

TRANSPORTATION ENVIRONMENTAL STUDY REPORT

HIGHWAY 15 AND COUNTY ROAD 42
INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES
OF LEEDS AND GRENVILLE
(G.W.P. 4315-06-00)

VOLUME 2: APPENDICES



prepared for:



prepared by:



JULY 2017

APPENDIX A
ONTARIO GOVERNMENT NOTICES

NOTICE OF STUDY COMMENCEMENT

Preliminary Design Study and Class Environmental Assessment Highway 15 and County Road 42 Intersection Improvements Township of Rideau Lakes, United Counties of Leeds and Grenville W.P. 4315-06-02

THE STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **HDR Corporation (HDR)** to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville, as shown in the key plan. The study will consider interim and long-term design improvements for the intersection.

THE PROCESS

The study will follow the approved planning process for Group 'B' projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout. Two Public Information Centres (PICs) will be held during this study. A Notice of PIC will be published in this newspaper to notify the public of each PIC. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment. Notification of submission of the TESR will also be published in this newspaper.

COMMENTS

We are interested in any comments you may have about the study. Comments and information regarding this study are being collected to assist the Study Team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

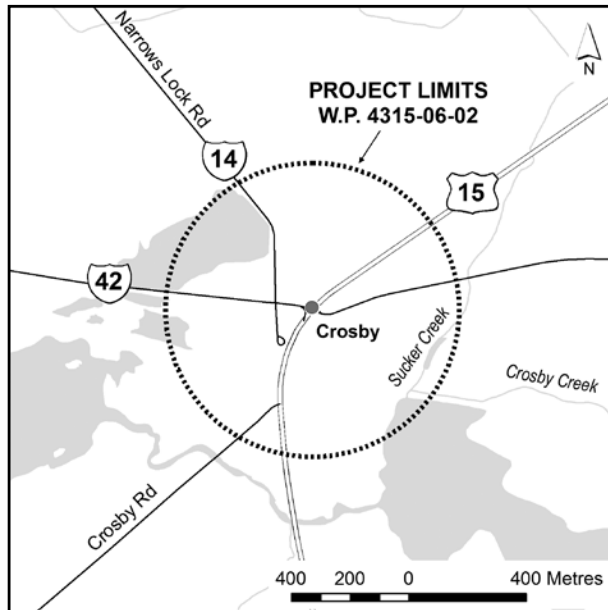
Please send any comments or requests to any of the following:

Mr. Joseph Arcaro, P.Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
tel: 289-695-4626 (collect)
fax: 905-882-1557
e-mail: joseph.arcaro@hdrinc.com

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
tel: 905-833-1244 (collect)
fax: 905-833-1255
e-mail: cagnew@lgl.com

Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
tel: 1-800-267-0295 ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca

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



NOTICE OF PUBLIC INFORMATION CENTRE #1

Preliminary Design Study and Class Environmental Assessment Highway 15 and County Road 42 Intersection Improvements Township of Rideau Lakes, United Counties of Leeds and Grenville W.P. 4315-06-02

THE STUDY

The Ontario **Ministry of Transportation (MTO)** has retained **HDR Corporation (HDR)** to conduct a Preliminary Design Study and Class Environmental Assessment (EA) for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. The study area is presented below. This Preliminary Design Study and Class EA will determine a preferred interim and long-term alternative for intersection improvements at Highway 15 and County Road 42.

A Municipal Advisory Committee (MAC) has been established to assist the ministry with obtaining community input for the generation of alternatives. The MAC will also provide input to the ministry during the evaluation of alternatives generated for this study. The results of the evaluation of alternatives will be presented at Public Information Centre #2.

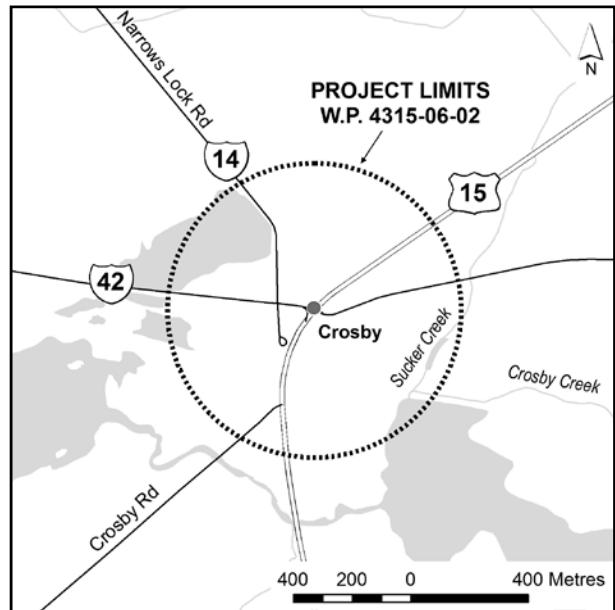
THE PROCESS

The study is following the approved planning process for Group 'B' projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment. Notification of submission of the TESR will be published in this newspaper.

