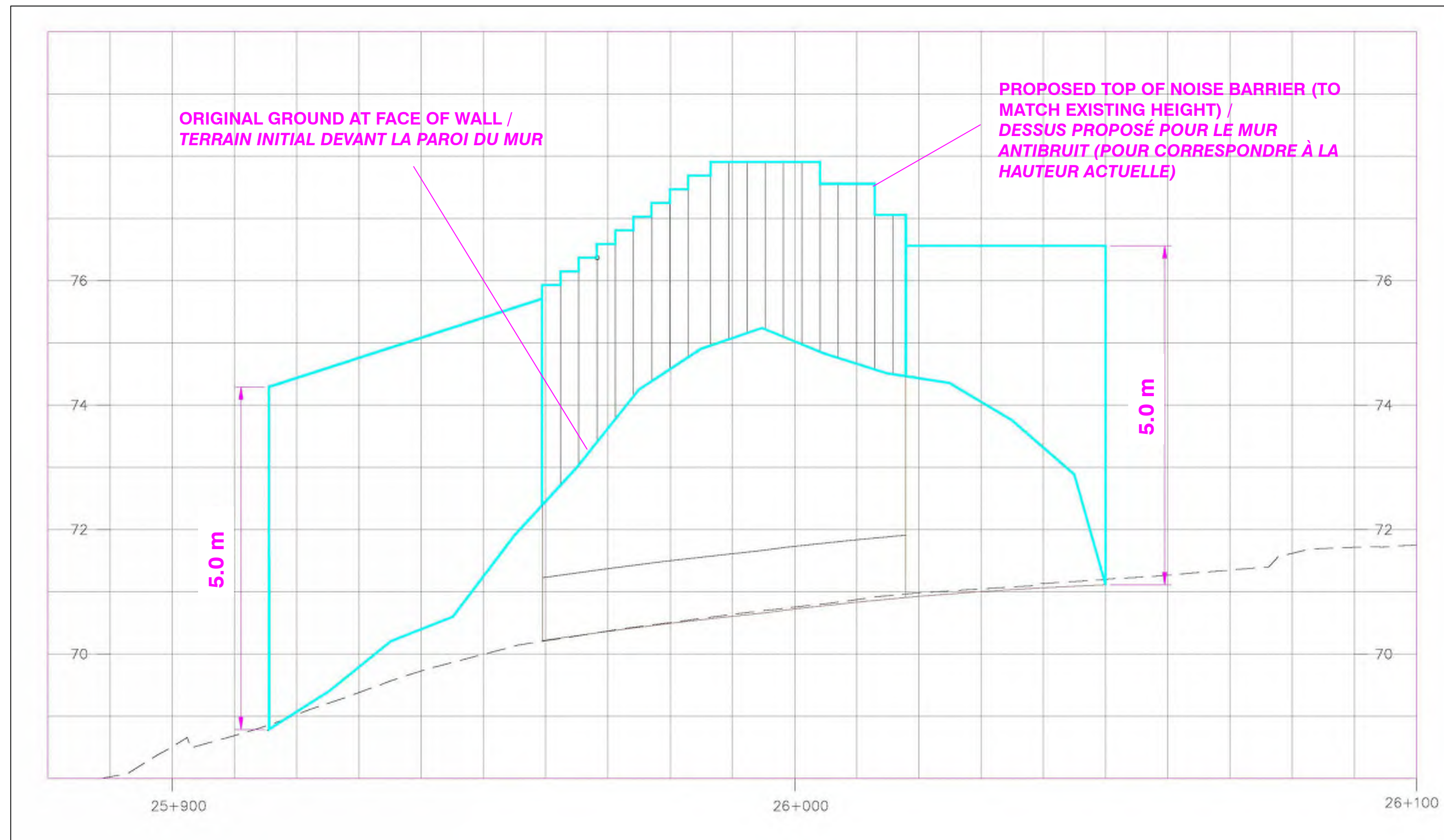
Recommended Plan

Plan recommandé



Proposed Noise Barrier Detail

Détail proposé pour le mur antibruit



Concrete noise attenuation wall, random pattern
Colour/texture: warm grey vertical rib, alternating with tan smooth /
Mur antibruit en béton, motif varié
Couleur/texture: gris chaud à nervures verticales, en alternance avec brun clair de texture lisse

Proposed Plant List

Liste des plantes proposées

DECIDUOUS / FEUILLU		
'Autumn Blaze' Maple	<i>Acer rubrum x Freemanii</i>	Érable de Freeman
Red Maple	<i>Acer rubrum</i>	Érable rouge
Ironwood	<i>Ostrya virginiana</i>	Ostryer de Virginie

CONIFEROUS / CONIFÈRE		
Colorado Blue Spruce	<i>Picea pungens 'Glauca'</i>	Épicéa blue du Colorado
Jack Pine	<i>Pinus banksiana</i>	Pin gris

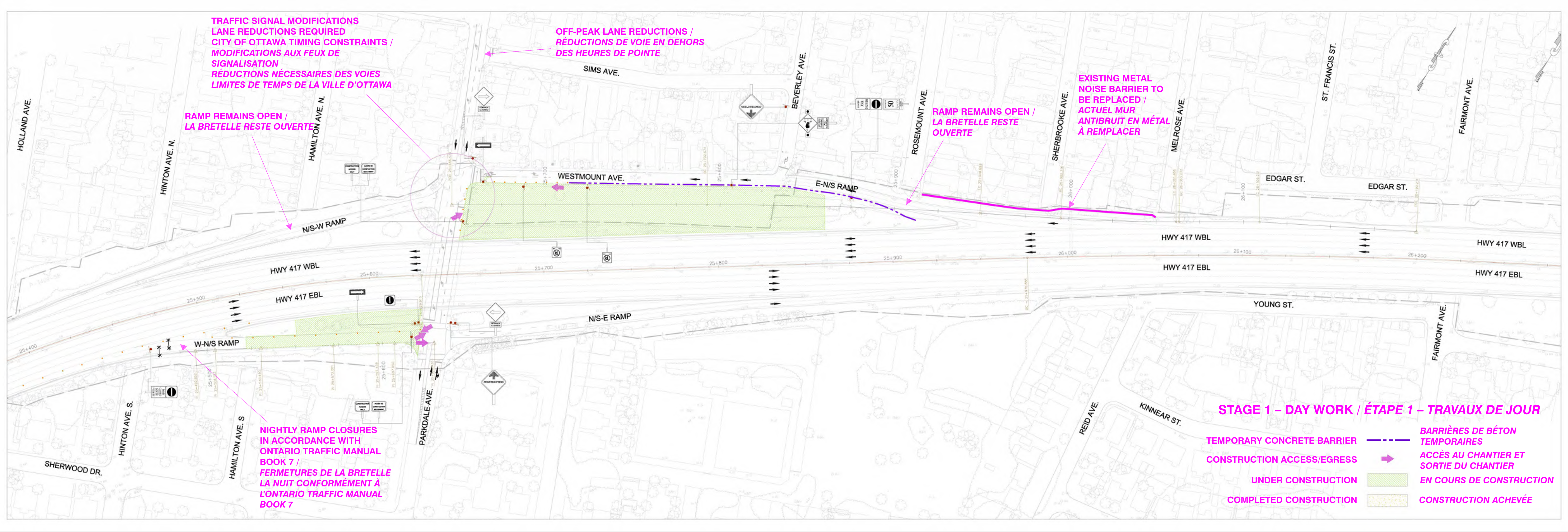
SHRUB PLANTING / PLANTATION D'ARBUSTES		
Barberry	<i>Berberis Thunbergii</i>	Épine-vinette de Thunberg
Red Osier Dogwood	<i>Cornus sericea</i>	Cornouiller Stolonifère
Common Ninebark	<i>Physocarpus opulifolius</i>	Physocarpe
Shrub Rose	<i>Rosa rugosa</i>	Rosier rugueux
Alpine Currant	<i>Ribes alpinum</i>	Grosseillier des Alpes
Smooth Sumac	<i>Rhus glabra</i>	Sumac à bois glabre
Amercian Elder	<i>Sambucus canadensis</i>	Sureau du Canada

Preferred Construction Staging

Étapes préférées de la construction

Stage 1 – Day Work

Étape 1 – Travaux de jour

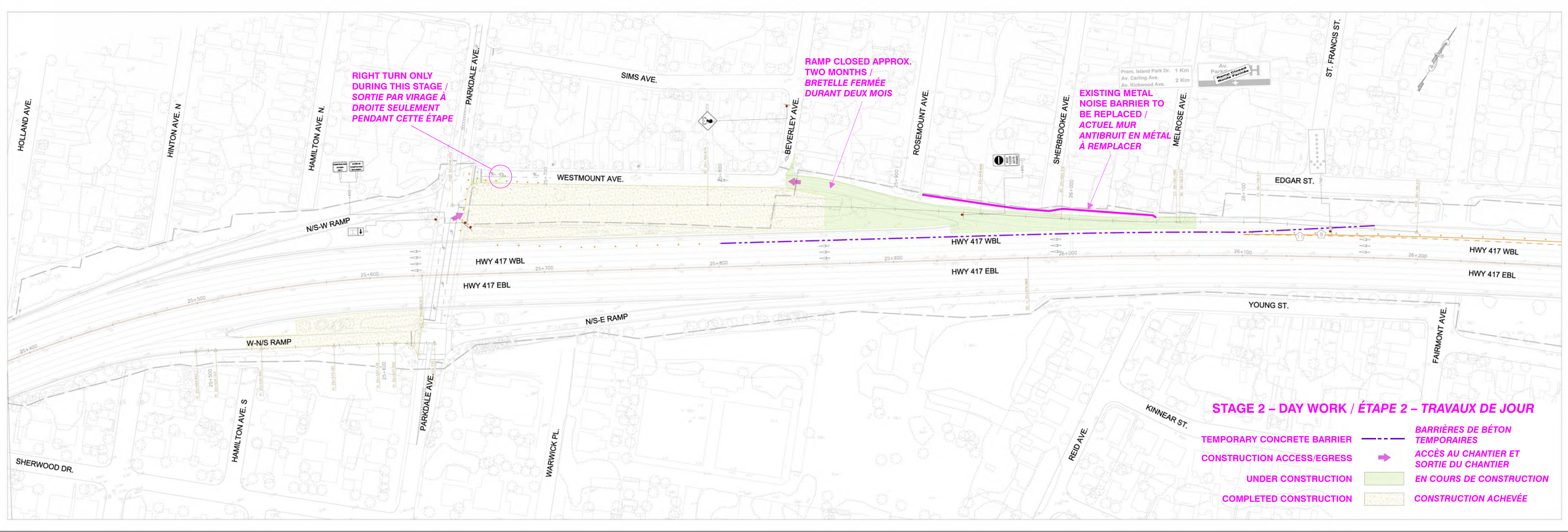


STAGE 1	
Work Description	Traffic Configuration
E-N/S RAMP (Westbound off-ramp)	
<ul style="list-style-type: none">Construction of revised ramps from Parkdale to existing ramp bullnose (grading, granulars, and drainage)Construction of noise barrier within roadway limits of constructionInfill existing cribb walls and construct barriers and toe wall on the south side of rampElectrical modifications at the ramp terminal	<ul style="list-style-type: none">E-N/S (westbound) off-ramp remains openHighway 417 westbound unaffectedParkdale lane reductions off peak hour per city requirements for curb tie-in work and electrical
W-N/S RAMP (Eastbound off-ramp)	
<ul style="list-style-type: none">Complete widening of W-N/S (eastbound) off-ramp	<ul style="list-style-type: none">Nightly ramp closures: 23:00 hrs to 05:00 hrsRamp and Highway 417 eastbound unaffected during daytimeApproximate duration: 2 to 3 weeks

ÉTAPE 1	
Description du travail	Configuration de la circulation
BRETELLE E-N/S (Bretelle de sortie en direction ouest)	
<ul style="list-style-type: none">Construction de bretelles révisées à partir de Parkdale jusqu'à l'actuelle tête d'îlot de la bretelle (nivellement, recouvrements granulaires et drainage)Construction d'un mur antibruit dans les limites du chantier sur la chausséeColmatage des actuels murs-caissons et construction de barrières et d'un muret de soutènement du côté sud de la bretelleModifications aux installations électriques, à l'extrémité de la bretelle	<ul style="list-style-type: none">La bretelle de sortie en direction ouest reste ouverteL'autoroute 417 en direction ouest n'est pas touchéeRéductions de voie sur Parkdale en dehors des heures de pointe, selon les exigences municipales pour l'ajustement des bordures et les installations électriques
BRETELLE O-N/S (Bretelle de sortie en direction est)	
<ul style="list-style-type: none">Élargissement complet de la bretelle de sortie en direction est	<ul style="list-style-type: none">Fermetures de la bretelle la nuit : de 23 h à 5 hLa bretelle et l'autoroute 417 ne sont pas touchées pendant la journéeDurée approximative: 2 ou 3 semaines

Stage 2 – Day Work

Étape 2 – Travaux de jour



STAGE 2	
Work Description	Traffic Configuration
E-N/S RAMP (Westbound off-ramp)	
<ul style="list-style-type: none">Complete revised ramp from existing ramp bullnose to STA. 26+075	<ul style="list-style-type: none">E-N/S (westbound) off-ramp closed, approximate duration: 2 monthsHighway 417 westbound reduced from 4 lanes to 3 lanes

ÉTAPE 2	
Description du travail	Configuration de la circulation
BRETELLE E-N/S (Bretelle de sortie en direction ouest)	
<ul style="list-style-type: none">Achèvement de la bretelle révisée à partir de l'actuelle tête d'îlot jusqu'à STA. 26+075	<ul style="list-style-type: none">Fermeture de la bretelle de sortie en direction ouest, durée approximative : 2 moisRéduction de quatre à trois voies de l'autoroute 417 en direction ouest



HIGHWAY 417 PARKDALE AVENUE INTERCHANGE IMPROVEMENTS



AMÉLIORATIONS À L'ÉCHANGEUR DE L'AUTOROUTE 417 ET DE L'AVENUE PARKDALE

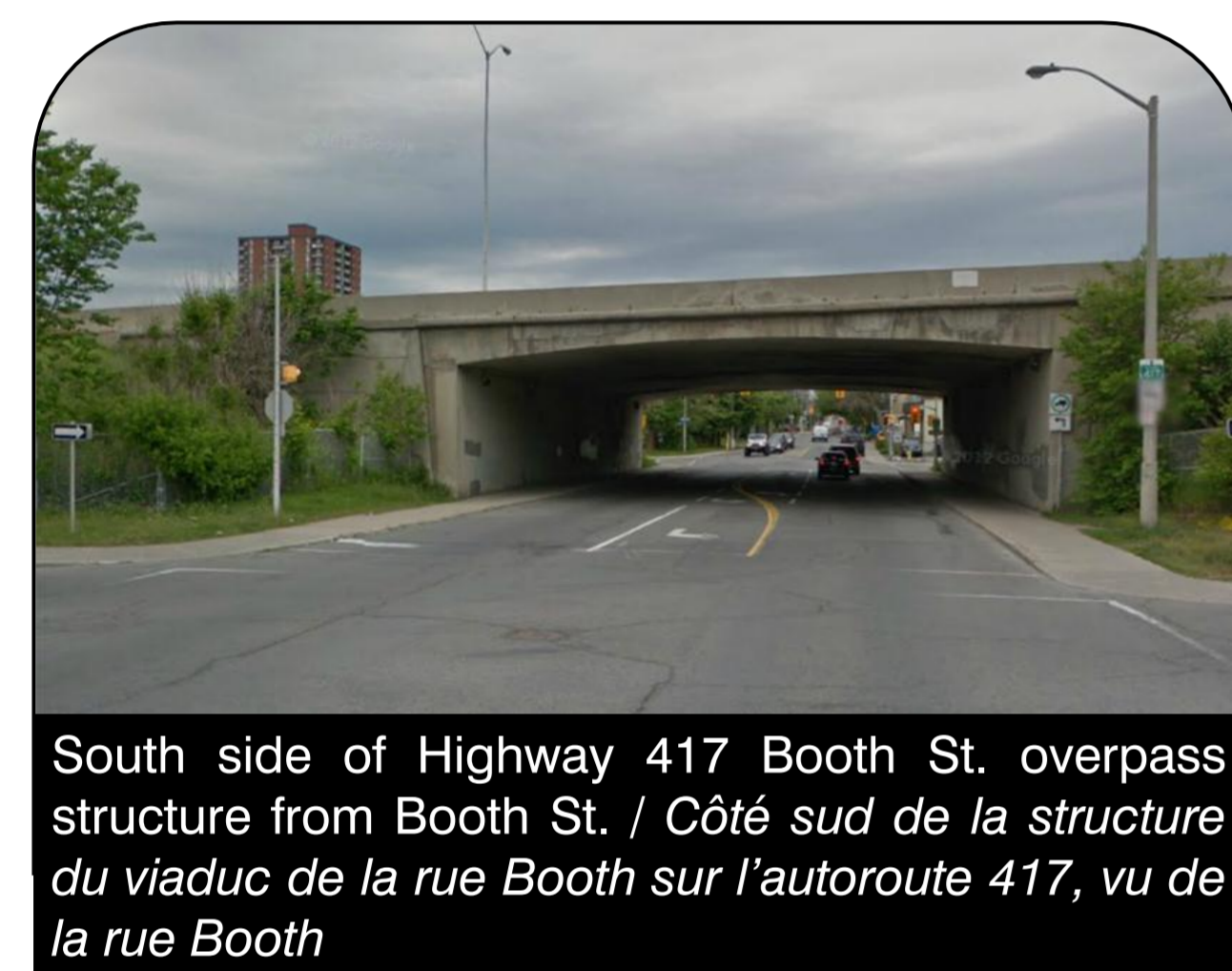
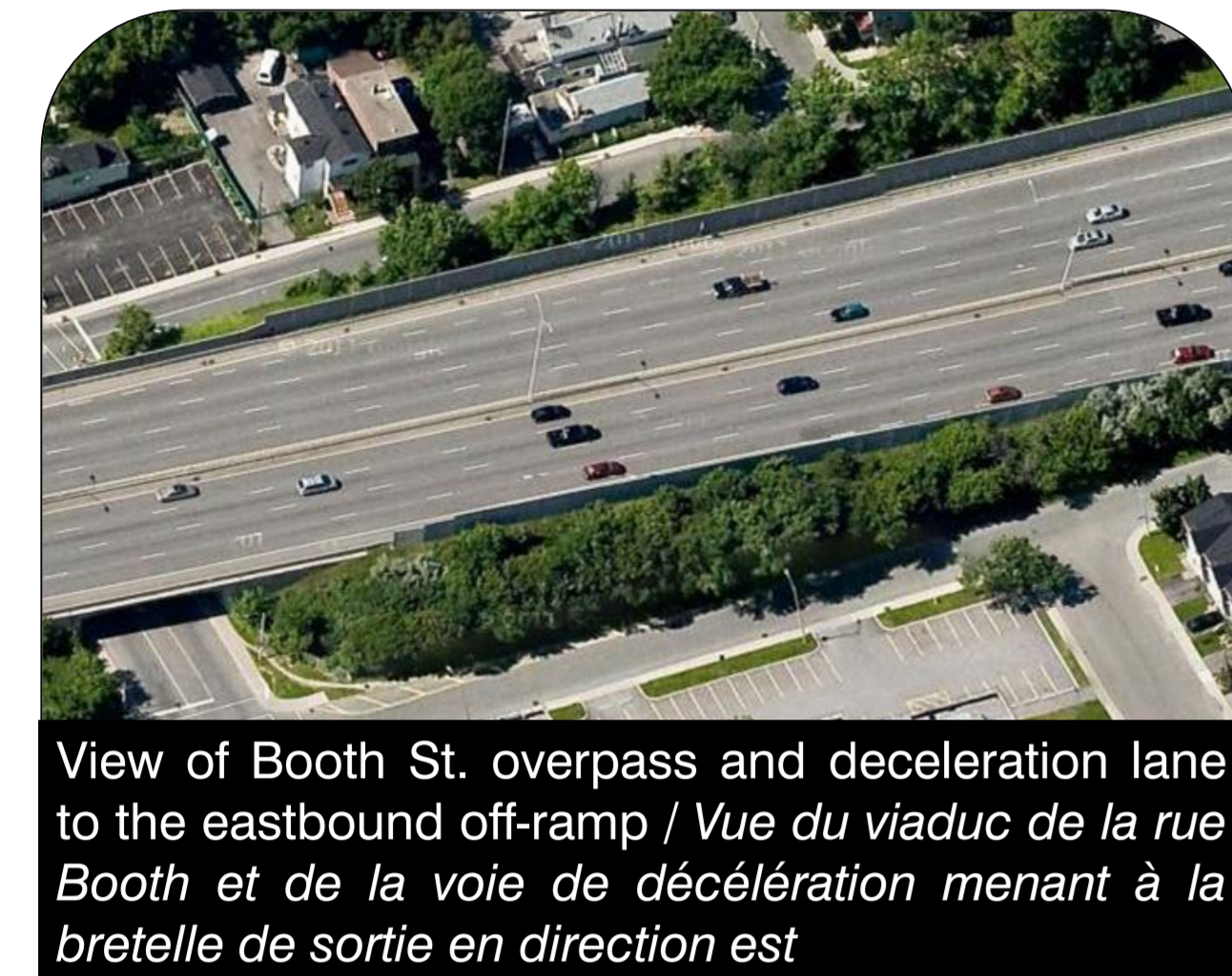
Environmental Impacts and Mitigation

ISSUES/CONCERNS/POTENTIAL IMPACTS	MITIGATION/PROTECTION/MONITORING
1.0 Vegetation	
Realignment of the westbound off-ramp, widening of the eastbound off-ramp, and preparation of the construction staging areas will require vegetation clearing/removals. However, no significant natural features are found in the immediate study area.	<ul style="list-style-type: none">Vegetation clearing zones and vegetation retention zones will be clearly delineated in contract documentation and in the field; andThe use of appropriate vegetation clearing techniques will be employed and exposed surfaces will be re-stabilized and re-vegetated as soon as possible following construction.
2.0 Wildlife	
Potential disturbance to urban tolerant wildlife and migratory birds during construction.	<ul style="list-style-type: none">Wildlife will not be knowingly harmed;Active nests will not be disturbed in accordance with the Migratory Bird Convention Act; andShould any SAR be encountered at any time in the construction area, the Contract Administrator will be contacted immediately.
Species at Risk (SAR) habitat is not present in the immediate study area.	
3.0 Traffic Operations and Access	
Short and intermediate-term ramp closures and lane reductions required and will result in disruptions to traffic operations.	<ul style="list-style-type: none">The number and duration of closures has been kept to the minimum required to complete the work;A traffic management plan has been developed and will be implemented to minimize the impact of closures;Access to residential properties will be maintained;Ongoing communication will be maintained with Emergency Services; andTemporary and advance signage in both official languages will provide notice of upcoming closures/disruptions and will identify alternate access/routes.
The E-N/S (westbound) off-ramp will be closed for a duration of approximately 2 months.	
The W-N/S (eastbound) will be closed nightly for a duration of approximately 2-3 weeks.	
4.0 Landscaping / Aesthetics	
Potential impacts to the visual character of the corridor.	<ul style="list-style-type: none">Context Sensitive Design (CSD) solutions will be applied to various aspect of the design to ensure visual quality and continuity in the corridor to the extent possible, including the design of landscaping, noise barriers, and retaining walls.
5.0 Noise	
Potential for increased noise levels from Highway 417 noise as a result of the removal of homes along the south side of Westmount Avenue.	<ul style="list-style-type: none">A new noise wall will be constructed along the realigned westbound off-ramp until connecting with the existing noise barrier at Melrose Avenue;The existing noise barrier along the westbound off-ramp will be maintained until completion of the new noise barrier; andThe Contractor will abide by the municipal noise control by-law for day-to-day operations and any exemptions to the municipal noise control by-law required for night work will be obtained prior to construction.
Potential for elevated noise levels during construction.	
6.0 Property	
The proposed realignment of the westbound off-ramp at Parkdale Avenue requires property outside of the MTO right-of-way.	<ul style="list-style-type: none">Property negotiations have been carried out with affected property owners; andProperties along the south side of Westmount Avenue have been acquired by MTO and removed.
7.0 Archaeological & Cultural Heritage	
Stage 1 and Stage 2 Archaeological Assessments were completed as part of the Preliminary Design and Environmental Assessment study for the Highway 417 Expansion from Highway 416 easterly to Anderson Road. These investigations found no evidence of archaeological resources within the existing right-of-way, which has been significantly disturbed.	<ul style="list-style-type: none">If archaeological resources are encountered during project work, the Ministry of Tourism, Culture & Sport (MTCS) will be notified and activities impacting archaeological resources will be ceased immediately until a determination of their nature and significance is carried out; andIf human remains are encountered, the Cemeteries Regulation Unit of the Ministry of Consumer Services will be contacted. If human remains are associated with archaeological resources, MTCS will be notified.
8.0 Waste Management and Contamination	
Waste, excess materials (including salt impacted soil) and emissions have the potential to contaminate the surrounding environment if not managed properly.	<ul style="list-style-type: none">Excess materials will be managed in accordance with OPSS 180; andThe Contractor will be responsible for controlling the emission of dust and other pollutants and preventing them from leaving the work site.

