

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

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**Design and Construction Report**

**APPENDIX C**  
**Comments Received**

**Highway 417 Bronson Avenue Interchange Operational Improvements  
(WP 4089-07-01)**

**SUMMARY OF COMMENTS RECEIVED AND HOW THEY WERE ADDRESSED**

Date / Form of Contact	Name / Interest Group	Comment Received	Response Provided	How it was Addressed / Response Sent
<b>STUDY COMMENCEMENT – January 18, 2013</b>				
<b>Indigenous Communities</b>				
No comments were received at this time.				
<b>Local Elected Representatives</b>				
No comments were received at this time.				
<b>External Agencies</b>				
Jan. 17, 2013 / Email	Right of Way Info & Approvals, City of Ottawa	<ul style="list-style-type: none"> <li>• Can we get a list of who is on the TAC from the City of Ottawa?</li> </ul>	A response was sent by email on January 21, 2013.	<ul style="list-style-type: none"> <li>• The response included the following:               <ul style="list-style-type: none"> <li>○ The Hwy 417 Bronson Ave. interchange contract is a continuation of the Highway 417 Expansion (Nicholas to OR174) project, and membership on the TAC remains unchanged.</li> <li>○ Provided a contact list of Technical Advisory Committee members from the City of Ottawa.</li> </ul> </li> </ul>
Jan. 17, 2013 / Email	Right of Way Info & Approvals, City of Ottawa	<ul style="list-style-type: none"> <li>• Also do we have a proposed schedule for when this work will be taking place?</li> </ul>	A response was sent by email on February 7, 2013	<ul style="list-style-type: none"> <li>• A response was sent by email on February 7, 2013 stating that MTO would be in contact to provide some timing for the remaining projects along Highway 417.</li> </ul>
Jan. 18, 2013 / Email	Acting Principal Planner, National Capital Commission	<ul style="list-style-type: none"> <li>• Thanks for this notice. We would very much like to stay involved in this file. Our main interest is the continued implementation of the Hwy. 417 Context Sensitive Design Concept. Please send future information to Julie Mulligan and Jason Hutchison also.</li> <li>• There appears to be an urban design effort by the City on Bronson. We would encourage you to contact the urban design and public art team responsible for those aspects of the project to ensure your efforts integrate well with City initiatives. <a href="http://ottawa.ca/en/residents/arts-culture-and-community/arts-theatre-music/bronson-avenue-renewal">http://ottawa.ca/en/residents/arts-culture-and-community/arts-theatre-music/bronson-avenue-renewal</a> <a href="http://ottawa.ca/en/major-projects/construction-and-infrastructure/roadwork/bronson-avenue-renewal-project">http://ottawa.ca/en/major-projects/construction-and-infrastructure/roadwork/bronson-avenue-renewal-project</a></li> </ul>	A response was sent by email on March 11, 2013.	<ul style="list-style-type: none"> <li>• A response was sent by email on March 11, 2013. The response included the following:               <ul style="list-style-type: none"> <li>○ Please be advised that the project design team is aware of the Highway 417 Context Sensitive Design Concept and report, and are committed to its continued implementation in the Bronson Avenue interchange project.</li> <li>○ As per your email, we have also added Jason Hutchison to the project contact list to receive all future project notices. As a member of the TAC, Julie Mulligan was circulated the Notice of Study Commencement and will also receive all future project notices.</li> <li>○ In addition, thank you for your suggestion that we contact the Bronson Avenue Renewal project team to coordinate the planned interchange operational improvements with City initiatives. The Notice of Study Commencement will be circulated to Bruce Kenny (Senior Engineer, Infrastructure Projects) and Melissa Black (Project Coordinator, Public Art Program), who are the City contacts listed on the project websites you provided.</li> <li>○ A Public Information Centre (PIC) will be held in Spring 2013, at which time further details regarding the Bronson Avenue interchange project's recommended plan, construction staging, potential impacts and proposed mitigation will be presented. A</li> </ul> </li> </ul>

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				letter will be sent to you by email in advance of the PIC to inform you of its date and location.
Jan. 18, 2013 / Email	Ottawa Fire Service	<ul style="list-style-type: none"> <li>Reviewing project for concerns for Fire Service response. Concerns re: firefighting access to Hwy 417.</li> </ul>	A response was sent by email on March 11, 2013.	<ul style="list-style-type: none"> <li>A response was sent by email on March 11, 2013. The response included the following:               <ul style="list-style-type: none"> <li>Please be advised that the Highway 417 westbound on-ramp (at Bronson Avenue) and eastbound on-ramp (at Metcalfe Street) closest to the Bronson Avenue interchange will not be affected during construction of the Bronson Avenue interchange improvements.</li> <li>During temporary closures of the Bronson Avenue eastbound off-ramp, alternate access routes will be identified. Emergency vehicles will be required to exit Highway 417 at Rochester Street to access Bronson Avenue during nightly closures of the ramp. Advance signage will be provided prior to the closure.</li> <li>This issue will be further discussed at a future meeting with the City's Traffic Incident Management Group. A Traffic Management Plan will be developed during detail design in consultation with the City of Ottawa and Emergency Services.</li> <li>A Public Information Centre (PIC) will be held in Spring 2013, at which time further details regarding the recommended plan, construction staging, potential impacts and proposed mitigation will be presented. A letter will be sent to you in advance of the PIC to inform you of its date and location.</li> </ul> </li> </ul>
Jan. 18, 2013 / Phone	Atria	<ul style="list-style-type: none"> <li>Atria Networks acquired by Rogers Communication. Do not need to include Atria in contact lists for any future projects.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>Contact was removed from project contact list.</li> </ul>
Jan. 22, 2013 / Email	Rogers Communication	<ul style="list-style-type: none"> <li>Rogers has minimal plant within the limitations but some coordination will be needed to perform any relocations needed.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>Comment will be addressed in future consultation and coordination with Utilities.</li> </ul>
Jan. 28, 2013 / Email	Sustainable Transportation, City of Ottawa	<ul style="list-style-type: none"> <li>Wishes to participate in this project. No comments provided on comment form.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>Contact was sent confirmation email on Feb. 11, 2013 and added to the contact list.</li> </ul>
Jan. 29, 2013 / Email	Hydro Ottawa Limited	<ul style="list-style-type: none"> <li>Contact information update provided for general contact and "mark-ups."</li> </ul>	No response required	<ul style="list-style-type: none"> <li>Additional contact added and contact updated on project contact list and sent confirmation email on Feb. 11, 2013.</li> </ul>
Jan. 29, 2013 / Email	Heritage Planner, Ministry of Tourism, Culture & Sport	<ul style="list-style-type: none"> <li>We were circulated on the notice for the Hwy 417 Bronson Avenue Interchange Class EA and I was wondering if you could provide any information on the archaeology and heritage work completed as part of Preliminary Design and advise as to whether there are plans for further reviews/investigations as part of Detail Design?</li> </ul>	See response to comment received Feb. 11, 2013.	<ul style="list-style-type: none"> <li>See response to comment received Feb. 11, 2013.</li> </ul>

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Jan. 30, 2013 / Email	Heritage Planner, Ministry of Tourism, Culture & Sport	<ul style="list-style-type: none"> <li>• MTCS has an interest in the conservation of cultural heritage resources, including archaeological resources, built heritage resources, and cultural heritage landscapes.</li> <li>• MTCS would be interested in remaining on the circulation list and being informed of the project as it proceeds through the EA process.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>• Contact was added to project contact list; see response to comment received on Feb. 11, 2013.</li> </ul>
Feb. 11, 2013 / Email	Heritage Planner, Ministry of Tourism, Culture & Sport	<ul style="list-style-type: none"> <li>• Reiterating general inquiry requesting any information on the archaeology and heritage work completed as part of Preliminary Design and whether there are plans for further reviews/investigations as part of Detail Design?</li> </ul>	A response was sent by email on March 11, 2013.	<ul style="list-style-type: none"> <li>• The response included the following: <ul style="list-style-type: none"> <li>○ As part of the Preliminary Design and Environmental Assessment (EA) Study for the Highway 417 Expansion from Highway 416 easterly to Anderson Road, Stage I &amp; II Archaeological Assessments were completed by C.R. Murphy Archaeological Consulting in August 2002 and October 2004, respectively. The Stage I archaeological assessment found that the Highway 417 right-of-way corridor lies within a zone of medium to high potential for discovery of significant prehistoric or historic archaeological sites, based on proximity to several provincially significant prehistoric and historic sites that have been recorded in the Ottawa Valley. Based on this general proximity, the Stage II archaeological assessment examined the existing Highway 417 right-of-way over the project limits. These investigations found no evidence of archaeological resources within the existing right-of-way, which has been significantly disturbed.</li> <li>○ As part of the current Detail Design study, a Cultural Heritage Evaluation Report (CHER) was completed in October 2012 by Unterman McPhail Associates for the Booth Street Overpass, completed in 1962. The overpass is a one-span concrete rigid frame structure that will be widened as part of the Bronson Avenue interchange improvements. The overpass structure is not included in the Ontario Heritage Bridge List and has not been identified as a Candidate Class A, B, or C structure in the <i>Heritage Bridges Identification and Assessment Guide 1945-1965, Ontario</i>. The City of Ottawa has not identified the overpass structure as having cultural heritage value.</li> <li>○ The cultural heritage evaluation of the Booth Street Overpass comprised a summary of the heritage attributes of the bridge and resulted in a cultural heritage value score of 32, based on the evaluation criteria of the <i>Ontario Heritage Bridge Guidelines</i> (January 2008). Therefore, the overpass structure does not meet the threshold of 60 points to be considered provincially important and worthy of inclusion on the Ontario Heritage Bridge List. The CHER found that the proposed widening should not adversely affect cultural heritage resources.</li> </ul> </li> </ul>