PUBLIC INFORMATION CENTRE (PIC)

Two PICs will be held in association with this study. PIC #1 is scheduled for:

Date: Wednesday, June 24, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Portland Community Hall
24 Water Street, Portland, ON K0G 1V0



The PIC will consist of an informal drop-in centre with displays showing the preliminary design alternatives and evaluation methodology. MTO staff and their consultants will be on hand to answer any questions and receive your input.

COMMENTS

We are interested in any comments you may have about the study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Please send any comments or requests to any of the following:

Joseph Arcaro, P.Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
toll-free: 1-888-860-1116
fax: 289-695-4601
e-mail: joseph.arcaro@hdrinc.com

Constance Agnew, B.Sc.
Consultant Environmental Planner
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22 Fisher Street, P.O. Box 280
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e-mail: cagnew@lgl.com

Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
toll-free: 1-800-267-0295 ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca

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NOTICE OF PROJECT UPDATE – DECEMBER 2015

Preliminary Design Study and Class Environmental Assessment Highway 15 and County Road 42 Intersection Improvements Township of Rideau Lakes, United Counties of Leeds and Grenville W.P. 4315-06-02

The Study

The **Ministry of Transportation (MTO)** has retained **HDR Corporation (HDR)** to conduct a Preliminary Design Study and Class Environmental Assessment (EA) for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. The study area is presented below. This Preliminary Design Study and Class EA will determine a preferred interim and long-term alternative for intersection improvements at Highway 15 and County Road 42.

The purpose of this notice is to provide project stakeholders, including members of the public and public information centre attendees, with an update on the status of the project and a summary of the 'Next Step' timelines.

Public Consultation

The study team held a public information centre (PIC) on June 24, 2015 from 4:00 to 8:00 p.m. at the Portland Community Hall. The purpose of PIC #1 was to present the evaluation methodology and preliminary design alternatives developed for the project through an informal drop-in session, and to provide further opportunities for public involvement.

The PIC was well attended and the study team received great feedback on the project, coming away with a better appreciation of the alternatives presented, and being asked to consider some new alternatives.

Process Update

The study team has spent the summer analysing the input received at PIC #1 and developing a short list of alternatives to carry forward for evaluation. The short list of alternatives was endorsed by the project's Municipal Advisory Committee (MAC) at its December 2015 meeting. Some of the designs on the short list of alternatives fall outside the project's original study area, and the study team doesn't have enough equivalent data to fairly compare the short list of alternatives.

Next Steps

The study team is taking a short break to collect the additional data we need in the Spring of 2016. Once this additional data has been collected the MAC will reconvene to assist the study team in evaluating the short list of alternatives, with the goal of selecting the "technically preferred alternative". The results of the evaluation and the "technically preferred alternative" will be presented at a second public information centre to be held later in 2016.

Comments

We are interested in any comments you may have about the study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Please send any comments or requests to any of the following:

Mr. Joseph Arcaro, P. Eng.

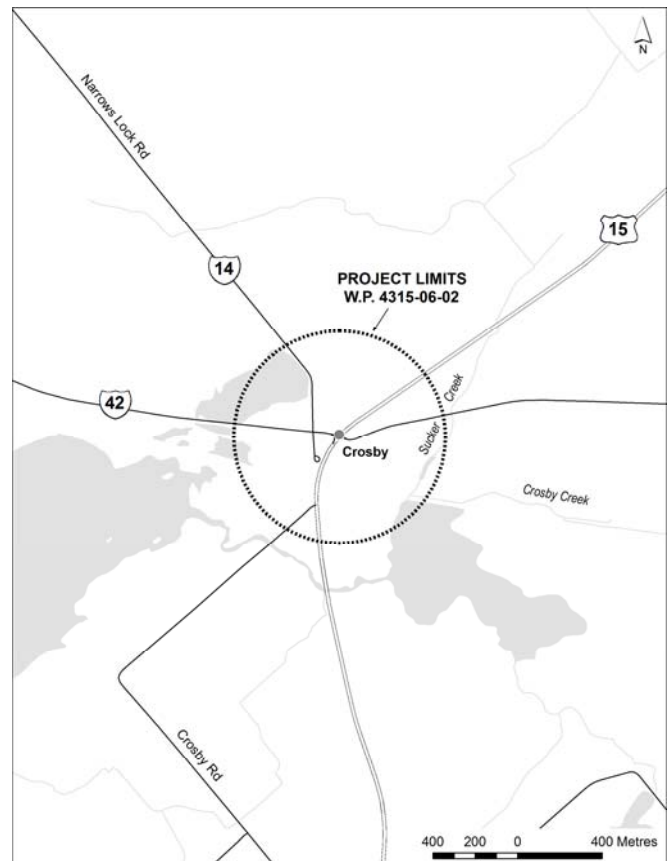
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tel: 1-888-860-1116
fax: 289-695-4601
e-mail: joseph.arcaro@hdrinc.com

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Kingston, ON K7L 5A3
tel: 1-800-267-0295 ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca



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

NOTICE OF PUBLIC INFORMATION CENTRE #2

Preliminary Design Study and Class Environmental Assessment Highway 15 and County Road 42 Intersection Improvements Township of Rideau Lakes, United Counties of Leeds and Grenville W.P. 4315-06-02

THE STUDY

The **Ministry of Transportation (MTO)** has retained **HDR Corporation (HDR)** to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. The study area is presented below.