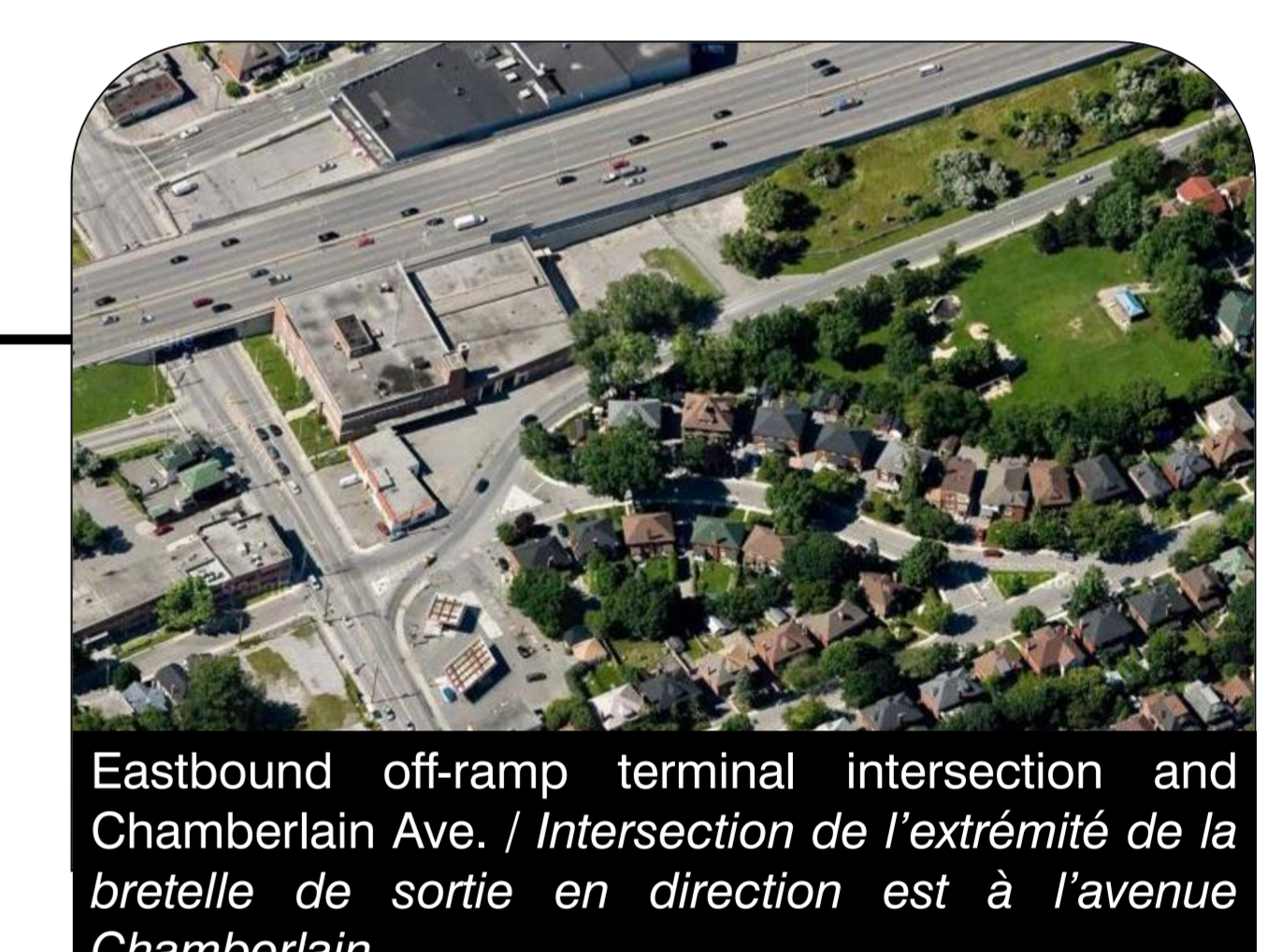
Répercussions environnementales et mesures d'atténuation

PROBLÈMES/PRÉOCCUPATIONS/ RÉPERCUSSIONS POTENTIELLES	ATTÉNUATION/PROTECTION/SURVEILLANCE
1.0 Végétation	
Le nouveau tracé de la bretelle de sortie en direction ouest, l'élargissement de la bretelle de sortie en direction est, ainsi que la préparation des aires de montage temporaires pour la construction, nécessiteront le nettoyage et l'enlèvement de la végétation. Toutefois, aucune caractéristique naturelle ne se trouve dans le secteur immédiat à l'étude.	<ul style="list-style-type: none">Les zones d'enlèvement et de conservation de la végétation seront clairement délimitées dans la documentation contractuelle et sur le terrain.De plus, on utilisera des techniques appropriées d'enlèvement de la végétation, et les surfaces exposées seront stabilisées de nouveau et recouvertes d'une autre végétation aussitôt que possible après la construction.
2.0 Faune	
Perturbation potentielle des mammifères et des oiseaux tolérant la vie urbaine, pendant la construction.	<ul style="list-style-type: none">Nul ne fera sciemment de tort à la faune.Les nids actifs ne seront pas perturbés, conformément à la Loi sur la convention concernant les oiseaux migrateurs.Si la présence d'une espèce en péril est décelée, à quelque moment que ce soit, dans l'aire de construction, on communiquera immédiatement avec l'administrateur du contrat.
Aucun habitat d'espèces en péril n'est présent dans le secteur immédiat à l'étude.	
3.0 Opérations de la circulation et accès à celle-ci	
Des fermetures et des réductions de voies de courte et de moyenne durées s'imposeront et perturberont la circulation.	<ul style="list-style-type: none">Le nombre et la durée des fermetures ont été réduits au minimum nécessaire pour exécuter les travaux.Un plan de gestion de la circulation a été élaboré et sera mis en œuvre pour réduire l'impact des fermetures.L'accès aux propriétés résidentielles sera maintenu.Une communication ouverte sera maintenue avec les services d'urgence.Des panneaux d'affichage temporaires et avancés dans les deux langues officielles annonceront les futures fermetures et perturbations et indiqueront d'autres voies d'accès et trajets.
La bretelle de sortie en direction ouest sera fermée durant deux mois.	
La bretelle de sortie en direction est sera fermée la nuit pour deux ou trois semaines.	
4.0 Aménagement paysager / Esthétique	
Répercussions potentielles sur l'aspect visuel du corridor.	<ul style="list-style-type: none">Des solutions dépendant du contexte s'appliqueront à divers aspects de la conception pour assurer, autant que possible, la qualité visuelle et la continuité dans le corridor, y compris l'aménagement paysager, les murs antibruit et les murs de soutènement.
5.0 Bruit	
Augmentation possible des niveaux de bruit à cause de l'autoroute 417 à la suite de l'enlèvement de maisons le long du côté sud de l'avenue Westmount.	<ul style="list-style-type: none">Un nouveau mur antibruit sera construit le long du nouveau tracé de la bretelle de sortie en direction ouest et jusqu'à la connexion avec l'actuel mur antibruit de l'avenue Melrose.L'actuel mur antibruit, situé le long de la bretelle de sortie en direction ouest, sera maintenu jusqu'à l'achèvement du nouveau.De plus, avant la construction, l'entrepreneur obtiendra toutes les exemptions nécessaires au règlement municipal sur le contrôle du bruit.
Possibilité de niveaux de bruit élevés pendant la construction.	
6.0 Propriétés	
Le nouveau tracé proposé pour la bretelle de sortie en direction ouest à l'avenue Parkdale empiète sur des propriétés situées hors de l'emprise du MTO.	<ul style="list-style-type: none">Des négociations ont été entreprises avec les propriétaires fonciers touchés.De plus, les propriétés situées en bordure du côté sud de l'avenue Westmount ont été acquises par le MTO et enlevées.
7.0 Patrimoine archéologique et culturel	
Les évaluations archéologiques des étapes 1 et 2 ont été effectuées dans le cadre de l'étude de conception préliminaire et d'évaluation environnementale portant sur le prolongement de l'autoroute 417, à partir de l'autoroute 416 vers l'est jusqu'au chemin Anderson. Ces enquêtes n'ont révélé, dans l'actuelle emprise largement perturbée, aucune preuve d'une ressource archéologique quelconque.	<ul style="list-style-type: none">Si les travaux menés dans le cadre du projet mettent à jour des ressources archéologiques, le ministère du Tourisme, de la Culture et du Sport (MTCS) en sera informé et les activités touchant ces ressources cesseront sur-le-champ jusqu'à ce que l'on détermine la nature et l'importance des découvertes en question.De plus, si l'on découvre des restes humains, on communiquera avec l'Unité de la réglementation des cimetières du ministère des Services aux consommateurs. Si les restes humains sont associés aux ressources archéologiques, le MTCS sera informé.
8.0 Gestion des déchets et contamination	
Les déchets, les matériaux excédentaires (y compris le sol touché par le sel) et les émissions peuvent contaminer l'environnement s'ils sont mal gérés.	<ul style="list-style-type: none">Les matériaux excédentaires seront gérés conformément à l'OPSS 180.Il incombera à l'entrepreneur de contrôler l'émission de poussière et d'autres polluants et de les empêcher de quitter le chantier.

Scope of Work



Envergure des travaux



The Ministry of Transportation (MTO) has retained McCormick Rankin (MRC) to complete the detail design for operational improvements to the Highway 417 Bronson Avenue interchange.

The scope of work includes:

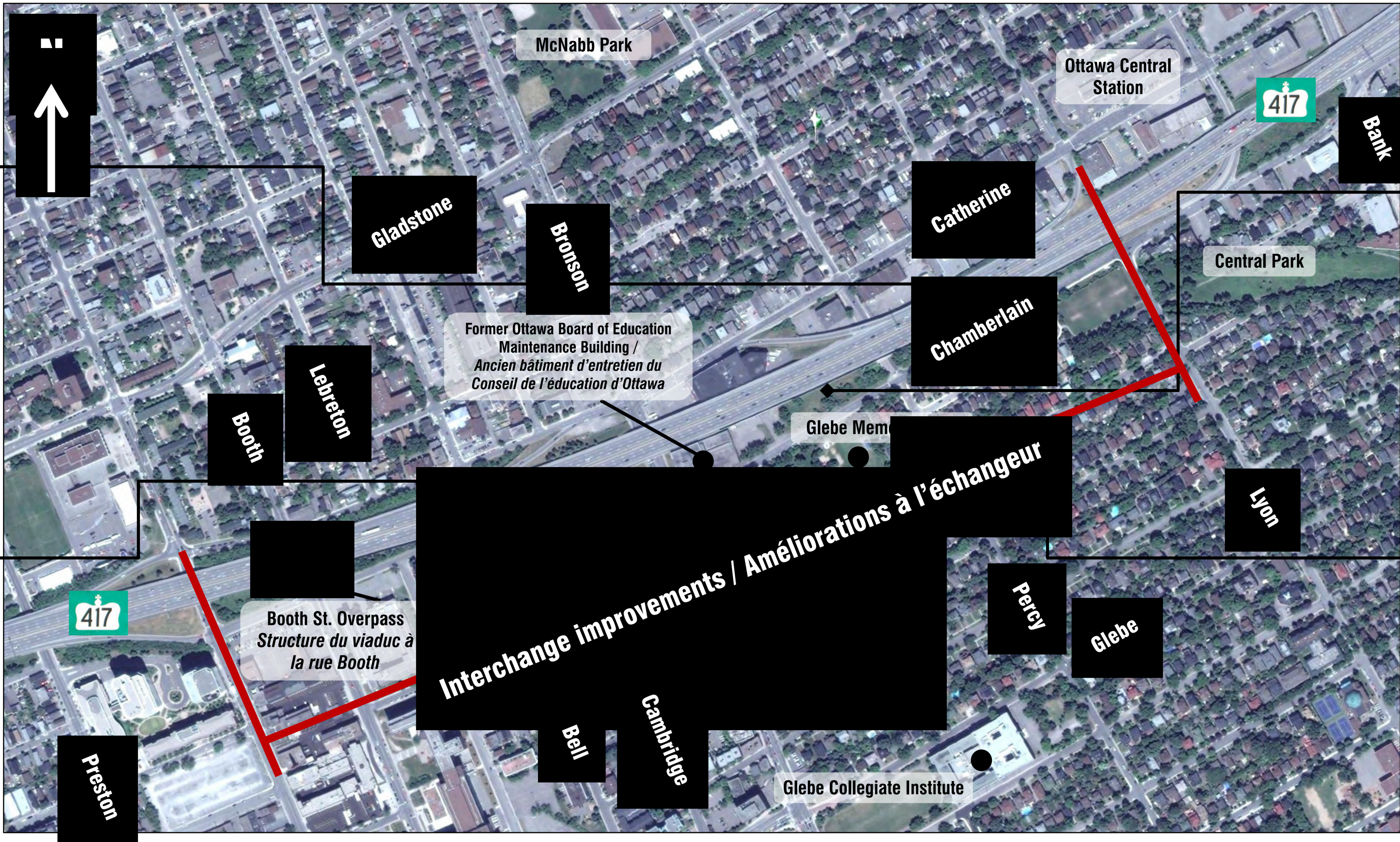
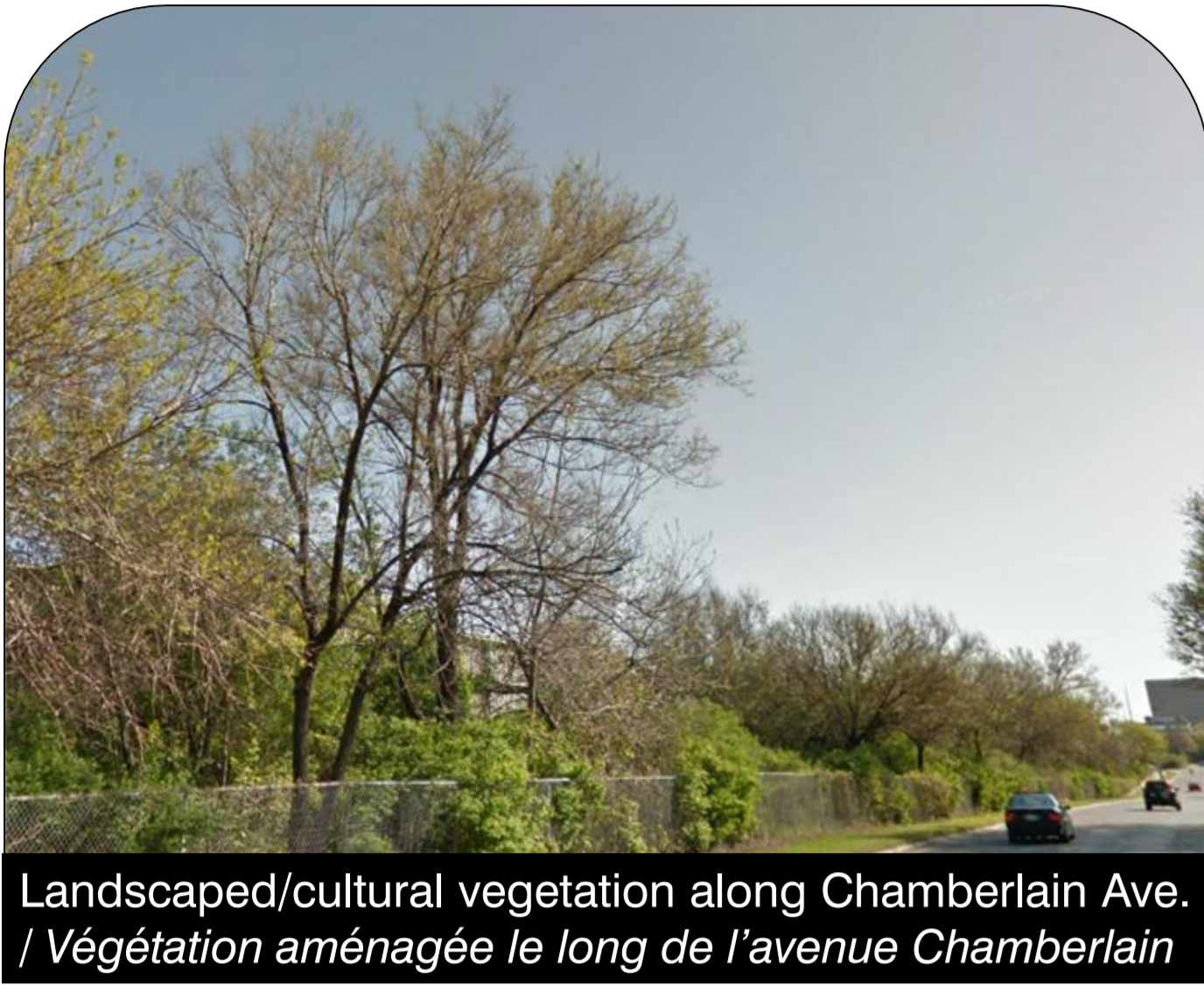
- Modifications to the eastbound off-ramp at Bronson Avenue to lengthen the ramp and provide additional vehicle storage, including widening the Booth Street Highway 417 overpass structure;
- Local realignment of Chamberlain Avenue to the north, to be opposite the eastbound off-ramp;
- Modifications to the eastbound off-ramp where it intersects with Bronson Avenue;
- Construction of related works including: retaining walls, roadside protection, noise barriers, drainage works, utility relocations, illumination and traffic signal modifications;
- Continuous intermediate-term lane reductions (approximately two to three months) on Highway 417 eastbound;
- Short-term lane reductions (approximately one to four weeks) on Bronson Avenue and Chamberlain Avenue to tie in the new construction; and
- Nightly closure of the Highway 417 eastbound off-ramp.

Le ministère des Transports de l'Ontario (MTO) a retenu les services de McCormick Rankin (MRC) pour effectuer la conception détaillée des améliorations opérationnelles destinées à l'échangeur de l'autoroute 417 et de l'avenue Bronson.