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				<ul style="list-style-type: none"> <li>○ No impact on archaeological or built heritage resources is anticipated and no further assessments or investigations are planned. A Public Information Centre (PIC) will be held in Spring 2013, at which time further details regarding the Bronson Avenue interchange project's recommended plan, construction staging, potential impacts and proposed mitigation will be presented. A letter will be sent to you by email in advance of the PIC to inform you of its date and location.</li> </ul>
Mar. 11, 2013 / Email	Heritage Planner, Ministry of Tourism, Culture & Sport	<ul style="list-style-type: none"> <li>• Would you mind sending a copy of the CHER prepared for the Booth Street Overpass for our records?</li> </ul>	The CHER for the Booth Street Overpass was sent to MTCS for their records on January, 31, 2014.	<ul style="list-style-type: none"> <li>• The CHER for the Booth Street Overpass was sent to MTCS for their records on January, 31, 2014.</li> </ul>
Mar. 22, 2013 / Email	Public Art Officer, City of Ottawa	<ul style="list-style-type: none"> <li>• 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. [in response to PIC Notification]</li> </ul>	No response required.	---
<b>Members of the Public / Interest Groups</b>				
Jan. 18, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• Off hand, I think we should think about putting our parks, sportsfields and gardens above transit roads, do roads need sunlight to thrive and grow?</li> <li>• The only purpose we have roads cutting through the homes and cities, because of traffic passing through outside our community.</li> </ul>	A response was sent by email on March 11, 2013.	<ul style="list-style-type: none"> <li>• The response included the following:               <ul style="list-style-type: none"> <li>○ The Highway 417 Expansion project currently undergoing detail design was recommended as the 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 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 Environmental Assessment plan for implementation.</li> <li>○ Traffic forecasting undertaken during the EA study indicated that even with much greater future usage of transit, as envisaged in the City of Ottawa Official Plan, a strategic widening of Highway 417 by 1 lane in each direction (from Hwy 416 to Carling Avenue, and from Nicholas Street easterly to west of Anderson Road) is needed as part of a balanced transportation solution for Ottawa.</li> <li>○ Modifications to the Bronson Avenue interchange are intended to improve safety and efficiency of the existing on/off ramps, and are not expected to increase cut-through traffic.</li> </ul> </li> </ul>

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				<ul style="list-style-type: none"> <li>○ A Public Information Centre (PIC) regarding the Parkdale Avenue and Bronson Avenue Interchange Operational Improvements will be held in Spring 2013, at which time further details regarding the recommended plan, construction staging, potential impacts and proposed mitigation will be presented. A letter will be sent to you by email in advance of the PIC to inform you of its date and location.</li> </ul>
Jan. 18, 2013 / Email	Chair of Traffic Committee, Glebe Community Association	<ul style="list-style-type: none"> <li>• I was poised to send you my annual e-mail to see if this would be the year that the noise barriers on the Queensway in central Ottawa would be constructed, when I was informed that detail design work was about to begin on the Bronson interchange portion of the Queensway widening/reconstruction project. I'm naturally hoping that this means that the sound barriers recommended by the province in 2005 for the southern side of the 417 between Bronson and Metcalfe will also now be constructed. I would be very grateful for an update in this regard.</li> <li>• Also, I'm now serving as the Chair of the Traffic Committee of the Glebe Community Association and kindly request that I be added to any communications from the Province and its subcontractors regarding Queensway projects occurring between Bronson and the Rideau Canal.</li> </ul>	MTO provided response by email on Jan. 24, 2013.	<ul style="list-style-type: none"> <li>• The response stated the following:               <ul style="list-style-type: none"> <li>○ We have initiated a Notice of Study Commencement for detailed design of modifications to the Bronson off-ramp but unfortunately I have nothing new to report regarding the downtown noise barriers.</li> <li>○ I will make sure our Consultant for the Bronson Interchange project adds your name to the Project Contact list and look forward to your involvement in this project.</li> </ul> </li> <li>• Contact was added to project contact lists for Bronson Avenue, Kent Street, and Noise Barrier Retrofits projects and sent confirmation email on Feb. 11, 2013.</li> </ul>
Jan. 21, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• On behalf of adjacent land owners to the Bronson Avenue Interchange I would like to be added to the contact list for all future information regarding this project.</li> </ul>	No response required.	<ul style="list-style-type: none"> <li>• Contact was added to project contact list and sent confirmation email on Feb. 11, 2013.</li> </ul>
Jan. 22, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• I would like to know what traffic calming measures are planned for Chamberlain. Already a one-way street, cars wizz along, but when the street is aligned to the off-ramp, the speed will be exacerbated. Homes, children and pets on the south side of the street are in jeopardy with this "improvement".</li> </ul>	A response was sent by email on March 11, 2013.	<ul style="list-style-type: none"> <li>• The response stated the following:               <ul style="list-style-type: none"> <li>○ MTO is aware of the community's concerns related to safety and, in response, has committed to implementing speed control measures such as oversized speed signs and enhanced landscaping on the Bronson Avenue eastbound off-ramp and along the realigned section of Chamberlain Avenue. As Chamberlain is an arterial Municipal roadway, your concerns will be discussed in upcoming consultation with the City. More information will become available on this issue as the project progresses through detail design.</li> <li>○ A Public Information Centre (PIC) will be held in Spring 2013, at which time further details regarding the recommended plan, construction staging, potential impacts and proposed mitigation will be presented. A letter will be sent to you by email in advance of the PIC to inform you of its date and location.</li> </ul> </li> </ul>

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				<ul style="list-style-type: none"> <li>○ Please be advised that we have received your additional email requesting that your email address be updated on the project contact list.</li> </ul>
Jan. 24, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• Please add me to the project mailing list. Thank you.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>• Contact was added to project contact list and sent confirmation email on Feb. 11, 2013.</li> </ul>
Jan. 29, 2013 / Phone	Director - Ottawa Hospital	<ul style="list-style-type: none"> <li>• Requested general planning information about the project.</li> </ul>	A response was provided by phone on Feb. 4, 2013,	<ul style="list-style-type: none"> <li>• Some project information was provided, advised of upcoming PIC in late March, and asked for any further comments or questions in an email.</li> </ul>
Jan. 30, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• Requesting change of email contact in contact list.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>• Contact information was updated in project contact list.</li> </ul>
Feb. 27, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• I'm a resident in the area near the Bronson/Imperial/Chamberlain intersection and I would like to be added to the project mailing list in order to be updated on any developments with regards to the following project: HIGHWAY 417 BRONSON AVENUE INTERCHANGE OPERATIONAL IMPROVEMENTS, DETAIL DESIGN (WP 4089-07-01)</li> </ul>	No response required	<ul style="list-style-type: none"> <li>• Contact was added to project contact list and sent confirmation email on Feb. 27, 2013.</li> </ul>
Feb. 28, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• I own the duplex at _____ directly in front of the concrete triangle that divides Imperial Ave from Chamberlain Ave. It looks straight out onto the current OCDSB building.</li> <li>• I'm currently living in Toronto 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.</li> </ul>	An initial response was sent on April 1, 2013. The response included acknowledgment of the receipt of the comment, an invitation to attend the Public Information Centre, and notification of the forthcoming availability of presentation materials on the project website.	<ul style="list-style-type: none"> <li>• 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:</li> <li>• 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.</li> <li>• 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.</li> <li>• Oversized speed signs, enhanced landscaping, and a new sidewalk along the north side separated from the road by a 1 m wide boulevard</li> </ul>

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			A response was sent by email on Jan. 24, 2014	<p>will be implemented along the Chamberlain extension to reinforce a more residential character along the arterial road.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Please note that you will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Mar. 12, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• I do not like the Idea that we are losing more green space (grass, trees, etc.) to more pavement. Let's put the roads underground?</li> </ul>	<p>An initial response was sent on April 1, 2013. The response included acknowledgment of the receipt of the comment, an invitation to attend the Public Information Centre, and notification of the forthcoming availability of presentation materials on the project website.</p> <p>A response was sent by email on Jan. 24, 2014</p>	<ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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"> <li>▪ North side of the eastbound off-ramp and the ramp extension between Bronson Avenue and Percy Street</li> <li>▪ South side of the ramp extension just east of Bronson at the former Ottawa Board of Education building site</li> <li>▪ South side of the realigned Chamberlain Avenue and immediately north of Glebe Memorial Park, between Imperial Avenue and Percy Street</li> <li>▪ North side of Orangeville Street between Booth Street and Lebreton Street S.</li> </ul> </li> <li>○ 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.</li> <li>○ Please note you will be kept on the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Mar. 21, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• 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</li> </ul>	An initial response was sent on April 1, 2013. The response	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Mar. 25, 2013. <ul style="list-style-type: none"> <li>○ 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</li> </ul> </li> </ul>



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		<p>Isabella and Metcalfe and it services several arterial roads. Has this request been taken into consideration?</p>	<p>included acknowledgment of the receipt of the comment, an invitation to attend the Public Information Centre, and notification of the forthcoming availability of presentation materials on the project website.</p> <p>A response was sent by email on Jan. 24, 2014</p>	<p>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.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
<p>Mar. 21, 2013 / Email</p>	<p>Public</p>	<ul style="list-style-type: none"> <li>● 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.</li> </ul>	<p>An initial response was sent on April 1, 2013. The response included acknowledgment of the receipt of the comment, an invitation to attend the Public Information</p>	<ul style="list-style-type: none"> <li>● Contact was added to the project contact list on Mar. 25, 2013. <ul style="list-style-type: none"> <li>○ 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.</li> </ul> </li> </ul>