A number of preliminary design alternatives for improvements to the Highway 15 and County Road 42 intersection were generated and evaluated, with input from the Municipal Advisory Committee, agencies and members of the public. The results of this evaluation and the technically preferred alternatives will be presented.

THE PROCESS

The study is following the approved planning process for Group "B" projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment. Notification of submission of the TESR will be published in this newspaper.

PUBLIC INFORMATION CENTRE

This is the second PIC being held for this project, and is scheduled for:

Date: Thursday, March 23, 2017
Time: 4:00 p.m. to 8:00 p.m.
Location: Portland Community Hall
24 Water Street, Portland, ON

The PIC will consist of an informal drop-in centre with displays showing the technically preferred interim and long-term preliminary design alternative for the intersection. MTO staff and their consultants will be on hand to answer any questions and receive your input.

COMMENTS

We are interested in any comments you may have about the study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. Comments would be appreciated by **April 26, 2017**.

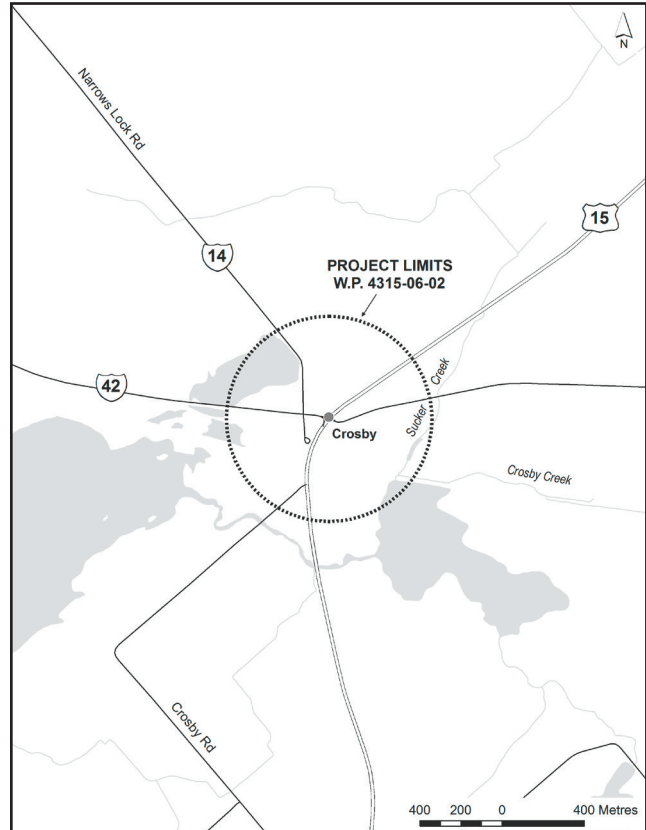
Please send any comments or requests to any of the following:

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NOTICE OF TRANSPORTATION ENVIRONMENTAL STUDY REPORT SUBMISSION

Preliminary Design Study and Class Environmental Assessment Highway 15 and County Road 42 Intersection Improvements Township of Rideau Lakes, United Counties of Leeds and Grenville G.W.P. 4315-06-00

THE STUDY

The **Ministry of Transportation (MTO)** and **HDR Corporation (HDR)** have completed a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. The study area is presented below.

The short term solution for intersection improvements consists of the following components:

- new pavement markings and adjustment of lane markings to create opposing left turn lanes on Highway 15;
- maintenance of clear sightlines;
- installation of chevron alignment signs;
- removal of the channelized right turn lane on County Road 42; and,
- other safety improvements.

These improvements are currently planned for implementation following completion of this study.

The long term solution (Alternative 3-1) consists of changing the existing intersection configuration to two 'T' intersections, by closing the east leg of County Road 42, and providing access to County Road 42 from Highway 15 further north of the intersection at a second 'T' intersection. The detail design will be developed when warranted (projected to be 2045).

THE PROCESS

This study followed the approved planning process for Group "B" projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout. Following consultation with the Municipal Advisory Committee (MAC), external agencies/stakeholders, First Nations and Métis communities, property owners and the public, and review within MTO, it has been determined that this project will not result in any significant adverse environmental effects.