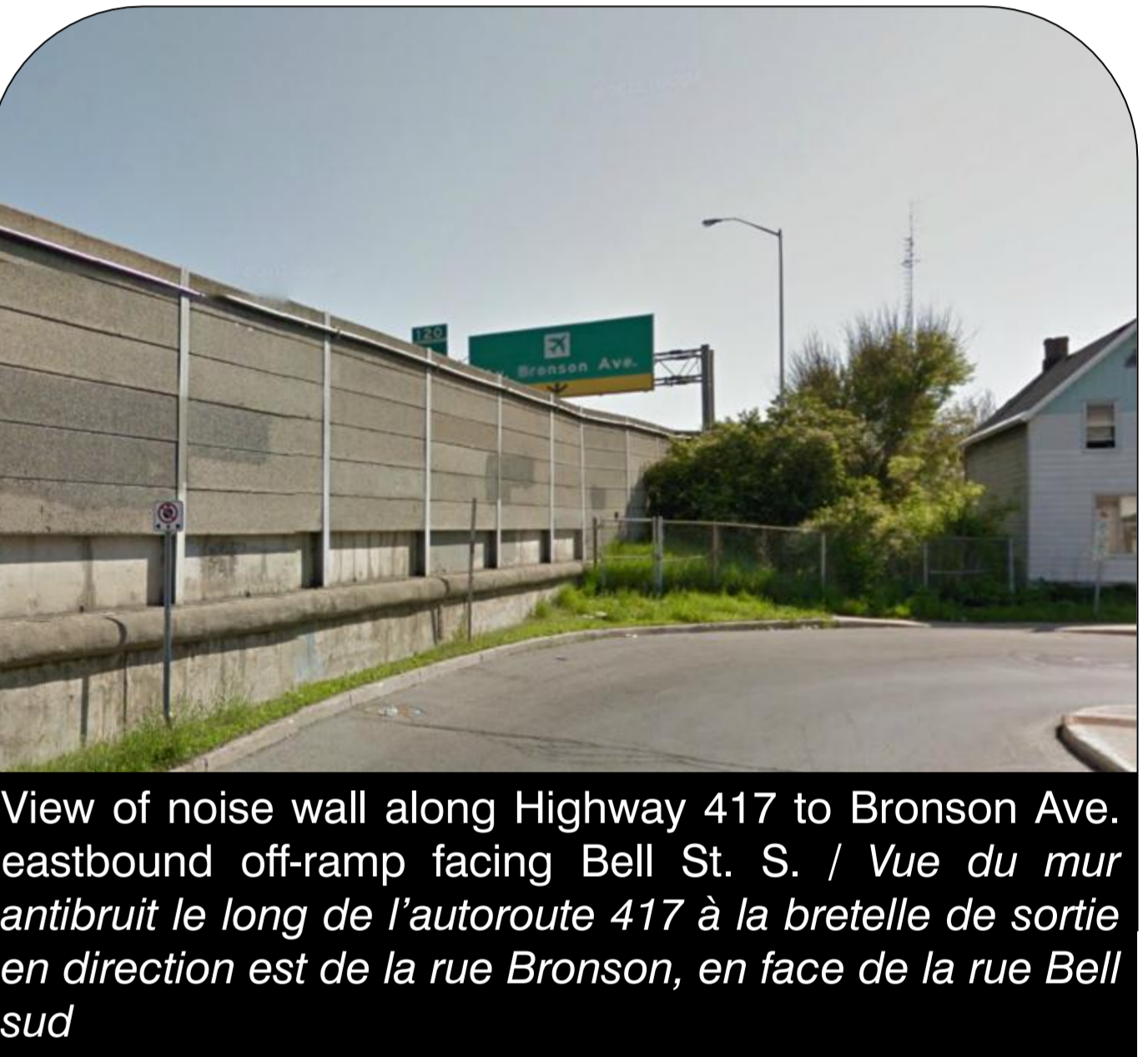
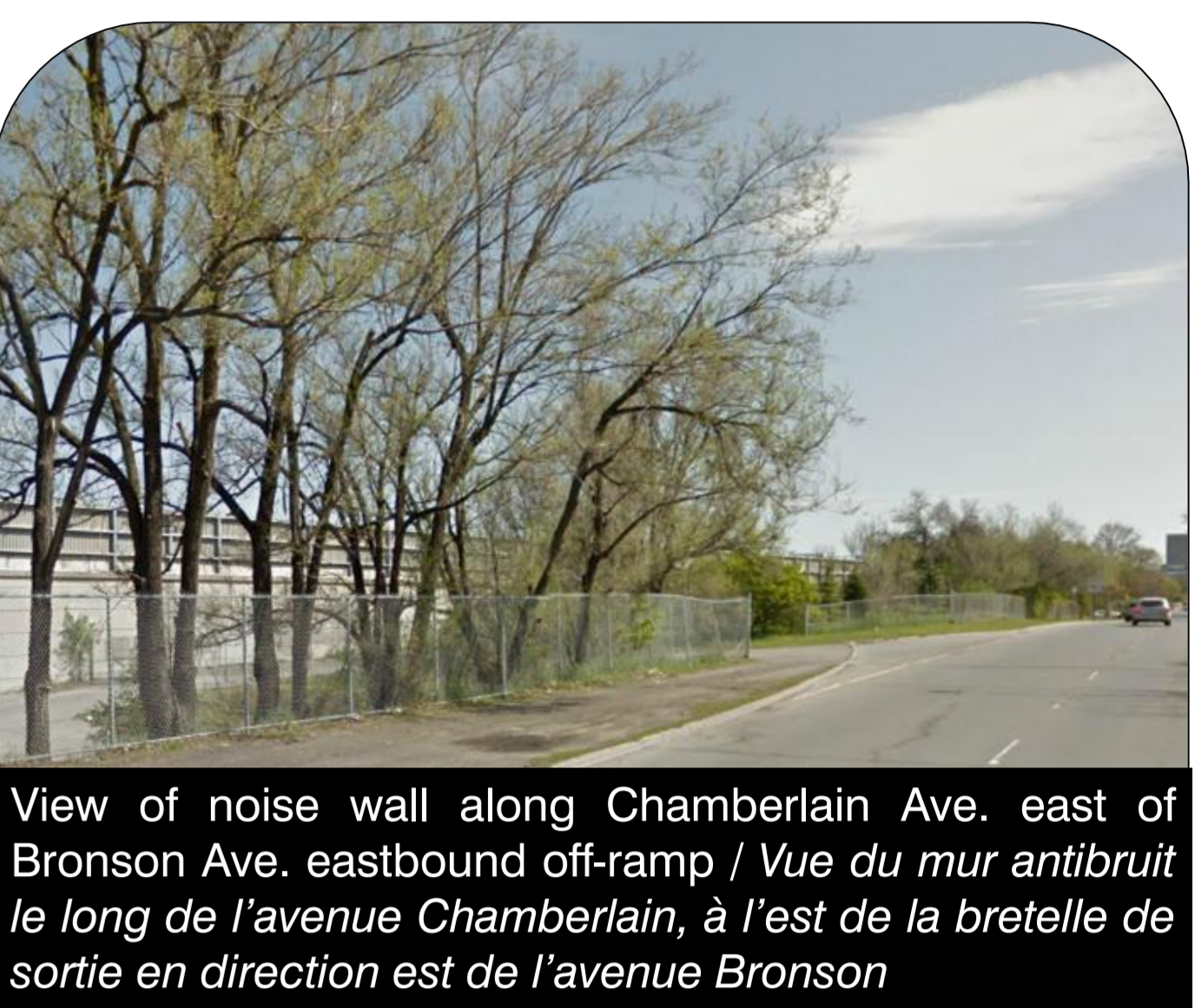
Voici l'envergure des travaux relatifs :

- modifications à la bretelle de sortie en direction est à l'avenue Bronson pour allonger la bretelle et fournir de l'entreposage supplémentaire de véhicules, y compris l'élargissement de la structure du viaduc de l'autoroute 417 à la rue Booth;
- nouveau tracé local de l'avenue Chamberlain vers le nord, afin qu'elle soit en face de la bretelle en direction est;
- modifications à la bretelle en direction est, à l'intersection de l'avenue Bronson;
- construction d'ouvrages connexes, y compris : murs de soutènement, protection au bord de la route, écrans antibruit, travaux de drainage, déplacement des services publics, éclairage et modifications aux feux de circulation;
- réductions de voies continues à moyen terme (deux ou trois mois) sur l'autoroute 417 en direction est;
- réductions de voies à court terme (une à quatre semaines) sur l'avenue Bronson et l'avenue Chamberlain pour assurer le lien avec la nouvelle construction; et
- fermeture nocturne de la bretelle de sortie de l'autoroute 417 en direction est.

Site Context



Contexte du site



NATURAL ENVIRONMENTAL CONDITIONS

Vegetation & Wildlife

- Highly urbanized area with a small amount of landscaped/cultural vegetation within Bronson Avenue interchange that is considered to be of low ecological significance
- Discontinuous grass, landscape trees and plantings predominant along Highway 417 right-of-way
- No areas of significant habitat or designated natural areas
- No suitable habitat within study area for provincially significant plant species, or for wildlife Species at Risk or Provincially Rare species
- Migratory birds, as well as common resident species, may use the Highway 417 Bronson Avenue Bridge for nesting
- No watercourses present within the project limits

Noise

- Within the study area, noise attenuation walls are located:
 - North of Highway 417, east of Preston Street to Bronson Avenue
 - South of Highway 417, between Booth Street and Cambridge Street
 - South of Highway 417, east of Bronson Avenue to Lyon Street
- Approximately 50 residential properties adjacent to the study area and south of Highway 417 represent noise sensitive areas
- Existing noise levels at receptors directly south of the highway between Lebreton Street and Percy Street range from approximately 50 dBA to 66 dBA

Traffic

- Queues back up on to the Highway 417 at peak periods due to the current direct taper deceleration lane design leading to the eastbound off-ramp
- Traffic is congested at the existing jog for traffic exiting at the eastbound off-ramp and continuing easterly, in the section of Bronson Avenue between the off-ramp and Chamberlain Avenue

SOCIAL ENVIRONMENTAL CONDITIONS

CONDITIONS ENVIRONNEMENTALES NATURELLES

Végétation et faune

- Secteur fortement urbanisé avec peu de végétation aménagée dans l'échangeur, qui est considéré comme ayant une faible importance écologique
- Herbe discontinue, arbres et plantes aménagés, prédominants le long de l'emprise de l'autoroute 417
- Aucune zone comprenant d'importants habitats ni aire naturelle désignée
- Aucun habitat approprié dans le secteur à l'étude pour des espèces végétales d'importance provinciale, ni pour des espèces animales en péril ni des espèces rares dans la province
- Les oiseaux migrateurs, ainsi que les espèces résidentes communes, peuvent utiliser le pont de l'avenue Bronson sur l'autoroute 417 pour nicher
- Aucun cours d'eau n'est présent dans les limites du projet

Bruit

- Emplacements des murs antibruit dans le secteur à l'étude :
 - au nord de l'autoroute 417, à l'est de la rue Preston jusqu'à l'avenue Bronson
 - au sud de l'autoroute 417, entre les rues Booth et Cambridge
 - au sud de l'autoroute 417, à l'est de l'avenue Bronson jusqu'à la rue Lyon
- Une cinquantaine de propriétés résidentielles adjacentes au secteur à l'étude et au sud de l'autoroute 417 constituent des zones sensibles au bruit
- Les niveaux sonores actuels, mesurés par des récepteurs placés directement au sud de l'autoroute, entre les rues Lebreton et Percy, se situent environ entre 50 et 66 dBA

Circulation

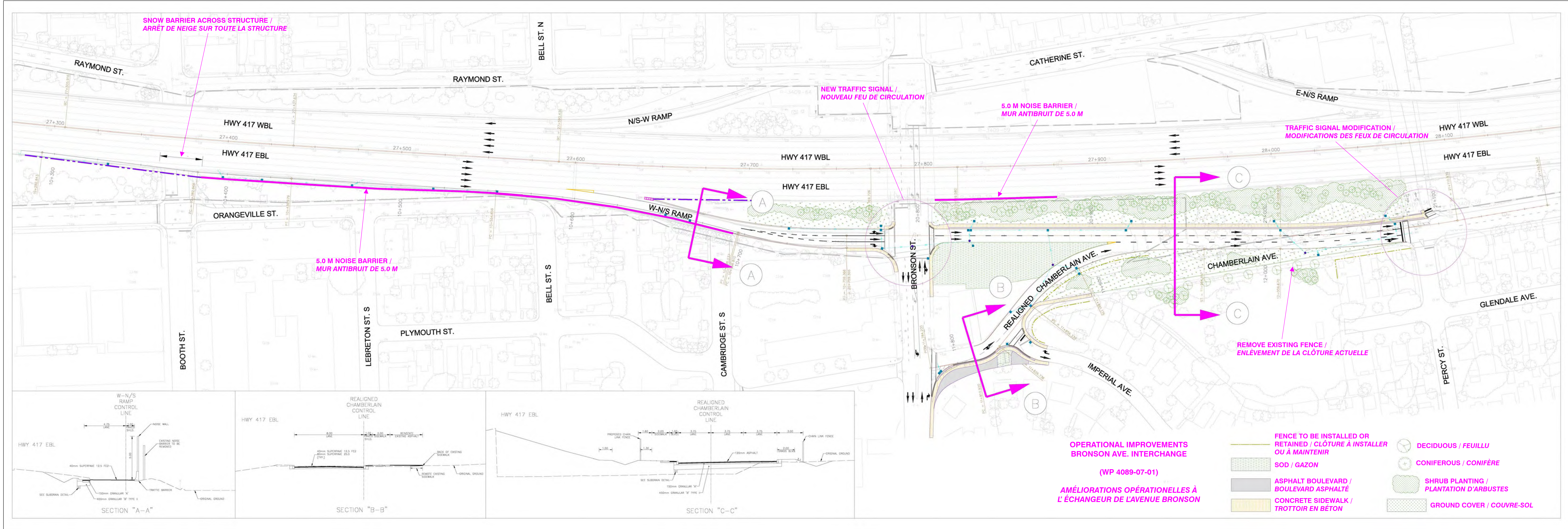
- Les files d'attente remontent jusque sur l'autoroute 417 à l'occasion des périodes de pointe, à cause du ralentissement direct causé par la conception de la voie de décélération menant à la bretelle de sortie en direction est
- La circulation est congestionnée à cause de la route indirecte pour les véhicules qui empruntent la bretelle de sortie en direction est et continuent vers l'est, sur le tronçon de l'avenue Bronson entre la bretelle de sortie et l'avenue Chamberlain

CONDITIONS SOCIO-ENVIRONNEMENTALES



Recommended Plan

Plan recommandé



Concrete noise attenuation wall, random pattern
Colour/texture: warm grey vertical rib, alternating with tan smooth /
Mur antibruit en béton, motif varié
Couleur/texture: gris chaud à nervures verticales, en alternance avec brun clair de texture lisse

Proposed Plant List

Liste des plantes proposées

DECIDUOUS / FEUILLU		
'Autumn Blaze' Maple	<i>Acer rubrum x Freemanii</i>	Érable de Freeman
Red Maple	<i>Acer rubrum</i>	Érable rouge
Ironwood	<i>Ostrya virginiana</i>	Ostryer de Virginie

CONIFEROUS / CONIFÈRE		
Colorado Blue Spruce	<i>Picea pungens 'Glauca'</i>	Épicéa blue du Colorado
Jack Pine	<i>Pinus banksiana</i>	Pin gris

SHRUB PLANTING / PLANTATION D'ARBUSTES		
Barberry	<i>Berberis Thunbergii</i>	Épine-vinette de Thunberg
Red Osier Dogwood	<i>Cornus sericea</i>	Cornouiller Stolonifère
Common Ninebark	<i>Physocarpus opulifolius</i>	Physocarbe
Shrub Rose	<i>Rosa rugosa</i>	Rosier rugueux
Alpine Currant	<i>Ribes alpinum</i>	Grosseillier des Alpes
Smooth Sumac	<i>Rhus glabra</i>	Sumac à bois glabre
Amercian Elder	<i>Sambucus canadensis</i>	Sureau du Canada

BRONSON AVENUE INTERCHANGE IMPROVEMENTS

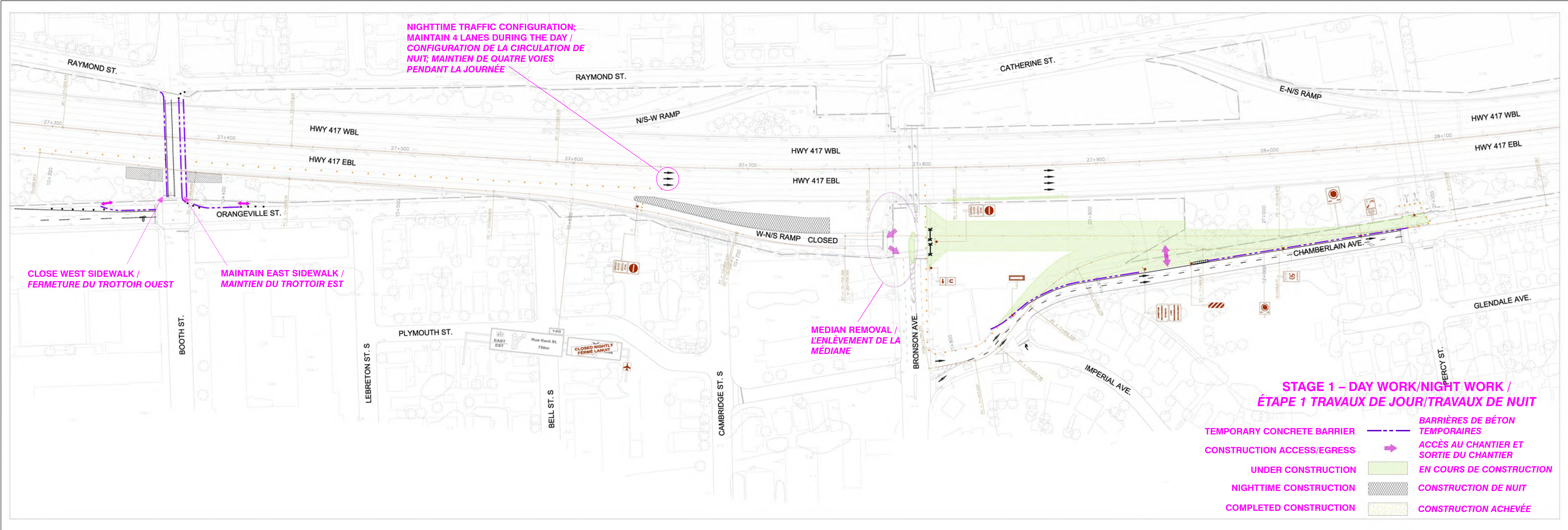


Preferred Construction Staging
Stage 1 – Day Work/Night Work

AMÉLIORATIONS À L'ÉCHANGEUR DE L'AVENUE BRONSON



Étapes préférées de la construction
Étape 1 – Travaux de jour/Travaux de nuit



STAGE 1 DAYTIME	
Work Description	Traffic Configuration
W-N/S RAMP (Eastbound off-ramp)	
<ul style="list-style-type: none">Ramp extension east of Bronson to PercyInstall anchors for Highway 417 eastbound noise barrier from STA.20+810 to STA.20+875	<ul style="list-style-type: none">Lane reductions on Bronson during off-peak hours for median removalConstruction access via Chamberlain2 lanes maintained on Chamberlain except for sewer work4 lanes maintained on Highway 417 eastbound
STAGE 1 NIGHTTIME	
Work Description	Traffic Configuration
W-N/S RAMP (Eastbound off-ramp)	
<ul style="list-style-type: none">Ramp widening from bullnose to Bronson	<ul style="list-style-type: none">Construction access from BronsonW-N/S eastbound Bronson ramp closedHighway 417 eastbound reduced from 4 lanes to 3 lanesNightly closures: 21:00 hrs to 06:00 hrsApproximate duration: 1 week

ÉTAPE 1 TRAVAUX DE JOUR	
Description du travail	Configuration de la circulation
BRETELLE O-N/S (Bretelle de sortie en direction est)	
<ul style="list-style-type: none">Prolongement de la bretelle à l'est de Bronson jusqu'à PercyInstallation d'ancres pour les murs antibruit de l'autoroute 417 en direction est, de STA.20+810 à STA.20+875	<ul style="list-style-type: none">Réductions de voies sur Bronson en dehors des heures de pointe pour l'enlèvement de la médianeAccès au chantier par ChamberlainDeux voies maintenues sur Chamberlain à l'exception des travaux d'égoutQuatre voies maintenues sur l'autoroute 417 en direction est
ÉTAPE 1 TRAVAUX DE NUIT	
Description du travail	Configuration de la circulation
BRETELLE O-N/S (Bretelle de sortie en direction est)	
<ul style="list-style-type: none">Élargissement de la bretelle de la tête d'îlot jusqu'à Bronson	<ul style="list-style-type: none">Accès au chantier par BronsonFermeture de la bretelle en direction est BronsonRéduction de de l'autoroute 417 en direction est de quatre à trois voiesFermetures de nuit : de 21 h à 6 hDurée approximative : une semaine