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		<ul style="list-style-type: none"> <li>I would be very interested to hear your thoughts/rationale.</li> </ul>	<p>Centre, and notification of the forthcoming availability of presentation materials on the project website.</p> <p>A response was sent by email on Jan. 24, 2014</p>	<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
<b>PUBLIC INFORMATION CENTRE – April 3, 2013</b>				
<b>Indigenous Communities</b>				
No comments were received at this time.				
<b>Local Elected Representatives</b>				
Apr. 16, 2013 / Email	Councillor, Somerset Ward	<ul style="list-style-type: none"> <li>I concur with the GCA's comments regarding the need for attractive treed landscaping adjacent to the Queensway when any work is undertaken.</li> </ul>	<p>A response was sent by email on Jan. 24, 2014</p>	<ul style="list-style-type: none"> <li>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 Glebe Memorial Park.</li> <li>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.</li> <li>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.</li> </ul>

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<ul style="list-style-type: none"> <li>Please note that you will be kept on the project contact list and will be notified of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>				
<b>External Agencies</b>				
Apr. 10, 2013 / Email	Manager, Transportation Planning, Planning & Infrastructure, City of Ottawa	<ul style="list-style-type: none"> <li>Please see this long email thread - especially the concerns of Alex deVries. Do your plans include anything that helps cycling and walking at intersections? Around Bronson, Chamberlain, Percy.               <ul style="list-style-type: none"> <li>Email from [redacted] to City staff (Apr. 8, 2013):</li> <li>I wanted to highlight one of the problems with the MTO 417/Bronson interchange project around Chamberlain, which is under city jurisdiction.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>Can you look into this? I'm attaching a diagram that shows a blowup of their plans.</li> </ul> </li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>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):</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>Please be aware that Mr. deVries will receive a direct response to the specific concerns he submitted for MTO consideration at the PIC.</li> <li>You have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 18, 2013 / Email	Public Works, City of Ottawa	<ul style="list-style-type: none"> <li>I met yesterday with residents and Councillor Chernushenko to discuss the proposed configuration of the Bronson off-ramp 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</li> </ul>	No response required.	<ul style="list-style-type: none"> <li>A meeting was held with MTO, City staff, and MMM Group on May 16, 2013 to review the designs and discuss community concerns.</li> <li>Contact was added to the project contact list on Apr. 18, 2013.</li> </ul>

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		<p>that might be able to address their concerns. The major issues include:</p> <ul style="list-style-type: none"> <li>○ 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</li> <li>○ 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</li> <li>○ 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)</li> </ul> <ul style="list-style-type: none"> <li>● 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.</li> <li>● 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.</li> <li>● Can you let me know if we can all meet to review the design and consider their ideas.</li> </ul>		
July 24, 2013 / Email & Phone	Senior Project Manager, Bronson Avenue Reconstruction, Infrastructure Services Dept., City of Ottawa	<ul style="list-style-type: none"> <li>● Inquired as to the status of the Highway 417 / Bronson Avenue detail design, construction dates, and contact information.</li> </ul>	A response was given by phone on July 24, 2013	<ul style="list-style-type: none"> <li>● Following the PIC, MTO has participated in meetings with the City of Ottawa and community associations in the vicinity of Bronson Avenue. The detail design is still in progress. Changes to the recommended plan presented at the PIC include the reduction of the EB off-ramp extension / Chamberlain from 3 lanes to 2 lanes, with traffic from Chamberlain/Imperial yielding into the 2 lanes.</li> <li>● The detail design will be completed in Fall 2013, and provincial funding has not yet been allocated. As such, construction dates for the project have not been determined.</li> <li>● Contact information was provided for MRC Senior Project Manager Steve Regal for further information on the detail design.</li> </ul>
<b>Members of the Public / Interest Groups</b>				
Apr. 3, 2013 / Phone	Public	<ul style="list-style-type: none"> <li>● Inquiring as to the time and format of the PIC, whether any houses will be removed as part of the realignment of Chamberlain Ave., and whether the exit to Rochester St. will be closed as part of the Booth St. overpass widening.</li> </ul>	A response was given by phone on Apr. 3, 2013.	<ul style="list-style-type: none"> <li>● Details on the time, location, and open house format of the PIC which specified that a brief presentation will be given at 6:30pm and that project team members will be available for the duration of the event to answer any questions.</li> <li>● No houses will be removed or affected as part of the Chamberlain Ave. realignment; only the former Board of Education building will be removed.</li> </ul>

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Apr. 3, 2013 / PIC Comment Forms	Public	<p>Comment Form #1:</p> <ul style="list-style-type: none"> <li>• 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 be made to eliminate or reduce to a minimum all traffic from Bronson turning onto Chamberlain at the proposed redesign of the intersection. The following alternatives should be considered: <ul style="list-style-type: none"> <li>○ A) Expanding the new Bronson/Chamberlain through-route (close to 417) to have southbound and northbound Bronson traffic turn eastbound on to the same new road that 417 Bronson-exiting traffic will now be continuing on to.</li> <li>○ B) Restricting northbound Bronson traffic from turning right on to 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 on to. Southbound traffic turning on to Chamberlain/Imperial would then be the only cars turning eastbound at that intersection.</li> <li>○ 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.</li> </ul> </li> <li>• For both A) and B), the new intersection where the 417 Bronson-exiting traffic will now be continuing on to would need to be somewhat expanded to accommodate large trucks.</li> </ul> <p>Comment Form #2</p> <ul style="list-style-type: none"> <li>• 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 on to 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 eastbound through-traffic that will be exiting the 417 at Bronson) in order to accommodate additional “storage capacity” of vehicles making that left-hand turn on to Chamberlain/Imperial. Alternatives could be as follows:</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• The widening of the Booth St overpass will not require the closure of the ramp terminating at Rochester St.</li> <li>• Contact was added to the project contact list on Apr. 16, 2013. <ul style="list-style-type: none"> <li>○ 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):</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ Further modifications to the intersection of Bronson and Chamberlain / Imperial, including the limitation of traffic through Chamberlain / Imperial, are considered to be outside the scope of the current detail design assignment. However, we have</li> </ul> </li> </ul>

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		<ul style="list-style-type: none"> <li>○ 1) Determining turning rates from southbound Bronson traffic as well as westbound Catherine traffic (% of cars travelling south and then making a left on to Chamberlain/Imperial and % of cars travelling west on Catherine, turning left on to Bronson, and then turning left again on to 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.</li> <li>○ 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 be continuing straight off the 417 exit and crossing Bronson, thusly no longer needing to make a left-hand turn on to Chamberlain/Imperial.</li> </ul>		<p>forwarded your comments to the City of Ottawa for consideration. Any additional comments or concerns regarding Bronson / Chamberlain / Imperial should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ Please note that you will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>● Safety hazard due to the design of the Bronson/Chamberlain interchange <ul style="list-style-type: none"> <li>○ There are 4-6 significant collisions resulting in property damage per year on the section of Chamberlain between Bronson Ave. and Percy St.</li> <li>○ The high number of collisions in this area is directly the result of the current and proposed design of the intersection <ul style="list-style-type: none"> <li>▪ Cars travelling north on Bronson Ave. can make a turn to the right on Chamberlain/Imperial at 50-60 km/h and frequently accelerate to &gt; 80 km/h due to the S-curve design, encouraging stunt driving in this section.</li> </ul> </li> <li>○ It is recommended that Imperial Ave. be physically separated from Chamberlain Ave. so they intersect independently with Bronson Ave.</li> <li>○ Southbound traffic on Bronson Ave. turning left could be addressed by sequencing the lights at the Bronson Ave./Chamberlain Ave. intersection and the Bronson Ave./Catherine St. intersections</li> </ul> </li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>● Contact was added to the project contact list on Apr. 16, 2013. <ul style="list-style-type: none"> <li>○ 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):</li> <li>○ 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.</li> <li>○ 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</li> </ul> </li> </ul>

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				<ul style="list-style-type: none"> <li>○ require motorists to yield and merge onto Chamberlain to proceed east.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ From a traffic management perspective, it would not be feasible to introduce independent intersections for Bronson / Imperial and Bronson / Chamberlain. With the ramp terminal intersection, this would result in 3 intersections within very close proximity to one another.</li> <li>○ The timing of the traffic signals at the intersections of Bronson / Catherine and Bronson / Chamberlain will be coordinated with the City of Ottawa.</li> <li>○ Please note that you will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>● Change: Bronson off-ramp to Chamberlain and connection at Percy <ul style="list-style-type: none"> <li>○ Recommends moving roadway north so that roadway is adjacent to 417 in order to provide greater separation between Chamberlain and the homes and parks to the south. i.e. put Bronson/Chamberlain the same distance from 417 as Parkdale off-ramp</li> </ul> </li> <li>● Change: Pedestrian safety <ul style="list-style-type: none"> <li>○ Recommends raised sidewalks on Bronson crossing off-ramp in order to slow all vehicles to 20 km/h</li> </ul> </li> <li>● Change: Speeding off 417 on to Chamberlain and speeding on Chamberlain <ul style="list-style-type: none"> <li>○ Recommends narrowing the roadway, speed bumps.</li> </ul> </li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>● Contact was added to the project contact list on Apr. 16, 2013. <ul style="list-style-type: none"> <li>○ 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):</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ Along the Chamberlain extension, oversized speed signs, enhanced landscaping, and a new sidewalk along the north side</li> </ul> </li> </ul>

