

Appendix A

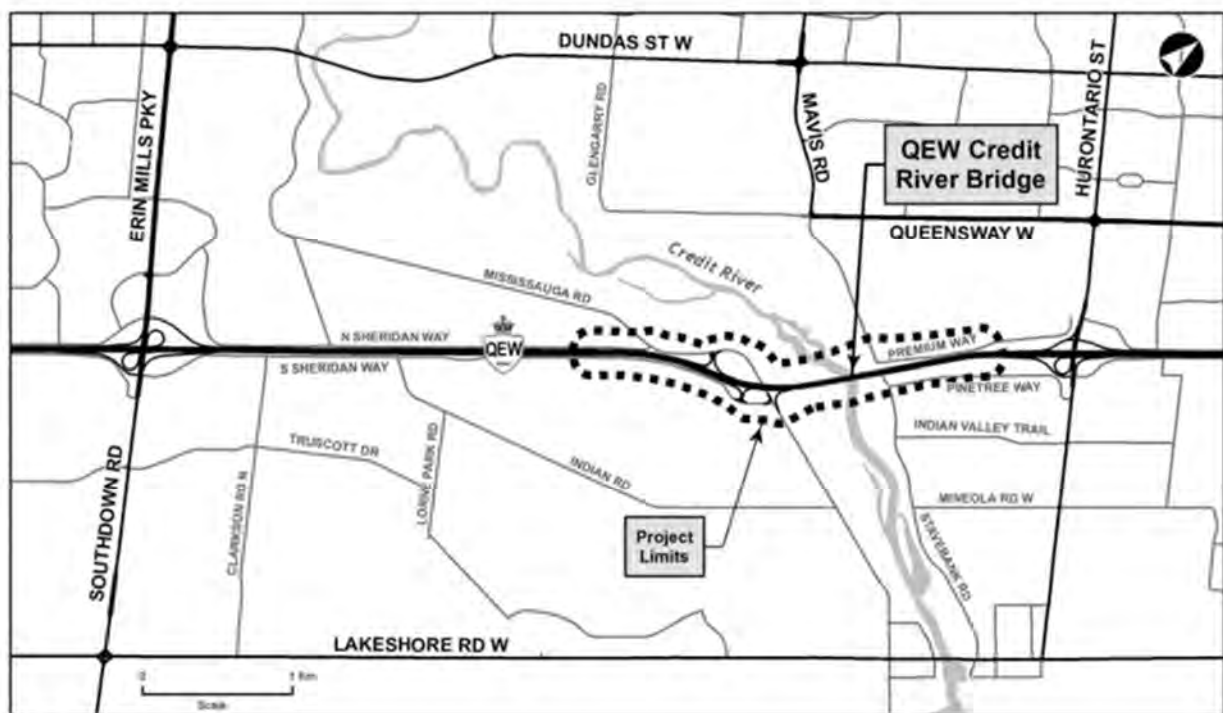
Public Consultation

NOTICE OF PUBLIC INFORMATION CENTRE
QEW CREDIT RIVER IMPROVEMENT PROJECT

THE PROJECT:

The QEW Credit River Improvement Project is underway. Construction on the new QEW Credit River Bridge and the Mississauga Road overpass commenced in Spring 2021. The Project also includes rehabilitation of the existing QEW Credit River Bridge, reconstruction and widening of the existing QEW, landscape improvements and inclusion of active transportation facilities.

The Project extends approximately 2.7 km from west of Hurontario Street to west of Mississauga Road in the City of Mississauga, Region of Peel. The project limits are shown on the key plan below.



This Project is being completed through a Design-Build-Finance project delivery model. Under this model, detail design and construction can occur simultaneously as components of the Project advance and environmental clearances are issued. EDCO is a consortium comprised of EllisDon Corporation and Coco Paving Inc. and has been selected by the Ministry of Transportation (MTO) and Infrastructure Ontario (IO) to design, build and finance the QEW Credit River Improvement Project under a Public Private Partnership (P3).

THE PROCESS

This Project is following the Group 'B' requirements of the MTO Class EA process. Extensive consultation with various stakeholders was undertaken as part of the 2013 Preliminary Design and Class EA Study and as part of design work in 2017 and 2018. Building upon the previous consultation efforts by MTO, EDCO will continue to consult with local stakeholders and Government Authorities throughout the Project and in accordance with MTO's Class EA.

Public Information Centre (PIC 2021)

The purpose of this notice is to invite you to attend and participate in the online Public Information Centre (PIC). The purpose of the PIC is to present the design and solicit feedback on the Project, including:

- Rehabilitation of the Existing QEW/Credit River Bridge
- Active Transportation crossing of the Credit River and near Stavebank Road (over the QEW)
- Landscape Design
- Commemorative Strategy
- Detail design refinements

How to Participate:

This PIC is being hosted virtually by EDCO through the Project Website. The presentation will be available on the morning of August 5, 2021. You are encouraged to watch the pre-recorded presentation to learn more about the current detailed design, receive updates on the project and submit questions to the Project Team. A Q&A broadcast will be hosted through the Project Website and instructions on how to register for the Q&A are available on the Project Website.

PIC Date:	August 5, 2021
Q&A Broadcast Time:	4:00pm to 6:30pm
PIC Information & Registration:	https://qewcreditriver.ca

The comment period for the PIC will begin on August 5, 2021 and close on September 2, 2021. PIC information and materials will remain on the Project Website for the remainder of the Project and can be viewed at any time on the Project Website.

CONTACT US

To submit questions and feedback as part of this PIC, or to be placed on the mailing list, please contact the Project Team via one of the methods below:

Telephone:	1-866-624-9114
Address:	2655 North Sheridan Way, Suite 250 Mississauga, ON L5K 2P8
Email:	info@qewcreditriver.ca

There is an opportunity at any time during the Project for interested persons to provide input to the Project Team. Comments are being collected to assist EDCO and the Ministry in meeting the requirements of the *Ontario Environmental Assessment Act*. This material will be maintained on file for use during the Project and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

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

Pour de renseignements en français veuillez communiquer avec Cameron Coleman au 1-866-624-9114.

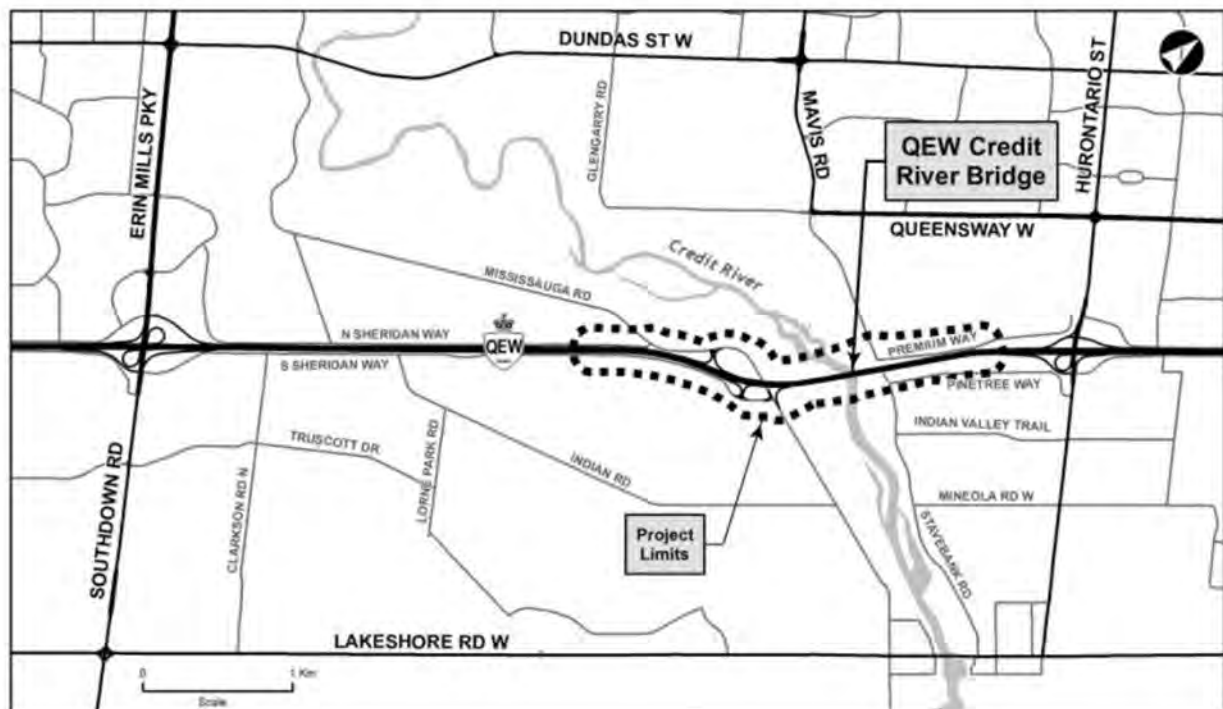
AVIS DE SÉANCE D'INFORMATION PUBLIQUE
PROJET D'AMÉLIORATION DE L'AUTOROUTE QEW ET DU PONT DE LA RIVIÈRE CREDIT

LE PROJET

Le projet d'amélioration de l'autoroute QEW et du pont de la rivière Credit est en cours. La construction du nouveau pont sur l'autoroute QEW et la rivière Credit et du passage supérieur du chemin Mississauga a commencé au printemps 2021. Le projet comprend également la remise en état du pont existant de la rivière Credit, le réaménagement et l'élargissement de l'autoroute QEW existante, l'amélioration de l'aménagement paysager et l'ajout d'installations de transport actif.

Le projet s'étend sur environ 2,7 km, à partir de l'ouest de la rue Hurontario jusqu'à l'ouest du chemin Mississauga, dans la ville de Mississauga (région de Peel). Les limites du projet sont indiquées sur le plan ci-dessous.

Ce projet est achevé selon le mode de réalisation conception-construction-financement (CCF). Dans le cadre de ce mode de réalisation, la conception détaillée et la construction peuvent avoir lieu simultanément, à mesure que le projet avance et que les autorisations environnementales sont obtenues.



EDCO, un consortium composé d'EllisDon Corporation et de Coco Paving Inc., a été choisi par le ministère des Transports (MTO) et Infrastructure Ontario (IO) pour concevoir, construire et financer le projet d'amélioration de l'autoroute QEW et du pont de la rivière Credit dans le cadre d'un partenariat public-privé (P3).