A Transportation Environmental Study Report (TESR) has been prepared to document the results of preliminary design and will be available on **August 1, 2017** for a 30-day public review period. Interested persons are encouraged to review this document and provide comments by **August 31, 2017**. If, after consulting with MTO staff and consultants, you have serious unresolved concerns, you have the right to request the Minister of the Environment and Climate Change (in writing to: **Ferguson Block, 11th Floor, 77 Wellesley Street West, Toronto, Ontario M7A 2T5**) to issue a Part II Order ("bump-up") for this study. A Part II Order may lead to the preparation of an individual environmental assessment. A copy of the Part II Order request should also be forwarded to the study team representatives listed below. If there are no outstanding concerns at the end of the 30-day review period, the study will be considered to have met the requirements of the Class EA, and the study can then proceed to detail design.

Copies of the TESR are available for review at the following locations:

Ministry of Transportation
Eastern Region
1355 John Counter Blvd.
Kingston, ON K7L 5A3
Office Hours:
Monday to Friday:
8:30 a.m. - 4:30 p.m.

Township of Rideau Lakes
1439 County Road 8
Chantry, ON K0E 1G0
Office Hours:
Monday to Friday:
8:30 a.m. - 4:30 p.m.

**Rideau Lakes Public Library
Elgin Branch**
26 Halladay Street, Elgin, ON K0G 1E0
Branch Hours:
Monday: 5:00 p.m. - 8:00 p.m.
Tuesday: 1:00 p.m. - 8:00 p.m.
Wednesday: 10:00 a.m. - 4:00 p.m.
Thursday: 1:00 p.m. - 8:00 p.m.
Friday: 1:00 p.m. - 4:00 p.m.
Saturday: 9:30 a.m. - 12:30 p.m.
Sunday: 1:00 p.m. - 4:00 p.m.

**Rideau Lakes Public Library
Portland Branch**
2792 Highway 15
Portland, ON K0G 1V0
Branch Hours:
Monday: 4:00 p.m. - 7:00 p.m.
Tuesday and Thursday: closed.
Wednesday: 2:00 - 5:00 p.m.
Friday: 9:30 a.m. - 12:30 p.m.
Saturday: 1:00 p.m. - 4:00 p.m.
Sunday: closed

COMMENTS

We are interested in any comments you may have about the study. Comments must be received no later than **August 31, 2017**. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

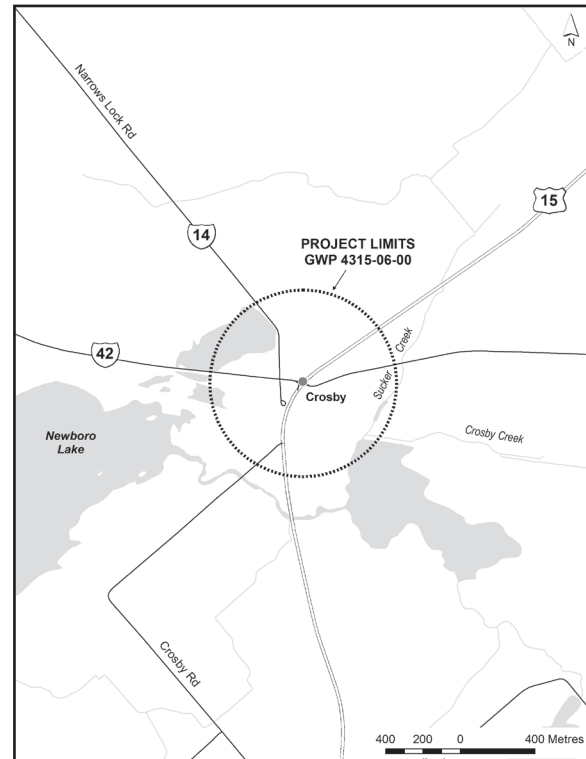
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Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
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tel: 1-800-267-0295, ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca

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



APPENDIX B

CORRESPONDENCE WITH EXTERNAL AGENCIES/STAKEHOLDERS

February 20, 2015

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Study Commencement Notice**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. A key plan of the study area is attached to this letter.

The purpose of this letter is to introduce the study, to request your participation, and to obtain available background information related to the study area. Information that would be of interest to the study team includes any description of existing conditions or sensitivities within the study area, and any issues or concerns that your organization may have regarding the study. Information is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of HDR. The study will follow the approved planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). Two Public Information Centres will be held in association with this study. Upon completion of the study, a Transportation Environmental Study Report will be prepared to document the results of the preliminary design and will be released for public review and comment. You will receive notification of the PICs and of the release of the Transportation Environmental Study Report.

Please complete the attached form and return it to my attention by **March 27, 2015**.

Thank you for your co-operation.

Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

Attach

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

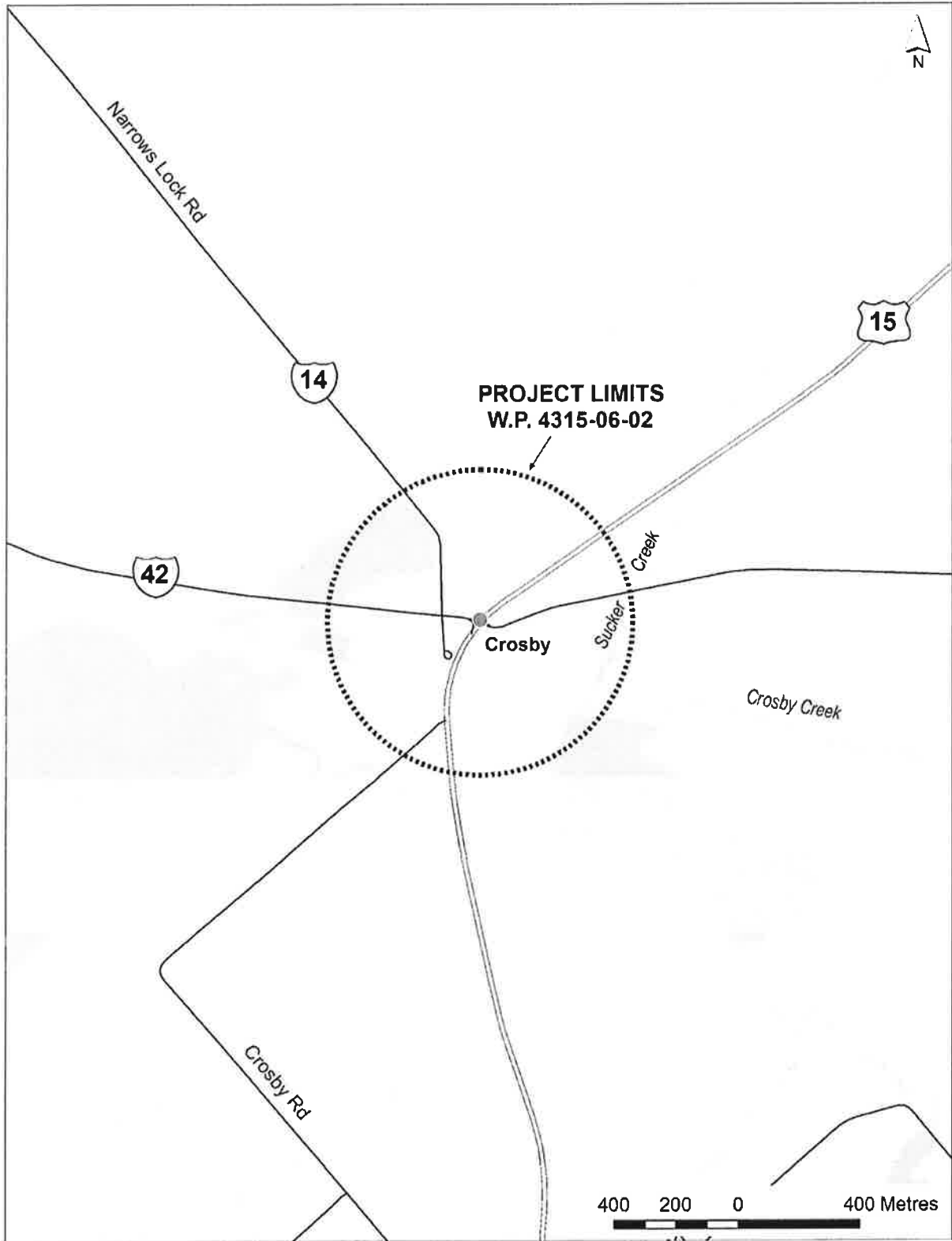
I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by March 27, 2015 to:

**Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: cagnew@lgl.com**



Key Plan of the Study Area

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|-------|-----------|-----------|-------------------------------------------------|--------------------------------------------------------------------------|----------------------------------------|-----------------|------------|----------|-------------|--------------|--------------|------------------------------|
| Ms. | Madeline | Austen | Head, Species at Risk | Environment Canada, Canadian Wildlife Service | 4905 Dufferin Street | | Downsview | Ontario | M3H 5T4 | 416-739-4214 | 416-739-4560 | madeline.austen@ec.gc.ca |
| Ms. | Vicki | Mitchell | Environmental Assessment Co-ordinator | Ministry of the Environment and Climate Change, Kingston District Office | 1259 Gardiners Road, Unit 3 | P.O. Box 22032 | Kingston | Ontario | K7M 8S5 | 613-540-6852 | 613-548-6908 | vicki.mitchell@ontario.ca |
| Mr. | Peter | Taylor | Manager, Technical Support Section | Ministry of the Environment and Climate Change, Kingston District Office | 1259 Gardiners Road, Unit 3 | P.O. Box 22032 | Kingston | Ontario | K7M 8S5 | 613-540-6884 | 613-548-6920 | peter.g.taylor@ontario.ca |
| Mr. | Dan | Thompson | District Manager | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1 st Floor | P.O. Bag 2002 | Kemptville | Ontario | K0G 1J0 | 613-258-8201 | 613-258-3920 | dan.l.thompson@ontario.ca |
| Ms. | Laura | Melvin | District Planner | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1 st Floor | P.O. Bag 2002 | Kemptville | Ontario | K0G 1J0 | 613-258-8470 | 613-258-3920 | laura.melvin@ontario.ca |
| Ms. | Bev | McCreight | BPI Project Coordinator | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1 st Floor | P.O. Bag 2002 | Kemptville | Ontario | K0G 1J0 | 613-258-8614 | 613-258-3920 | beverly.mccreight@ontario.ca |
| Ms. | Kerry | Reed | SAR Biologist | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1 st Floor | P.O. Bag 2002 | Kemptville | Ontario | K0G 1J0 | 613-258-8508 | 613-258-3920 | kerry.reed@ontario.ca |
| Mr. | Jim | Sherratt | Team Lead, Archaeology Program | Ministry of Tourism, Culture and Sport, Archaeology Programs Unit | 401 Bay Street | Suite 1700 | Toronto | Ontario | M7A 0A7 | 416-314-7132 | 416-314-7175 | jim.sherratt@ontario.ca |
| Ms. | Laura | Hatcher | Team Lead - Heritage Land Use Planning (Acting) | Ministry of Tourism, Culture and Sport, Culture Services Unit | 401 Bay Street | Suite 1700 | Toronto | Ontario | M7A 0A7 | 416-314-3108 | 416-212-1802 | laura.e.hatcher@ontario.ca |
| Mr. | David | Cooper | Manager, Environmental and Land Use Policy | Ministry of Agriculture, Food and Rural Affairs | Ontario Government Bldg 3rd Flr | 1 Stone Rd West | Guelph | Ontario | N1G 4Y2 | 519-826-3117 | 519-826-3109 | david.cooper@ontario.ca |
| Ms. | Laurie | Gregoris | Manager, Portfolio Management Unit | Ministry of Economic Development, Employment and Infrastructure | College Park 4th Flr Suite 425 | 777 Bay St | Toronto | Ontario | M5G2 E5 | 416-327-0598 | n/a | laurie.gregoris@ontario.ca |

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|-------|-----------|-----------|-----------------------------------------------------------|-------------------------------------------------|------------------------|----------------|------------|----------|-------------|-------------------------|----------------|---------------------------------------|
| Mr. | Richard | Noel | General Manager, East | Infrastructure Ontario, Asset Management | Suite 1010 | 333 Preston St | Ottawa | Ontario | K1S5N4 | 613-530-4526 | n/a | richard.noel@infrastructureontario.ca |
| Mr. | Andrew | Schmidt | Development Review Manager | Catawaqui Conservation Authority | 1641 Perth Road | P.O. Box 160 | Glenburnie | Ontario | K0H1S0 | (613) 546-4228 x244 | (613) 546-6474 | aschmidt@crca.ca |
| Mr. | Andy | Brown | Chief Administrative Officer | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V4N6 | 613-342-3840 | 613-342-2101 | n/a |
| | Lesley | Todd | County Clerk | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V4N6 | 613-342-3840 x2454 | 613-342-2101 | n/a |
| Mr. | Leslie | Shepherd | Director of Works, Planning Services and Asset Management | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V4N6 | 613-342-9246 ext 2412 | n/a | n/a |
| Ms. | Ann | Weir | Economic Development Officer | Leeds and Grenville Economic Development Office | 32 Wall Street | Suite 300 | Brockville | Ontario | K6V4R9 | 613-342-3840 | 613-342-3298 | |
| Mayor | Ron | Holman | | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E1G0 | 613-349-9355 | 613-928-3097 | mayor@twprideaulake.s.on.ca |
| Ms. | Linda | Carr | Councillor, Ward 3 – South Crosby | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E1G0 | 613-272-2227 | 613-928-3097 | councillorlinda@gmail.com |
| Ms. | Claire | Gunnewiek | Councillor, Ward 3 – South Crosby | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E1G0 | 613-359-5324 | 613-928-3097 | claire.gunnewiek@hotmail.com |
| Mr. | Mike | Dwyer | C.A.O. | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E1G0 | 613-928-2251 - Ext. 231 | 613-928-3097 | mdwyer@twprideaulake.s.on.ca |