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				<p>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"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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. Any additional comments or concerns regarding traffic on Chamberlain should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• Would like to see only 2 lanes on Chamberlain between Bronson and Percy – 3 is too many and makes pedestrians crossing at Percy more dangerous.</li> <li>• Make corner at Bronson/Chamberlain (southeast corner) as right-angled as possible.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 16, 2013.</li> <li>• No response is required, as indicated on the PIC Comment Sheet.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Glebe Community Association	<ul style="list-style-type: none"> <li>• The Glebe Community Association Environment Committee has plants along the north edge of Chamberlain west of Percy St. which it would like to save.</li> <li>• 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 the work is about to begin.</li> <li>• We also understand that landscaping along the Glebe section of the Queensway south side is being replanted. We are happy to help with maintenance.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 16, 2013. <ul style="list-style-type: none"> <li>○ In response, a commitment to notify the GCA sufficiently in advance of the construction start can be included in the Design and Construction Report and as a specification in the contract package.</li> <li>○ Please note that you have been added to the project contact list and will be notified of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul> </li> </ul>



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Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• Please put sound barrier on the north side of the 417 around Bronson – big gap in sound barrier where thousands of people live from canal to west of Bronson.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was updated on the project contact list on January 24, 2014.               <ul style="list-style-type: none"> <li>○ 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 <a href="http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/">http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/</a>.</li> <li>○ Please note that your contact information will be updated in the project contact list and will be notified of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul> </li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• The slope on the south side of the Queensway both E and W of Booth needs a first class replanting scheme of salt tolerant shrubs and trees. 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.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 16, 2013. 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.               <ul style="list-style-type: none"> <li>○ In addition, as shown on the enclosed drawing, a landscape plan will 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.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul> </li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• This project has considerable overlap with the City’s cycling network. You should look at the OCP before planning these large infrastructure investments!</li> <li>• Look closely at how Percy intersects with Chamberlain. This is a critical downtown link. How will widening Chamberlain affect cyclists? Wider roads are harder to cross.</li> <li>• It would be reasonable to try to address the needs of ALL modes of transport. Resurface the bike lanes on Percy between Chamberlain and Catherine.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 16, 2013.               <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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</li> </ul> </li> </ul>

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				<p>Ministry believes that the improvements are consistent with the Plan's recommendations.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 3, 2013 / PIC Comment For	Public	<ul style="list-style-type: none"> <li>• Currently, many cars speed way above the limit along Chamberlain – it is like a speed strip – one way, only one light (at Percy), no traffic calming.</li> <li>• The houses on my street back out on to Chamberlain. Myself and 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 bigger speed limit signs and landscaping. This is not good enough and 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 Chamberlain.</li> <li>• I would like to see much stronger traffic calming measures such as speed bumps, and parking and any other really effective measures.</li> <li>• There are children and pets and people living on what, according to present proposals, will be a speedway.</li> <li>• I would like to have the City seriously consider other measures besides “big signs.”</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• 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):</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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. Any additional comments or concerns regarding traffic on Chamberlain should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>• Please note that you will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>

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Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• Still concerned with new plan and unsure if will improve or reduce speed of cars coming off Bronson on to Chamberlain.</li> <li>• Has any thought been put in to shut off Imperial (dead end) so that children/families can safely walk in neighbourhood without fear of cars whipping through? *very dangerous intersection.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 16, 2013.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• 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 pedestrians.</li> </ul>	See combined response sent on Jan. 24, 2014.	<ul style="list-style-type: none"> <li>• See combined response sent on Jan. 24, 2014.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• As a resident of Imperial Avenue, 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 on to Chamberlain. Additionally, as a pedestrian, it is extremely unsafe (especially during the winter season) given that drivers may lose control on the turn and speed through this intersection.</li> <li>• A noise barrier would be welcome south of the 417 is possible and on Bronson. This may help to alleviate concerns regarding safety for pedestrians walking along Chamberlain.</li> <li>• 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 out street as well and there are many young children who reside there.</li> </ul>	A response was sent by email on Jan. 24, 2014 and included the following:	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 16, 2013. <ul style="list-style-type: none"> <li>○ 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):</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ On the south side of the Chamberlain / Imperial intersection, a new sidewalk will be reconfigured to tie into the existing sidewalk,</li> </ul> </li> </ul>

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				<p>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.</p> <ul style="list-style-type: none"> <li>○ 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. Any additional comments or concerns regarding the intersection should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ As part of the Bronson Avenue interchange improvements, 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.</li> <li>○ 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 <a href="http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/">http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/</a>.</li> <li>○ 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.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• Three recommended changes:</li> <li>• 1) Make the Imperial/Bronson intersection a true right-angled intersection to slow speeds of cars northbound on Bronson turning right on to Chamberlain and thus safer pedestrian crossing.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• 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</li> </ul>

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		<ul style="list-style-type: none"> <li>• 2) Have Imperial/Chamberlain yield into the two-lane off-ramp rather than having three lanes to avoid too wide a road be unwarranted for traffic volumes.</li> <li>• 3) Work with the City to provide a synchronized light at Imperial and Bronson for left-turning cars from Bronson southbound.</li> </ul>		<ul style="list-style-type: none"> <li>• require motorists to yield and merge onto Chamberlain to proceed east.</li> <li>• 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. Any additional comments or concerns regarding this intersection should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>• Please note that you will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• The expansion of Chamberlain to 3 lanes from Imperial to Percy seems unnecessary –attention should be paid to reducing traffic speed in that area.</li> <li>• 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).</li> <li>• 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).</li> <li>• Consideration should be given to incorporating cycling facilities as Chamberlain is currently unsafe for cycling.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 16, 2013. <ul style="list-style-type: none"> <li>○ In response to concerns received at the PIC on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown in the enclosed drawings):</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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</li> </ul> </li> </ul>

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				<p>adjacent to the road on the south side, from the Chamberlain / Imperial intersection to west of Percy Street.</p> <ul style="list-style-type: none"> <li>○ 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. Any additional comments or concerns regarding the intersection should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ 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 direction along Carling Avenue/Glebe Avenue, Gladstone Avenue, and Arlington Avenue in the vicinity of the Bronson Avenue interchange.</li> <li>○ 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.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 3, 2013 / PIC Comment Form	Public	<ul style="list-style-type: none"> <li>• Our neighbourhood (Glebe Annex) is bordered by the Queensway to the north, Carling to the South, Bronson to the east and Lebreton on the west. For years, we have had very high volumes of cut-through traffic along Orangeville, 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.</li> <li>• However, there is massive development planned in the Carling/Bayview corridor that will see 30+ 40-storey condos built, The huge increase in population density will mean more cars. Currently, the closest eastbound on-ramp to the Queensway is at Metcalfe St. The increased density will likely result in two things:</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 16, 2013.</li> <li>• A response was sent by email on Jan. 24, 2014 and included the following: <ul style="list-style-type: none"> <li>○ 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.</li> </ul> </li> </ul>

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		<ul style="list-style-type: none"> <li>1) Higher volumes of cut-through traffic in Glebe Annex to access the Queensway, and to get to the Preston St. area;</li> <li>2) Increased congestion at Bronson/Chamberlain.</li> <li>• Would the project team consider the addition of an eastbound on-ramp to the Queensway in the Booth/Rochester area? I would be interested in further discussion on the challenges in our neighbourhood.</li> </ul>		<ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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 opposite the eastbound off-ramp.</li> <li>○ 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.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 3, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• Thank you for the regular and informative correspondence on this project. Unfortunately I was unable to attend tonight's information session/discussions.</li> <li>• I own and live at _____ which is on the north side of the street, between Imperial and Percy. Our property borders the south side of Glendale Park and as a result we are effectively directly exposed to traffic on Chamberlain Avenue.</li> <li>• The proposed changes will increase the vehicle traffic (volume and speed) along Chamberlain, which raises three main concerns: <ul style="list-style-type: none"> <li>○ i) safety of the children in the park and accessing the park (there are many young children in the park daily);</li> <li>○ ii) increased traffic noise from Chamberlain and</li> <li>○ iii) increased traffic southbound on Percy and Lyon, which are residential streets that are ill equipped to handle extra traffic volume.</li> </ul> </li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 15, 2013.</li> <li>○ 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 on Wednesday, April 3, 2013, the Ministry is recommending the following improvements (as shown in the enclosed drawings): <ul style="list-style-type: none"> <li>○ 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.</li> </ul> </li> </ul>

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		<ul style="list-style-type: none"> <li>• I would appreciate it if you would factor in some of the following ideas to mitigate the above noted concerns:               <ul style="list-style-type: none"> <li>○ I) Speed bumps, and or cameras to control traffic speeds along Chamberlain</li> <li>○ li) Extra gates and fences around to park to provide a secure environment for the children</li> <li>○ lii) Noise reducing landscaping between the park and Chamberlain Ave to reduce noise propagation into the neighborhood</li> <li>○ Iv) Traffic restrictions on southbound traffic onto Percy and Lyon, especially during peak hours</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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. Any additional comments or concerns regarding traffic on municipal roads should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 4, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• After reviewing the plans for the proposed Hwy 417 Bronson Ave interchange I have some serious concerns regarding the proposed changes.</li> <li>• 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.               <ul style="list-style-type: none"> <li>○ 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? i.e. speed humps, additional traffic signals.</li> </ul> </li> <li>• Chamberlain at Lyon is used as a crossing for school children 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.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>○ 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, April 3, 2013, the Ministry is recommending the following improvements (as shown in the enclosed drawings):</li> <li>○ 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.</li> </ul>