LE PROCESSUS

Ce projet respecte les exigences du groupe B du processus d'évaluation environnementale (ÉE) du MTO. Une consultation poussée avec divers intervenants a été menée dans le cadre de la conception préliminaire de 2013, de l'étude de l'ÉE et des travaux de conception de 2017 et de 2018. Dans le prolongement des initiatives de consultation antérieures du MTO, EDCO continuera de consulter les

intervenants locaux et les autorités gouvernementales tout au long du projet et conformément à l'ÉE du MTO.

Séance d'information publique (SIP 2021)

Le présent avis a pour but de vous inviter à participer à la séance d'information publique (SIP) en ligne. L'objectif de la SIP est de présenter la conception et de recueillir des commentaires sur le projet, notamment en ce qui concerne les sujets suivants :

- la remise en état du pont existant de la rivière Credit / de l'autoroute QEW existante;
- la construction de traversées de transport actif enjambant la rivière Credit et Stavebank route.
- l'aménagement paysager;
- la stratégie de commémoration;
- les améliorations de la conception détaillée.

Comment participer

Cette SIP est organisée virtuellement par EDCO sur le site Web du projet. La présentation sera diffusée le matin du 5 août 2021. Nous vous encourageons à regarder la présentation préenregistrée pour en savoir plus sur la conception détaillée actuelle, obtenir des mises à jour sur le projet et soumettre des questions à l'équipe du projet. Une séance de questions et réponses sera diffusée sur le site Web du projet. Vous y trouverez également des instructions pour vous inscrire à cette séance.

Date de la SIP :	5 août 2021
Heure de diffusion de la séance de questions et réponses :	16 h à 18 h 30
Renseignements sur la SIP et inscription :	https://qewcreditriver.ca/fr/

La période de commentaires pour la SIP commencera le **5 août 2021** et se terminera le **2 septembre 2021**. Les renseignements et les documents relatifs à la SIP peuvent être consultés en tout temps sur le site Web du projet, et ils y demeureront pour le reste de la durée du projet.

NOUS JOINDRE

Pour soumettre des questions et des commentaires dans le cadre de cette SIP, ou pour vous inscrire à la liste d'envoi, veuillez communiquer avec l'équipe du projet à l'aide des coordonnées ci-dessous:

Numéro de téléphone :	1 866 624-9114 2655, Sheridan Way Nord, suite 250
Adresse postale :	Mississauga (Ontario) L5K 2P8
Adresse courriel :	info@qewcreditriver.ca

Les personnes qui souhaitent soumettre des commentaires à l'équipe du projet ont l'occasion de le faire en tout temps durant le projet. Les commentaires sont recueillis afin d'aider EDCO et le ministère à satisfaire aux exigences de la *Loi sur les évaluations environnementales de l'Ontario*. Ce matériel sera conservé dans le dossier pendant le projet et pourra être inclus dans la documentation du projet. Les renseignements recueillis seront utilisés conformément à la *Loi sur l'accès à l'information et la protection de la vie privée*. À l'exception des renseignements personnels, tous les commentaires feront partie du dossier public.

Si vous avez des exigences d'accessibilité pour participer à ce projet, veuillez communiquer avec l'un des membres de l'équipe du projet à l'aide des coordonnées indiquées ci-dessus.

Pour obtenir des renseignements en français, veuillez communiquer avec Cameron Coleman au 1 866 624-9114.



QEW Credit River Improvement Project

Public Information Centre Summary Report

File Name:	QEWCR-SUB-GEN-ENV-RPT-005-R1-PIC Summary Report
Revision #:	R1
Date:	September 28, 2021
Prepared By:	Sonia Rankin, B.Sc., Environmental Manager Melanie Abdi, Communications Manager
Reviewed By:	Joanne Wang, Environmental Compliance Officer Cameron Coleman, Communications Director
Approved By:	Emma Docherty, B.E.S.(Hons) – Environmental Director

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Appendices

- Appendix A. Q&A Submissions from Stakeholders August 5, 2021
Appendix B. Additional Stakeholder Comments & EDCO Response

1. Purpose of the PIC

Design and construction of the Queen Elizabeth Way (QEW) Credit River Improvement Project is underway. The Project extends approximately 2.7 km from west of Hurontario Street to west of Mississauga Road in the City of Mississauga, Region of Peel.

Construction of components of the Project documented in Design and Construction Report 2 (DCR 2) for the Project began in Spring 2021 and included work associated with the new Credit River Bridge, the trail connections and North-South Active Transportation crossing of the QEW, drainage and utility work, and improvements to regional or municipal roads within the Project limits including replacement of the Mississauga Road overpass.

This Project is following the Group 'B' requirements of the MTO Class EA process. Extensive consultation with various stakeholders was undertaken as part of the 2013 Preliminary Design and Class EA Study. Consultation continued as part of design work in 2017 and 2018 along with the consultation completed during Detail Design of the Project including DCR 1 and DCR 2 previously issued.

Building upon the previous consultation efforts by MTO, EDCO are continuing to consult with local stakeholders and Government Authorities in accordance with MTO's Class EA. The Public Information Centre (PIC) held by EDCO supports adherence to the Class EA requirements and provides an opportunity for members of the EDCO Team to connect with local stakeholders and respond to questions and comments related to the Project.

The specific purpose of the PIC was to obtain stakeholder comments on design of the Project components that had been advanced since DCR 2 was issued in January 2021. The information presented at the PIC included design details associated with:

- Rehabilitation of the Existing QEW/Credit River Bridge
- Active Transportation crossing of the Credit River
- Landscape Design
- Commemorative Strategy
- Detail design refinements

Details on traffic staging were also presented at the PIC.

2. PIC Notification

Notice of EDCO's PIC was provided to stakeholders through:

Personal Notification

- 9807 people were mailed the Notice of PIC to the mailing address they'd provided to MTO or EDCO during the Project or received a copy directly via Canada Post unaddressed mail to specific mail carrier routes.
- 543 people were emailed the Notice of PIC to the email address they'd provided to MTO or EDCO during the Project as part of the communications E-Blast electronic notifications.

Newspaper Advertisements

- The Notice of PIC was published in the Mississauga News (English) and Le Metropolitain (French) on July 29, 2021 providing one week notice in advance of the PIC.

Website Postings

- The QEW Credit River website was updated on July 27, 2021 to provide visitor to the website with one-week advance notice of the PIC.
- The website was also updated on July 28, 2021 to share information on how to register for the live Question and Answer Session (Q&A Session) EDCO intended to host

3. PIC Format & Attendance & Comment Submission

The PIC was hosted virtually by EDCO through the Project Website.

The PIC materials were made available on the morning of August 5, 2021 and included a narrated presentation of the display boards. A downloadable copy of the display boards (not narrated) was also made available on the website.

The comment period for the PIC was open on August 5, 2021 and closes on September 2, 2021. PIC information and materials will remain on the Project Website for the remainder of the Project and can be viewed by the public at any time through the Project Website.

As people visited the website and throughout the presentation, EDCO encouraged stakeholders to watch the pre-recorded presentation to learn more about the current detailed design, receive updates on the Project and learn how to submit questions to the EDCO Team. Details were also provided on how to register for a live Q&A Session being hosted by EDCO August 5, 2021 from 4:00pm to 6:30pm.

139 people registered for the live Q&A Session and 94 viewers watched the PIC presentation. 66 people participated in the Q&A Session for all or part of the broadcast.

Attendees at the live Q&A Session included a local ward Councillor, representatives from both the City of Mississauga and Gordon Woods Homeowners Association, and local residents.

4. Comment Submission

Prior to the Q&A Session, eight stakeholders had submitted comments to EDCO for response during the live broadcast. Another, approximately 85 comments or questions were provided to EDCO during the live Q&A Session.

All comments and questions submitted during the Q&A Session were responded to during the live broadcast. However, some specific design details will need to be shared with stakeholders through other means (e.g. specific's related to stormwater management pond design and pond depths), and some comments cannot be addressed by EDCO but will be shared with the appropriate parties as information and should any additional details be available (e.g. City of Mississauga plans for local roads outside of EDCO's work area) they will be shared with the interested parties through the Project Website or by other means.

The comments received at EDCO's PIC did on occasion echo concerns previously raised by stakeholders such as questions about why tree removals had to be completed, but comments were largely encouraging and in relation to EDCO's final design of Project elements, e.g. the active transportation crossings and landscape design in particular areas of the Project.

A summary of the comments provided during the Q&A Session and EDCO's response is provided below. A full transcript of the comments provided to EDCO during the Q&A Session is included in **Appendix A**.

EDCO received 24 comments on the PIC presentation and materials after the PIC event including phone calls, online comment forms and submissions via the Project Website. Comments submitted since the PIC have focused on landscape design, active transportation crossing on the QEW, traffic, and noise and vibration. EDCO coordinated responses to these comments and calls, connecting with environmental, traffic and design experts to provide complete and accurate responses.

A table capturing the comment sheets and emails provided to EDCO as part of the PIC process is provided in **Appendix B** along with EDCO's responses which were sent out by the team early/mid September.