BRONSON AVENUE INTERCHANGE IMPROVEMENTS

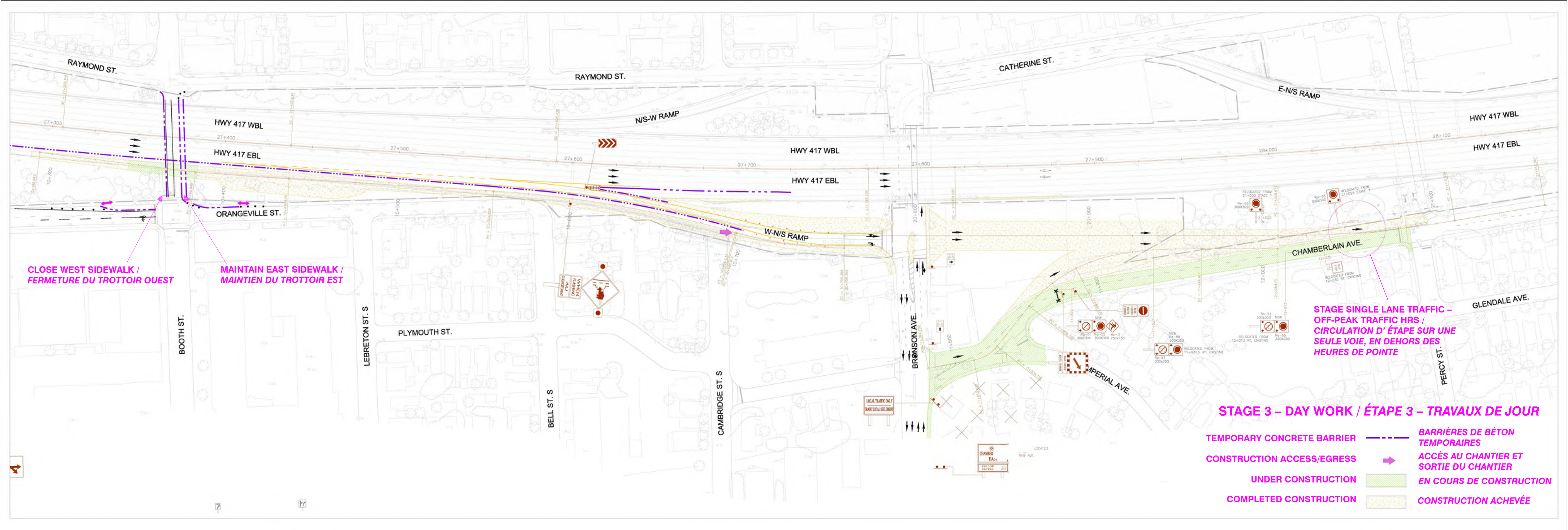


Preferred Construction Staging
Stage 3 – Day Work

AMÉLIORATIONS À L'ÉCHANGEUR DE L'AVENUE BRONSON



Étapes préférées de la construction
Étape 3 – Travaux de jour

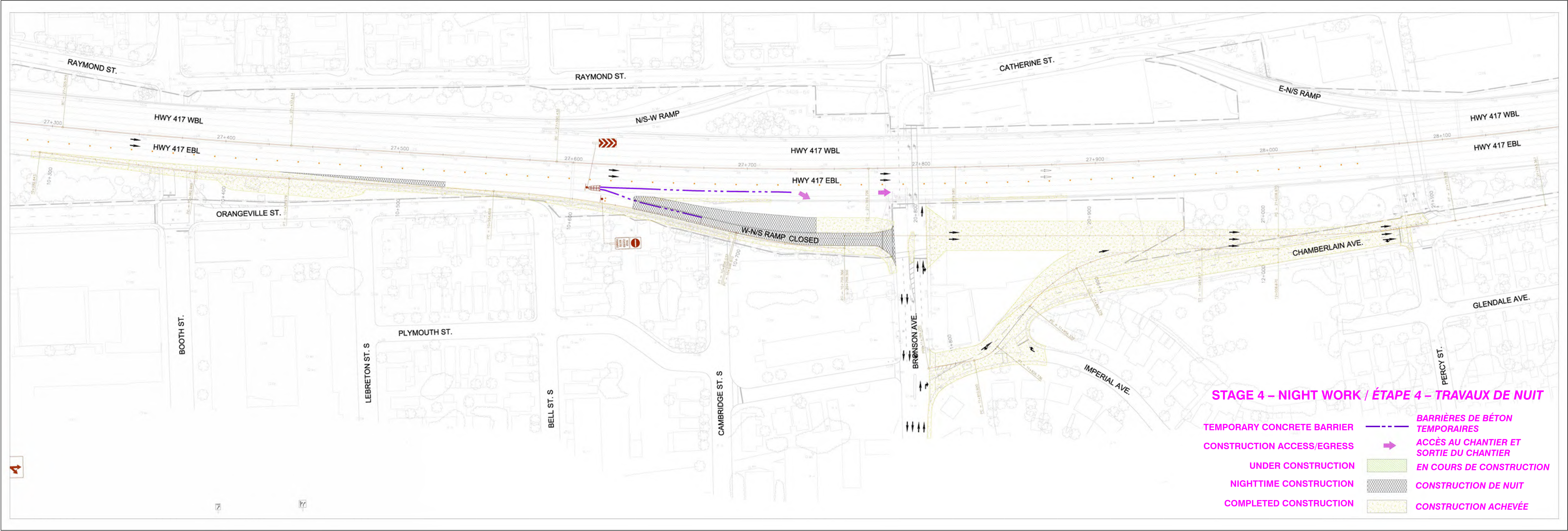


STAGE 3 DAYTIME	
Work Description	Traffic Configuration
BOOTH STREET OVERPASS	
<ul style="list-style-type: none">Continue Booth Street structural work	<ul style="list-style-type: none">W-N/S (eastbound) Bronson off-ramp openHighway 417 eastbound lane reduction from 4 lanes to 3 lanes between Parkdale and RochesterRochester ramp open3 lanes open eastbound to Bronson
CHAMBERLAIN AVENUE / IMPERIAL AVENUE	
<ul style="list-style-type: none">Pavement rehabilitation on realigned Chamberlain from Bronson to STA. 11+875Pavement/curb rehabilitation at Imperial/Chamberlain intersectionRemoval of abandoned Chamberlain	<ul style="list-style-type: none">Ramp traffic uses the new extension to continue eastboundNorthbound Bronson traffic heading east on Chamberlain directed to signals at the W-N/S ramp terminalSouthbound Bronson traffic uses realigned Chamberlain to continue eastApproximate duration: 4-5 weeks

ÉTAPE 3 TRAVAUX DE JOUR	
Description du travail	Configuration de la circulation
VIADUC DE LA RUE BOOTH	
<ul style="list-style-type: none">Continuer les travaux structuraux sur la rue Booth	<ul style="list-style-type: none">La bretelle de sortie en direction est Bronson est ouverteRéduction de l'autoroute 417 de quatre à trois voies entre Parkdale et RochesterLa bretelle Rochester est ouverteTrois voies ouvertes en direction est jusqu'à Bronson
AVENUE CHAMBERLAIN / AVENUE IMPERIAL	
<ul style="list-style-type: none">Réfection de la chaussée sur le nouveau tracé de Chamberlain à partir de Bronson jusqu'à STA 11+875Réfection de la chaussée et de la bordure à l'intersection Imperial/ChamberlainEnlèvement du tronçon abandonné de Chamberlain	<ul style="list-style-type: none">La circulation de la bretelle utilise le nouveau prolongement pour poursuivre son chemin en direction estLa circulation sur Bronson en direction nord et allant vers l'est sur Chamberlain est dirigée par des feux situés à l'extrémité de la bretelle en direction estLa circulation sur Bronson en direction sud utilise le nouveau tracé de Chamberlain pour poursuivre son chemin vers l'estDurée approximative : quatre ou cinq semaines

Preferred Construction Staging
Stage 4 – Night Work

Étapes préférées de la construction
Étape 4 – Travaux de nuit



STAGE 4 NIGHTITME		
Work Description		Traffic Configuration
W-N/S RAMP (Eastbound off-ramp)		
<ul style="list-style-type: none">Complete pavement rehabilitation on W-N/S rampComplete Highway 417 eastbound shoulder rehabilitation from Bronson bullnose to STA. 27+713Complete energy attenuator and concrete barrier from STA. 27+600 to STA. 27+651 on Highway 417 eastbound right side		<ul style="list-style-type: none">W-N/S (eastbound) ramp closed: 21:00 hrs to 06:00 hrsHighway 417 eastbound lane reductions from 4 lanes to 2 lanes from Parkdale to STA. 28+000 east of BronsonApproximate duration: 2 weeks

ÉTAPE 4 TRAVAUX DE NUIT	
Description du travail	Configuration de la circulation
BRETELLE O-N/S (Bretelle de sortie en direction est)	
<ul style="list-style-type: none">Réfection complète de la chaussée sur la bretelle en direction estRéfection complète de l'accotement de l'autoroute 417 en direction est, de la tête d'îlot de Bronson jusqu'à STA. 27+713Installation complète de l'amortisseur routier et de la barrière de béton, de STA 27+600 à STA. 27+651 sur le côté droit de l'autoroute 417 en direction est	<ul style="list-style-type: none">Fermeture de la bretelle en direction est : 21 h à 6 hRéduction de l'autoroute 417 en direction est de quatre à deux voies, de Parkdale à STA. 28+000, à l'est de BronsonDurée approximative : deux semaines



Preferred Construction Staging: Alternatives Considered

The preferred construction staging presented on the previous panels is conditional on obtaining an exemption from the municipal Noise By-law to allow night work.

Alternative:

Should a Noise By-law exemption not be obtained, the alternative would be to stage construction during the day, by closing the W-N/S (eastbound) off-ramp.

This alternative has been reviewed and is considered *less preferred*, as it would increase the overall duration of construction and potentially result in increased impact to the community, including:

- Increased traffic pressure on local streets;
- Limited access to local businesses; and
- Increased queues and delays.



Étapes préférées de la construction : solutions de rechange envisagées

Les étapes de construction préférées, présentées sur les panneaux précédents, sont conditionnelles à l'obtention d'une exemption par rapport au règlement municipal antibruit, pour permettre le travail de nuit.

Solution de rechange :

Si une telle exemption était impossible à obtenir, les travaux de construction pourraient avoir lieu pendant la journée, moyennant la fermeture de la bretelle O-N/S (en direction est).

Cette solution de rechange a été examinée et est considérée comme moins préférable, car elle augmenterait la durée globale de la construction et accroîtrait peut-être l'impact sur la collectivité, y compris :

- une pression accrue de la circulation sur les rues locales;
- un accès limité aux commerces locaux; et
- et une augmentation des files d'attente et des retards.



Environmental Impacts and Mitigation

ISSUES/CONCERNS/POTENTIAL IMPACTS	MITIGATION/PROTECTION/MONITORING
1.0 Vegetation	
Modifications to the eastbound off-ramp, local realignment of Chamberlain Avenue, and preparation of the construction staging areas will require vegetation clearing/removals. However, no significant natural features are found in the immediate study area.	<ul style="list-style-type: none">Vegetation clearing zones and vegetation retention zones will be clearly delineated in contract documentation and in the field; andThe use of appropriate vegetation clearing techniques will be employed and exposed surfaces will be re-stabilized and re-vegetated as soon as possible following construction.
2.0 Wildlife	
Potential disturbance to urban tolerant wildlife and migratory birds during construction.	<ul style="list-style-type: none">Wildlife will not be knowingly harmed;Active nests will not be disturbed in accordance with the Migratory Bird Convention Act; andShould any SAR be encountered at any time in the construction area, the Contract Administrator will be contacted immediately.
Species at Risk habitat is not present in the immediate study area.	
3.0 Traffic Operations and Access	
Short and intermediate-term ramp closures and lane reductions are required and will result in disruptions to traffic operations.	<ul style="list-style-type: none">The number and duration of closures has been kept to the minimum required to complete the work;A traffic management plan has been developed and will be implemented to minimize the impact of closures;Access to residential properties will be maintained;Ongoing communication will be maintained with Emergency Services; andTemporary and advance signage in both official languages will provide notice of upcoming closures/disruptions and will identify alternate access/routes.
Stage 1: The W-N/S (eastbound) off-ramp will be closed nightly for approximately 1 week.	
Stage 2: The W-N/S (eastbound) off-ramp will be closed nightly for approximately 4 weeks.	
Stage 3: Traffic on Bronson will be redirected for approximately 4-5 weeks.	
Stage 4: W-N/S (eastbound) off-ramp will be closed nightly for approximately 2 weeks.	
4.0 Landscaping / Aesthetics	
Potential impacts to the visual character of the corridor.	<ul style="list-style-type: none">Context Sensitive Design (CSD) solutions will be applied to various aspect of the design to ensure visual quality and continuity in the corridor to the extent possible, including the design of landscaping, noise barriers, and retaining walls.
5.0 Noise	
Potential for increased noise levels from Highway 417 noise as a result of the removal of the Ontario Board of Education building.	<ul style="list-style-type: none">A new 5.0 metre noise wall is being constructed to mitigate impacts associated with the removal of the former Ontario Board of Education building;The existing noise barrier will be maintained until completion of the new noise barrier; andThe Contractor will abide by the municipal noise control by-law for day-to-day operations and any exemptions to the municipal noise control by-law required for night work will be obtained prior to construction.
Potential for elevated noise levels during construction.	
6.0 Property	
The proposed local realignment of Chamberlain Avenue to be opposite the eastbound off-ramp requires property outside of the MTO right-of-way.	<ul style="list-style-type: none">The former Ottawa Board of Education maintenance building has been acquired by MTO and will be removed.
7.0 Archaeological & Cultural Heritage	
Stage 1 and Stage 2 Archaeological Assessments were completed as part of the Preliminary Design and Environmental Assessment study for the Highway 417 Expansion from Highway 416 easterly to Anderson Road. These investigations found no evidence of archaeological resources within the existing right-of-way, which has been significantly disturbed.	<ul style="list-style-type: none">If archaeological resources are encountered during project work, the Ministry of Tourism, Culture & Sport (MTCS) will be notified and activities impacting archaeological resources will be ceased immediately until a determination of their nature and significance is carried out; andIf human remains are encountered, the Cemeteries Regulation Unit of the Ministry of Consumer Services will be contacted. If human remains are associated with archaeological resources, MTCS will be notified.
Cultural heritage evaluation of the Booth Street overpass structure under the Ontario Heritage Bridge Guidelines (January 2008) did not identify the overpass as provincially important. The proposed widening of Highway 417 in proximity to the overpass should not adversely affect cultural heritage resources.	
8.0 Waste Management and Contamination	
Waste, excess materials (including salt impacted soil) and emissions have the potential to contaminate the surrounding environment if not managed properly.	<ul style="list-style-type: none">Excess materials will be managed in accordance with OPSS 180.The Contractor will be responsible for controlling the emission of dust and other pollutants and preventing them from leaving the work site.

Répercussions environnementales et mesures d'atténuation

PROBLÈMES/PRÉOCCUPATIONS/ RÉPERCUSSIONS POTENTIELLES	ATTÉNUATION/PROTECTION/SURVEILLANCE
1.0 Végétation	
Le nouveau tracé de la bretelle de sortie en direction ouest, l'élargissement de la bretelle de sortie en direction est, ainsi que la préparation des aires de montage temporaires pour la construction, nécessiteront le nettoyage et l'enlèvement de la végétation. Toutefois, aucune caractéristique naturelle ne se trouve dans le secteur immédiat à l'étude.	<ul style="list-style-type: none">Les zones d'enlèvement et de conservation de la végétation seront clairement délimitées dans la documentation contractuelle et sur le terrain.De plus, on utilisera des techniques appropriées d'enlèvement de la végétation, et les surfaces exposées seront stabilisées de nouveau et recouvertes d'une autre végétation aussitôt que possible après la construction.
2.0 Faune	
Perturbation potentielle des mammifères et des oiseaux tolérant la vie urbaine, pendant la construction.	<ul style="list-style-type: none">Nul ne fera sciemment de tort à la faune.Les nids actifs ne seront pas perturbés, conformément à la Loi sur la convention concernant les oiseaux migrateurs.Si la présence d'une espèce en péril est décelée, à quelque moment que ce soit, dans l'aire de construction, on communiquera immédiatement avec l'administrateur du contrat.
Aucun habitat d'espèces en péril n'est présent dans le secteur immédiat à l'étude.	
3.0 Opérations de la circulation et accès à celle-ci	
Des fermetures et des réductions de voies de courte et de moyenne durées s'imposeront et perturberont la circulation.	<ul style="list-style-type: none">Le nombre et la durée des fermetures ont été réduits au minimum nécessaire pour exécuter les travaux.Un plan de gestion de la circulation a été élaboré et sera mis en œuvre pour réduire l'impact des fermetures.L'accès aux propriétés résidentielles sera maintenu.Une communication ouverte sera maintenue avec les services d'urgence.Des panneaux d'affichage temporaires et avancés dans les deux langues officielles annonceront les futures fermetures et perturbations et indiqueront d'autres voies d'accès et trajets.
Étape 1: La bretelle de sortie en direction est sera fermée la nuit pour une semaine.	
Étape 2: La bretelle de sortie en direction est sera fermée la nuit pour quatre semaines.	
Étape 3: Le trafic sur Bronson sera redirigé pour quatre ou cinq semaines.	
Étape 4: La bretelle de sortie en direction est sera fermée la nuit pour deux semaines.	
4.0 Aménagement paysager / Esthétique	
Répercussions potentielles sur l'aspect visuel du corridor.	<ul style="list-style-type: none">Des solutions dépendant du contexte s'appliqueront à divers aspects de la conception pour assurer, autant que possible, la qualité visuelle et la continuité dans le corridor, y compris l'aménagement paysager, les murs antibruit et les murs de soutènement.
5.0 Bruit	
Augmentation possible des niveaux de bruit provoqués par l'autoroute 417 à la suite de l'enlèvement du bâtiment du Conseil de l'éducation d'Ottawa.	<ul style="list-style-type: none">Un nouveau mur antibruit de 5,0 mètres sera construit pour atténuer les effets de l'enlèvement de l'ancien bâtiment du Conseil de l'éducation d'Ottawa;L'actuel mur antibruit sera conservé jusqu'à l'achèvement du nouveau.De plus, avant la construction, l'entrepreneur obtiendra toutes les exemptions nécessaires au règlement municipal sur le contrôle du bruit.
Possibilité de niveaux de bruit élevés pendant la construction.	
6.0 Propriétés	
Le nouveau tracé local proposé pour l'avenue Chamberlain, c'est-à-dire un déplacement en face de la bretelle de sortie, exige l'acquisition de propriétés situées en dehors de l'emprise du MTO.	<ul style="list-style-type: none">De plus, le bâtiment du Conseil de l'éducation d'Ottawa a été acquis par le MTO et sera enlevé.
7.0 Patrimoine archéologique et culturel	
Les évaluations archéologiques des étapes 1 et 2 ont été effectuées dans le cadre de l'étude de conception préliminaire et d'évaluation environnementale portant sur le prolongement de l'autoroute 417, à partir de l'autoroute 416 vers l'est jusqu'au chemin Anderson. Ces enquêtes n'ont révélé, dans l'actuelle emprise largement perturbée, aucune preuve d'une ressource archéologique quelconque.	<ul style="list-style-type: none">Si les travaux menés dans le cadre du projet mettent à jour des ressources archéologiques, le ministère du Tourisme, de la Culture et du Sport (MTCS) en sera informé et les activités touchant ces ressources cesseront sur-le-champ jusqu'à ce que l'on détermine la nature et l'importance des découvertes en question.De plus, si l'on découvre des restes humains, on communiquera avec l'Unité de la réglementation des cimetières du ministère des Services aux consommateurs. Si les restes humains sont associés aux ressources archéologiques, le MTCS sera informé.
L'évaluation du patrimoine culturel visant le viaduc de la rue Booth, en vertu des Ontario Heritage Bridge Guidelines (janvier 2008), n'a pas considéré le viaduc comme ayant une importance provinciale. L'élargissement proposé de l'autoroute 417 à proximité du viaduc ne devrait pas nuire aux ressources du patrimoine culturel.	
8.0 Gestion des déchets et contamination	
Les déchets, les matériaux excédentaires (y compris le sol touché par le sel) et les émissions peuvent contaminer l'environnement s'ils sont mal gérés.	<ul style="list-style-type: none">Les matériaux excédentaires seront gérés conformément à l'OPSS 180.Il incombera à l'entrepreneur de contrôler l'émission de poussière et d'autres polluants et de les empêcher de quitter le chantier.



Next Steps

Following this Public Information Centre, next steps will include:

- Reviewing and responding to comments received;
- Refining the detail designs and mitigation plans;
- Preparing a Design and Construction Report for each project and submitting for a 30-day public review period
- Finalizing the detail designs and preparing the contract packages; and
- Submitting the projects for tender.

Thank you for attending the Public Information Centre. We welcome your comments. Information is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you would like more information, please contact:

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**M. Michel Bisson, P.Eng.
Ingénieur chargé de projet de la firme (MRC)**

Des renseignements sont disponibles en français en composant 613-736-7200 poste 3287

Courriel : mbisson@mrc.ca

Fax: 613-736-8710

Prochaines étapes

Après la présente séance d'information publique, voici quelles seront les prochaines étapes :

- examiner les commentaires reçus et y répondre;
- perfectionner les conceptions détaillées et les plans d'atténuation;
- préparer un rapport de conception et de construction pour chaque projet et le soumettre à l'examen du public pendant 30 jours;
- mettre au point les conceptions détaillées et préparer les documents contractuels; et
- lancer l'appel d'offres relatifs aux projets.

Merci d'avoir assisté à la séance d'information publique. Vos commentaires sont les bienvenus. Les renseignements sont recueillis conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. À l'exception des renseignements personnels, tous les commentaires feront partie du domaine public.

Pour de plus amples détails, veuillez communiquer avec :

www.queenswayexpansioneast.com

Highway 417 Parkdale Avenue Interchange & Bronson Avenue Interchange Improvements: Public Information Centre Presentation

Good evening and welcome to the Public Information Centre for the Parkdale Avenue Interchange and Bronson Avenue Interchange Improvements projects. The purpose of this presentation is to share a summary of each individual project, and outline how this evening's meeting will unfold. For your information, this brief presentation will be repeated in French.

My name is David Lindensmith, and I am the Ministry of Transportation's Senior Project Engineer for these projects. I'd also like to introduce to you Manny Goetz, who is the Consultant Project Manager from McCormick Rankin. In addition to Manny and myself, there are a number of members of our project team present this evening who are available to discuss these projects and answer any questions you may have.

We ask that you please hold your questions until after this brief presentation and after you have had the chance to review the display materials. At that time, should you have any questions, please feel free to approach any of the project team members stationed around the room and we will do our best to answer them. We also ask that you please take the time to sign the individual project attendance sheets and fill out a comment sheet before you leave. Though both the Parkdale Avenue and Bronson Avenue interchange improvements are being presented at one PIC, they are separate projects. As such, we invite you to fill out the appropriate comment form for the project you wish to provide comment on.

The work being discussed tonight follows the larger Environmental Assessment and Preliminary Design Study for Highway 417, which the Ministry completed between 2002 and 2008. The study looked at the entire corridor from Highway 416 easterly to Anderson Road, and developed a recommended plan to guide the evolution of the Queensway over the next 20 years. This Environmental Assessment received approval in 2008.

I will now provide a brief overview of the proposed works at each interchange.

At the Parkdale Avenue interchange, proposed improvements and works include:

- Realignment of the westbound off-ramp at Parkdale Avenue and separating the off-ramp from Westmount Avenue;
- Widening of the Parkdale Avenue eastbound off-ramp in the vicinity of the ramp terminal intersection to provide left-turn and right-turn lanes;
- Construction of a new noise barrier adjacent to the new ramp between Melrose and Rosemount;
- Construction of a new barrier/screen between Westmount Avenue and the new off-ramp; and
- Construction of related works including: retaining walls, roadside protection, drainage works, utility relocations, landscaping, illumination, and traffic signal modifications.