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|-----------|-----------|------------|------------------------------------------------------------|-------------------------------------------|------------------------|---------------|------------|----------|-------------|--------------------------------|--------------|-------------------------------|
| Ms. | Dianna | Bresce | Clerk | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 224 | 613-928-3097 | dianna@twprideaulake.s.on.ca |
| Mr. | Dan | Chant | Roads Coordinator & Drainage Superintendent | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext.227 | 613-928-3097 | dchant@twprideaulake.s.on.ca |
| Ms. | Michelle | Jones | Municipal Properties and Environmental Services Supervisor | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 230 | 613-928-3097 | michelle@twprideaulakes.on.ca |
| Ms. | Brittany | Mulhern | A/Manager of Development Services | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-283-2251 | 613-928-3097 | bmulhern@twprideaulakes.on.ca |
| Mr. | Jay | DeBernardi | Fire Chief | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 237 | 613-928-3097 | fire.j@twprideaulakes.on.ca |
| Chief | Chris | Lloyd | Paramedic Services | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V 4N6 | 613-342-3840 | n/a | n/a |
| Inspector | June | Dobson | Detachment Commander | O.P.P. – Leeds County | 4109 County Road 29 | Box 636 | Brockville | Ontario | K6V 5V8 | 613-345-1790 | 613-345-3202 | |
| M. | Alain | Martel | Supervisor | Consortium de transport scolaire d'Ottawa | 700, avenue Industrial | suite 210 | Ottawa | Ontario | K1G 0Y9 | 613-746-3654 | n/a | amartel@ctso.ca |
| Ms. | Brenda | Chalk | Transportation Supervisor | Tri Board Student Transportation Services | 81 Dairy Avenue | | Napanee | Ontario | K7R 1M5 | 613-354-1981 | n/a | chalkb@triboard.ca |
| Ms. | Nicole | Proulx | Operations Manager | Student Transportation of Eastern Ontario | 104 Commerce Drive | P.O. Box 1179 | Prescott | Ontario | K0E 1T0 | 613-925-0022 or 1-855-925-0022 | 613-925-0024 | transportation@steo.ca |

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|-------|-----------|----------|-----------------|----------------------------------------------------------------|--------------------|-----------------|------------|----------|-------------|--------------|--------------|-----------------------|
| Mr. | Remi | Sauve | President | Ontario Federation of Snowmobile Clubs | 501 Welham Road | Unit 9 | Barrie | Ontario | L4N 8Z6 | 705-739-7669 | 705-739-5005 | n/a |
| Mr. | John | Boals | Office Manager | Ontario Federation of Snowmobile Clubs, District 1 Association | P.O. Box 1432 | | Morrisburg | Ontario | K0C 1X0 | 613-534-0374 | 866-278-3140 | info@district1ofsc.ca |
| Ms. | Cindy | Cassidy | General Manager | Eastern Ontario Trails Alliance | 255 Metcalf Street | Postal Bag 1444 | Tweed | Ontario | K0K 3J0 | 613-478-1444 | 613-478-2235 | info@thetrail.ca |
| Mr. | Shaun | Bennett | President | Rideau Ridge Riders Snowmobile Club | 38 Kelly Road | | Lombardy | Ontario | K0G 1L0 | 613-913-1497 | n/a | n/a |

**Ministry of the Environment
and Climate Change**

P.O. Box 22032
Kingston, Ontario
K7M 8S5
613/549-4000 or 1-800/267-0974
Fax: 613/548-6908

**Ministère de l'Environnement et de l'Action
en matière de changement climatique**

C.P. 22032
Kingston (Ontario)
K7M 8S5
613/549-4000 ou 1-800/267-0974
Fax: 613/548-6908



By email only

May 22, 2015

LGL Limited

Attention: Constance J. Agnew, Consultant Environmental Planner
cagnew@lgl.com

Dear Ms. Agnew:

Re: Highway 15 and County Road 42 Intersection Improvements, W.P. 4315-06-02

Thank you for the Study Commencement Notice dated February 20, 2015. Your letter indicates that the project is being planned as a Group B project in accordance with the *Class Environmental Assessment for Provincial Transportation Facilities, MTO 2000*.

Please provide copies of all future notices, and a copy of the final documentation on compact disc, to my attention, for our records. Please do not send a hard copy of the report, a link to an FTP site, or specify on the final notice that the Regional or District Ministry of the Environment and Climate Change (MOECC) office will be a viewing location for the final documents

MOECC Areas of Interest

MOECC staff recommend that the issues discussed below be considered during highway planning, design and construction. We are aware that many of these issues are typically addressed in detail through special provisions in the contract. The following comments are standard MOECC comments for highway projects and may not all apply to the proposed project.

The documentation prepared for this project should consider the following issues:

- 1) Noise impacts, both permanent and temporary,
- 2) Impacts to surface water due to construction in or near a watercourse, erosion, spills or highway operation,
- 3) Impacts to wells due to spills, extensive dewatering or highway operation,
- 4) Management of surplus materials, waste or contaminated soil.