Q&A Session
Summary of Stakeholder Comments & EDCO Responses

Stakeholder Comment	EDCO Response
PIC Format and Timing, and concerns stakeholders were only given a few hours after viewing presentation to pose questions.	EDCO's approach to releasing the material and holding the Q&A Session the same day was developed based on past experience and PIC formats. Note also that the PIC format does allow for comments and questions on the PIC material to be submitted up until September 2 of this year (2021) and that members of the team will happily speak to people directly and address their questions and provide written responses to the comments submitted through the website or on a PIC comment sheet.
Vibration Concerns and Complaints	Please contact the EDCO Team if you have any concerns or complaints regarding vibration, noise or any other matter. A review of potential noise and vibration impacts as a result of construction was carried out by a noise and vibration specialist, prior to EDCO's work starting and in order to identify mitigation measures to be to be used during construction. EDCO recognizes the work may be creating some disturbance to local residents and welcomes feedback and discussions with any stakeholders who have concerns or who would like to understand specific works near their property that may be creating a disturbance or nuisance.
Provide more design details related to: <ul style="list-style-type: none"> stormwater management, and pond design, depth and size, applicable regulations/standards North-South Active Transportation Crossing height, width, accessibility features, are trees included on the south side of the crossing 	The design of these components of the Project were documented in DCR 2, prepared by EDCO for public review in January 2021, and remains available through the Project Website. The purpose of this PIC was to present initial designs for components of the Project that were not included in DCR 2 which is why limited information about these pieces of the Project is provided in our PIC materials. Additional details to address these specific requests can be provided. EDCO will review options for sharing this information such as including more details in DCR 3. Post PIC, EDCO have reviewed alternatives to sharing this information and will be generating Newsletters to provide additional details related to stormwater management design and the North-South Active Transportation crossing. EDCO anticipates issuing these Newsletters in advance of DCR 3, which is planned for public review in Fall 2021.
Provide more design details related to Premium Way: <ul style="list-style-type: none"> realignment and landscape design vines were going to be included at the base of the noise wall here 	Premium Way, between Dickson Road and Lynchmere Avenue must be realigned to north by about 5 m to accommodate the widened QEW highway. No realignment of Premium Way is required between Dickson Road Stavebank. The landscape design developed by EDCO has recommended plants and shrubs consistent with the vegetation removed in these areas and will match the current plant height at maturity. EDCO design includes approximately 500-550 plants and shrubs along Premium Way, and to just before Lynchmere Avenue including species such as Bush Honeysuckles, Meadow Roses, Winterberries, Serviceberries, and Maple-leaf Viburnums. PIC slide # 21 speaks to the landscaping design along Premium Way and within the Project Limits. Landscape design in the area is still being finalized and will include vines at the base of the noise wall. Due to scale and time availability for the PIC materials, the vines are not shown on the drawings but will be documented as plantings in DCR 3 to be prepared by EDCO (2021).
Landscape design: <ul style="list-style-type: none"> It is not appropriate to landscape natural areas like Credit River valley 	EDCO agrees that Credit River valley and the natural areas surrounding all watercourses in the Project should be protected and have limited our clearing of any natural areas to the extent possible The landscape design for the Project is properly referred to as the Landscape and Ecological Restoration Plan for the Project, recognizing the need for rehabilitation or restoration of impacted natural areas as well as landscaping in other areas. The measures identified in

Q&A Session
Summary of Stakeholder Comments & EDCO Responses

Stakeholder Comment	EDCO Response
<ul style="list-style-type: none"> Natural areas should include recommendations from wildlife experts Look at Vineland research to see what they are doing regarding trees Please provide the detail design plans for review 	<p>the PIC materials and captured in our detail design, have been developed based on input from a number of specialists including terrestrial biologists, recognizing the environmental considerations like wildlife use.</p> <p>EDCO can review this research to understand what is being recommended by the stakeholder but we must meet the requirements for our work which are based on Provincial and local standards for the area.</p> <p>The landscape design is still being finalized and will consider comments provided in response to this PIC.</p> <p>Detail design of the landscape design will be included in DCR 3 being prepared by EDCO for public review in Fall 2021. Stakeholders will be able to review the DCR materials and provide comments and questions to EDCO at that time.</p>
<p>East-West Active Transportation Crossing</p> <ul style="list-style-type: none"> Comments regarding 'suicide proofing' and previous commitment the barrier would be floor to ceiling with no gaps / no possible access How many lights will be on this bridge? Will graffiti prevention measures be in place? 	<p>Thank you for raising this important question. We will review the design in detail with our structural design team to understand the design fully and if any adjustments are needed to fulfill this previous commitment related to safety.</p> <p>We will confirm number of light fixtures being implemented on the crossing but can confirm that graffiti resistant solution will be applied.</p> <p>EDCO's review and any refinements to the design made will be captured in DCR 3 which is planned for public review in Fall 2021.</p>
<p>How have EDCO considered the larger environment, humans, communities, wildlife, etc.?</p>	<p>EDCO's work builds on the previous preliminary and detail design work completed by the Ministry of Transportation and documented in the TESR and DCR prepared for the Project. This work, and EDCO's continuation of the EA process includes a review of the environment to fully understand potential impacts and develop mitigation strategies to compensate for those impacts.</p> <p>During construction, EDCO have also developed and implemented a comprehensive environmental management system that includes a number of plans and requirements to minimize impacts from construction. A handful of the measures are noted on the PIC displays and in the presentation and include approaches and best management practices to minimising or avoiding impacts like dust, noise issues, preventing wildlife from entering the work area, preventing workers and equipment from accessing sensitive areas in the corridor, etc.</p>
<p>Will the video of the Q&A Session be made available on the website for stakeholders to review?</p>	<p>The PIC event, and all consultation with stakeholders, will be summarized in DCR 3 for the Project which EDCO intends to make available for public review in the Fall 2021.</p> <p>EDCO did not intend to share the video on the website and based on a couple of technical issues, may not be able to but can review opportunities to making the comments and responses shared during the Session available and will be preparing a PIC Summary that could be made available on the Project Website.</p>

5. Next Steps

EDCO have worked to ensure that all comment forms submitted electronically or through the mail have been responded to and we will consider all comments and suggestions provided by stakeholders as design of the Project is completed.

EDCO will document the PIC and outcome of this consultation in DCR 3, in accordance with MTO Class EA. A copy of the PIC summary will be made available on the Project Website. Information made available to the public with respect to this PIC will be in accordance with the *Freedom of Information and Protection of Privacy Act*, such that with the exception of personal information, all comments become part of the public record.

Appendix A

Q&A Submissions from Stakeholders August 5, 2021

Appendix A: Q&A Submissions from Stakeholders August 5, 2021

Comment #	Question
2	When <i>is it</i> going to be done for pounding? My house is shaking everyday and feel uncomfortable.
3	And sometimes I feel at 1 o'clock in the morning that wake everyone in the house.
4	Will the sidewalks and pathways on Premium Way be fixed?
5	Security personnel are needed during the evening.
6	Will there be any road closures and any transit impact caused by this work?
7	Security personnel are needed for safety reasons during the evening hours.
8	My home backs onto the north east corner of the Credit River and the bridge, where there is work currently being conducted. I believe large concrete sewers are being installed. The noise and vibration all day, starting at 7am has been difficult to live with. We can not sit in our backyard during the day. When will this specific work be completed?
9	Evening hours and overnight - minimum of two people. There is no traffic along Premium Way. This is attracting the criminal element.
10	how many lights are you proposing to install along the East-West Active Transportation Crossing bridge planform?
11	Why <i>has</i> the pathway over the QEW go from one quite residential area to another quite residential area? It will increase traffic that is not necessary. Should it not connect someone closer to downtown Port Credit?
12	Independent of the traffic use of the new bridge and highway configuration, there is a cycling community in Mississauga very excited about the Active Transportation elements. Reference to the E-->W and N-->S connections are referenced on separate slides, so it is hard to follow. The summary slide "Construction Schedule" seems to imply both directional active connections will be completed in 3Q 2024. But then there is another year for "Multi-use paths and trails", to 2Q 2025. Are these the connections from the new infrastructure per your contract, to existing City facilities? In particular, can the Stavebank N-->S connection be opened sooner? Can there be a slide in future dedicated to all Active Transportation elements, since they will in essence work together?
13	What security measures are proposed along the E-W AT Crossing platform under the vehicular bridge in case of emergency?
14	I went for a walk one evening and was chased on foot by two males and then in a vehicle. One of my kind neighbours saved me. The story told <i>by the two men</i> to the both of us did not make any sense. Fishing at the end of our street? This happened last week.
15	Want to have pedestrian bridge design at Stavebank. What landscaping is being designed on the south side.
16	Re: The Commemorative Strategy, initially developed through community workshops in 2019. I participated, but of course the indigenous context has become more compelling, and the Credit Valley Trail project (per CVC) has begun: https://cvc.ca/creditvalleytrail/ . Will there be further public involvement concerning the commemorative elements?
17	During the day, heavy machinery is used and there is no traffic directing personnel present to ensure the safety of the residents driving their vehicles to and from their homes. THIS IS AN ACCIDENT WAITING TO HAPPEN.
18	How many security personnel will be present during the evening hours and overnight at the end of Dickson Road and Premium Way?
19	Please provide the website where I can see the slides of the plans.
20	Hi - We would like to know what role Credit Valley Conservation <i>Authority</i> had to play? They were mentioned in the slides but there is no other information on your site (nor on their webpage). Thanks
23	You are recording this Zoom for your purposes but can we as participants also be able to pull up and view this again for our purposes?
25	This entire process has not been transparent. The safety and concerns of the residents were not considered.
26	Could you please tell us how the residents adjacent to the east and west of bridge have been considered re: EA issues <i>like</i> noise, safety and how the environment is being considered regarding forward think of Environmental Assessment.
30	Yes what did they approve?
31	I am tuning in late, I wanted to verify that the N-S QEW bridge crossing for pedestrians will be happening? Also, for drivers approaching Stavebank driving along Premium way, will there be signage indicating a pedestrian crossing is ahead? (There is a sharp right turn for those drivers and then the pedestrian crossing is right there, to access the active transportation area)
32	Your discussions re: bushes and shrubs and the representing what was there - there were actually tall spruce and pine trees not just what you as part of EDCO saw when you came on board. There were also over 100 mature large trees clear cut about 2years ago where understandably the QEW will go but this is why the residents are so sensitive to the TREE issue not just you saw in the last year.
33	Thank you for the opportunity to ask questions. Is there a visual rendering of the N/S walkways? They are seemingly different in size and I would like to get a sense of what they will appear like.
34	Is it possible to have a pathway (similar to the one on the Queensway) along Premium Way through the new vegetation? On the North side of Premium Way would be ideal.