At the Bronson Avenue interchange, proposed improvements and works include:

- Modifications to the eastbound off-ramp at Bronson Avenue to lengthen the ramp and provide additional vehicle storage, including widening the Booth Street Highway 417 overpass structure;
- Local realignment of Chamberlain Avenue to the north, to be opposite the eastbound off-ramp, which requires removal of the Ottawa Board of Education building;
- Modifications to the eastbound off-ramp where it intersects with Bronson Avenue; and
- Construction of related works including: retaining walls, roadside protection, noise barriers, drainage works, utility relocations, illumination and traffic signal modifications.

In order to realize the long-term benefits of these operational improvements on Highway 417, we are expecting some disruptions to the travelling public. We have given our best efforts to minimize these disruptions by staging construction in order to minimize its duration and community impacts. All anticipated lane reductions and ramp closures are listed in greater detail on the display panels, which we encourage you to review in order to see how and when these closures might affect your normal travel patterns and access to services. In order to minimize the impact of construction works, we have also identified mitigation measures, such as advanced signage in both English and French which will provide notice of upcoming closures and disruptions and will identify alternate access and routes.

As part of the broader Highway 417 Improvements program, the proposed improvements will address specific operational issues associated with the current interchange configurations.

We encourage you to approach one of the project team members after the presentation to ask any questions you may have and also to fill out a comment sheet before you leave, so that we have record of your questions and opinions. Comments are welcomed throughout the detail design study, but we would appreciate receiving comments in the next 2 weeks so that the project team can consider them as a whole. Subsequently, individual responses to questions and comments will be prepared. All of the display materials presented here tonight will also be available online on our project website.

In closing, I'd like to thank you all for taking the time to participate in this PIC, and would like to thank you in advance for the comments you will provide. Kevin Gibbs will now deliver this brief presentation in French.

(Repeated in French by Kevin Gibbs, MTO Senior Project Engineer. Translation provided by Aubut Associates)

Améliorations à l'échangeur de l'avenue Parkdale et à celui de l'avenue Bronson sur l'autoroute 417 : Présentation de la séance d'information publique

Bonne soirée et bienvenue à la séance d'information publique (ou SIP) sur les projets d'amélioration à l'échangeur de l'avenue Parkdale et à l'échangeur de l'avenue Bronson. Cette présentation vise à résumer chaque projet individuel et à exposer le déroulement de la réunion de ce soir. À titre documentaire, cette présentation est offerte dans les deux langues.

Mon nom est Kevin Gibbs, et je suis l'ingénieur principal du ministère des Transports. J'aimerais aussi vous présenter David Lindensmith, qui est l'ingénieur principal du ministère des Transports chargé de ces projets, et Manny Goetz, qui est chargé de projet de McCormick Rankin. En plus de nous trois, plusieurs membres de notre équipe de projet sont présents ce soir pour discuter de ces projets et répondre à toutes vos questions éventuelles.

Nous vous demandons de bien vouloir reporter vos questions jusqu'après la présentation et après avoir eu l'occasion d'examiner la documentation affichée. À ce moment-là, si vous avez des questions, n'hésitez pas à communiquer avec l'un ou l'autre des membres du projet placés autour de la pièce et nous ferons notre possible pour y répondre. Veuillez aussi prendre le temps de signer les feuilles individuelles de présence et de remplir une feuille de commentaires avant de partir. Bien que les améliorations aux deux échangeurs soient présentées à une même SIP, il s'agit de projets séparés. Aussi nous vous invitons à remplir la feuille correspondant au projet que vous souhaitez commenter.

Notre discussion de ce soir portera sur la grande étude d'évaluation environnementale et de conception préliminaire concernant l'autoroute 417, que le Ministère a effectuée entre 2002 et 2008. L'étude portait sur tout le corridor allant de l'autoroute 416 vers l'est jusqu'au chemin Anderson, et a donné lieu à un plan recommandé pour guider l'évolution du Queensway au cours des 20 prochaines années. Cette évaluation environnementale a reçu l'approbation en 2008.

Voici maintenant un bref aperçu des améliorations et travaux proposés pour chaque échangeur.

À celui de l'avenue Parkdale :

- Un nouveau tracé de la bretelle de sortie en direction ouest à l'avenue Parkdale, et la séparation de la bretelle de sortie et de l'avenue Westmount;
- L'élargissement de la bretelle de sortie en direction est de l'avenue Parkdale aux abords de l'intersection située à l'extrémité de la bretelle, pour aménager des voies permettant de tourner à gauche et à droite;
- La construction d'un nouveau mur antibruit adjacent à la nouvelle bretelle entre Melrose et Rosemount;
- La construction d'un nouveau mur ou d'un nouvel écran entre l'avenue Westmount et la nouvelle bretelle de sortie;
- enfin, les travaux de construction connexes, y compris des murs de soutènement, la protection des bords de la route, des travaux de drainage, le déplacement de services publics, l'aménagement paysager, l'éclairage et les modifications aux feux de circulation.

À celui de l'avenue Bronson :

- Les modifications de la bretelle de sortie en direction est à l'avenue Bronson pour allonger la bretelle et augmenter la capacité d'accueil de véhicules, y compris l'élargissement du viaduc de l'autoroute 417 à la rue Booth;

- Un nouveau tracé local de l'avenue Chamberlain au nord, en face de la bretelle de sortie en direction est, qui exige l'enlèvement du bâtiment du Conseil scolaire d'Ottawa;
- Les modifications à la bretelle de sortie en direction est, à l'intersection de l'avenue Bronson;
- enfin, les travaux de construction connexes, y compris des murs de soutènement, la protection des bords de la route, des murs antibruit, des travaux de drainage, le déplacement de services publics, l'éclairage et les modifications aux feux de circulation.

Afin de réaliser les avantages à long terme de ces améliorations opérationnelles à l'autoroute 417, nous prévoyons certaines perturbations pour les voyageurs. Nous avons fait notre possible pour atténuer ces perturbations en prévoyant des étapes de construction de manière à réduire le plus possible la durée des travaux et leurs répercussions sur la collectivité. Toutes les réductions de voies et fermetures de bretelles prévues sont indiquées plus en détail sur les panneaux d'affichage, que nous vous encourageons à examiner afin de voir comment et quand ces fermetures pourraient modifier vos habitudes normales de déplacement et l'accès aux services. Afin d'atténuer l'impact des travaux de construction, nous avons aussi prévu des mesures d'atténuation, comme des panneaux de signalisation avancés en anglais et en français qui annonceront les futures fermetures et perturbations et qui indiqueront les autres voies d'accès et trajets.

Dans le cadre du programme global d'améliorations à l'autoroute 417, les améliorations proposées régleront les problèmes opérationnels spécifiques causés par les configurations actuelles des échangeurs.

Nous vous encourageons à vous entretenir avec un des membres de l'équipe de projet après la présentation pour poser toutes vos questions éventuelles, ainsi qu'à remplir une feuille de commentaires avant de partir, afin que nous ayons un relevé de vos questions et opinions. Les commentaires sont les bienvenus tout au long de l'étude de conception détaillée, mais nous serions reconnaissants de les recevoir d'ici les 2 prochaines semaines, pour que l'équipe de projet puisse les considérer dans la vue d'ensemble. Par la suite, on rédigera des réponses individuelles aux questions et aux commentaires. Toute la documentation affichée ici ce soir sera aussi disponible en ligne sur le site Web de notre projet.

En conclusion, je vous remercie tous d'avoir pris le temps de participer à la présente SIP et je vous remercie d'avance pour vos futurs commentaires.



HIGHWAY 417 INTERCHANGE OPERATIONAL IMPROVEMENTS

Parkdale Avenue Interchange (WP 4068-10-01) &
Bronson Avenue Interchange (WP 4089-07-01)

Public Information Centre Summary Report

APPENDIX D-1

Parkdale Avenue Interchange – Comments Received



COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE PARKDALE ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4068-10-00)

PUBLIC INFORMATION CENTRE / SÉANCE DE PARTICIPATION PUBLIQUE

WEDNESDAY, APRIL 3, 2013	MERCREDI 3 AVRIL 2013
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Veuillez commenter au sujet de tous les aspects du projet que vous jugez importants. Déposez votre feuille de commentaires remplie dans la boîte prévue à cet effet ou envoyez-la, au plus tard **le 17 avril 2013** à :

Mr. Manny Goetz, P.Eng.
McCormick Rankin Corporation
1145 Hunt Club Rd.
Ottawa, ON K1V 0Y3

Fax / Téléc: (613) 736-8710

E-mail / Courriel: sotta@mmm.ca
(on behalf of / au nom de Manny Goetz)

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☒

E-mail / Courriel

☐

Regular Mail / Poste régulière

COMMENTS / COMMENTAIRES:

Pedestrian crossings need attention - very unsafe

South of Queensway - SE corner on ramp curve needs
tightening to shorten pedestrian crossing and slow
traffic

Give as much ^{landscaping} space as possible to Westmount Ave.. They
deserve it!

COMMENT SHEET / FEUILLE DE COMMENTAIRES

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COMMENTS / COMMENTAIRES:

If you are evaluating traffic signals at Parkdale x 417, please address the danger to pedestrians crossing the onramp (eastbound). We have had many near misses, including a stroller that was hit - fortunately it was empty. It is an ongoing problem that neither the City nor province has taken seriously.

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COMMENTS / COMMENTAIRES:

At the Queensway ramps, the pedestrian walk signals need to be activated on green lights. Pedestrian walk signals should be automatic.

The pedestrian safety is a big issue at the ramps. Perhaps camera enforcement would help control aggressive driving.

On discussion this evening, the most dangerous intersection for pedestrians is the north-south crosswalk on the westbound ramp. Southbound cars often run their advanced green light. Northbound cars do not yield to pedestrians.

These intersections are very dangerous. I have been walking to work at that intersection for 30 years and it has only gotten more dangerous.

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COMMENTS / COMMENTAIRES:

1. Westmount Ave access to Parkdale - if possible, should be dead end. If not, need to have some way of preventing cars turning north from ramp from turning in front of car coming out of Westmount. Stop sign is not sufficient.
2. Westmount + ramp will make it difficult for pedestrians, especially if Westmount is only a stop sign.
3. have to address safety issues for pedestrians at both onramps, especially east bound onramp from Parkdale. Cars do not stop for pedestrians crossing.
4. In general, the plan for realigning ramp & separating off Westmount is appropriate. (Just need to deal with access at Parkdale).
5. All offramps need to allow both R+L turns as seems to be in design. Not acceptable for traffic to only go north from any offramp. (there has previously been pressure for this)

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment and detail design. With the exception of personal information, all comments will become part of the public record.

pressure
for
this)

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Regular Mail / Poste régulière

COMMENTS / COMMENTAIRES:

Thanks for the open house / info.
Regarding the Parkdale project and
reengineering of the Queensway ramps
that Parkdale Avenue is a
two-lane residential street and
its pedestrians / cyclists lives
are endangered by too much traffic.

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COMMENTS / COMMENTAIRES:

This is a great project that will drastically improve this area, traffic flow & safety.

Thank you for consulting the community. Please proceed as quickly as possible.

Would be good to match height & pattern of existing noise wall further east on westbound 417

COMMENT SHEET / FEUILLE DE COMMENTAIRES

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COMMENTS / COMMENTAIRES:

PARKDALE AVE. HAS A VERY HIGH VOLUME OF
TRAFFIC. I THINK SOME THOUGHT SHOULD GO INTO
RE-DIRECTING SOME OF THIS.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

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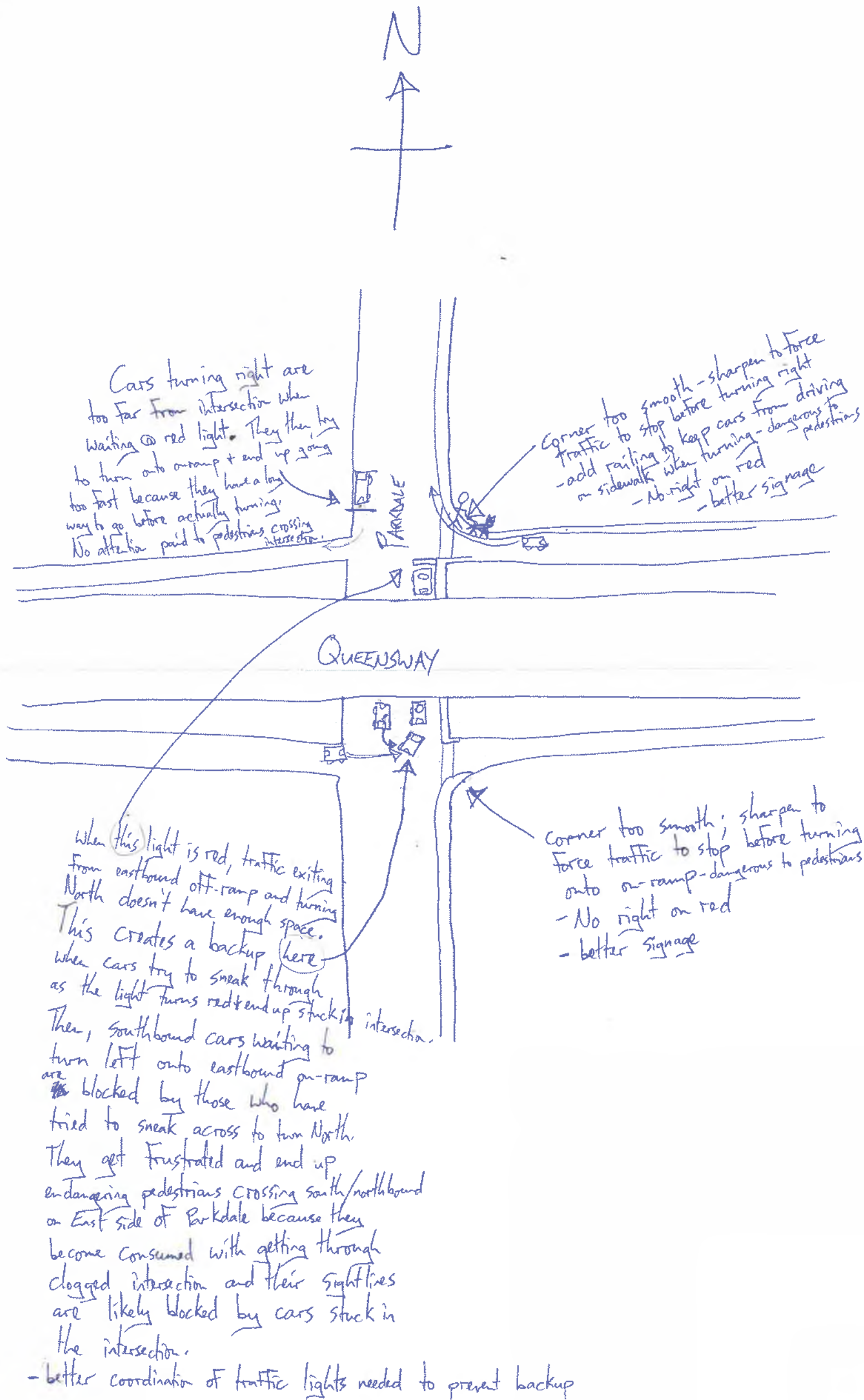
☐ Regular Mail / Poste régulière

COMMENTS / COMMENTAIRES:

My primary concern is with the intersection at Parkdale and Westmont.
- highway traffic exiting and turning a North goes too quickly and doesn't pay attention to southbound foot traffic. Instead, they are focused on finding a gap to merge northbound.
- calming measures would be greatly appreciated to force cars to stop before turning right and increase pedestrian safety
- ex. a sharper corner; rails/fence to prevent cars from being too close to pedestrians while they wait for the light to change; no right turns on a red light; ~~additional north~~ better signage to inform cars of the presence of pedestrian traffic.

← Please see drawings on back

Furthermore, I have concerns with the eastbound off-ramp. Traffic exiting and turning North are often eager to turn as the light changes to red, and because the light further North (at the westbound interchange) is already red, traffic backs up and those ~~main~~ trying to turn North off the ~~the~~ eastbound off-ramp end up blocking the intersection, causing frustration when the light changes. Southbound traffic wishing to turn left onto the eastbound on-ramp are blocked from doing so. This creates massive congestion for car traffic and danger for pedestrians who become victims of frustrated motorists.



COMMENT SHEET / FEUILLE DE COMMENTAIRES

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COMMENTS / COMMENTAIRES:

please consider the ambulance usage
of this area & the need for
traffic to pull over safely.

(going to the civic training centre)

COMMENT SHEET / FEUILLE DE COMMENTAIRES

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☐ Regular Mail / Poste régulière

COMMENTS / COMMENTAIRES:

PARKDALE INTERCHANGE CHANGES: Please consider
design considerations for ^{sight lines, etc.} ~~corners~~ ^{all} that will enhance
pedestrian safety IT'S NOT JUST CARS!!

I don't know what can be done for cyclists. I understand
the City of Ottawa is looking at "complete" streets
that ~~take~~ into account the needs & safety of motorists,
cyclists & pedestrians. Parkdale Ave is so congested
at times that I probably wouldn't try cycling on it if
I were a cyclist.

HOSPITAL - remember that there is a hospital in the
area. Maybe you should consult with the ambulance
drivers & firemen too for their views on design/safety.

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COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE PARKDALE ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4068-10-00)

PUBLIC INFORMATION CENTRE / SÉANCE DE PARTICIPATION PUBLIQUE

WEDNESDAY, APRIL 3, 2013	MERCREDI 3 AVRIL 2013
HINTONBURG COMMUNITY CENTRE (WELLINGTON ROOM) 1064 WELLINGTON STREET OTTAWA, ON K1Y 2Y3 4:00 PM TO 8:00 PM	CENTRE COMMUNAUTAIRE DE HINTONBURG 1064, RUE WELLINGTON OTTAWA, ON K1Y 2Y3 16 H À 20 H

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Mr. Manny Goetz, P.Eng.
McCormick Rankin Corporation
1145 Hunt Club Rd.
Ottawa, ON K1V 0Y3

Fax / Téléc: (613) 736-8710

E-mail / Courriel: sotta@mmm.ca
(on behalf of / au nom de Manny Goetz)

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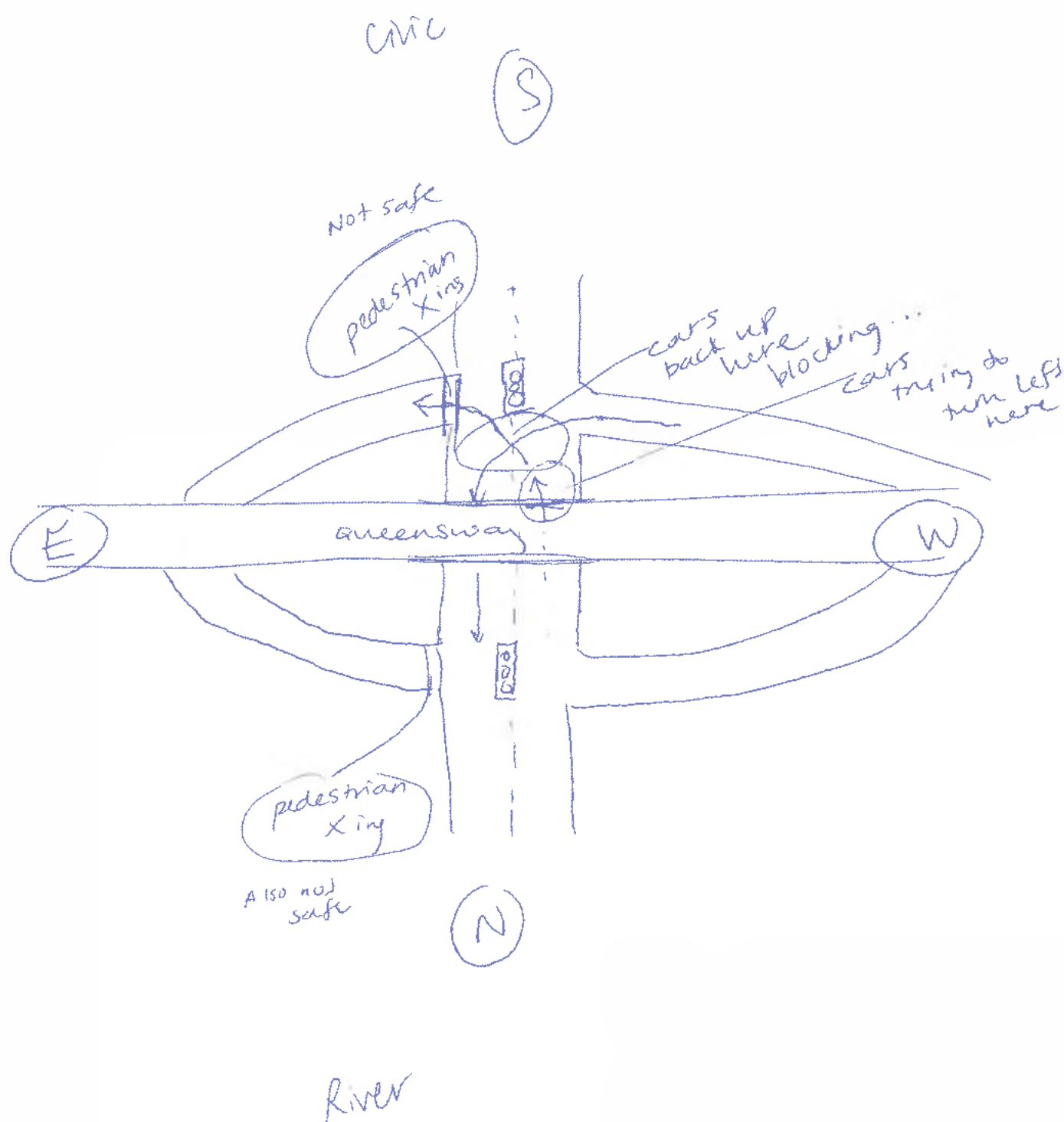
☐

Regular Mail / Poste régulière

COMMENTS / COMMENTAIRES:

with The intersection I'm concerned it is at the East bound exit ramp on to Parkdale. Traffic turning left often ends up blocking traffic going south trying to get on to the ~~the~~ East bound onramp. A solution could be better timing between the lights at East bound on/off ramp & the lights at the west bound on/off ramp. Drivers are often overzealous & end up sitting in the middle of the intersection blocking cars turning left & impeding visibility of drivers so that pedestrians are in more danger crossing at the East bound on ramp by the United Church.

picture on back



COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
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COMMENTS / COMMENTAIRES:

Let cars Turn ^{Right} ~~Left~~ on
Beverly streets and
Put an off RAMP
at Bayview
Too much Traffic on
Parkdale

COMMENT SHEET / FEUILLE DE COMMENTAIRES

Parkdale
HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

PARKDALE
AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

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COMMENTS / COMMENTAIRES:

- Concerns about pedestrian safety in the crosswalks especially the one on the east side of Parkdale.
- Right hand turns - many pedestrians have reported that they have almost been hit crossing here. The pedestrians are in the crosswalk with the walk light. Motorists look left while turning right & do not see the pedestrians.
- Please look at how to make this intersection safer for pedestrians
- Changes for Westmount are great.
- Noise barrier great.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE PARKDALE ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

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COMMENTS / COMMENTAIRES:

Eastside
As a regular pedestrian on Parkdale^{Eastside} between Westmount and Orrin Avenue, I have at least 2 times per week where I come close to being hit by cars - either exiting the Queensway at Westmount or turning left to enter the Queensway heading east or turning right to enter the Queensway heading east. Any traffic Calming^(including signage) that can be done to help drivers realize Parkdale is a neighbourhood street, would be welcomed. Also adjusting the Westmount / Parkdale intersection to eliminate the ability of cars to turn right onto Parkdale + drive across the sidewalk (maybe putting a fence across the sidewalk between the sidewalk + the road)

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COMMENT SHEET / FEUILLE DE COMMENTAIRES

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Regular Mail / Poste régulière

COMMENTS / COMMENTAIRES:

- I like the new Watmont.
- I like the fact that pedestrians will only have to cross 2 lanes at a time along Parkdale
- the pedestrian signal at Sherwood is dangerous as many cars think it is a vehicle signal as well - could this please be upgraded? As a pedestrian, I've seen lots of near crashes.
- will the sound barriers on the south side at Fairmont be raised?
- how does this fit with the bridge replacement projects planned for these areas?