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		<ul style="list-style-type: none"> <li>○ 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?</li> <li>● 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.               <ul style="list-style-type: none"> <li>○ 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?</li> </ul> </li> <li>● The plans also indicate noise barriers being erected for the Hwy417 in areas where there are currently none.               <ul style="list-style-type: none"> <li>○ Will the existing steel noise barriers be replaced with newer, more effective noise barriers?</li> </ul> </li> <li>● 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.</li> <li>● I look forward to hearing how these concerns will be addressed.</li> </ul>		<ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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. Any additional comments or concerns regarding intersections along Chamberlain should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ 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.</li> <li>○ 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</li> </ul>

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				<p>at <a href="http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/">http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/</a>.</p> <ul style="list-style-type: none"> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 5, 2013 / Email	Dalhousie Community Association	<ul style="list-style-type: none"> <li>• The Dalhousie Community Association 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 15, 2013. <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report, which will include the proposed landscape plan for this area.</li> </ul> </li> </ul>
Apr. 6, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• In addition to the issue, I would like consideration given to moving Chamberlain closer to the Queensway, thus creating a bigger buffer between Chamberlain and houses and parkland to the south of Chamberlain (there is a strip of land between the Queensway and Chamberlain that is not used). This would essentially create a strip of green land to the south of Chamberlain which could then be further enhanced by the planting of trees. It would make everything much more scenic and safe.</li> <li>• 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.</li> <li>• Please, send a quick acknowledgment email to confirm your receipt of this email.</li> </ul>	<p>An email was sent on Apr.10, 2013, acknowledging receipt of the comment and indicating that a response was forthcoming.</p> <p>A response was sent by email on Jan. 24, 2014</p>	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 15, 2013.</li> <li>• A response was sent by email on Jan. 24, 2014 and included the following: <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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 realigned roadway.</li> <li>○ Please note that you have been added to the project contact list and will be notified of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul> </li> </ul>

**Highway 417 Bronson Avenue Interchange Operational Improvements  
(WP 4089-07-01)**

Date / Form of Contact	Name / Interest Group	Comment Received	Response Provided	How it was Addressed / Response Sent
Apr. 7, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• I live on _____ For obvious reasons, I have serious concerns about the planned construction. I have reviewed the website/diagrams but I cannot tell:               <ul style="list-style-type: none"> <li>○ will the new eastbound off-ramp allow for direct access to Bronson Ave? OR</li> <li>○ 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?</li> </ul> </li> <li>• I don't need a link to the answer; I need you to respond in print, please.</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 15, 2013.</li> <li>• A response was sent by email on Jan. 24, 2014 and included the following:               <ul style="list-style-type: none"> <li>○ 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"> <li>▪ Turn left to proceed northbound on Bronson;</li> <li>▪ Turn right to proceed southbound on Bronson; or</li> <li>▪ Cross Bronson and continue straight through the intersection along the new ramp extension, which will meet the realigned Chamberlain Avenue.</li> </ul> </li> <li>○ Please note that you have been added to the project contact list and will be notified of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul> </li> </ul>
Apr. 7, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• 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.</li> <li>• After reviewing the plans, I have questions about the eastbound ramp at Bronson:               <ul style="list-style-type: none"> <li>○ 1) will the new eastbound ramp allow for direct access to Bronson Ave. for exiting vehicles? OR</li> <li>○ 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?</li> </ul> </li> </ul>	See original comment received on Apr. 7, 2013 and related response.	<ul style="list-style-type: none"> <li>• See original comment received on Apr. 7, 2013 and related response.</li> </ul>
Apr. 8, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• The recommended plan continues to use the existing turning lane into Chamberlain rather than a turning lane on Bronson.</li> <li>• This has negative implications for Imperial Avenue, which should become a dead end, as traffic will merely accelerate onto Chamberlain.</li> <li>• Has anyone done a walkability analysis of this plan vs. one where there is a right turn onto Chamberlain from Bronson?</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact information was updated in the project contact list on Apr. 15, 2013.               <ul style="list-style-type: none"> <li>○ 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):                   <ul style="list-style-type: none"> <li>○ 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</li> </ul> </li> </ul> </li> </ul>

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Date / Form of Contact	Name / Interest Group	Comment Received	Response Provided	How it was Addressed / Response Sent
				<p>Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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. Any additional comments or concerns regarding the intersection should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 10, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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 am I would</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>○ 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</li> </ul>

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		<p>have seen the inevitability of that. (and I know I should have attended the public information meetings!)</p> <ul style="list-style-type: none"> <li>• 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 <u>with</u> the traffic light.</li> <li>• 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.</li> <li>• 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 alongside the Glebe Memorial Park (children's park), tennis courts and a multi-use large playing space used by both Glashan and Glebe Collegiate students.</li> <li>• 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.</li> </ul>		<p>the following improvements (as shown on the enclosed drawings):</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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. Any additional comments or concerns regarding traffic conditions on Chamberlain Avenue should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 11, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• 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?</li> <li>• 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?</li> <li>• With the single lane traffic travelling on the realigned Chamberlain have traffic calming measures put in place to</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 15, 2013.</li> <li>○ 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.</li> </ul>

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		<p>the merge onto the new Chamberlain (former school building) so that it doesn't become a high collision area?</p>		<ul style="list-style-type: none"> <li>○ 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):</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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. Any additional comments or concerns regarding Bronson / Chamberlain / Imperial should</li> </ul>

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				<p>be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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 <a href="http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/">http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/</a>.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the DCR.</li> </ul>
Apr. 13, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• Speaking as local resident living the Glebe, the proposed change to the Bronson interchange is welcome.</li> <li>• A few comments...</li> <li>• 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</li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 15, 2013. <ul style="list-style-type: none"> <li>○ 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):</li> <li>○ 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</li> </ul> </li> </ul>

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		<p>character of the entire neighbourhood. Slow down the cars and think about the character of the redesigned street.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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?</li> <li>• 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.</li> <li>• Thanks - I would appreciate follow up when you are able. Please add me to a mailing list if you have one.</li> </ul>		<p>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.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> </ul>



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Date / Form of Contact	Name / Interest Group	Comment Received	Response Provided	How it was Addressed / Response Sent
				<ul style="list-style-type: none"> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
Apr. 15, 2013 / Phone & Email	Glebe Community Association	<ul style="list-style-type: none"> <li>• Requesting copy of proposed work for the Bronson Avenue interchange and existing base mapping.</li> </ul>	A response was given by phone and email on Apr. 15, 2013	<ul style="list-style-type: none"> <li>• The response included a copy of the Bronson recommended plan drawing for use by the Glebe Community Association in the preparation of their comments on the proposed works.</li> </ul>
Apr. 16, 2013 / Phone	Public	<ul style="list-style-type: none"> <li>• Inquiring why no project notification letters had been received at the address 93 Renfrew, as neighbours at 95 Renfrew had received letters regarding Study Commencement and the notice of Public Information Centre.</li> </ul>	A response was given by phone on April 16, 2013	<ul style="list-style-type: none"> <li>• A response was given by phone on April 16, 2013 confirming that the resident's contact information has been correct in the mailing list for both previous mailouts and that no bouncebacks have been returned to sender.</li> </ul>
Apr. 17, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• 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.</li> <li>• We have several concerns and context regarding this project:               <ol style="list-style-type: none"> <li>1. There are 13 children (under 10 years of age) living on the North side of Imperial Avenue, which backs on to the Chamberlain Ave. stretch impacted by the Bronson Avenue Interchange changes.</li> <li>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.</li> <li>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.</li> <li>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 <a href="http://www.ottawa.ca/calendar/ottawa/citycouncil/trc/2004/10-20/ACS2004-TUP-TRF-0019.htm">http://www.ottawa.ca/calendar/ottawa/citycouncil/trc/2004/10-20/ACS2004-TUP-TRF-0019.htm</a>)</li> </ol> </li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Apr. 17, 2013.               <ul style="list-style-type: none"> <li>○ 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:</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> </ul> </li> </ul>

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		<p>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.</p> <ul style="list-style-type: none"> <li>• To address the above concerns and issues we have identified several proposed solutions and options to consider for inclusion in the project design:               <ol style="list-style-type: none"> <li>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.</li> <li>2. Set back the new Chamberlain Ave. sidewalk away from the edge of the road (perhaps 10-15 feet) to increase pedestrian safety.</li> <li>3. Install rails/barriers or large planters along the Chamberlain Ave sidewalk to protect pedestrians on a stretch with many car accidents.</li> <li>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.</li> <li>5. At the Bronson and Chamberlain intersection reduce speed for turns onto Chamberlain via lane choking.</li> <li>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:                   <ol style="list-style-type: none"> <li>a) Block all entry to Imperial Ave. from Bronson/Chamberlain intersection.</li> <li>b) Add a speed bump or add choking measures to the entry to Imperial Ave from Bronson/Chamberlain turns.</li> <li>c) Add a partial barrier/guardrail between RHT northbound and LHT southbound turns from Bronson to Chamberlain to keep the traffic paths separate.</li> </ol> </li> <li>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</li> </ol> </li> </ul>		<ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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 &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ 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.</li> <li>○ 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 <a href="http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/">http://queenswayexpansioneast.com/highway-417-noise-barrier-retrofits-between-the-o-train-and-the-rideau-canal/</a>.</li> </ul>