Appendix A: Q&A Submissions from Stakeholders August 5, 2021

Comment #	Question
35	Sorry, to be more specific...what are they allowing to be done or not allowing to be done to preserve the area?
36	Can you describe any changes to Premium Way? Will it be moved? Widened?
37	Is security a concern bringing more pedestrians into these quite areas for safety reasons? Robberies, breaking into cars etc.
38	What is the design of the sound wall and how high are they to be? Will they be higher than what is there?
39	Premium Way vegetation was decimated. And it has changed the feel of the neighbourhood. Please convey the request to bring it back to the beautiful state it had been.
41	What is the plan to address the potential likelihood of interested traffic to access the Credit River and trails? Where will fisherfolk park?
43	Re ENVIRONMENTAL Assessment of safety across the project limits for human, neighbourhoods as well fish, animals and other environment issues and considering current and future environment issues that need to be considered.
44	Summarizes this whole process.
45	Is there going to be a new sound walls from the bridge to the south of Stavebank?
46	Can pedestrian bridge be camouflaged with trees so that metal structure of the bridge is not visible.
47	It's evident you haven't gone to the street because it was on the street earlier today
48	For both active transportation bridges, the E-W (over credit) and N-S (over QEW), do we know what width we are looking at for the bridge itself? To ensure ample space for pedestrians, cyclists, etc.... traveling in each direction.
49	The City of Mississauga will need to consider parking needs and restrict parking along Premium Way and Stavebank as fisherfolk will wish to access the trails. I ask that you please pass along this comment for consideration. Thank you.
50	please advise all MiWay transit impacts to infrastructure/service to miway.infrastructure@mississauga.ca MiWay would like to be addressed regarding all road closures as well as bus stop impacts so that temporary bus stops can be placed during stop impact
51	Can you comment on how the level of noise will change? Since the destruction of trees within the valley and along Premium Way, the level of noise from the highway is considerably higher and affects outside enjoyment. I am sincerely hoping this is remediated with the noise barriers.
52	are there plans to make sure the sidewalks are accessible to wheelchairs?
53	You have discussed noise and new sound barriers above the new and old bridges. Can anything be done regarding the traffic noise generated below the bridge which travels up the credit river?
54	With the crossovers current 90 degree aspects for turns is this the best design for accessibility ?
55	if city is maintaining the landscaping they can maintain trees as well which hide the bridge metal structure on south side.
56	I have come in late. Has/will the TNPI Above Ground Valve Compound be moved to accommodate the proposed pathway that is located at Dickson & Premium Way?
57	If these questions have been asked and answered already please ignore: 1. will a car bridge be built between Mineola Rd. and Indian Rd. in Lorne Park? 2. what measures have been taken to ensure the fast driving cars coming up from the bar and pub strip on the lakeshore don't hit the increasing numbers of cyclists that will come down Stavebank after the bike bridge is built?
58	thank you for mentioning my story earlier, but can you address whether or not you're going to place a security guard at the site? The men were chasing me because they saw that I had spotted them playing with the machinery.
59	Thank you for the detail on Premium Way. Can you share the distance from the south side of Premium Way to the sound wall? What will the sound wall look like? Will trees be planted in the front of the sound wall as was there before?
60	The compound will be in the middle of the bike path and or road. How is this not a EDCO issue?
61	TNPI has a warning notice that no ignition sources within 6metres of their fence. How is EDCO able to construct in that area given this ludicrous statement?
62	How close does the noise wall come to Premium Way between Lynchmere and Stavebank
63	Thanks for your answers regarding the AT and Heritage components! It sounds like DCR #3 in the Fall will have a LOT of important citizen-oriented information and design/functional content for feedback, further to this discussion. Will there be a similar webinar format for real time Q&A (DCR #2 did not), and lots of Notice/advance postings, for participation? This is a helpful format to explain the elements. Thanks.

Appendix A: Q&A Submissions from Stakeholders August 5, 2021

Comment #	Question
64	Thank you Emma for answering my question.
65	Will all questions for the DCR#3 be in the recorded in the official stakeholder consultation
66	Sorry...where can the rendering be found of the walkways?
67	You didn't answer my question on the Danger - no ignition around TNPI compound.
69	If you are taking the question about a Mineola Road bridge to the city it needs to be voiced that I am strongly opposed to a car bridge and am aware that many are equally opposed.
70	noise concerns are as important as vibrations concerns they are significant
71	Cameron - You said that when you are within the 6 metres of TNPI site there is always someone from TNPI there - did I understand that correctly? Has that been the case since your machinery has been working within that distance so far on occasions?
72	Will you be posting regular images of the construction as it happens? These are of great interest since the site is inaccessible. Such as the one posted now for the PIC cover "break" slide? Note the Hurontario LRT is doing this kind of public outreach. Is there an EDCO social media platform (Facebook, Twitter, Instagram) to keep the public updated and interested?
73	On your presentation map there is no indication of the TNPI Compound at the corner of Premium Way and Dickson Road. Was this an oversight or was it not there during your original planning? If PW is being moved at least 2M how can this compound not be dangerous and a issue?
74	There is no grey area.
75	Did you say that all Q&A tonight will be posted in a Report?
76 & 77	Why was the presentation delivered so late? Some of us work
78	Can you review the issue with the "compound"? I am not aware of the concern.
81	You may have answered this already....but will there be another PIC, if so, when will it be?
82	When will the walkway be open?
83	Can you provide your design consideration for stormwater quality?
84	What tree species will be replacing the trees that were removed from the premium way.
85	How do the dry ponds work? I assume they collect water runoff during storms. How deep will they be? is there a safety concern, or mosquito concern?
86	Will there be sound barrier in place during the entire construction period.
87	Some may think there will be another PIC because the website home page says "PIC #1" -- this raises expectation. Really think you should consider having one at least annually.
88	Can you provide me the landscape plan and the vegetation standards for the landscape rehab?
89	Given that I was the Director of Standards MOE that was accountable for the development of Ontario's stormwater guidelines can I see the detailed plans when available?
90	Can I see your sound mitigation plans for the construction period and long term?
91	Thanks for info re ongoing communications and images! Will check for these. Here is an example of the kind of Social Media I do to highlight this project with the cycling community: https://twitter.com/MissCyclingNow/status/1422653686183043074
92	Re vegetation standards for trees - can you please look at Vineland research regarding trees? MTO standards have a large percentage of failure.