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
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COMMENTS / COMMENTAIRES:

I would like the radiuses of the corners at the intersection with Parkdale to be sufficiently small to slow down traffic and ensure pedestrian safety.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

PARK DALE

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

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COMMENTS / COMMENTAIRES:

The Parkdale ramp plans address my
concerns as I've lived at
for 39 years. You
may find that a 3m sound barrier along
the new ramp may not be high enough.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
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COMMENTS / COMMENTAIRES:

We are in agreement with the proposed plans for Westmount Ave. and the Parkdale Westbound off-ramp.
We are disappointed there is no definite timeline for the construction to begin or be completed.
Due to the volume of traffic on our street we would like to see the work begin as soon as possible to alleviate the cut through traffic from Gladstone Ave. down Beverley onto Westmount, and make our street safer for driving and walking.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

19

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
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COMMENTS / COMMENTAIRES:

Generally pleased to see the improvement to the
Parkdale off ramp going west. Especially the added
safety for the Rosemount residents.

① I live at

and during the

construction of a new sound barrier I would hope to
see some sort of temporary fence to allow
continued use of the back and
side yards.

② Could the wire fence at the end of Melrose (3
feet in front of the sound barrier be removed or
replaced with something more suited to

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
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COMMENTS / COMMENTAIRES:

Improve ^{structural} support for barriers alongside Fisher Park
School so that collisions are not a potential
risk for student. School is close to highway
in two places

Subject: FW: April 3 Public Meeting re: Highway 417 Parkdale & Bronson Avenue Interchange Improvements

From:

Sent: March 27, 2013 2:23 PM

To: Lindensmith, Dave (MTO)

Subject: April 3 Public Meeting re: Highway 417 Parkdale & Bronson Avenue Interchange Improvements

Hi David,

I have posted the notice for the above meeting on Councillor Hobbs website.

<http://ourkitchissippi.ca/construction/highway-417-parkdale-avenue-interchange-improvements/>

Can you please let me know if you did a flyer drop of nearby homes or was there only an ad in the Ottawa Citizen.

Thanks.

Phone Contact
April 2, 2013

Inquiry regarding PIC notification details.

Subject: FW: Highway 417 Parkdale Avenue Interchange Operational Improvements

-----Original Message-----

From:

Sent: March-09-13 3:05 PM

To: Anita Sott

Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:

Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements

Message: Hi,

I'm mostly a curious citizen that is curious about how this work will affect the westmount offramp. The houses were destroyed some time ago, and I'm curious to know about how and when westmount ave will be affected. For instance:

- will it still be a one-way street, or a two-way cul-de-sac?
- will you be able to turn left/right from westmount on to parkdale? at all times of day?
- similar to the above question, will you be able to access the eastbound onramp from westmount?
- will it be a giant wall across from the houses on westmount, or will there be space for greenery? if so how much space?

If you could place me on the mailing list for info and progress on this project that would be great! I don't really have any feedback or need these questions answered, and don't want to waste anyones time - mostly just looking for info as it becomes available.

Thanks!

From: Tim Dickinson
Sent: March-22-13 9:22 AM
To: Anita Sott
Subject: FW: Highway 417 Parkdale Avenue Interchange Operational Improvements
Attachments: Parkdale_Bronson - Notices of PIC.pdf

-----Original Message-----

From: Lindensmith, Dave (MTO) [<mailto:Dave.Lindensmith@ontario.ca>]
Sent: March-22-13 9:10 AM
To:
Cc: Lindensmith, Dave (MTO)
Subject: RE: Highway 417 Parkdale Avenue Interchange Operational Improvements

Dear

Please find Public Notice for PIC attached.

Best Regards,

Dave Lindensmith

-----Original Message-----

From:
Sent: March 21, 2013 11:36 PM
To: Lindensmith, Dave (MTO)
Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements

Hello David

Thank you very much for returning my call earlier today. I would be very grateful if you could email me a copy of the notice regarding the upcoming public information centre on April 3.

I look forward to hearing from you.

Best regards,

Subject: FW: Highway 417 Parkdale Avenue Interchange Operational Improvements

From:
Sent: March-26-13 12:04 PM
To: Anita Sott
Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:
Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements
Message: will construction start this summer (2013)?

i live and i want to be prepared for it.
thank you

Subject: FW: Pedestrian Concerns Queensway Off ramp
Attachments: Pedestrian Concerns Queensway Off ramp.docx

From:
Sent: Saturday, March 30, 2013 5:32 PM
To: Manfred Goetz; dave.lindensmith@ontario.ca;
Subject: Pedestrian Concerns Queensway Off ramp

Mr. Goetz & Mr. Lindensmith

Attached are pedestrian concerns that were identified over a year ago.
They were sent to both MPP Yasir Naqvi and Councillor Katherine Hobbs.

We hope that these issues can be addressed during the reconstruction to make these busy intersections safer for pedestrians.

Pedestrian Concerns – Hintonburg & Mechanicsville

Points captured from Jan 31, 2012 meeting as well as e-mails received.

These 2 points relate to the Queensway off ramp and Westmount realignment. We had sent this to MPP Yasir Naqvi last year in anticipation of the work starting on the Queensway ramp. It has also gone to the City. Pedestrians have reported many near misses at these intersections. We hope that through the work being done these pedestrian safety issues can be addressed.

1. Parkdale & Westmount – sidewalk is narrow & flat – cars turning right drive up on sidewalk while looking left. Vehicles take the corner too quickly.

Possible Solutions: consult with Yasir Naqvi re changes to Westmount, no right on red.

2. Parkdale & Queensway -both entrances (east & west) – very dangerous for pedestrians. Vehicles are not watching for pedestrians as they turn from any direction. OPS & OPP say it is the other's jurisdiction. Pedestrian activated walk light. Timing light very long.

Possible Solutions: work with Yasir Naqvi on possible solutions. Enforcement – clarify jurisdictional problems and get contact for OPP. Timing of lights. Pedestrian signal automatic. Boom to stop cars when pedestrian light activated.

Sincerely

Subject: FW: HIGHWAY 417 PARKDALE AVENUE INTERCHANGE IMPROVEMENTS

From:

Sent: Tuesday, April 02, 2013 8:25 AM

To: dave.lindensmith@ontario.ca; Manfred Goetz

Cc:

Subject: HIGHWAY 417 PARKDALE AVENUE INTERCHANGE IMPROVEMENTS

Dear Sirs,

A slight widening of Parkdale northbound at the 417 eastbound onramp would provide for a dedicated right-hand turn lane to the on ramp, significantly easing traffic on Parkdale that often extends several blocks south into the Civic Hospital neighbourhood

I recognize that this may not be part of your mandate but given the substantial construction that will occur to the adjacent off ramp it would make sense to consider this at the same time and perhaps you know to whom this suggestion can be forwarded.

Thanks,

C.C.

Subject: FW: Invitation to Public Information Centre - Highway 417 Parkdale Avenue Interchange Improvements (WP 4068-10-00) & Highway 417 Bronson Avenue Interchange Improvements (WP 4089-07-01)

From:

Sent: April-04-13 9:02 PM

To: Anita Sott

Cc: Dave.Lindensmith@ontario.ca; Kevin.Ogilvie@ontario.ca; Manfred Goetz; Tim Dickinson;

Subject: RE: Invitation to Public Information Centre - Highway 417 Parkdale Avenue Interchange Improvements (WP 4068-10-00) & Highway 417 Bronson Avenue Interchange Improvements (WP 4089-07-01)

MMM / MTO et al,

Thank you for hosting this open-house and for the presentation of information.

I note that our City councillor was present and that there is a need to involve city staff in the final design as this project impacts residential streets.

In this regard, I would reiterate that Parkdale Avenue is a two-lane residential street and the safety requirements of its pedestrians and cyclists need to be respected in the final design.

It should be useful to your planning team to know that residents and community associations along Parkdale Avenue collaborated in a study of the threats to safety/health and opportunities to enhance the human experience along this two-lane residential street.

The resultant report (corridor plan) produced by the McGill study team can be found at

http://www.acaciaconsulting.ca/creativeneighbourhoods/reports/cn_mcgill_2009.pdf

Subsequently community representatives from Wellington West, Hintonburg and Civic Hospital neighbourhoods met to give emphasis to seven projects

<http://friendsofparkdale.wordpress.com/2010/03/17/the-parkdale-avenue-plan-seven-profile-projects/>

to build respect for our communities.

Please consider these views and advise me of future opportunities to participate in this process.

Subject: FW: Queensway Ramp Changes

From:

Sent: Friday, April 05, 2013 1:54 PM

To: Manfred Goetz; dave.lindensmith@ontario.ca

Subject: Queensway Ramp Changes

Hi

We have just returned from Vacation, and missed the Open House on the Ramp Changes?

We would very much like to know what we missed, could you please forward any info, or let us know where to get same?

Our specific area of Interest is how, when and where this will effect Parkdale ave between Tyndall and Sherwood, rather than the ramp itself.

Have any of the studies looked at the 4 lane Holland ave as an off ramp possibility?

Thank You

Subject: FW: Queensway Ramp Changes

From:
Sent: Monday, April 08, 2013 9:50 AM
To: Manfred Goetz
Subject: Re: Queensway Ramp Changes

Dear Manfred
Thank you for your reply.

Your answer seems evasive...

Traffic on Parkdale would be effected in some way, that is gaurenteed, yet you choose to act as though no traffic studies have been done, is this correct?

I am akin to look much deeper to find the other items your choosing not to mention?

Could you tell me how traffic will be effected by this change?

On Mon, Apr 8, 2013 at 5:20 AM, Manfred Goetz <MGoetz@mrc.ca> wrote:

Please be advised that the information from the PIC would be available on "queenswayeastexpansion.ca" by the end of the week. The project did not look at Parkdale beyond the limits of the interchange intersections.

Thanks

*Manney Goetz, P. Eng.
McCormick Rankin
A Member of the MCM Group
300-1145 Hunt Club Road
Ottawa, Ontario
K1V 0Y3
P 613-736-7200 ext. 3225
F 613-736-8710
mgoetz@mrc.ca*

Subject: FW: Queensway - Parkdale to Bronson

From:

Sent: Sunday, April 21, 2013 3:40 PM

To: Manfred Goetz; dave.lindensmith@ontario.ca

Cc:

Subject: Queensway - Parkdale to Bronson

Gentlemen:

Unfortunately I was unable to attend the Open House on April 3, 2013 although I believe several of our members were able to do so.

Although there are many complex issues involved I'm sure, I just wanted to place a request that the noise barriers/fencing on the south side of the Queensway be heightened and made more regular. The Queensway is the northern boundary of the Civic Hospital Neighbourhood Association catchment area, with Carling to the South, Island Park to the West and the O-Train corridor to the East.

With the ongoing intensification in our area and especially the construction of very tall buildings in the next couple of years, it is important that the Queensway noise be minimized as much as possible given that the sound refracts off the existing tall buildings and into the neighbourhood. I know that sun studies and traffic studies are often part of the planning process, I don't believe I've seen noise engineering as a component.

Further, you notice that the height of the south side barriers/fencing get lower from approximately Loretta Ave. South towards Preston as the Queensway itself "dips" at that point. We believe they should be at least the same height from the surface all along that side to prevent more noise spilling into what is a rapidly populating residential neighbourhood.

In fact, this issue is #1 of our secondary objectives as identified by our Committee. Many long-time residents have commented that the noise has been getting louder and louder, which is not surprising given Ottawa's recent growth and the fact that we only have one 400-series highway going through the city. This combined with increased traffic on Carling, means the whole area is "humming" more than ever.

I realize that the Queensway is a provincial issue, which is why I'm copying Mr. Naqvi; but I've also copied our City Councillor, Katherine Hobbs since the City has an interest in the outcome.

Thanks in advance for your consideration and let me know if you require further comment or clarification.

Sincerely.

From:
Sent: May-28-13 5:32 PM
To: Anita Sott
Subject: General Comment

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:
Subject: General Comment
Message:
I would like to know if there is an on ramp at Parkdale Ave. going east

Thanks

From:
Sent: September-10-13 5:14 PM
To: Anita Sott
Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:

Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements

Message: Excellent project... That interchange should never have been allowed to exist in the form that it did. Imagine - housing on an off-ramp of the Queensway. I suppose budgets were tight back when it was built and doing it the way that they did saved millions of 1950\'s dollars. Don\'t repeat this mistake - spent what is necessary to get the job done and meet todays standards and expectations at the same time.

From:
Sent: November-08-13 6:58 PM
To: Anita Sott
Subject: Re: WP 4068-10-00 Highway 417 Parkdale Avenue Interchange Operational Improvements, Detail Design

Dear Anita

I realize that most areas like to think of Traffic calming measures. Though if you have 10000 cars in one area, they will leave the area, you can control access but getting them out of there is the real issue. In the case of Holland and Parkdale. If ON-RAMPS east and west bound were created only ON-RAMPS, you would get most of the Tunneys pasture traffic out of the area in half the time, and onto the 417. This would change very little in the design of anything, and could be designed to not Impact the local school?

Traffic routing I believe is a better option. Once on the 417, their effects on the local neighborhoods by the auto traffic, would be lessened, thereby causing less headaches for folks like you. If done correctly, the Traffic routing measures could be desired by the communities, the benefits far outweigh the risks, or so I believe.

A look would, and should be warranted.

From:
Sent: November-10-13 12:21 PM
To: Anita Sott
Cc: Gibbs, Kevin (MTO) (Kevin.Gibbs@ontario.ca); Dave.Lindensmith@ontario.ca; Kevin.Ogilvie@ontario.ca; Steve Regel; Tim Dickinson
Subject: Re: WP 4068-10-00 Highway 417 Parkdale Avenue Interchange Operational Improvements, Detail Design

Thanks very much

Could you clarify this - does the walk light come on automatically with each cycle or does the pedestrian have to press the button? It sounds like it comes on automatically but you are just leaving the manual button there - much like what happens at intersections downtown.

The new signalized intersection will be updated to include an automatically activated pedestrian walk signal with every traffic light cycle, to assist pedestrians crossing at the intersection and to alert local traffic to regular pedestrian crossings. The manual pedestrian walk signal activation button will be maintained.

Thanks

From:
Sent: November-12-13 2:15 PM
To: Anita Sott
Subject: Re: WP 4068-10-00 Highway 417 Parkdale Avenue Interchange Operational Improvements, Detail Design

You did not even address my suggestion, of ON Ramps on Holland ave to alleviate traffic in the Hintonburg neighbourhood?

From:
Sent: November-12-13 4:08 PM
To: Anita Sott
Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:

Subject: Highway 417 Parkdale Avenue Interchange Operational Improvements

Message: I hope that pedestrian safety will be prioritized in the improvement of the Parkdale interchange. Pakdale has considerable pedestrian traffic destined to schools, daycares, parks, shops, the Parkdale Market, the Civic Hospital, etc. However, the current level of safety is less than desirable. Near misses between pedestrians and cars are not at all uncommon.



HIGHWAY 417 INTERCHANGE OPERATIONAL IMPROVEMENTS

Parkdale Avenue Interchange (WP 4068-10-01) &

Bronson Avenue Interchange (WP 4089-07-01)

Public Information Centre Summary Report

APPENDIX D-2

Bronson Avenue Interchange – Comments Received



COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

PUBLIC INFORMATION CENTRE / SÉANCE DE PARTICIPATION PUBLIQUE

WEDNESDAY, APRIL 3, 2013	MERCREDI 3 AVRIL 2013
HINTONBURG COMMUNITY CENTRE (WELLINGTON ROOM) 1064 WELLINGTON STREET OTTAWA, ON K1Y 2Y3 4:00 PM TO 8:00 PM	CENTRE COMMUNAUTAIRE DE HINTONBURG 1064, RUE WELLINGTON OTTAWA, ON K1Y 2Y3 16 H À 20 H

Please comment on any aspect of the project that you consider to be important. Either drop your completed comment sheet in the box provided or send it by **April 17, 2013** to:

Veuillez commenter au sujet de tous les aspects du projet que vous jugez importants. Déposez votre feuille de commentaires remplie dans la boîte prévue à cet effet ou envoyez-là, au plus tard le **17 avril 2013** à :

Mr. Manny Goetz, P.Eng.
McCormick Rankin Corporation
1145 Hunt Club Rd.
Ottawa, ON K1V 0Y3

Fax / Téléc: (613) 736-8710

E-mail / Courriel: sotta@mmm.ca
(on behalf of / au nom de Manny Goetz)

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E-mail / Courriel



Regular Mail / Poste régulière

COMMENTS / COMMENTAIRES:

Due to the high volume of traffic accidents that occur due to the "S curve" design of the Imperial / Chamberlain eastbound intersection off of Bronson, I would request further considerations ~~to~~ be made to eliminate or reduce to a minimum ~~be~~ all traffic from Bronson turning onto Chamberlain at the proposed redesign of the intersection.

The following alternatives should be considered:

(A) - expanding the new Bronson / Chamberlain through route (close to 417) to have both southbound and northbound Bronson traffic turn eastbound onto the same new road that 417 Bronson-exiting traffic will now be continuing onto

(B) - restricting northbound Bronson traffic from turning right onto Chamberlain / Imperial intersection and forcing them further north to turn right onto the same new road that 417 Bronson-exiting traffic will now be continuing onto. Southbound traffic turning onto Chamberlain / Imperial would then be the only cars turning eastbound at that intersection

(C) - at a minimum, due to the safety hazard that the design of the "S curve" intersection creates, the Chamberlain / Imperial intersection needs to be further restricted to force vehicles to reduce their speed before entering into the corner

For both (A) and (B) the new ~~intersection~~ where the 417 Bronson-exiting traffic will now be continuing onto would need to be somewhat expanded to accommodate large trucks

Thank you for your participation. Comments and information regarding this study are being collected in accordance

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

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COMMENTS / COMMENTAIRES:

I understand that there is currently a "storage" issue with regards to southbound vehicles on Bronson who are looking to make a left-hand turn onto Chamberlain/Imperial in that (1) there is no space to expand or create a turning lane under the 417 overpass, and so (2) traffic will be pushed further south along Bronson (further south than the proposed new southbound through-traffic that will be exiting the 417 @ Bronson) in order to accommodate additional "storage capacity" of vehicles making that left-hand turn onto Chamberlain/Imperial.

Alternatives could be as follows:

(1) determining ~~where~~ turning rates from southbound Bronson traffic as well as westbound Catherine traffic (% of cars travelling south and then making a left onto Chamberlain/Imperial and % cars travelling west on Catherine, turning left onto Bronson, and then turning left again onto Chamberlain/Imperial) in order to coordinate traffic light patterns most efficiently to move as many cars as possible through a left hand turn within one light sequence.

(2) reassessing whether the additional "storage" of 7 or so cars between the 417 and Chamberlain/Imperial will be necessary at all given the amount of traffic that will no longer be continuing straight off the 417 exit and crossing Bronson thusly no longer needing to make a left hand turn onto Chamberlain/Imperial.

Thank you for your participation. Comments and information regarding this study are being collected in accordance

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
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(WP 4089-07-01)

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COMMENTS / COMMENTAIRES:

Safety hazard due to the design of the Bronson / Chamberlain interchange.

- there are 4-6 significant collisions resulting in property damage per year on the section of Chamberlain between Bronson Ave and Percy Street.
- there is significant photographic evidence demonstrating this situation available from
- the high number of collisions in this area is directly the result of the current and proposed design of the intersection
- cars traveling north on Bronson Ave can make a turn to the right on Chamberlain/Imperial at 50-60 km/h and frequently accelerate to > 80 km/h due to the S-curve design encouraging stunt driving in this section
- It is recommended that Imperial Ave be physically separated from Chamberlain Ave so they intersect independently with Bronson Ave.
- South bound traffic on Bronson Ave turning left could be over

Thank you for your participation. Comments and information regarding this study are being collected in accordance

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

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L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

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COMMENTS / COMMENTAIRES:

Change Bronson offramp to Chamberlain and connection at Ferry

Rec → move roadway North so that is adjacent to 417 in order to provide greater separation b/w Chamberlain and the homes and parks to the south

i.e. put Bronson-Chamberlain the same distance from 417 as Parkdale off ramp

Change - Pedestrian safety

Rec → raised sidewalks on Bronson crossing offramp in order to slow all vehicles to 20 km/h

Change - speeding off 417 onto Chamberlain and speeding on Chamberlain

Rec → narrow the roadway, speed bumps

COMMENT SHEET / FEUILLE DE COMMENTAIRES

BRONSON

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE PARKDALE ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4068-10-00)

PUBLIC INFORMATION CENTRE / SÉANCE DE PARTICIPATION PUBLIQUE

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COMMENTS / COMMENTAIRES:

Would like to see only 2 lanes a chamberlin between
Bronson + Percy - 3 is too many and makes
pedestrian crossing at Percy more dangerous.