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		<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Thank you for the opportunity to comment. We would appreciate a response to these comments by email.</li> </ul>		<ul style="list-style-type: none"> <li>○ Please note that you have been added to the project contact list and will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>
May 2, 2013 / Email	Glebe Community Association	<ul style="list-style-type: none"> <li>• Submitted a letter in response to preliminary detail designs presented at the PIC which outlines a series of issues and recommendations, some of which were originally submitted to MTO and the City in July 2005, during preliminary design. The original letter is included as an appendix.</li> <li>• The GCA finds that most of the recommended measures in their July 2005 letter have not been addressed. Concerns with the detail design include: <ul style="list-style-type: none"> <li>○ 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”.</li> <li>○ 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).</li> <li>○ 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.</li> <li>○ 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</li> </ul> </li> </ul>	A response was sent by email on Jan. 24, 2014	<ul style="list-style-type: none"> <li>○ 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):</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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</li> </ul>

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		<p>streets (see also recommendation #2 in the GCA's Lansdowne update to the Glebe Traffic Plan).</p> <ul style="list-style-type: none"> <li>○ 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).</li> <li>● Recommendations include: <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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)</li> <li>○ 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 GCA 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.</li> <li>○ 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.</li> <li>○ Chamberlain should be realigned so that it is closer to the 417 along its entire length.</li> <li>○ 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).</li> </ul> </li> </ul>		<p>implemented to reinforce a more residential character along the arterial road.</p> <ul style="list-style-type: none"> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ 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. Any additional comments or concerns regarding Bronson / Chamberlain / Imperial should be directed to Mr. Philippe Landry, Manager – Traffic Management &amp; Operational Support, at the City of Ottawa at philippe.landry@ottawa.ca.</li> <li>○ 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.</li> <li>○ 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.</li> <li>○ Please note that you will be notified directly of the upcoming 30-day public review period of the Design and Construction Report.</li> </ul>

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		<ul style="list-style-type: none"> <li>• 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"> <li>○ 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 GCA's letter to the City of Ottawa dated Nov. 4, 2012].</li> <li>○ 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.</li> <li>○ Realign the pedestrian/bike route crossing at Percy-Chamberlain so they are aligned with Percy on either side of the intersection.</li> </ul> </li> </ul>		
May 21, 2013 / Phone	Public	<ul style="list-style-type: none"> <li>• Requested to be removed from contact list.</li> </ul>	No response required.	<ul style="list-style-type: none"> <li>• Contact was removed from the project contact list on May 21, 2013.</li> </ul>
Aug. 1, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• 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?</li> <li>• 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.</li> <li>• 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.</li> </ul>	See combined response sent on Jan. 24, 2014.	<ul style="list-style-type: none"> <li>• See combined response sent on Jan. 24, 2014.</li> </ul>

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Date / Form of Contact	Name / Interest Group	Comment Received	Response Provided	How it was Addressed / Response Sent
Nov. 20, 2013 / Email	Public	<ul style="list-style-type: none"> <li>• A neighbour recently forwarded me some information about the Oct. announcement of study for the Queensway Expansion East project.</li> <li>• Firstly, I would appreciate being added to your distribution list to ensure I receive future updates.</li> <li>• Secondly, I would appreciate confirmation/clarification that actual noise barriers (not just "snow fences") will be established along the North side of the highway to protect Centretown residents from the air and noise pollution coming off the highway.</li> <li>• The information presented here suggests :</li> <li>• Construction of new noise walls on the south barrier walls and replacement of the existing snow fence on the north barrier walls west of the bridge;</li> <li>• However, information here indicates the potential for proper noise barriers:</li> <li>• Construction of new retrofit noise barriers at the following locations:               <ul style="list-style-type: none"> <li>○ O-Train to Preston Street (south side of Highway 417);</li> <li>○ Bronson Avenue to Lyon Street (north side of Highway 417);</li> <li>○ Lyon Street to the Rideau Canal (south side of Highway 417);</li> </ul> </li> <li>• Finally, the information regarding the Local realignment of Chamberlain Avenue to the north, to be opposite the eastbound off-ramp mentioned does not provide a clear picture of what the revised route may look like.</li> <li>• I look forward to any clarification/confirmation you may be able to provide, and very much hope that there will be proper noise barriers on the N. side. Currently – while Glebe residents are protected by high barrier walls, Centretown residents can watch the cars go by with no greater height than the guardrail.</li> </ul>	A response was sent by email on Jan. 14, 2013	<ul style="list-style-type: none"> <li>○ On behalf of the Ministry of Transportation, thank you for submitting your comments regarding proposed improvements to Highway 417. The detail design for planned improvements to Highway 417 has been separated into several separate assignments, including:               <ul style="list-style-type: none"> <li>▪ Parkdale Avenue Interchange Improvements;</li> <li>▪ Bronson Avenue Interchange Improvements;</li> <li>▪ Noise Barrier Retrofits; and</li> <li>▪ Kent Street Overpass Replacement.</li> </ul> </li> <li>○ Specifically, you asked for clarification regarding the implementation of noise barriers as part of the above-noted projects and regarding the proposed realignment of Chamberlain Avenue.</li> <li>• Noise Barriers               <ul style="list-style-type: none"> <li>○ The Highway 417 Kent Street Overpass Replacement project (WP 4033-08-01) includes the construction of new noise walls on the south barrier walls and replacement of the existing snow fence on the north barrier walls west of the bridge. As part of this project, work will only be completed where bridge work is also taking place (i.e. on the bridge and wing walls).</li> <li>○ The Highway 417 Noise Barrier Retrofits project (WP 4088-07-01) includes the construction of noise walls 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.</li> <li>○ Any noise barrier retrofits in other locations along Highway 417 will be subject to future study in the highway corridor, and will be planned for implementation in coordination with other future road work to minimize traffic impacts.</li> </ul> </li> <li>• Chamberlain Avenue Realignment               <ul style="list-style-type: none"> <li>○ As part of the Highway 417 Bronson Avenue Interchange Improvements project (WP 4089-07-01), Chamberlain Avenue will be realigned and extended to be directly in line with the Highway 417 eastbound off-ramp at Bronson Avenue, following the removal of the former Ottawa School Board building. Traffic exiting the highway will be able to travel directly east through the intersection. As such, the volume of traffic using the intersection of Chamberlain / Imperial Avenue adjacent to Drummond's gas station will be significantly reduced. In addition, a noise barrier is being constructed 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.</li> </ul> </li> </ul>

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Date / Form of Contact	Name / Interest Group	Comment Received	Response Provided	How it was Addressed / Response Sent
				<ul style="list-style-type: none"> <li>○ The above works were 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 detail design assignments is to prepare the approved EA plan for implementation.</li> <li>○ Please note that you have been added to the project contact list and will be notified of the upcoming Public Information Centres for the Kent Street Overpass Replacement and Noise Barrier Retrofits projects, and of the upcoming 30-day public review period for the Design and Construction Report for the Bronson Avenue Interchange Improvements project.</li> <li>● Contact was added to the project contact list on Nov. 20, 2013.</li> </ul>
Jan. 24, 2014 / Email	Public	<ul style="list-style-type: none"> <li>● I learned about the noise barriers shortly after submitting the comment, but thank you for the information and link.</li> </ul>	No response required	N/A
Jan. 24, 2014 / Email	Public	<ul style="list-style-type: none"> <li>● Thank you for your response to my query. Though I must admit to some disappointment, I am not entirely surprised.</li> <li>● On another note (which is beyond the scope of this study and likely wholly out of your sphere of interest), can you tell me of any future plans to develop a primary Hwy 417 exit/entrance to serve greater Orleans between Anderson and Rockdale Roads?</li> </ul>	A response was sent by email on June 4, 2014	<ul style="list-style-type: none"> <li>○ On behalf of the Ministry of Transportation, thank you for your inquiry. The study limits of the Preliminary Design and Environmental Assessment Study completed for Highway 417 extend from Highway 416 to Anderson Road. Our project team has not been involved in preliminary or detail design studies for Highway 417 east of Anderson Road and are unable to provide information on future plans for highway interchange improvements between Anderson and Rockdale Roads.</li> <li>○ As such, your question has been forwarded to Mr. Kevin Gibbs, Senior Project Engineer at the Ministry of Transportation Eastern Region, who is also copied on this response.</li> </ul>

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Date / Form of Contact	Name / Interest Group	Comment Received	Response Provided	How it was Addressed / Response Sent
Jan. 24, 2014 / Email	Public	<ul style="list-style-type: none"> <li>• Thank you for your response. I have the following concerns regarding the present plan, which I am presenting to Philippe Landry and my councilor David Churnushenko.</li> <li>• The present plan removes a yield sign from the Chamberlain/Imperial turn lane at Bronson. It makes the intersection even more dangerous for pedestrians than it is today. I cross this intersection twice daily, it is dangerous enough as it is, this makes it worse. The only mechanism that is assured to add safety is a stoplight with stop/walk signalling, preferably with a no right turn on red sign.</li> <li>• Plymouth and Chamberlain/Imperial are aligned in this new design. Under the precedent set with the reconstruction of Bronson north of the 417 there is now an obligation for the city to add stoplights at the aligned Plymouth/Bronson/Imperial intersection to improve both pedestrian safety and create improved flow of both pedestrians and cyclists moving east-west.</li> <li>• Under the current regime pedestrians and cyclists must detour as south as Powell Avenue even though Plymouth creates a natural corridor for non-motorized traffic. The current stoplight at the off-ramp is too dangerous. These stoplights can be aligned with the ones at the off-ramp.</li> <li>• I highly encourage my councilor to work with staff to see how this can be accomplished. Not only does it solve a public safety concern, it opens up another east-west passageway for people to walk and cycle between Little Italy and The Glebe.</li> </ul>	No response required.	The comment was noted and will be included in the DCR.
Jan. 24, 2014 / Email	Public	<ul style="list-style-type: none"> <li>• Thank you for the email and the follow up.</li> </ul>	No response required	N/A
Jan. 30, 2014 / Email	Public	<ul style="list-style-type: none"> <li>• Many thanks for this positive update regarding the reconfiguration of Imperial and its connection to Chamberlain. The Community is highly appreciative of this change. When do you expect the 30 day public review period will begin and will there be a second open house as was originally planned? And big question - when is this work likely to happen - 2015?</li> </ul>	A response was sent by email on June 4, 2014	<ul style="list-style-type: none"> <li>○ On behalf of the Ministry of Transportation, thank you for your questions regarding the above-noted project.</li> <li>○ Please be advised that only one Public Information Centre was planned for the Highway 417 Bronson Avenue interchange improvements project.</li> <li>○ The City of Ottawa is developing plans for the construction of an underground combined sewer tunnel which will use the former Ottawa Board of Education building site/MTO property as a staging/launching area for the tunnel boring machine. Consequently, the proposed works for the Highway 417 Bronson Avenue interchange improvements project cannot begin until the tunnel project is completed, likely in 2017.</li> </ul>