Appendix B

Stakeholder PIC Comments

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
WOULD LIKE TO POSE A QUESTION FOR THE PIC ZOOM MEETING AT 4PM - QUESTION IS WHY WERE THEY ONLY GIVEN A FEW HOURS AFTER VIEWING PRESENTATION TO POSE QUESTIONS RATHER THAN GIVING DAYS TO ASK AFTER THE PRESENTATIONS TO ASK QUESTIONS TO BE ANSWERED IN THE ZOOM MEETING.	<p>Hello ---,</p> <p>Thank you for your enquiry and participation in the PIC. As noted during the PIC, EDCO's approach to the event mimicked in-person PIC's held in the past where material was made available for review and members of the Project Team were available same day to discuss the Project. In addition, the PIC comment period was open until September 2, 2021 with stakeholders welcome to comment on the information provided until that time.</p> <p>Beyond the PIC, EDCO welcome questions and comments about the Project at any time. Feedback can be provided via our website (www.qewcreditriver.ca), via phone at +1 866 624 9114 and via email at info@qewcreditriver.ca.</p> <p>Thank you again for your interest in the project and participation in the PIC.</p> <p>EDCO Communications</p>
<p>1. Why haven't previous submissions to MTO, that MTO chose not to publish and ignored, been reviewed and commented on?</p> <p>2. Deer Yard. Why isn't the area needing rehabilitation re-establishing the pre-existing flora and fauna. The described species are not suitable to re-establish the deer yard. EDCO has involve wildlife habitat staff and they should be designing and specifying the vegetative species not a landscaper.</p> <p>3. Why is the heritage plaque adjacent to the dry water ponds restricting the available area for wildlife i.e. away from the north boundary of the path that is encroaching on the area remaining for deer foxes skunks racoons possums turkeys etc. This should go next Premium way between the north edge of the dry ponds and the highway; or just before the entrance of the "active bridge" again well away from the vegetated area to the north of the ponds.</p> <p>4. Why hasn't the dry pond been re-positioned to allow as much width to the vegetated area for wildlife between the southernmost house on Stavebank Road and the dry pond?</p> <p>5. The creek valley should be left in as natural a condition as possible for wildlife. "Landscaping" the valleys is not acceptable.</p> <p>Construction Scheduling</p> <p>1. Why isn't the sound wall along Premium Way being constructed as quickly as possible so construction equipment can be moved away from the residences and access roads.</p> <p>2. Confine all construction vehicles to the immediate construction site and no use adjacent areas or road. This congestion is causing servicing and safety issues in the neighbourhood. Recently the congestion has been the same as the issues created by TNPI and their pipeline work.</p> <p>Construction Impact</p> <p>1. Select another type of compactor that does not vibrate. It was one of the items that MTO choose to ignore. This is a sandy area and the characteristics of this material is that it conducts sound and vibration extremely well and low frequency waves are disrupting our home life. Please get a geophysicist in involved geotechnical engineers are not suitable.</p>	<p>Dear ---,</p> <p>Thank you for your email and participation in the PIC. We appreciate the comments you provided, and the additional communication related to vibration concerns near your home. We hope that you found the PIC informative and have provided responses to your comments below.</p> <p>1. Stakeholders are welcome to share comments on the Project with EDCO at any time and EDCO can confirm that we have reviewed previous submissions made to MTO and considered all stakeholder input when working on the detail design for the Project.</p> <p>2. The landscape design for the Project is best considered the landscape and ecological restoration design for the Project as it has been developed recognizing the need for rehabilitation or restoration of impacted areas, including sensitive natural areas. The landscaping and restoration designs have been developed based on input from a number of specialists including terrestrial biologists and recognizing the environmental considerations of these areas such as use by wildlife.</p> <p>3. The location of the heritage plaques builds upon the previous consultation for these features including the strategy developed during consultation carried out by MTO. The plaque recommended near the dry pond is not located within what would be considered a natural area heavily used by wildlife.</p> <p>4. The shape, size and location of the dry pond cannot be altered significantly as it would reduce the effectiveness of the pond and impact design of the access to pond as well as the multi-use trail in the area. EDCO’s design has limited disturbance of the natural area in this location to the extent possible in order to retain as much natural area and separation as possible while ensuring the pond functions as needed.</p> <p>5. EDCO agrees that Credit River valley and the natural areas surrounding all watercourses in the Project should be protected to the extent possible. As noted, we have limited our clearing to the extent possible and the landscape design includes design recommendations to ensure ecological restoration of natural areas such as the Credit River valley.</p> <p>Construction Scheduling</p> <p>1. The sound walls throughout the Project will be constructed as quickly as possible. In some locations, the walls cannot be built immediately as access to areas behind the walls is required to allow for work on the QEW to take place.</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
<p>Housekeeping</p> <p>1. Explain why the presentation wasn't available for six days before the on line meeting not 6 hours before. Those working will not have an opportunity to review it in time for questions. Poor timing.</p> <p>2. Why does EDCO make the public go through the process of passing messages to staff form the public. Its really painful and not an effective way to communicate.</p>	<p>2. Unfortunately, construction vehicles cannot remain solely on sight to the operation being performed by that vehicle (e.g. hauling soil and excess materials) or, because the construction site cannot be traversed due to grades. We understand the frustration and concerns related to traffic safety and we are minimizing impacts as much as is possible. EDCO encourages people to get in touch with any comments or suggestions.</p> <p>Construction Impact</p> <p>1. We understand this comment is related to vibration concerns in proximity to your home and hope that we have addressed your concerns through the separate email communication that began following the PIC. EDCO can confirm that a review of potential noise and vibration impacts as a result of construction was carried out by a noise and vibration specialist in order to identify mitigation measures to be to be used during construction. If you have additional concerns or would like to discuss this matter further, please contact us.</p> <p>Housekeeping</p> <p>1. EDCO's approach to the PIC event mimicked in-person PIC's held in the past where material was made available for review and members of the Project Team were available same day to discuss the Project. In addition, the PIC comment period was open until September 2, 2021 with stakeholders welcome to comment on the information provided until that time. Beyond the PIC, EDCO welcome questions and comments about the Project at anytime.</p> <p>2. The process for responding to questions has to be coordinated given the various disciplines who respond to the different questions raised – commentators are typically submitting questions on 3 or 4 or more subjects and so EDCO’s approach allows for each of the disciplines to prepare their input and EDCO to issue a consolidated response.</p> <p>Thank you again for your interest in the project and participation in the PIC. Should you have any additional questions, please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>
<p>How will the EDCO Project deal with increased traffic noise especially travelling along the Credit River Valley corridor and travelling via air to far beyond areas along the Highway such as Gordon Woods and north of Bridge to Mississaugua Golf & Country Club and beyond ?</p>	<p>Dear ---,</p> <p>Thank you for your email and participation in the PIC. We appreciate the comments you provided and have provided a response to your comments below.</p> <p>As part of the Preliminary Design and Class Environmental Assessment (EA) for this Project, MTO completed an extensive noise impact assessment study in this area. The assessment and recommendations developed during the noise impact study is documented in Section 8.2.3 of the Transportation Environmental Study Report (TESR) which is available on our project website at qewcreditriver.ca (Environmental Assessment -> Previous EA Reports page). The assessment concluded that many residents in close proximity to the Credit River Valley will see an improvement in sound levels due to the installation of new noise barriers on the Credit River Bridge and as a result of work to replace the expansion joints (from double to single joints) and eliminating the abutment joints (retaining walls supporting the ends of a bridge). This mitigation will remove the characteristic “thump-thump” noise as vehicles travel over double joints along the bridge. Additionally, the removal of the abutment joints reduces the overall number of expansion joints on the existing bridge, which will assist in reducing the noise and vibration associated with vehicular traffic over the bridge.</p> <p>Thank you again for your interest in the project and participation in the PIC. Should you have any additional questions,</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
	<p>please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>
<p>Can you provide more info on the N/S Active Transportation Crossing ? Is it above or below the main QEW roadway ? What will be the height and width ? Is it accesable to all ?</p>	<p>Dear ---,</p> <p>Thank you for your email and participation in the PIC. We appreciate the comments you provided and have provided responses to your comments below.</p> <p>Design of the N/S Active Transportation bridge was included in DCR 2 prepared by EDCO and made available for Stakeholder review in January 2021.</p> <p>The N/S Active Transportation bridge will provide pedestrian and cyclist access over the QEW highway. The bridge will be approximately 5.5m above the highway and will be accessible to all with switch back ramps provided on both side of the crossing. Additional design details for the N/S Active Transportation crossing can be found in DCR 2, Appendix C, sheet S94.</p> <p>Thank you again for your interest in the project and participation in the PIC. Should you have any additional questions, please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>
<p>With regards to the process I find the timing and request for questions very awkward to provide meaningful input. Specific to Landscape plans page 21 of the presentation package the images produced are not helpful in assessing the potential impact of combining the Muti use trail with the new sidewalk being constructed on the northside of Premium Way.</p> <p>Landscape: 1) How is the Choke Point combining current local traffic and residence usage at the corner of Dickson Road and Premium Way with the new Multi Use Pathway from a safety perspective being addressed? 2) What safety measures are being proposed to ensure the School Bus Stop is being adequately sized so that our children have a waiting pad that will not compete with Multi Trail Traffic? 3) What aesthetic beautification is being proposed for the exit view at the end of Dickson Road?</p> <p>Traffic: 1) How is the access to Dickson Road being proposed during the next Phase of construction?</p> <p>In Conclusion, while I appreciate the efforts that have gone into creating this PIC presentation, could you please explain why we, GWHHA, were not included as Key Stakeholders for input into this presentation?</p> <p>Our concern is that the current format of communication to understand and deal with our safety concerns and aesthetic issues are not being addressed to the satisfaction of the GWHHA and Dickson Road Community.</p>	<p>---,</p> <p>Thank you for your enquiry and participation in the PIC. As noted during the PIC, EDCO's approach to the event mimicked in-person PIC's held in the past where material was made available for review and members of the Project Team were available same day to discuss the Project. In addition, the PIC comment period was open until September 2, 2021 with stakeholders welcome to comment on the information provided until that time.</p> <p>We appreciate the comments you provided and have provided responses to your comments below.</p> <p>Landscape: 1) The existing sidewalk at Dickson Road and Premium Way is approximately 1.4m wide. The Multi Use Trail will be 3.5m resulting in a wider surface and improved sight lines for residents and local traffic and improving the 'choke point'. 2) Safety measures and consideration of alternative routing and pick up / drop off points are being identified in consultation with the City of Mississauga and the Peel District School Board. Notification of any changes to pick up / drop or routes will be provided in advance of any changes. 3) EDCO is currently working on finalizing the landscaping and site restoration design in consideration of comments received from all stakeholders. The design was presented at EDCO's PIC and will be documented in more detail in the Design Construction Report #3 to be published this Fall.</p> <p>Traffic: 1) Access to Dickson Road will be maintained at all times during phase 2 of construction on Premium Way. A Traffic</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
	<p>disruption notice and detour map will be posted on the Project website and circulated to stakeholders who have registered to receive these updates.</p> <p>The PIC presentation is created for EDCO to present the design and solicit feedback on the Project from stakeholders. Your input, and input from all stakeholders on the materials presented at the PIC is encouraged and will be considered as EDCO works to finalize of the design of the Project.</p> <p>Thank you again for your interest in the project and participation in the PIC. Should you have any additional questions, please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>
<p>What is the design look between Stavebank Road and Hurontario Road and who are they interacting with? we have tons of constituents inquiring about the design of Premium way and how it will look not only throughout the construction but post-construction as well.</p>	<p>Dear ---,</p> <p>Thank you for your email and participation in the PIC. We appreciate the comments you provided and have provided a response below.</p> <p>EDCO’s limits of construction on Premium Way end just before Lynchmere Avenue. The design for Premium Way was presented in DCR 2 for the Project that was released in January and which is available on the Project website. At this PIC, EDCO have presented detail design of the landscaping and ecological restoration measures proposed for the Project. PIC slide # 21 speaks to the landscaping design along Premium Way and within the Project Limits.</p> <p>Thank you again for your interest in the project and participation in the PIC. Should you have any additional questions, please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>
<p>Based upon your presentation - there do not appear to be any significant trees being planted along Premium Way that even are a fraction of what was destroyed and clear cut to build this project. Why are these trees not being planted in areas that are available outside of Hydro's control. Hydro One is given too much power over everything here and of course they prefer that there be nothing planted anywhere but MTO and the City of Mississauga have been told all along that landscaping is critical to this project.</p> <p>In previous meetings we were told that the distance between the proposed sound wall and the curb of Premium Way would be sufficient to plant vines growing up the sound wall and I was referred to look at the North Service Rd. West of Trafalgar Rd as an example by staff during a PIC meeting in the past. Why is this not happening?</p> <p>Why is there not indication of the design of the NEW sound wall and heights etc. relative to height of existing sound wall etc.?</p> <p>What is the design of the Bridge glass sound walls?. Why were these not shown?</p> <p>The picket barrier in the walkway under the existing bridge was in past meetings discussed to be suicide proof and go deck to ceiling - why has this changed. There will be graffiti everywhere if people can climb over as well.</p> <p>The commemorative plaques along the railways will be an issue if people congregate there - Why are these not being placed in a recessed area OFF the pathway so as not to impede pedestrian and bike traffic?</p> <p>Will there be totally detailed landscape designating Premium Way be available ASAP and prior to the DCR#3 so residents can have input?</p>	<p>---,</p> <p>Thank you for your email and participation in the PIC. We appreciate the comments you provided and have provided responses below.</p> <p>We understand the community's concerns regarding the vegetation removals that have occurred on Premium Way in the past. With regards to planting of significant trees, EDCO’s work area along Premium Way is outside of the areas where mature trees were or are located on Premium Way. On slide 20, the drip line of existing mature trees is visible and set back from our work area. The Landscape design developed by EDCO has recommended plants and shrubs consistent with the vegetation removed in these areas and will match the current plant height at maturity. Landscape design includes approximately 550 plants and shrubs and includes species such as: Bush Honeysuckles, Meadow Roses, Winterberries, Serviceberries and Maple-leaf Viburnums.</p> <p>Landscape design in the area is still being finalized and will include vines. Due to scale of the PIC materials, the vines are not shown but will be included in our detail design drawings and documented as plantings to be completed by EDCO in DCR 3.</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