Make corner at Bronson Chamberlin (South east
corner) as right angled as possible.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE L'AUTOROUTE 417. CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

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COMMENTS / COMMENTAIRES:

—

1008

100

has plants 'along the north edge of Chamberlain ~~block~~ west of Percy St. which it would like to save

We understand that this matter can be addressed in the contract for construction and that we can be notified when the tender is let and when work is about to begin.

We also understand that landscaping along the Gilebe section of the Queensway, South Side is being repaired. We are happy to help with maintenance.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

PUBLIC INFORMATION CENTRE / SÉANCE DE PARTICIPATION PUBLIQUE

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COMMENTS / COMMENTAIRES:

- please put sound barrier on the North side of 417
around Bronson - big gap in sound barrier where thousands of
people live - from canal to west of Bronson

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

PUBLIC INFORMATION CENTRE / SÉANCE DE PARTICIPATION PUBLIQUE

WEDNESDAY, APRIL 3, 2013	MERCREDI 3 AVRIL 2013
HINTONBURG COMMUNITY CENTRE (WELLINGTON ROOM) 1064 WELLINGTON STREET OTTAWA, ON K1Y 2Y3 4:00 PM TO 8:00 PM	CENTRE COMMUNAUTAIRE DE HINTONBURG 1064, RUE WELLINGTON OTTAWA, ON K1Y 2Y3 16 H À 20 H

Please comment on any aspect of the project that you consider to be important. Either drop your completed comment sheet in the box provided or send it by **April 17, 2013** to:

Veuillez commenter au sujet de tous les aspects du projet que vous jugez importants. Déposez votre feuille de commentaires remplie dans la boîte prévue à cet effet ou envoyez-là, au plus tard **le 17 avril 2013** à :

Mr. Manny Goetz, P.Eng.
McCormick Rankin Corporation
1145 Hunt Club Rd.
Ottawa, ON K1V 0Y3

Fax / Téléc: (613) 736-8710

E-mail / Courriel: sotta@mmm.ca
(on behalf of / au nom de Manny Goetz)

Please check here if a response **is not** required.
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COMMENTS / COMMENTAIRES:

The slope on the south side of Quway ~~and~~
~~both sides of Booth~~ both E and W of Booth needs
a first class replanting scheme of salt tolerant
shrubs and trees ~~that are not~~ When done,
there should not be any bits of "lawn" or half-assed
brown dead grass as there is now. This is an opportunity
to plant tall-growing trees that provide significant
noise and dust attenuation and obstruct the view of the
freeway.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

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COMMENTS / COMMENTAIRES:

This project has considerable overlap with the City's cycling network. You should look at the OCP before planning these large infrastructure investments!

Look closely at how Percy intersects with Chamberlain.

This is a critical Glebe/Downtown link. How will widening Chamberlain affect cyclists? Wider roads are harder to cross.

It would be reasonable to try to address the needs of All modes of transport.

And resurface the bike link in Percy between Chamberlain and Catherine.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

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COMMENTS / COMMENTAIRES:

I live on Chamberlain. Currently, many
Cars speed way above the limit along Chamberlain -
it is like a green strip - one way, only one
light (at Pexay), no traffic calming.
The houses on my street back onto
Myself & my neighbours are
very concerned that the straightening of
the Bronson off-ramp will exacerbate
the problem of speeding along Chamberlain.
It was explained to me that "traffic calming"
will be achieved with a bigger speed limit → over

signs & landscaping. This is not good enough & will not be effective, human nature being what it is - coming off the highway at 110 km, slowing to 80 km, passing through green light at Bronson and maybe slowing down to 70 km/hour on ^{Chambelain}.

I would like to see much stronger traffic calming measures such as speed bumps, and parking and any other really effective measures.

There are children & pets & people living on what, according to present proposals, will be a speedway.

I would like to ~~know~~ have the City seriously consider other measures besides "big signs." Please let me know what are ^{can} consider.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

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L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

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E-mail / Courriel



Regular Mail / Poste régulière

COMMENTS / COMMENTAIRES:

BRONSON:

Still concerned a new plan
as mine if we'll improve
or reduce speed of car coming
off Bronson onto Chamberlaine.
Has any thought been put
in to shut off Imperial (dead end)
so that children/families can
safely walk in neighborhood.
won't fear of car whipping through
A very dangerous intersection

COMMENT SHEET / FEUILLE DE COMMENTAIRES

BRONSON

HIGHWAY 417 PARKDALE AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE PARKDALE ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4068-10-00)

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COMMENTS / COMMENTAIRES:

PLEASE EXPLAIN WHY

CHAMBERLAIN NEEDS TO

GROW TO 3 LANES

There are disadvantages to widening it:

- speed

- intersection with Percy makes a wider crossing
for peds.

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

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COMMENTS / COMMENTAIRES:

As a resident of Chamberlain I am concerned regarding the existing oncoming traffic on Chamberlain. The speed of this traffic is extremely fast and drivers heading northbound on Bronson have continually disregarded the yield sign for southbound traffic turning left onto Chamberlain. Additionally, as a pedestrian, it is extremely unsafe (during the winter season) given that drivers may lose control on the turn and speed through this intersection.

~~Additional~~ raise barriers would be welcome south of the 417 if possible and on Bronson. This may help to alleviate concerns regarding the safety for pedestrians ~~at~~ walking along Chamberlain.

Finally as a homeowner, I would like to be ^{kept} informed if there are any development plans for the property triangle that will exist between the two Chamberlain avenues. If there is any way of limiting ^{or eliminating} oncoming traffic through Imperial, this would be ideal since the speedy traffic off of Chamberlain tends to go through as well and there are many young children who need there

Thank you for your participation. Comments and information regarding this study are being collected in accordance with the Freedom of Information and Protection of Privacy Act, and solely for the purpose of conducting the environmental assessment and detail design. With the exception of personal information, all comments will become part of the public

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

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L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
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COMMENTS / COMMENTAIRES:

- THREE BECOMING CHANGES
- (1) MAKE THE IMPERIAL-BRONSON INTERSECTION A
THREE RIGHT ANGLED INTERSECTION TO SLOW
SPEED OF CARS NORTHBOUND ON BRONSON TURN
RIGHT ONTO CAMBARIAN + THE SAFER
PROPOSED CROSSING
 - (2) HAVE IMPERIAL/CAMBARIAN TURN INTO THE
TWO-LANE OFF-RAMP. RATHER THAN HAVING
THREE LANES TO AVOID TOO MANY A LOADED
UNWARRANTED FOR TRUCK VOLUMES
 - (3) WORK WITH THE CITY TO PROVIDE A SIGNED
NEEDS LIGHT AT IMPERIAL + BRONSON FOR LEFT-TURNING
CARS FROM BRONSON SOUTHBOUND

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

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COMMENTS / COMMENTAIRES:

- The expansion of Chamberlain to 3 lanes from Imperial to Percy seems unnecessary - attention should be paid to reducing traffic speed in that area
- would like to see more attention paid to safe crossings for pedestrians walking on Bronson and crossing Bronson i.e. at Plymouth. In particular, the area around Drummond's gas station is very poor for pedestrians and could be upgraded (i.e. right turning traffic off of Bronson NB)
- it would be very helpful to eliminate the extra left turn lane on Chamberlain - the duplication of road is a negative, where it could be a big gain for the neighbourhood - the extended left turn on Bronson SB does not seem necessary based on current usage of the existing lane (which also serves vehicles exiting the highway)
- consideration should be given to incorporating cycling facilities as Chamberlain is currently unsafe for cycling

COMMENT SHEET / FEUILLE DE COMMENTAIRES

HIGHWAY 417 BRONSON AVENUE INTERCHANGE
OPERATIONAL IMPROVEMENTS, DETAIL DESIGN

AMÉLIORATIONS OPÉRATIONNELLES À
L'ÉCHANGEUR DE L'AVENUE BRONSON ET DE
L'AUTOROUTE 417, CONCEPTION DÉTAILLÉE

(WP 4089-07-01)

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COMMENTS / COMMENTAIRES:

Our neighbourhood is bordered by the Queensway to the north, Carling to the South, Bronson to the east and Lebreton to the west. For years, we have had very high volumes of cut-through traffic along Orangerille, exiting at Powell and Bronson. Drivers exit the Queensway at Rochester to avoid the congestion at Bronson. The proposed changes to the exit ramp and Chamberlain may encourage people to exit at Bronson, resulting in less cut-through traffic.

However, there is massive development planned in the Carling/Bayview corridor that will see 30+ 40-story condos built. The huge increase in population density will mean more cars.

Currently, the closest east-bound on ramp to the Queensway is at Metcalfe St. The increased density will likely result in two things:

1. Higher volumes of cut-through traffic in Glebe Annex to access the Queensway, and to get to the Preston St. area,
2. Increased congestion at Bronson/Chamberlain.

Would the project team consider the addition of an east-bound on ramp to the Queensway in the Barry/Rochester area?

I would be interested in further discussion on the challenges in our neighbourhood (I also can provide details/maps from the last Traffic Mgt. Study, conducted from 2005-2010).

Great presentation - thank you!

Thank you for your participation. Comments and information regarding this study are being collected in accordance

Subject: FW: Invitation to Public Information Centre - Highway 417 Parkdale Avenue Interchange Improvements (WP 4068-10-00) & Highway 417 Bronson Avenue Interchange Improvements (WP 4089-07-01)

From:

Sent: March-22-13 1:19 PM

To: Anita Sott

Subject: RE: Invitation to Public Information Centre - Highway 417 Parkdale Avenue Interchange Improvements (WP 4068-10-00) & Highway 417 Bronson Avenue Interchange Improvements (WP 4089-07-01)

Hi Anita,

I am managing the Public Art Project as part of the Bronson Avenue Reconstruction.
I don't think I would have any requirement to be involved in the process.

Regards,

Subject: FW: Comment - Highway 417 Bronson Avenue Interchange Operational Improvements (WP 4089-01-01)

From:

Sent: February-28-13 12:41 PM

To: Anita Sott

Cc: Tim Dickinson

Subject: Re: Comment - Highway 417 Bronson Avenue Interchange Operational Improvements (WP 4089-01-01)

Thanks for your response Anita.

I own the duplex at

I'm currently living at the moment but lived in this area for long enough to witness many accidents (or near accidents) where Bronson meets with Chamberlain and the Drummonds gas station exits and entrances. If anecdotal evidence is ever needed, I can provide details and comments if they would be useful for improving traffic conditions once this project gets underway. It's a chaotic, highly-charged, and confusing traffic zone.

Best regards,

Subject: FW: Highway 417 Bronson Avenue Interchange Operational Improvements | Commencement of Detail Design

From:

Sent: Tuesday, March 12, 2013 1:31 PM

To: Manfred Goetz

Subject: RE: Highway 417 Bronson Avenue Interchange Operational Improvements | Commencement of Detail Design

I do not like the Idea that we are lossing more green space(grass trees etc) to more pavement, let s put the roads underground?

Subject: FW: General Comment

From:
Sent: March-21-13 8:21 AM
To: Anita Sott
Subject: General Comment

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:
Subject: General Comment

Message: The community south of the Highway 417, in their City approved Traffic Plan (2004) had requested that a on ramp be installed at the Bronson Avenue interchange to help alleviate the amount of pass through traffic in the community. The only east bound on ramp is currently at Isabella and Metcalfe and it services several arterial roads. Has this request been taken into consideration?

Subject: FW: No eastbound 417 on-ramp at Bronson?

From:

Sent: Thursday, March 21, 2013 02:12 PM

Subject: No eastbound 417 on-ramp at Bronson?

As a frequent user of the Highway 417/ Bronson Avenue Interchange, I have a question to pose to the interchange improvement designers. Has any thought been given to adding an eastbound 417 on-ramp at Bronson? At the moment there is no eastbound access between Parkdale and Elgin, and one has to travel along city streets Chamberlain and Isabella all the way to Elgin to enter the 417. While Chamberlain is being realigned to meet the eastbound off-ramp at Bronson would seem to be an ideal time. I would think that improved traffic flow, reduced traffic along Chamberlain and Isabella, and reduced congestion at the existing eastbound on-ramps would be worth the cost and effort.

I would be very interested to hear your thoughts/rationale.

Sincerely,

Subject: FW: - Comments on Queensway widening

From:

Sent: Tuesday, April 16, 2013 12:31 PM

To: Manfred Goetz

Cc:

Subject: RE: - Comments on Queensway widening

I concur with the 's comments regarding the need for attractive treed landscaping adjacent to the Queensway when any work is undertaken.

Best regards,

Subject: FW: Issues with Chamberlain and Percy- 417 Bronson Interchange Improvement Project

----- Original Message -----

From:
Sent: Wednesday, April 10, 2013 11:02 AM
To: Lindensmith, Dave (MTO)
Subject: FW: Issues with Chamberlain and Percy- 417 Bronson Interchange Improvement Project

Dave, please see this long email thread - especially the concerns of . Do your plans include anything that helps cycling and walking at intersections? Around Bronson, Chamberlain, Percy.

-----Original Message-----

From:
Sent: April 10, 2013 10:23 AM
To:
Subject: RE: Issues with Chamberlain and Percy- 417 Bronson Interchange Improvement Project

It would be the same staff that are involved with MTO's Parkdale interchange (). There are a series of interchanges that MTO is studying at the same time.

-----Original Message-----

From:
Sent: April 10, 2013 10:06 AM
To:
Subject: Fw: Issues with Chamberlain and Percy- 417 Bronson Interchange Improvement Project

, Do you know who we could direct to in the city?
Thanks

----- Original Message -----

From:
Sent: Wednesday, April 10, 2013 10:02 AM Eastern Standard Time
To:
Subject: FW: Issues with Chamberlain and Percy- 417 Bronson Interchange Improvement Project

Hello ,

We have been getting a couple of inquiries about the 417 Bronson Interchange Improvement Project and were wondering if you might know which City Staff are involved. We have been told that there is no City Project Manager on this project and that it is being entirely managed by the MTO. However, given the changes to Chamberlain, we anticipate that there is some level of City Staff involvement. If you happen to know which City Staff are involved that would be very much appreciated.

Thank you,

-----Original Message-----

From:

Sent: April 9, 2013 4:27 PM

To:

Cc:

Subject: Re: Issues with Chamberlain and Percy

That's great, thank you.

Do you actually know where the planning is at? I didn't think that Chamberlain construction was in the city budget at all (although it is a large document).

I would expect a change to city property would come with more public discussion than an MTO public meeting (in a different neighbourhood, and with no city planners).

-

On 2013-04-09, at 9:32 AM, " " < > wrote:

> Thanks . We are looking into this and will keep you posted as soon as we have additional information.

>

>

> -----Original Message-----

> From:

> Sent: April 8, 2013 10:37 AM

> To:

> Cc:

> Subject: Issues with Chamberlain and Percy

>

>

>

>

> I wanted to highlight one of the problems with the MTO 417/Bronson interchange project around Chamberlain, which is under city jurisdiction.

>

> Their intent is to widen Chamberlain from Bronson to Percy from 3 lanes to 2. I do not think we should be widening streets, particularly in an area with no congestion. It will make traffic go faster and will make the street harder to cross.

>

> Also, I am hoping that as part of this we can clean up the intersection for cyclists of Percy and Chamberlain, it needs resurfacing. It would be nice if some part of this project helped sustainable transportation.

>

> I talked to the MTO engineers at their information centre last week and they said that the city planners were okay with this plan. I didn't get the impression that the MTO planners much cared about anything than making driving easier.

>

> Can you look into this?

>

> I'm attaching a diagram that shows a blowup of their plans.

>

> -

Subject: FW: 417 Detailed Design - Bronson eastbound Offramp/ Chamberlain reconfiguration

From:

Sent: April 18, 2013 11:01 AM

To: Lindensmith, Dave (MTO)

Subject: 417 Detailed Design - Bronson eastbound Offramp/ Chamberlain reconfiguration

Hi Dave

I met yesterday with residents and Councillor Chernushenko to discuss the proposed configuration of the Bronson offramp and new connection with Chamberlain. They identified some concerns with the proposed design and would like an opportunity to work with MTO and the City to develop a plan that might be able to address their concerns. The major issues include:

- The continued need to allow traffic to turn right from Bronson to Chamberlain at existing location – they would like to see the right turn happen at the new intersection at the off-ramp
- To design the connection from the existing Chamberlain to the new Chamberlain so that it is not free flow. They would prefer to see a more right angle type connection
- To reduce Chamberlain to 2 lanes from three that are currently proposed east of where the 2 roads meet (old chamberlain and extension of 417 ramp)

I explained that we will need to work with MTO and that we would also want to undertake a traffic analysis (I also mentioned this may have already been done through the MTO assignment but I wasn't sure) to make sure that the road network both Highway and Bronson could still operate without failure as we considered these ideas.

All to say, I told the community that I would ask MTO if we could meet to review the design and see if their ideas could be considered.

Can you let me know if we can all meet to review the design and consider their ideas.

Thanks

Phone Message

April 3, 2013

Inquired as to the time and format of the PIC, whether any houses will be removed as part of the realignment of Chamberlain Avenue, and whether the exit to Rochester Street will be closed as part of the Booth Street overpass widening.

Subject: FW: Proposed modifications to Bronson Ave and 417 interchange

----- Original Message -----

From:

Sent: Wednesday, April 03, 2013 08:24 PM

To: 'mgoetz@mrc.cs' <mgoetz@mrc.cs>; 'dave.lindensmith@ontario.ca' <dave.lindensmith@ontario.ca>

Subject: Proposed modifications to Bronson Ave and 417 interchange

Gentlemen,

Thank you for the regular and informative correspondence on this project.

Unfortunately I was unable to attend tonight's information session/discussions.

I own and live at _____, which is on the _____ side of the street, between _____. Our property borders the _____ and as a result we are effectively directly exposed to traffic on Chamberlain Avenue.

The proposed changes will increase the vehicle traffic (volume and speed) along Chamberlain, which raises three main concerns: i) safety of the children in the park and accessing the park (there are many young children in the park daily); ii) increased traffic noise from Chamberlain and iii) increased traffic southbound on Percy and Lyon, which are residential streets that are ill equipped to handle extra traffic volume.

I would appreciate it if you would factor in some of the following ideas to mitigate the above noted concerns:

I) Speed bumps, and or cameras to control traffic speeds along Chamberlain

ii) Extra gates and fences around to park to provide a secure environment for the children

iii) Noise reducing landscaping between the park and chamberlain ave to reduce noise propagation into the neighbourhood

iv) Traffic restrictions on southbound traffic onto Percy and Lyon, especially during peak hours

Thank you for your consideration

Subject: FW: Hwy417 Bronson Ave Interchange - proposed changes

From:

Sent: Thursday, April 04, 2013 4:24 PM

To: Manfred Goetz; dave.lindensmith@ontario.ca

Cc:

Subject: Hwy417 Bronson Ave Interchange - proposed changes

Dear Mr. Goetz and Mr. Lindensmith,

After reviewing the plans for the proposed Hwy417 Bronson Ave interchange I have some serious concerns regarding the proposed changes.

- The realignment of Chamberlain with the 417 off ramp will see a measured increase of traffic both in speed and volume through a residential neighbourhood. Chamberlain in its current configuration already sees a large volume of traffic regularly well over the posted limit of 50km/h. This realignment effectively turns Chamberlain into a collector lane for the Hwy417 eastbound.
 - What additional traffic calming measures are going to be put in place to mitigate the effect of these changes and ensure the safety of pedestrians and cyclists who use Chamberlain? Ie. speed humps, additional traffic signals.
- Chamberlain at Lyon is used as a crossing for schoolchildren to access the local public schools. The lighted cross walk/traffic signal currently at this location does not offer sufficient time for pedestrians to cross safely.
 - What additional safety measures will be introduced to ensure the safety of school children and residents who use this and other crossings along Chamberlain regularly?
- The intersection at Percy and Chamberlain is indicated as being modified yet does not seem to address concerns voiced by residents about the alignment of this intersection and its impact on traffic in the neighbourhood.
 - What impact will the realignment of the off ramp and the modification of the intersection at Percy have on the volume of traffic in the neighbourhood?
- The plans also indicate noise barriers being erected for the Hwy417 in areas where there are currently none.
 - Will the existing steel noise barriers be replaced with newer, more effective noise barriers?

While I appreciate that some of these components may be outside of the scope of the study, the proposed changes I believe will potentially have a negative impact on the neighbourhood and residents.

I look forward to hearing how these concerns will be addressed.

Kind Regards,

Subject: FW: - Comments on Queensway widening
Attachments: Queensway offramp plans April 5 2013.pdf; ATT00001.htm

From:
Sent: Friday, April 05, 2013 1:06 PM
To: Manfred Goetz
Cc:
Subject: - Comments on Queensway widening

Mr. Goetz,

Please find attached comments by the regarding the proposed widening of
the Queensway.

Please feel free to contact me directly should you have any questions.

Cheers,

Mr. Manny Goetz
McCormick Rankin
mgoetz@mrc.ca

5 April 2013

Dear Mr. Goetz,

Re: New Bronson off-ramp

The _____ has reviewed the plans for a revised off-ramp configuration for Hwy 417 eastbound at Bronson. We understand this will involve widening the top of the Queensway embankment and building a new slope southwards to Orangeville street, east of the widened Booth overpass.

At the public open house, this new slope was marked for restoration. There was no landscaping plan. This was in marked contrast to the Parkdale exit changes which showed detailed landscaping plans right down the tree types and shrubs.