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				<ul style="list-style-type: none"> <li>○ At this stage in the detail design process, dates for the 30-day public review period of the Design and Construction Report (DCR) have not been determined. You will be notified directly with details as to the dates and locations where the DCR will be available for review.</li> </ul>
February 16, 2014 / Email	Public	<ul style="list-style-type: none"> <li>• forwarded your message to me and I wished to thank you and your group for reducing the number of lanes from three to two. This will have a definite effect on the speed of motorists and thus safety. I am also pleased with the enhanced landscaping and new sidewalks.</li> <li>• Thank you for forwarding comments to and including the contact information for traffic management at the city of Ottawa. I shall be sending them my comments as well.</li> <li>• Please include me in any further public reviews or information sessions.</li> </ul>	No response required	<ul style="list-style-type: none"> <li>• Contact was added to the project contact list on Feb. 18, 2014.</li> </ul>
Oct. 20, 2014 / Phone & email	Public	<ul style="list-style-type: none"> <li>• Inquired about a property within the project limits and requested a link to the PIC display materials.</li> </ul>	A response was provided by MMM by phone and by email on Oct. 20, 2014	<ul style="list-style-type: none"> <li>• A response was provided by MMM by phone and by email on Oct. 20, 2014 and included a link to the location of the Pic display materials on the project website.</li> </ul>
Nov. 23, 2014 / Email	Glebe Community Association	<ul style="list-style-type: none"> <li>• Grateful for any update or approximate timing (e.g. for the next information session, if not the construction itself) you can provide regarding this project (Highway 417 Bronson Avenue Interchange Operational Improvements) and also the Queensway (south side) Retrofit Sound Barriers (Lyon to the Rideau Canal) project.</li> <li>• I have a Traffic Committee meeting tomorrow (Monday) evening and so would welcome any news that anyone copied on this e-mail could provide sometime on Monday.</li> </ul>	A response was sent by email on April 14, 2015	<ul style="list-style-type: none"> <li>• On behalf of the Ministry of Transportation (MTO), thank you for submitting a comment regarding the Highway 417 Bronson Avenue Interchange improvements, Highway 417 Noise Barrier Retrofits, and Highway 417 Kent Street Overpass projects. Specifically, you requested an update on the projects and approximate timing of any future information sessions or construction of the project works.</li> <li>• The Highway 417 Bronson Avenue Interchange improvements project is currently undergoing detail design. A Public Information Centre (PIC) for this project was held on April 3, 2013. No other PICs are planned for this project. The City of Ottawa is developing plans for the construction of an underground combined sewer tunnel which will use the former Ottawa Board of Education building site / MTO property as a staging / launching area for the tunnel boring machine following the demolition of the existing building. Consequently, the construction of the proposed works for this project cannot begin until the tunnel project is completed, likely in 2017.</li> <li>• The Highway 417 Noise Barrier Retrofits project (WP 4088-07-01) is currently undergoing detail design. A Public Information Centre (PIC) for this project will be taking place, however a specific date for the event has not been determined at this time. Construction timing for the noise barrier retrofits is dependent on provincial priorities and the availability of funding. As various lane and ramp closures will be</li> </ul>

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				<p>required to complete the installation of noise barriers, the Ministry will plan construction timing to avoid disruptions to the ongoing construction of the Highway 417 expansion from the Nicholas Street interchange to OR 174. The construction of noise barrier retrofits may also be combined with other road improvements in the Highway 417 corridor to the extent possible, in order to minimize traffic impacts.</p> <ul style="list-style-type: none"> <li>• The detail design and environmental assessment study for the Highway 417 Kent Street Overpass Replacement project (WP 4033-08-01) was completed in December 2014, and the Design and Construction Report (DCR) was made available for a 30-day public review between November 24, 2014 and December 23, 2014. The contract for this project is being tendered by MTO and construction is scheduled to begin in Spring 2015. The rapid bridge replacement is scheduled to take place over one weekend between July and September 2015.</li> <li>• Please be advised that you will be notified directly of any upcoming consultation opportunities for the above-noted projects, including the PIC for the Highway 417 Noise Barrier Retrofits and the 30-day public review of the DCRs for the Highway 417 Noise Barrier Retrofits and Bronson Avenue Interchange Improvements projects. Should you have any further questions, please feel free to contact the undersigned.</li> </ul>
<b>OTHER</b>				
Jan. 22, 2015 / Email	Glebe Community Association	<ul style="list-style-type: none"> <li>• I'm resending this message from November 23rd. Very grateful for an update and approximate timing regarding the Retrofit Sound Barriers project as it's been nearly two years since the commencement notice for this went out.</li> <li>• Also grateful if you can confirm whether the Kent Street overpass replacement will be taking place this year.</li> </ul>	See Response for Nov. 23 comment	<ul style="list-style-type: none"> <li>• See Response for Nov. 23 comment</li> </ul>
Sept. 28, 2015 / Email	Public	<ul style="list-style-type: none"> <li>• Requested an update regarding the project and the start of construction.</li> <li>• Requested an update regarding noise barriers for the adjacent area.</li> </ul>	--	Contact was added to the project mailing list for future correspondence and will receive the Notice of Design and Construction Report (DCR) Submission
Oct. 5, 2015 / Email	Public	<ul style="list-style-type: none"> <li>• Inquired regarding up-to-date plans and/or schedule of construction for the project.</li> <li>• Owns a house in the area and is specifically interested in the removal of the old Ontario School district building at Chamberlain and Bronson and future plans.</li> <li>• Requested any recent project documents.</li> </ul>	--	Contact was added to the project mailing list for future correspondence and will receive the Notice of (DCR Submission
Feb. 9, 2016 / Email	Public	<ul style="list-style-type: none"> <li>• Requested to be removed from the study contact list.</li> </ul>	No response required.	<ul style="list-style-type: none"> <li>• The individual was removed from the study contact list.</li> </ul>

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				<ul style="list-style-type: none"> <li>• Modifications to the Highway 417 eastbound off-ramp at Bronson Avenue to lengthen the ramp and provide additional vehicle storage, including widening of the Booth Street and Rochester Street Highway 417 overpass structures;</li> <li>• Modifications to the eastbound off-ramp where it intersects with Bronson Avenue;</li> <li>• Local realignment of Chamberlain Avenue to the north, to align with the Bronson Avenue eastbound off-ramp terminal; and</li> <li>• Construction of related works including: retaining walls, roadside protection, utility relocations, noise barrier, illumination and traffic signal modifications.</li> </ul> <p>Upon completion of the Detail Design, a Design and Construction Report (DCR) will be prepared and will be available for review on the project website. The DCR will document: the Detail Design of the interchange improvements, the EA process followed, feedback received through consultation, anticipated environmental impacts, and the proposed mitigation measures to be implemented during construction. We have added you to the study contact list and you will receive a notification once the DCR is available for public review.</p> <p>Should you require additional information, please feel free to contact me.</p>
Sept. 5, 2016 / Email	Public	<ul style="list-style-type: none"> <li>• Requested to be added to the contact list.</li> </ul>	No response required.	<ul style="list-style-type: none"> <li>• The individual was added to the study contact list on Sept. 6, 2016.</li> </ul>
Oct. 7, 2016 / Email	Public	<ul style="list-style-type: none"> <li>• Inquired if the project is still planned.</li> <li>• Noted that the intersection still backs up onto the 417 , with several illegal right turns every day.</li> </ul>	--	Contact was added to the project mailing list for future correspondence and will receive the Notice of DCR Submission
Oct. 25, 2017 / Email	Public	<ul style="list-style-type: none"> <li>• Noted that Queensway traffic noise has been excessive since the removal of the Board of Education building at Bronson / Chamberlain.</li> <li>• Inquired about the status of the Bronson Ave. interchange improvements, including noise barriers on the south side of the Queensway between Bronson and Lyon.</li> <li>• Inquired if there are redmedial noise reduction measures.</li> </ul>	A response was sent by email on Oct. 31, 2017	<ul style="list-style-type: none"> <li>• The detail design and Environmental Assessment for the Highway 417 Bronson Avenue Interchange (WP 4089-17-01) has been grouped with the Ministry's bridge replacement/rehabilitation project for Preston Street, Rochester Street, Booth Street, Bronson Avenue, and Percy Street arising from the Preliminary Design and Environmental Assessment Study of the Ottawa Queensway Mid-town Bridges from Holland Avenue to O'Connor.</li> <li>• A noise assessment will be carried out in accordance with MTO Environmental Guide for Noise to determine the height and type of noise barrier to mitigate outdoor noise levels.</li> <li>• Construction is tentatively scheduled for 2019-2022, subject to regional priorities and environmental approvals. Given the scope and magnitude of the project, and the various elements of work to be completed; final</li> </ul>