Confirm that there will me no light pollution by any type of under lighting of bridges as way discussed in previous PIC meetings with residents.	<p>The noise barrier on the Credit River bridge will be transparent and mounted on the barrier walls. The noise barrier is an acrylite Paraglass Soundstop system that will be 4 m high above the concrete barrier wall on the bridge. It will include an integral bird collision prevention feature consisting of horizontal stripes and is very similar to the wall just installed on the Etobicoke Creek bridge. The rendering of the Bridge on slide 15 of the PIC materials includes the noise barrier though admittedly, as it's transparent it may not be immediately obvious.</p> <p>Barrier design on the Active Transportation crossing of the Credit River is still be finalized. We appreciate you raising the safety concern and will be sure to review the design with this concern top of mind. We can confirm that the Active Transportation crossing will be coated in an anti-graffiti substance and the final design recommendations will be documented in DCR 3.</p> <p>The location of the commemorative plaques builds upon the previous consultation for these features including the strategy developed during consultation carried out by MTO. Design of these elements of the Project is still being developed and will include designs that do not impede pedestrian or bike traffic, e.g. plaques could be mounted on the barrier of the crossing.</p> <p>Design of the landscape treatments for Premium Way have been presented at the PIC. Based on the stakeholder input and comments received through the PIC process, EDCO will finalize the detail design for landscaping and present it for stakeholder review and input as part of DCR 3 being released in Fall 2021.</p> <p>EDCO can confirm that lighting will be designed and installed in accordance with the appropriate municipal and provincial standards and that no light trespass is anticipated as a result of the bridge lighting.</p> <p>Thank you again for your interest in the project and participation in the PIC. Should you have any additional questions, please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>
Please for detail for the landscape design along Premium way from Stavebank to Hurontario Who at the City of Mississauga are you discussing this with ..please provide contact coordinates	<p>Dear ---,</p> <p>Thank you for your email and participation in the PIC. As noted during the Q&A session for the PIC, EDCO’s limits of construction on Premium Way end just before Lynchmere Avenue. The design for Premium Way was presented in DCR 2 for the Project that was released in January and which is available on the Project website. At this PIC, EDCO have presented design of the landscaping and ecological restoration measures proposed for the Project. PIC slide # 21 speaks to the landscaping design along Premium Way and within the Project Limits. Landscape design for the entire Project is being finalized in consideration of the comments received on the PIC materials and will be documented in Design and Construction Report 3 (DCR 3) for the Project which will be made available for review in Fall 2021.</p> <p>Thank you again for your interest in the project and participation in the PIC. Should you have any additional questions, please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
Why were they only given a few hours after viewing presentation to pose questions rather than giving days to ask after the presentations to ask questions to be answered in the zoom meeting.	<p>---,</p> <p>Thank you for your enquiry and again for your participation in the PIC. As noted during the PIC, EDCO's approach to the event mimicked in-person PIC's held in the past where material was made available for review and members of the Project Team were available same day to discuss the Project. In addition, the PIC comment period was open until September 2, 2021 with stakeholders welcome to comment on the information provided until that time.</p> <p>If you have any queries ro comments outside of this 30 day window, the Project team welcomes feedback via our website (www.qewcreditriver.ca), via phone at +1 866 624 9114 and via email at info@qewcreditriver.ca.</p> <p>Thank you for your interest in the project.</p> <p>EDCO Communications</p>
Could you please tell me how I may listen to the recorded Q&A PIC meeting? I unfortunately thought it began at 6h30 and consequently missed it!	<p>Hello ---,</p> <p>Thank you for your interest in the Project. We are sorry to hear that you were not able to attend the live Q&A session.</p> <p>Please be advised that the pre-recorded PIC presentation will remain on the Project website for you to refer to. A summary of the PIC, including the Q&A session will be posted on the Project website shortly.</p> <p>Should you have any questions, please do not hesitate to reach out to us. EDCO welcomes feedback via our website (www.qewcreditriver.ca), via phone at +1 866 624 9114 and via email at info@qewcreditriver.ca.</p> <p>EDCO Communications</p>
<p>Hey I live at --- (--- house right beside the construction) I’m writing this email because the vibrations from the construction is shaking our windows and glass items inside our house and my mother who is elder is having non stop migraines. Is there a time line when the construction that requires drilling and causes vibrations will be Complete by? I also wanted to ask will you guys be adding trees or some type of greenery to cover up --- from the highway and premium way where the Stavebank river is.</p> <p>Thank you</p>	<p>Hello ---,</p> <p>Our apologies for not responding sooner and the inconvenience you have experienced due to construction.</p> <p>We have raised your concern with our Field Team and believe that the vibration you experienced may have been associated with the placement of culvert structures (Culvert C6) on Premium Way. Please be advised this work is now complete.</p> <p>With regard to landscaping on Premium Way, EDCO presented details of the landscape design in this area at our PIC held in early August. The pre-recorded PIC presentation is on the Project website for you to refer to and details for Premium Way can be found on slides 20 and 21. In the meantime, we can confirm that landscape design developed by EDCO has recommended plants and shrubs on Premium Way that are consistent with the vegetation removed in these areas and which will match the current plant height at maturity. Landscape design includes approximately 550 plants and shrubs and includes species such as: Bush Honeysuckles, Meadow Roses, Winterberries, Serviceberries and Maple-leaf Viburnums. Based on the stakeholder input and comments received through the PIC process, EDCO will finalize the detail design for landscaping and present it for stakeholder review and input as part of DCR 3 being released in Fall 2021.</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
	<p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>I can't wait to see the final design of the pedestrian north south and east west crossings of QEW and Credit River.</p> <p>Will be following the project closely.</p>	<p>Hello ---,</p> <p>Thank you for your interest in the Project. We are happy to hear that the design of the N-S pedestrian bridge has captured your interest.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>I looked at your Q & A materials from last Thursday but could not make out any details for the questions below.</p> <p>(1) I have one question about the QEW bridge over Mississauga Road. What work is being done on the bridge. For example, is an additional traffic lane being added.</p> <p>(2) Another question is. Is the west bond off ramp being changed at all? - lateral location along Mississauga Road, is it being left alone?</p> <p>(3) For the new area that has been cleared between the west bound off ramp to Mississauga Road and the big white (private house) on the south side of Mississauga Road, what will this area ultimately be used as, when the construction project for the new Credit River bridge is complete? The pictorial renderings seem to suggest a bunch of trails for horses or something like that?</p>	<p>Hello ---,</p> <p>Thank you for your interest in the project.</p> <p>Regarding the work at Mississauga Road, the overpass structure (bridge) is being replaced with a newer, wider structure over Mississauga Road that will accommodate the additional lanes of the QEW being constructed within the project limits. The westbound side of the QEW will accommodate three travel lanes, an HOV lane, and a speed change lane for the westbound off-ramp to Mississauga Road. The eastbound side will accommodate three travel lanes, HOV and speed change lane for the on ramp from Mississauga Road. Both structures will have left and right-side shoulders in each direction.</p> <p>For more details, please refer to information in DCR #2 for more detail specific to the QEW overpass at Mississauga Road (https://qewcreditriver.ca/current-ea-reports/). Refer to Section 3.1.2, and Figure 7, which provides a visual representation of the final highway lane configuration at Mississauga Road. For more specific detail for the bridge, please refer to as well as adjustments to the interchange. Appendix C for the General Arrangement drawing for the bridge (page 22), which shows the lane configuration</p> <p>There will be minor modifications to the alignment of the QEW westbound off-ramp to Mississauga Road. To see what this looks like, Figure 7 in DCR # 2 shows the modifications to the QEW Westbound off-ramp to Mississauga Road. With this alignment modification, the intersection location remains the same, with only a minor shift to the ramp alignment within the interchange to accommodate the QEW widening and meet design requirements.</p> <p>With respect to inner ramp loop area with an existing residence, this area is under construction for the new stormwater management pond (wet pond). During construction, this area also includes temporary construction staging within the project limits and right-of-way available to EDCO. You can see more details for this in Figure 7 in DCR #2, which shows the location of the stormwater management pond.</p> <p>For the site restoration plans, we encourage you to review DCR #3 when it is available for public review in October 2021 to view the landscape designs for this area. The stormwater pond at Mississauga Road will be fenced off and inaccessible to the public. As such, there are not public trails in this location. Any "trails" represent controlled access routes to allow maintenance access to the pond. Multi-use pathways will be incorporated along Mississauga Road and</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
	<p>connect to the multi-use trail between Mississauga Road and Stavebank Road / Premium Way.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>Walking and bike crossing. Will there be a walking and bike crossing associated with this project?</p>	<p>Hello ---,</p> <p>Thank you for interest in the Project. EDCO can confirm that the Project includes 2 new Active Transportation bridges designed to provide walking and biking connections in the Project area.</p> <p>The North-South Active Transportation crossing will provide pedestrian/cyclist access over the QEW highway via a bridge located near Stavebank Creek and an East-West Active Transportation crossing will provide pedestrian/cyclist access over the Credit River and will be located below the QEW bridge which currently crosses the River.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>It is not clear whether there has been any plantings and landscape architecture planning for the green areas between Lynchmere and Dickson park south of premium way for the bike and sidewalk continuation. They have been used during the construction and the valve compound has had zero esthetic planning. These elements should be included in the landscape ape design and planning. Please confirm.</p>	<p>Hello ---,</p> <p>Thank you for interest in the Project. EDCO can confirm that the Project includes landscaping along Premium Way and any areas disturbed by EDCO's construction.</p> <p>Details of the landscape design along Premium Way were made available for stakeholder review and comment at our PIC held in early August. The pre-recorded PIC presentation is on the Project website for you to refer to and details for Premium Way can be found on slides 20 and 21. In the meantime, we can confirm that landscape design developed by EDCO has recommended plants and shrubs on Premium Way that are consistent with the vegetation removed in these areas and which will match the current plant height at maturity. Landscape design includes approximately 550 plants and shrubs and includes species such as: Bush Honeysuckles, Meadow Roses, Winterberries, Serviceberries and Maple-leaf Viburnums. Based on the stakeholder input and comments received through the PIC process, EDCO will finalize the detail design for landscaping and present it for stakeholder review and input as part of DCR 3 being released in Fall 2021.</p> <p>Please note that EDCO's landscape design does not include any aesthetic plantings or treatments within the valve compound. Future inquiries related to the above ground valve compound can be directed to TNPI via the e-mail address info@TNPI.ca.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>INQUIRING ABOUT ONLINE PRE-RECORDED MESSAGE</p>	<p>Hello ---,</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
	<p>Thank you for your interest in the Project.</p> <p>Please be advised that the pre-recorded PIC presentation will remain on the Project website for you to refer to. A summary of the PIC, including the Q&A session will be posted on the Project website shortly.</p> <p>Should you have any questions, please do not hesitate to reach out to us. EDCO welcomes feedback via our website (www.qewcreditriver.ca), via phone at +1 866 624 9114 and via email at info@qewcreditriver.ca.</p> <p>EDCO Communications</p>
<p>My wife and I live on ---. --- is a short street that runs parallel to the Credit River on the west side of the river immediately south of the existing bridge. If you have a map of the completed bridge expansion project that includes the Mississauga Road exchange as it will be I will appreciate it if you would forward that map to me by return email. Thank you</p>	<p>Hello ---,</p> <p>Thank you for your interest in the Project.</p> <p>Please refer to Figure 7 in DCR #2, which shows the extent of work and where that is located in proximity to your street (please see attached).</p> <p>The works closest in this area includes:</p> <ul style="list-style-type: none">• Rehabilitation of the existing QEW / Credit River Bridge• Conversion of a maintenance access to an active transportation bridge on the underside of the existing QEW/Credit River Bridge• Realignment of the eastbound on ramp to the QEW from Mississauga Road where it will intersect with South Sheridan Way.• Existing noise barrier walls along eastbound on ramp will be relocated to accommodate the alignment shift of the on ramp• Site restoration works within the project corridor, including the work area for the eastbound on ramp have been designed through a landscape design plan <p>Information on the rehabilitation of the QEW / Credit River Bridge, Active Transportation crossing and landscape design will be presented in the Design and Construction Report #3, which will be available for public review in October, 2021.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>Subject: Bike Pedestrian Path</p> <p>Hello,</p> <p>Can you tell me if this project will (finally) include a bike/pedestrian pathway under the QEW at Stavebank?</p> <p>Thank you</p>	<p>Hello ---,</p> <p>Thank you for interest in the Project. EDCO can confirm that the Project includes 2 new Active Transportation bridges designed to provide walking and biking connections in the Project area.</p> <p>The North-South Active Transportation crossing will provide pedestrian/cyclist access over the QEW highway via a bridge located near Stavebank Creek and an East-West Active Transportation crossing will provide pedestrian/cyclist</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
	<p>access over the Credit River and will be located below the QEW bridge which currently crosses the River.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>Hello:</p> <p>I was not able to attend the PIC session, but I have heard that there is to be a pedestrian overpass constructed as part of the project. I am assuming that the pedestrian overpass will be accessible to all (i.e. no stairs). Is this a correct assumption? If there are stairs will they be bicycle friendly (i.e. a rail to bring my bicycles up and down)? I am thinking that the pedestrian overpass might be completed only after the bridge construction and renewal. True? A separate project.</p> <p>Thank you. This is my little bit of feedback.</p>	<p>Hello ---,</p> <p>Thank you for your interest in the Project.</p> <p>Please be advised that the pre-recorded PIC presentation will remain on the Project website for you to refer to. A summary of the PIC, including the Q&A session will be posted on the Project website shortly.</p> <p>EDCO can confirm that the Project includes 2 new Active Transportation bridges designed to provide walking and biking connections in the Project area.</p> <p>The North-South Active Transportation crossing will provide pedestrian/cyclist access over the QEW highway via a bridge located near Stavebank Creek and an East-West Active Transportation crossing will provide pedestrian/cyclist access over the Credit River and will be located below the QEW bridge which currently crosses the River. Both Active Transportation bridges will be bike friendly and AODA accessible with ramps providing access to the North-South crossing and the East-West crossing connecting directly to trails on either side of the bridge.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>I am a resident that lives just south of the work that you were doing and I’m curious if you can give me any more information about any sound walls or barriers that are going to be added to the bridge? If you can send me anything on that it would be greatly appreciated.</p>	<p>Hello ---,</p> <p>Thank you for your interest in the Project.</p> <p>EDCO presented details of the noise barriers being constructed on the QEW Credit River bridge at our PIC held in early August. The pre-recorded PIC presentation is on the Project website for you to refer to and a rendering of what the bridge will look like, including the noise barriers can be seen on slide 15.</p> <p>In the meantime, EDCO can confirm that the noise barrier on the Credit River bridge will be transparent and mounted on the barrier walls. The noise barrier is an acrylite Paraglass Soundstop system that will be 4 m high above the concrete barrier wall on the bridge. It will include an integral bird collision prevention feature consisting of horizontal stripes and is very similar to the wall just installed on the Etobicoke Creek bridge.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>