The slope running along Orangeville Street needs to receive a similar level of care and attention as the Parkdale exit area, with the same level and quality of landscaping. Just because the current slope is a derelict mess is no reason not to finish it properly.

We look forward to a brief meeting sometime in the near future to review a landscape plan for this slope, and to compare it with the Parkdale exit landscaping plans.

Sincerely,

Subject: FW: Noise barrier Bronson Avenue to Lyon (WP 4088-07-01)

From:

Date: 6 April, 2013 3:24:43 PM ADT

To: Manfred Goetz <mgoetz@mrc.ca>

Cc: "Lindensmith, Dave (MTO) (Dave.Lindensmith@ontario.ca)" <dave.lindensmith@ontario.ca>, Tim Dickinson <dickinsont@mmm.ca>, Steve Regel <sregel@mrc.ca>

Subject: RE: Noise barrier Bronson Avenue to Lyon (WP 4088-07-01)

Hi Everyone

Sorry I was not able to make it to the meeting earlier this week.

In addition to the issue, I would like consideration given to moving Chamberland closer to the Queensway, thus creating a bigger buffer between Chamberland and houses and parkland to the south of Chamberland (there is a strip of land between the Queensway and Chamberland that is not used). This would essentially create a strip of green land to the south of Chamberland which could then be further enhanced by the planting of trees. It would make everything much more scenic and safe.

In February 2008, when this idea was more preliminary, I raised this issue and was told that this kind of thing could be assessed when the more detailed design work was eventually done.

Please, send a quick acknowledgment email to confirm your receipt of this email.

Thanks

Subject: FW: Queensway Expansion East

-----Original Message-----

From:

Sent: April-07-13 2:18 PM

To: Anita Sott

Subject: Queensway Expansion East

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:

Subject: Queensway Expansion East

Message: I live on . For obvious reasons, I have serious concerns about the planned construction. I have reviewed the website/diagrams but I cannot tell:

* will the new eastbound off-ramp allow for direct access to Bronson Ave?

OR

* will the new eastbound off-ramp completely bypass Bronson forcing traffic onto Chamberlain (east of Bronson) and thus requiring drivers to find an alternate access to Bronson?

I don't need a link to the answer, I need you to respond in print, please.

Thank you.

Subject: FW: Queensway Expansion: Bronson Ave.

From:

Sent: Sunday, April 07, 2013 2:30 PM

To: Manfred Goetz; dave.lindensmith@ontario.ca

Subject: Queensway Expansion: Bronson Ave.

Gentlemen,

I just reviewed the Expansion plan on-line and sent an inquiry email via the website. I am also sending it to you directly to ensure that it is received.

After reviewing the plans, I have questions about the eastbound ramp at Bronson:

1) will the new eastbound ramp allow for direct access to Bronson Ave. for exiting vehicles?

OR

2) will the new eastbound ramp bypass Bronson completely and force vehicles directly onto Chamberlain (east of Bronson) thus requiring them to find an alternate access to Bronson?

I look forward to your response. Thank you for your time.

Subject: FW: HIGHWAY 417 BRONSON AVENUE INTERCHANGE IMPROVEMENTS

From:

Sent: April-08-13 8:48 PM

To: Anita Sott

Subject: HIGHWAY 417 BRONSON AVENUE INTERCHANGE IMPROVEMENTS

Hello;

The recommended plan continues to use the existing turning lane into Chamberlain rather than a turning lane on Bronson. This has negative implications for Imperial Avenue, which should become a dead end, as traffic will merely accelerate onto Chamberlain. Has anyone done a walkability analysis of this plan vs one where there is a right turn onto Chamberlain from Bronson?

Subject: FW: Bronson/ Chamberlain realignment

From:

Sent: Wednesday, April 10, 2013 2:20 PM

To: Manfred Goetz

Cc:

Subject: Bronson/ Chamberlain realignment

Over the past few weeks we've received notices of the work to be carried out at the Bronson off ramp and the changes to Chamberlain.

I guess there was a reason why the demolition of the old Coca-Cola/ Board of Education was never mentioned in these notices; and anyone a bit brighter than I am would have seen the inevitability of that. (and I know I should have attended the public information meetings!)

But I now have a vision of hordes of east bound traffic clamoring past a (new) traffic light and then haring off to Bank Street. Already I've often seen Ottawa Police cruisers watching for speeders as they pass Percy; pedestrians take a real risk trying to cross there - even with the traffic light.

Would it not be sensible to install speed bumps along the route? It certainly is being done in several other roadways in the region. When I drive down Lyon Street for example, I have to pass over nine of them. No big hardship once you get used to it. Placement of these 'bumps' could be, for example at the Glebe Memorial Park; at the multi use playing area and even one just past the traffic light at Kent.

Seems to me it would be much safer for us 'locals' who even now have to endure vehicular traffic "in a hurry". Especially as the Chamberlain traffic will continue to pass along side the Glebe Memorial Park (childrens park), tennis courts and a multi-use large playing space used by both Glashan and Glebe Collegiate students.

I fail to see how bigger speed limit sign, landscaping and or trees will have any effect at all. I mean when you're going 80 kms and hour down Chamberlain, who cares about a pretty tree.

Hopefully I'm not too late for my comments to be considered.

Sincerely

Subject: FW: General Comment

-----Original Message-----

From:

Sent: April-11-13 5:19 PM

To: Anita Sott

Subject: General Comment

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:

Subject: General Comment

Message: Can you let me know what is going to be in the area where Bronson turns east onto Imperial, then onto Chamberlain after the construction is finished?

I\\'m hoping it might be grass/trees/low shrubs etc. It sort of looks grey and shaded on the diagrams. Will Imperial become a dead end at the Chamberlain/Bronson end?

With the single lane traffic travelling on the realigned Chamberlain have traffic calming measures put in place to the merge onto the new Chamberlain (former school building) so that it doesn\\'t become a high collision area?

Can you let me know?

Thanks,

Subject: FW: Queensway East Bronson interchange

-----Original Message-----

From:

Sent: Saturday, April 13, 2013 11:38 AM

To: Manfred Goetz; dave.lindensmith@ontario.ca

Subject: Queensway East Bronson interchange

Gentlemen,

Speaking as local resident , the proposed change to the Bronson interchange is welcome.

A few comments....

1. I would urge the designers to seek opportunities to minimize traffic speed on Chamberlain. At the moment the street is a dangerous car sewer that is hostile to children, pedestrians and bike riders, because of a design which encourages drivers to speed. It degrades the quality of the neighbourhood it abuts. Traffic from the Queensway is entering traditional city streets. A redesigned Chamberlain is an opportunity to acclimatize drivers to the speed of the surrounding streets they are entering - and to improve the character of the entire neighbourhood. Slow down the cars and think about the character of the redesigned street.

2. Section AA in the public presentation shows a chain link fence. I do not understand why this compromise to the appearance of the street would be required at all. The example of the intersection of Queen Elizabeth and the Queensway is an example of how Chamberlain could be designed.

3. A small quibble - in lieu of asphalt why not landscape the area indicated as additional asphalt boulevard indicated at the intersection of Chamberlain and Bronson section BB?

4. Any thought to making the concrete sound barriers become the infrastructure greenery can climb on? Could be done very simply. You start to see this happening naturally on some of the sound barriers near Woodroffe - where vines planted at the rear yards of houses have climbed over the sound barriers.

Thanks - I would appreciate follow up when you are able. Please add me to a mailing list if you have one.

Phone Message
April 15, 2013

Requesting copy of proposed work for the Bronson Avenue interchange and existing base mapping.

Phone Call

April 16, 2013

Inquired as to why no project notification letters had been received at the address of _____, as neighbours at _____ had received letters regarding Study Commencement and the notice of Public Information Centre.

Subject: FW: Comment Sheet- Public Information Centre Hwy 517 Bronson Ave. Interchange Design

From:

Sent: April-17-13 12:22 PM

To: Anita Sott; mgoetz@mcr.ca; dave.lindensmith@ontario.ca

Cc:

Subject: Comment Sheet- Public Information Centre Hwy 517 Bronson Ave. Interchange Design

Dear Mr. Goetz,

We have sent written comments by fax on this project, but are also sending them to you by email as this is easier to read than the form.

We have several concerns and context regarding this project:

1. There are 13 children (under 10 years of age) living on the _____, which backs on to the Chamberlain Ave. stretch impacted by the Bronson Avenue Interchange changes.
2. There have been more than 10 documented car accidents on the Chamberlain Ave. stretch backing on to Imperial Ave. over the last two years. This has caused residential and city property damage, all of these accidents involved cars leaving the road way, crossing the sidewalk and breaking through the park fence or residents' fences on multiple occasions and is a significant compromise to pedestrian and children's safety as primary users of the Glebe Memorial Park.
3. This stretch of Chamberlain Ave, currently has high speed and high volume traffic resulting in significant noise for the Imperial Avenue residents. The extension of the Bronson 417 exit ramp to Chamberlain will increase traffic volume and dangerous speeds in this area.
4. Over the last 9 years, many cars enter Imperial Ave. from Bronson Ave at high speeds for such a small residential street with many young children residents (see City of Ottawa report from 2004

<http://www.ottawa.ca/calendar/ottawa/citycouncil/trc/2004/10-20/ACS2004-TUP-TRF-0019.htm>)

5. Each year there are multiple traffic accidents at the Bronson/Chamberlain intersection due to a crisscrossing of southbound left hand turns and north bound right hand turns, this is a very awkward and confusing intersection, causing frequent illegal driving.

To address the above concerns and issues we have identified several proposed solutions and options to consider for inclusion in the project design:

1. Include new noise/sound barriers to alleviate increased traffic noise along the Extension of the 417 Bronson ramp to Chamberlain and perhaps along part of Chamberlain Ave.
2. Set back the new Chamberlain Ave. sidewalk away from the edge of the road (perhaps 10-15 feet) to increase pedestrian safety.
3. Install rails/barriers or large planters along the Chamberlain Ave sidewalk to protect pedestrians on a stretch with many car accidents.

4. Reduce traffic entering Chamberlain Ave. at Bronson and reduce accidents due to crisscrossing of southbound turns to Chamberlain, by moving the northbound right hand turn from Bronson to Chamberlain to the new intersection of Bronson and 417 exit ramp.
5. At the Bronson and Chamberlain intersection reduce speed for turns onto Chamberlain via lane choking.
6. Eliminate the Bronson southbound left hand turn onto Imperial Ave, as this traffic criss crosses with Bronson northbound right hand turns onto Chamberlain/Imperial. There are several potential options:
 - a. Block all entry to Imperial Ave. from Bronson/Chamberlain intersection.
 - b. Add a speed bump or add choking measures to the entry to Imperial Ave from Bronson/Chamberlain turns.
 - c. Add a partial barrier/guardrail between RHT northbound and LHT southbound turns from Bronson to Chamberlain to keep the traffic paths separate.
7. Eliminate confusion in signage for RHT from Chamberlain Ave. to Percy St. as currently Chamberlain Ave traffic does not use this route to enter the neighbourhood. The current signage for the RHT at Chamberlain and Percy St. is misleading and people interpret the sign to mean that they cannot make a RHT from Chamberlain to Percy. The result of the confusing signage is that traffic chooses to enter the neighbourhood at high speeds through Imperial Ave from Bronson Ave instead of continuing down Chamberlain.

Overall, we welcome the news that the Glebe Memorial Park on Chamberlain will be extended in size northwards. This will help to create some buffer for local residents and park users from the increased traffic that will come with the interchange re-design. Any addition of trees or enhancement and extension of the park space as a buffer between the houses and the new Chamberlain/Bronson 417 off ramp is strongly encouraged and appreciated.

Thank you for the opportunity to comment. We would appreciate a response to these comments by email.

Sincerely,

May 1, 2013

Mr. Manny Goetz, P.Eng.
Consultant Project Manager
McCormick Rankin Corporation
1145 Hunt Club Road, Suite 300
Ottawa, ON K1V 0Y3
E-mail: mgoetz@mrc.ca

Mr. David Lindensmith, P. Eng
MTO Senior Project Engineer
Ministry of Transportation Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
E-mail: dave.lindensmith@ontario.ca

Subject: MTO Highway 417 Bronson Avenue Interchange Operational Improvements:

Dear Messrs. Goetz and Lindensmith:

This letter is in response to the Ministry of Transportation's request for comments on the initial detail designs presented at the public information centre held on April 3, 2013. The [redacted] has prepared, and formally adopted, the enclosed position paper on the detail design elements of the Bronson interchange. All of the recommendations concern how the interchange improvements affect city streets, particularly Imperial and Chamberlain, and so we are also sharing these recommendations with the City of Ottawa.

The [redacted] is one of the oldest and largest community association's in Canada, and it represents a 10,000 household-strong community in the heart of the nation's capital. The [redacted] has a very active Traffic Committee which is committed to supporting the Ministry of Transportation and its consulting engineers on this project through community feedback and consultation.

We look forward to a favourable response to these recommendations and recommend that you consult with the Chair of our Traffic Committee, [redacted] ([redacted] , [redacted]) should you have any questions in this regard.

Sincerely,

Original signed

cc: Yasir Naqvi, MPP
David Chernushenko, Councillor, City of Ottawa

's Position on Ministry of Transport Detailed Design for Queensway Eastbound Bronson Off-Ramp Reconstruction

Approved by the Board on April 23, 2013

On April 3, 2013 the Ministry of Transport (MTO) presented preliminary detailed designs for the reconstruction of the Queensway (eastbound) Bronson off-ramp which will result in the removal of the old school board building and the extension of Chamberlain so that it directly connects with the off-ramp intersection at Bronson. Northbound cars on Bronson will be able to use this new intersection to turn right onto Chamberlain, but cars traveling southbound on Bronson from north of the Queensway will need to continue to use the intersection at Imperial and Bronson because there is not enough space under the Queensway where it crosses Bronson to accommodate a left turn lane. The preliminary detailed design plans can be viewed at <http://queenswayexpansioneast.com/highway-417-bronson-avenue-interchange-operational-improvements/>. The detail design work will be completed this year but it is not yet known when off-ramp reconstruction will take place. It could be as early as 2014, but it might be several years in the future as the Province has not yet allocated the funding to undertake this project.

In July 2005, the adopted a position paper on the proposed off-ramp and changes to Chamberlain and Imperial when the Environmental Assessment was conducted for this work. This paper is enclosed as Annex A. It was provided to both the MTO and the City of Ottawa, and at the time the was advised that the issues raised would be dealt with during the detailed design for this project. Regretfully, the finds that most of the requested measures have not been addressed and so this updated position paper has been prepared to reiterate the community's concerns about this project and to request changes before these designs are finalized.

The community's concerns with the preliminary designs are summarized as follows:

- ensuring the 50km speed limit on Chamberlain is respected by drivers coming off of the Queensway, now that they will be traveling directly onto Chamberlain and may perceive and treat it as a high-speed "collector lane"
- ensuring pedestrian safety for those walking along Chamberlain (e.g. to access city parks located on Chamberlain) or those crossing it, particularly at Kent, Percy and Bronson, including elementary students attending Glashan P.S. and high school students attending Glebe C.I. (and also cyclists crossing it at Percy).
- ensuring that the reconstruction of Chamberlain is used as an opportunity to improve traffic and pedestrian safety on Imperial (which is primarily a residential street) including the intersection of Imperial and Bronson
- ensuring that the Bronson and Chamberlain/Imperial intersections are designed in a manner that encourages drivers to use Chamberlain as the primary east-west route for accessing Lansdowne rather than using residential streets (see also recommendation #2 in the Lansdowne update to the Glebe Traffic Plan)
- viability of maintaining the car repair shop that will be left as the only building on the island created by the extension of Chamberlain (and concerns that the building will not survive the demolition of the school board building)

To respond to these concerns, the wishes to reiterate and expand upon the following recommendations which it originally conveyed to the Province and the City in 2005:

- 1) Northbound traffic on Bronson should be prohibited from turning right onto Imperial and instead directed to the 'new Chamberlain'. Once the re-alignment of Chamberlain is implemented, the right hand turn lane at Imperial should be removed. The City or MTO should also consider acquiring and removing the car repair shop to allow for a longer right turn lane on Bronson at Chamberlain.
- 2) The Imperial-Chamberlain intersection should be changed to a 70°-90° right hand turn that would require vehicles to stop prior to joining Chamberlain. This will also eliminate the need to for a third "yielding lane" on Chamberlain (see recommendation #4)
- 3) Since the MTO proposal will not allow southbound traffic on Bronson to turn left onto Chamberlain motorists will continue to make left-hand turns onto Imperial. The therefore requests that MTO or the City implement measures that will make this turn safer and easier for vehicles, in order to discourage the use of residential east-west streets in the Glebe to access Bank or Lansdowne. The feasibility of a synchronized signal light (e.g. stopping only northbound vehicles) should be thoroughly examined; if not possible, other measures should be considered.
- 4) Make Chamberlain two lanes its whole length with additional green space separating the sidewalk and roadway, rather than widening to three lanes as proposed. Two lanes are more than sufficient to handle traffic along Chamberlain for the foreseeable future.
- 5) Chamberlain should be realigned so that it is closer to the 417 along its entire length.
- 6) Additional improvements for pedestrian safety should be provided at the reconfigured Chamberlain and Bronson intersection (e.g. wider sidewalks, zebra markings, countdown timers for pedestrian signals).

The following additional recommendations are outside of the formal scope of the MTO project but should be addressed by the City because the problems they address will only be exacerbated by the changes planned by the MTO for the Bronson off-ramp:

- 1) Improve pedestrian safety at the pedestrian crossing of Kent-Chamberlain by (but not limited to) increasing the waiting time of the pedestrian activated light and improving visibility of this intersection through zebra stripes and school crossing signage [**This is an urgent request that should be implemented immediately as per the letter to the City of Ottawa dated Nov. 4, 2012.**]
- 2) Improve the Percy-Chamberlain crossing on the designated bike route, by adjusting the timing of the pedestrian activated light so that the waiting time is reduced.
- 3) Realign the pedestrian/bike route crossing at Percy-Chamberlain so they are aligned with Percy on either side of the intersection.

- ## Annex A

The following measures are recommended:

- create a gateway or signage at the entry to Chamberlain from Bronson to indicate to drivers that they are entering a neighbourhood—not a collector lane and that they should be prepared to stop as this is a school zone.
- make Chamberlain two lanes its whole length rather than widening to three lanes as it is proposed in the MTO technical preferred alternative.
- line the street with trees for visual calming and also to help create sight and noise barriers, as well as mitigate air pollution for nearby homes.
- improve the Percy-Chamberlain crossing used by students going to and from Glebe Collegiate as well as cyclists on the designated bike route, by adjusting the timing of the pedestrian activated light so that the waiting time is reduced. The current long wait encourages jaywalking. Also add signage to indicate that this is a student crossing.
- take immediate action to improve pedestrian safety at the currently dangerous pedestrian crossing of Chamberlain at Kent. This crossing is used by students as young as 11, several times a day (going to and from school and crossing for gym classes and lunch breaks to the sports fields and parks on Chamberlain.) This is not a logical or expected place for a traffic light, so many cars fail to stop and there have been many incidents of students nearly being hit. It is a high priority for the that this crossing be made safer. Options could include an overhead pedestrian crossing, a warning sign or overhead flashing light, school and school/community safety zone markings with high fines.
- A traffic light at Lyon similar to the one at Percy is recommended as this would enable traffic from Lyon north Bound to safely turn onto Chamberlain and access the second lane to go under the Queensway bridge northbound onto Kent.

Glendale

- This small residential street already has a high amount of traffic cutting through from Chamberlain to Percy and this situation stands to worsen with more traffic on Chamberlain. It is recommended that the City consult residents and the to seek a solution, which might include prohibiting access from Chamberlain or making Glendale a one-way exiting on Chamberlain.

- **Imperial**

While Imperial from Bronson to Chamberlain needs to remain accessible to traffic, there is no need for the rest of this residential street to suffer from high-levels of cut-through traffic. It is recommended that the eastern part of Imperial be either closed off, have right-hand turns prohibited or made one-way.

2. COMMENTS FOR THE MINISTRY OF TRANSPORTATION

- As mentioned above, the generally favours this realignment of the off-ramp with Chamberlain as this measure will improve the safety the overall safety on Bronson and at the Bronson off-ramp of the 417. However there are several safety issues on Bronson and for school children crossing on Chamberlain that are not addressed with the new preferred technical alternative presented at the June 21, 22, and 23 Open Houses. As well nearby residents of Imperial, Renfrew, Glendale will be will be the most affected by the increase of traffic and mitigating measures will need to be implemented.

- Prior to final design, we would like to be informed whether the condition of the garage at the north-east corner of Bank/Imperial adjacent has been evaluated to ensure it will withstand the demolition and excavation that will take place beside it. We hope that this building can be retained, but if its condition is doubtful, this should be known prior to finalizing plans for the redesign of this intersection

- We see significant opportunity for planting of trees along the new Bronson-Chamberlain intersection. We support proposals for greening and plantings to extend Memorial Park. We look forward to a significant increase in tree plantings along the existing green space to help protect the community.

In conclusion, there is a need for the city and the MTO to co-operate fully with one another to make this project a success. The would like to ensure that all levels co-operate on this project and continue to consult the community in the implementation of this project.

July, 2005

From:
Sent: August-01-13 10:24 PM
To: Anita Sott
Subject: Highway 417 Bronson Avenue Interchange Operational Improvements

You have received a message regarding Queensway Expansion East. Message details are as follows:

Name:

Subject: Highway 417 Bronson Avenue Interchange Operational Improvements

Message: On the map, it mentions a new noise barrier where the old OCDSB building is. What is happening to the remainder of the open highway, between the new noise barrier and the older retrofit more towards Kent? Will there be a noise barrier installed continuously along that stretch?

Now that the MTO owns the OCDSB building, are you going to update the website with that information, as I feel it is a concrete step forward in your plans for the highway widening.

Also, has there been any actions taken regarding the car mechanical garage that will be in the centre of the new island to find out if it can withstand the demolition of the old school building and the subsequent increase in heavy traffic on all three sides of that building? Even though the building was repaired in 2008, the cracks are back in the exterior structure. Please email me and let me know if you have any answers. Thanks,