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				<p>construction schedules for the sequencing of bridge rehabilitations/rehabilitations, operational improvements and noise barrier replacements will be taken into account during the detail design, and implemented during construction with consideration for traffic operations, construction staging, operational constraints, and constructability.</p> <ul style="list-style-type: none"> <li>You may follow the detailed design at the following website: <a href="http://www.highway417-midtownbridgesandimprovements.com">http://www.highway417-midtownbridgesandimprovements.com</a>.</li> </ul>
Jan. 16, 2018 / Email	Glebe Annex Community Association	<ul style="list-style-type: none"> <li>In 2013 there was a public consultation about the changes that are incoming to the Bronson Ave interchange.</li> <li>There was to have been a report produced based on the public consultations, but I don't recall having seen it. Can you tell me if anything was produced, and if so, could the report be shared?</li> </ul>	A response was sent by email on October 6, 2020.	<p>Thank you for your comments received on January 16, 2018 regarding the Highway 417 Bronson Avenue Interchange Operational Improvements project. We apologize for the significant delay in responding to your request for a report to documenting Public Information Centre (PIC) held for the project in 2013. The Highway 417 Bronson Avenue Interchange Operational Improvements project has since been coordinated with the Highway 417 Bridge Replacements and Operational Improvements study (GWP 4173-15-00) (Highway 417 Midtown Bridges project) for construction.</p> <p>Following the April 2013 Public Information Centre (PIC) for the Bronson Avenue Interchange Operational Improvements, a PIC Summary Report was prepared to document all comments received and the responses provided following the PIC. Please note that because the PIC also included information about the Parkdale Avenue Interchange Operational Improvements, the PIC Summary Report includes comments pertaining to the Parkdale Avenue interchange, as well.</p> <p>The PIC Summary Report is available online as Appendix B to the Design and Construction Report (DCR) prepared for the Parkdale Avenue Interchange Operational Improvements (<a href="http://queenswayexpansioneast.com/wp-content/uploads/2014/09/WP-4068-10-01-Parkdale-Avenue-Interchange-Final-DCR-Submission-for-30-day-Public-Review-signed.pdf">http://queenswayexpansioneast.com/wp-content/uploads/2014/09/WP-4068-10-01-Parkdale-Avenue-Interchange-Final-DCR-Submission-for-30-day-Public-Review-signed.pdf</a>).</p> <p>A similar DCR will be prepared for the Bronson Avenue Interchange Operational Improvements and posted to the project website upon the completion of the Detail Design study. The DCR will include a summary of all consultation activities and comments received over the course of the study. We will notify you directly by email when the DCR is available for review.</p> <p>Thank you for your interest in this project.</p>

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February 7, 2019 / Website Comment Form	Public	Hello, I live next to the 417 between Bronson and booth street and I was wondering if they will be widening the 417 in the downtown area (between parkdale and Rideau)? If so, is there an anticipated date for this?	A response was sent by email on October 6, 2020.	<p>Thank you for submitting a question via the Queensway Expansion East website regarding the widening of Highway 417 between Parkdale Avenue and the Rideau River.</p> <p>We apologize for the significant delay in responding to your question about future plans for expansion of the Queensway.</p> <p>In 2008, MTO completed a Preliminary Design and Environmental Assessment Study for Highway 417 from Highway 416 to Anderson Road (GWP 663-93-00). The purpose of the study was to complete a comprehensive operational review of the highway to identify current and future problems and opportunities as well as provide a Recommended Plan to guide the evolution of the highway over the next 20 years. The study was documented in a Transportation Environmental Study Report (TESR) which was made available for public review.</p> <p>The Recommended Plan, as documented in the TESR, included the following:</p> <ul style="list-style-type: none"> <li>• Widening Highway 417 by one lane in each direction between Highway 416 to Carling Avenue and between Metcalfe Street to Ottawa Road 174; and</li> <li>• Retain the existing the number of Highway 417 mainline travel lanes from Carling Avenue to Metcalfe Street.</li> </ul> <p>Based on the Recommended Plan, there are currently no plans to widen the section of Highway 417 between Carling Avenue and Metcalfe Street.</p> <p>Should you require any additional information, please feel free to contact me.</p>
June 27, 2019 / Website Contact Form	Public	Why is there no Eastbound on ramp for the 417 at Bronson Ave.? You can get off and on in all other directions, but you have to drive several kms to get on the Eastbound 417 from there. The traffic gets congested where Bronson, Bank, and Metcafe traffic competes to get on the nearest on-ramp. There is an empty lot on the South East corner that could accommodate an on-ramp.	A response was sent by email on October 6, 2020.	<p>Thank you for your submitting a comment through the Highway 417 Bronson Avenue Interchange Operational Improvements website regarding the lack of an eastbound on-ramp at Bronson Avenue.</p> <p>We apologize for the significant delay in responding to your request while this project was on hold. The Bronson Avenue interchange was reviewed as part of a broader Preliminary Design and Environmental Assessment (EA) study examining the Queensway corridor between Highway 416 and Anderson Road. The study, completed in 2008, examined existing and future problems and opportunities associated with the Queensway and identified a recommended plan to guide the evolution of the highway for the next 20 years.</p>

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				<p>During this Preliminary Design study, it was determined that an eastbound on-ramp at Bronson Avenue is not feasible due to the tight spacing of on- and off-ramps through downtown Ottawa. The limited distances between interchange ramps does not provide sufficient space for traffic entering and exiting the Queensway to merge safely.</p> <p>In 2012, MTO retained MMM Group Limited (now WSP) to complete the Detail Design for improvements to the Bronson Avenue interchange, as recommended through the 2008 Preliminary Design study for the Queensway. The recommended improvements to the Bronson Avenue interchange that will be implemented to reduce traffic congestion on the Highway 417 mainline include:</p> <ul style="list-style-type: none"> <li>• Modifications to the Highway 417 eastbound off-ramp at Bronson Avenue to lengthen the ramp and provide additional vehicle storage, including widening of the Booth Street and Rochester Street Highway 417 overpass structures;</li> <li>• Modifications to the eastbound off-ramp where it intersects with Bronson Avenue;</li> <li>• Local realignment of Chamberlain Avenue to the north, to align with the Bronson Avenue eastbound off-ramp terminal; and</li> <li>• Construction of related works including: retaining walls, roadside protection, utility relocations, noise barrier, illumination and traffic signal modifications.</li> </ul> <p>Upon completion of the Detail Design, a Design and Construction Report (DCR) will be prepared and will be available for review on the project website. The DCR will document: the Detail Design of the interchange improvements, the EA process followed, feedback received through consultation, anticipated environmental impacts, and the proposed mitigation measures to be implemented during construction. We have added you to the study contact list and you will receive a notification once the DCR is available for public review.</p> <p>Should you require any additional information, please feel free to contact me.</p>
November 15, 2019 / Website Comment Form	Public	As an employee of Natural Resources Canada currently parking at the lot located at the corners of Booth and Orangeville streets, I wish to be informed on planned street closures and possible impact to our parking lot, if that information is currently available.	Lincoln MacDonald responded on February 24, 2020 via emailed letter.	Thank you for submitting a comment through the Highway 417 Bronson Avenue Interchange Operational Improvements website.  We apologize for the delay in responding to your request for information regarding impacts to local streets and Natural Resources Canada parking

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		<p>Also, please add my name to your project mailing list.</p> <p>Thank you.</p>		<p>lots, as we refined the detail design and construction schedule in consultation with key stakeholders.</p> <p>The Highway 417 Bronson Avenue Interchange Operational Improvement project is being coordinated with the Highway 417 Bridge Replacements and Operational Improvements Project (Highway 417 Midtown Bridges Project, GWP 4173-15-00) due to the overlap in the project limits. The Highway 417 Midtown Bridges Project includes the rapid replacement of the Preston Street, Rochester Street, Booth Street, Bronson Avenue and Percy Street bridges on Highway 417, as well as other operational improvements along the highway including noise barrier replacements.</p> <p>Closures will be required in areas surrounding the Natural Resources Canada (NRCan) Booth Street Complex at Booth Street and Orangeville Street to facilitate construction operations for the Booth Street and Rochester Street bridge replacements and other associated construction works. Signed detour routes will be in place during all street closures. The following is a summary of the anticipated closures in this area:</p> <ul style="list-style-type: none"> <li>• Orangeville Street is anticipated to be closed from Rochester Street to Booth Street, and from Booth Street to just west of the NRCan Complex parking lot entrance for the duration of construction (estimated 2021 to 2024). The entrance to the NRCan parking lot shall be maintained at all times during regular business hours.</li> <li>• Booth Street and Rochester Street will remain open for the majority of construction; however, each road will be fully closed at the bridges sites for a 3-week period to prepare for the rapid replacement of the bridges and to facilitate post-replacement construction operations. The Booth Street closure is anticipated to occur in July 2022 and the Rochester Street closure is anticipated to occur in August 2022.</li> </ul> <p>Construction is tentatively scheduled for 2021-2025, subject to regional priorities and environmental approvals. As well, given the scope and magnitude of the project, the work sequencing may vary based on the Contractor's schedule of operations. The Contractor will be required to notify adjacent properties a minimum of one week in advance of construction start with a more detailed construction schedule.</p> <p>An online Public Information Centre (PIC) is currently being held for the Highway 417 Midtown Bridges Project at <a href="http://www.highway417-midtownbridgesandimprovements.com">www.highway417-midtownbridgesandimprovements.com</a>. Further information regarding</p>

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				construction schedule and traffic impacts can be viewed online as part of the online PIC material. Should you require any additional information, please feel free to contact me.