Appendix B: Stakeholder PIC Comments

COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
<p>For the pedestrian bridge over the QEW for the City of Mississauga, our house is on the south side [and] we would like consideration for privacy into the back windows of our home, fencing (we currently have a chain link portion along that side of our back yard), landscaping and a garbage/recycling can placing so that this great new bridge addition isn't impacting us in a negative way.</p> <p>Also we are looking for the new bridges over the Credit River for the QEW to have noise barrier systems installed so that the noise is reduced and not increased. The current noise barrier wall height is too low as we have a backyard ground elevation significantly higher than the ground surface level of where the wall is located and so it's been a miss since it's installation to have a reduction of noise. Our home is from 1953 so it predates this existing wall. Along the bridges and the QEW by our home we would like the design to include systems which take the noise away and not to our home's backyard.</p> <p>For the new bridges we are also looking for the rattling to be less/eliminated compared to what's happening today. The joints on the existing bridge have certain vehicles (or volume of traffic?) that will rattle our home. This shakes the windows, items in the home cabinets, etc. When it's time to go to sleep or during the night, this noise can be disruptive to us and wake us up.</p> <p>We are happy to have a meeting at our home to illustrate these items. Thanks for asking!</p>	<p>Hello ---,</p> <p>Thank you for reaching out. We understand your concerns and appreciate that you have brought them to our attention.</p> <p>EDCO can confirm that the Project includes landscaping throughout the corridor, including on the south side of the new Active Transportation crossing of the QEW Highway near Stavebank Creek.</p> <p>Details of the landscape design near this crossing were included as part of the materials presented at our Public Information Centre (PIC) which was held in early August. The pre-recorded PIC presentation is on the Project website for you to refer to and design details for landscaping in this area can be found on slide 20 and a closer view is provided on slide 24. Based on the stakeholder input and comments received through the PIC process and those you've shared with us, EDCO will finalize the detail design for landscaping and present it for stakeholder review and input as part of DCR 3 being released in Fall 2021.</p> <p>With regards to noise concerns, please be advised that as part of the Preliminary Design and Class Environmental Assessment (EA) for this Project, MTO completed an extensive noise impact assessment study in this area. The assessment and recommendations developed during the noise impact study is documented in Section 8.2.3 of the Transportation Environmental Study Report (TESR) which is available on our project website at qewcreditriver.ca (Environmental Assessment -> Previous EA Reports page). The assessment concluded that many residents in close proximity to the Credit River Valley will see an improvement in sound levels due to the installation of new noise barriers on the Credit River Bridge and as a result of work to replace the expansion joints (from double to single joints) and eliminating the abutment joints (retaining walls supporting the ends of a bridge). This mitigation will remove the characteristic “thump-thump” noise as vehicles travel over double joints along the bridge. Additionally, the removal of the abutment joints reduces the overall number of expansion joints on the existing bridge, which will assist in reducing the noise and vibration associated with vehicular traffic over the bridge.</p> <p>Should you have any more questions or require further information, please do not hesitate to reach out to us.</p> <p>EDCO Communications Team</p>
<p>I am a member of the Gordon Woods Homeowners Association and have followed closely the developments related to the reconstruction of the QEW bridge and the changes underway and proposed, and impact on the surrounding community and our neighbourhood. I have participated in many discussions and meetings over the past year with representatives of the three levels of government, neighbours and others involved in this redevelopment. I have lived in the Mississauga community since 1959 and have been an active member, including in leadership roles in several community organizations</p> <p>Among our family and other neighbours' concerns are the developments planned for the lands between the north side of the QEW between Lynchmere and Dickson Road, both on the south and north side of Premium Way. We understand that the barrier wall at the north side of the QEW will be relocated north of its present location by about 16 feet.. This will allow more traffic and increase the traffic noise (already loud) which affects our quality of life at our residence and in the neighbourhood. We would like to know what the plans are to reduce the impact of highway noise reaching our home in this area. In the preparation for this project there were approximately 165 mature trees that</p>	<p>Hello ---,</p> <p>Thank you for your enquiry. We understand your concerns and appreciate that you have reached out.</p> <p>With regard to traffic noise, as detailed in the original TESR for the Project the realignment and widening of the QEW does require existing noise barrier along the QEW to be relocated / replaced. The detail design plans for noise wall relocation / replacement was included in DCR 2 prepared by EDCO and made available for stakeholder review in January 2021.</p> <p>We understand the community's concerns regarding the vegetation removals that have occurred on Premium Way in the past. With regards to planting of significant trees, EDCO’s work area along Premium Way is limited and outside of the areas where mature trees were or are located on Premium Way. Details of EDCO's landscape design along Premium Way were made available for stakeholder review and comment at our PIC held in early August. The pre-</p>

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COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
<p>were removed from this area, increasing the noise level at our homes as well as visually destroying the appearance of this area. What plans are in place to mitigate this increased noise pollution and the "scorched earth" appearance of this area? This includes landscaping and other measures.</p> <p>We would like to know the details of environmental guidelines which have been established for the reconstruction of this area as well as the details of plans for the multi-trail pathway, particularly between Lynchmere and Dickson Road.</p>	<p>recorded PIC presentation is on the Project website for you to refer to and details for Premium Way can be found on slides 20 and 21. In the meantime, we can confirm that landscape design developed by EDCO has recommended plants and shrubs on Premium Way that are consistent with the vegetation removed in these areas and which will match the current plant height at maturity. Landscape design includes approximately 550 plants and shrubs and includes species such as: Bush Honeysuckles, Meadow Roses, Winterberries, Serviceberries and Maple-leaf Viburnums. Based on the stakeholder input and comments received through the PIC process, EDCO will finalize the detail design for landscaping and present it for stakeholder review and input as part of DCR 3 being released in Fall 2021.</p> <p>Thank you again for your interest in the project. Should you have any additional questions, please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>
<p>The questions below (Black) were sent to you for the PIC Meeting on August 5th. We would like them to be addressed in a more fulsome manner.</p> <p>Please find our additional questions in Red</p> <p>Our concern is that the current format of communication to understand and deal with our safety concerns and aesthetic issues are not being addressed to the satisfaction of the GWHHA and Dickson Road Community Landscape:</p> <p>1) How is the Choke Point combining current local traffic and residence usage at the corner of Dickson Road and Premium Way with the new Multi Use Pathway from a safety perspective being addressed?</p> <p>2) What safety measures are being proposed to ensure the School Bus Stop is being adequately sized so that our children have a waiting pad that will not compete with Multi Trail Traffic?</p> <p>3) What aesthetic beautification is being proposed for the exit view at the end of Dickson Road?</p> <p>Traffic:</p> <p>1) How is the access to Dickson Road being proposed during the next Phase of construction?</p> <p>2) What is the current and future Traffic Safety Plan for the exit of Dickson Road and Premium Way given the complexities of the Multi-trail pathway and obscured sight lines.</p> <p>Noise control:</p> <p>What is the mitigation plan for Noise Control from the new on ramp alongside Premium Way given that the wall is moved closer to the residential area and the 165 full growth evergreen trees that were removed along the corridor along both the north and south side of Premium Way which provided some noise barrier no longer exist..</p> <p>In Conclusion, while I appreciate the efforts that have gone into creating this PIC presentation, could you please explain why we, GWHHA, were not included as Key Stakeholders for input into this presentation?</p> <p>This was not answered at the presentation session. The Gordon Woods Homeowners Association (GWHHA) requests again to be acknowledged as a Key Stakeholder for this project as Dickson Road is the only exit from our residential area and is within the defined project area!</p>	<p>Hello ---,</p> <p>Thank you for your enquiry and participation in the PIC. As noted during the PIC, EDCO's approach to the event mimicked in-person PIC's held in the past where material was made available for review and members of the Project Team were available same day to discuss the Project. In addition, the PIC comment period was open until September 2, 2021 with stakeholders welcome to comment on the information provided until that time.</p> <p>We appreciate the comments you provided and have provided responses below.</p> <p>Landscape:</p> <p>1) The existing sidewalk at Dickson Road and Premium Way is approximately 1.4m wide. The Multi Use Trail will be 3.5m resulting in a wider surface and improved sight lines for residents and local traffic and improving the 'choke point'.</p> <p>2) Safety measures and consideration of alternative routing and pick up / drop off points are being identified in consultation with the City of Mississauga and the Peel District School Board. Notification of any changes to pick up / drop or routes will be provided in advance of any changes.</p> <p>3) EDCO is currently working on finalizing the landscaping and site restoration design in consideration of comments received from all stakeholders. The design was presented at EDCO's PIC and will be documented in more detail in the Design Construction Report #3 to be published this Fall.</p> <p>Traffic:</p> <p>1) Access to Dickson Road will be maintained at all times during phase 2 of construction on Premium Way. Traffic disruption notices and detour maps have been posted on the Project website and circulated to stakeholders who have registered to receive these updates in advance of changes to traffic configurations. During this phase of construction, access to Dickson road is limited to left in and right out only until November 16, 2021.</p> <p>2) As previously mentioned, there will be a 3.5m Multi Use Trail in this area which will provide a wider surface and improved sight lines for residents and local traffic at Dickson Rd.</p> <p>Noise Control</p> <p>Please note that EDCO's work on the Hurontario Street on-ramp is limited to rehabilitation of the existing ramp, no new ramp is proposed but the QEW highway will be widened alongside Premium Way.</p>

Appendix B: Stakeholder PIC Comments

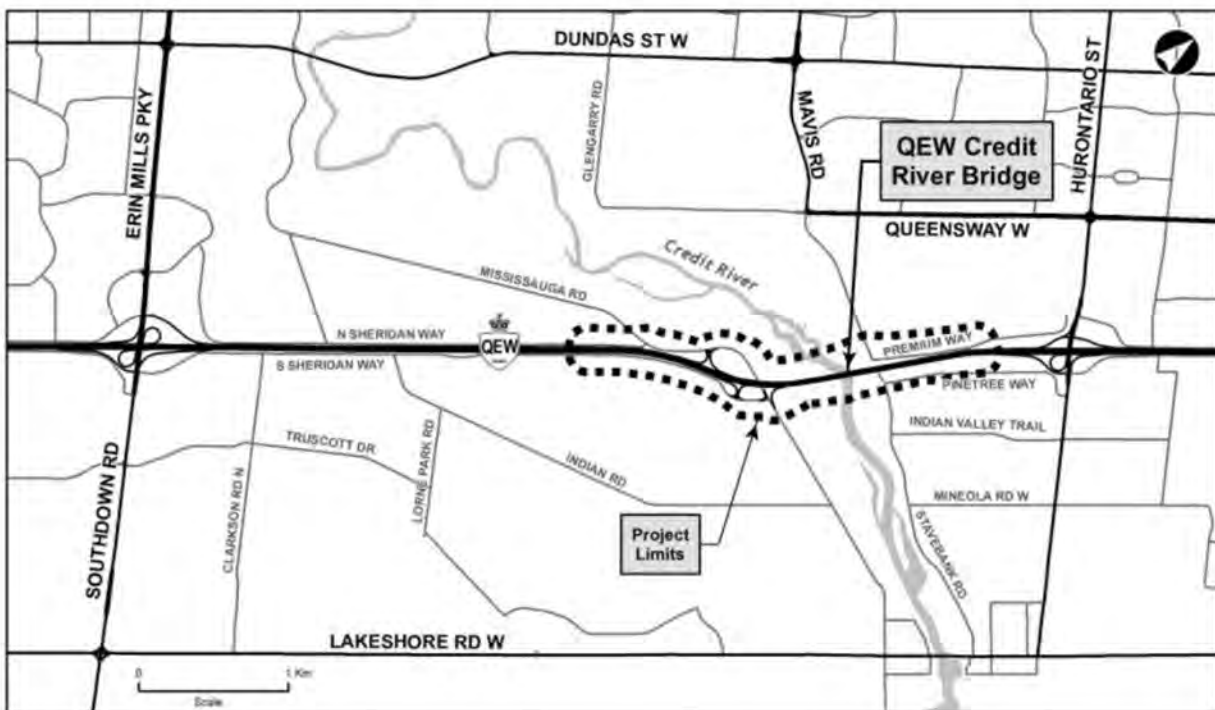
COMMENT VIA EMAIL/ FORM/ PHONE	EDCO RESPONSE
	<p>As detailed in the original TESR for the Project the realignment and widening of the QEW does require existing noise barrier along the QEW to be relocated / replaced. The detail design plans for noise wall relocation / replacement was included in DCR 2 prepared by EDCO and made available for stakeholder review in January 2021. We understand the community's concerns regarding the vegetation removals that have occurred on Premium Way in the past. With regards to planting of significant trees, EDCO’s work area along Premium Way is limited and outside of the areas where mature trees were or are located on Premium Way. The Landscape design developed by EDCO has recommended plants and shrubs consistent with the vegetation removed in these areas and will match the current plant height at maturity. Landscape design includes approximately 550 plants and shrubs and includes species such as: Bush Honeysuckles, Meadow Roses, Winterberries, Serviceberries and Maple-leaf Viburnums.</p> <p>The PIC presentation is created for EDCO to present their design of the Project and solicit feedback on the Project from stakeholders. Your comments, and comments from all stakeholders on the materials presented at the PIC is encouraged and will be considered as EDCO works to finalize of the design of the Project.</p> <p>Thank you again for your interest in the project and participation in the PIC. Should you have any additional questions, please do not hesitate to reach out to us.</p> <p>EDCO Communications</p>

Notice of Completion of Design and Construction Report # 3**Detail Design for Queen Elizabeth Way (QEW) Credit River Improvement Project****THE PROJECT**

In 2013, the Ministry of Transportation (MTO) completed a study that followed the process for a Group B' project under the Class Environmental Assessment for Provincial Transportation Facilities (2000) (MTO Class EA), and identified a strategy to accommodate future transportation requirements for the Queen Elizabeth Way (QEW) from west of Mississauga Road to west of Hurontario Street, including the Credit River Bridge.

The project limits are shown on the map below. The project generally includes the following components:

- New QEW Credit River Bridge directly to the north of the existing bridge;
- Rehabilitation of the existing QEW Credit River Bridge;
- Reconfiguration of the Mississauga Road interchange including replacement of the Mississauga Road overpass;
- Active transportation crossings across the Credit River and QEW;
- Reconstruction and reconfiguration of the existing QEW mainline highway; and
- Support facilities and features including landscaping, utilities, drainage, culvert, and storm water management improvements, illumination, noise walls, and Advanced Traffic Management System.



EDCO is a consortium comprised of EllisDon Corporation and Coco Paving Inc. and has been selected by MTO and Infrastructure Ontario (IO) to design, build and finance the Project. This alternative delivery approach will allow design and construction to occur simultaneously as components of the Project advance and environmental clearances are issued.

Building on the work completed in 2013, Design and Construction Report #1 (DCR #1) was completed for the project in June 2020, and DCR #2 for the project in January 2021 to document the first stages of construction, including the new QEW Credit River bridge.

THE PROCESS

The Project is being completed in accordance with the approved planning process for a Group 'B' project under the MTO Class EA with the opportunity for stakeholder comment throughout.

The purpose of this notice is to inform you that DCR #3 for the Project has been completed. DCR #3 documents the design for works being initiated in winter 2022, including:

- Rehabilitation of the existing QEW bridge over the Credit River;
- New Active Transportation bridge over the Credit River;
- Landscape design;
- Design refinements; and,
- Commemoration and aesthetic treatment strategies.

DCR #3 is available on the project website <http://qewcreditriver.ca> for a 30-day stakeholder review and comment period beginning **October 20, 2021** and ending on **November 19, 2021**. Upon completion of the DCR review period, the Project will be considered to have met the requirements of the Class EA and may proceed with construction of the work elements described in DCR #3.

Night/weekend work is also anticipated to occur over the duration of the project. For a summary of off-peak traffic impacts, please visit <https://qewcreditriver.ca/traffic-impacts/>.

COMMENTS

Stakeholders are encouraged to review DCR #3 and provide any questions or comments using the "Contact Us" function of the website or by sending a letter or email to the EDCO address noted below.

Telephone:	1-866-624-9114
Address:	2655 North Sheridan Way, Suite 250 Mississauga, ON L5K 2P8
Email:	info@qewcreditriver.ca

If you have any accessibility requirements in order to participate in the DCR #3 review process, please "Contact Us" via the information above.

Comments are being collected to assist EDCO in meeting the requirements of the Ontario Environmental Assessment Act. This material will be maintained on file for use during the Study and may be included in project documentation. Information collected will be used in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Pour de renseignements en français veuillez communiquer avec Cameron Coleman au 1-866-624-9114.