We recommend that complaint response protocols be developed to address reported well water disturbances, noise, dust and claims of property damage.

Noise and Vibration

Evaluation and mitigation of noise impacts should be done in accordance with *A Protocol for Dealing with Noise Concerns During the Preparation, Review and Evaluation of Provincial Highways Environmental Assessments*. Construction noise should be handled in accordance

If areas of contaminated soil are encountered during construction, the contaminated soil must be managed in accordance with MOECC standards. The *Environmental Protection Act* (EPA) and Regulation 347 in particular, require waste to be classified and disposed of appropriately. Waste is to be transported by haulers who have a "Certificate of Approval – Waste Management System". Where waste is other than solid non-hazardous, the generator requires a "Generator Registration Number" from the ministry and has obligations regarding manifesting of waste. When determining the waste category, the proponent must ensure compliance with Schedule 4 of Regulation 347. Concerning clean-up of property, Ontario Regulation 153/04 and the accompanying *Soil, Ground Water and Sediment Standards for Use Under Part XV.1 of the Environmental Protection Act* provide direction on assessment, restoration and MOECC soil criteria.

Spills should be reported to the Spills Action Centre at 1-800-268-6060.

Request for Information

Although some agencies are able to provide mapping information identifying areas of concern, MOECC does not have this capability at this time. The onus is therefore on the proponent to collect information on the environment and assess potential impacts. If you would like specific information on a particular site, direct contact with staff in the District office may be appropriate. Similarly, contact with this office's Water Resources Unit may be appropriate if you are looking for information on a specific water course. For general requests for a large area, the following contacts may be helpful to you:

| | | |
|-------------------------|----------------|---------|
| For water well records: | 1-888-396-9355 | (phone) |
| | (416) 235-5960 | (fax) |

For information on contaminated sites, landfills:

FOI Coordinator
40 St. Clair Avenue West, 9th Floor
Toronto, Ontario M4V 1M2
(416) 314-4075 (phone)
(416) 314-4285 (fax)

This ministry's Waste Disposal Site Inventory, dated June 1991, may also be helpful in identifying the locations of open and closed waste disposal sites in Ontario.

Thank you for bringing this project to our attention. If you have any questions about MOECC requirements with respect to the above issues, please contact this office or the local District office.

Yours truly,



Vicki Mitchell
Environmental Assessment Coordinator
Technical Support Section
Eastern Region
VLM/sh



LGL Limited

environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

Vicki Mitchell
Environmental Assessment Coordinator
Ministry of the Environment and Climate Change
Eastern Region, Technical Support Section
P.O. Box 22032
Kingston, Ontario K7M 8S5

Dear Ms. Mitchell:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for providing comments in your letter dated May 22, 2015 regarding the Preliminary Design Study and Class Environmental Assessment for intersection improvements to Highway 15 and County Road 42, Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville. The purpose of this letter is to respond to the issues identified in your letter.

As requested, the study team will ensure that you are circulated on all future study notices, and that the Transportation Environmental Study Report (TESR) is provided to you on CD. The MOECC Regional Office will not be identified as a review location, local community facilities in the vicinity of the study area will be identified as TESR review locations as well as the MTO Eastern Region Office.

Thank you for providing comments on the MOECC Areas of Interest, including noise impacts (permanent and temporary); impacts to surface water due to construction in or near a watercourse, erosion, spills or highway operation; impacts to wells due to spills, extensive dewatering or highway operation; and management of surplus materials, waste or contaminated soil. The study team will ensure that these issues are addressed during the course of the study.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

Established in 1971

March 31, 2015

Mr. Dan Thompson
District Manager
Ministry of Natural Resources and Forestry, Kemptville District
10 Campus Drive, 1st Floor
P.O. Bag 2002
Kemptville, Ontario
K0G 1J0

Dear Mr. Thompson:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Study Commencement Notice**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. A key plan of the study area is attached to this letter.

The purpose of this letter is to introduce the study, to request your participation, and to obtain available background information related to the study area. Information that would be of interest to the study team includes any description of existing conditions or sensitivities within the study area, and any issues or concerns that your organization may have regarding the study. Information is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of HDR. The study will follow the approved planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). Two Public Information Centres will be held in association with this study. Upon completion of the study, a Transportation Environmental Study Report will be prepared to document the results of the preliminary design and will be released for public review and comment. You will receive notification of the PICs and of the release of the Transportation Environmental Study Report.

A previous study was completed by the Ministry of Transportation for Highway 15 from 1.07 km south of County Road 42 northerly to 0.25 km south of Young's Hill Road in the Township of Rideau Lakes, United Counties of Leeds and Grenville (W.P. 4315-06-00). In January 2009, Mary Van Sleevan at MNRF Kemptville District Office classified Sucker Creek as warmwater sportfish habitat, and medium sensitivity due to potential pike spawning habitat within the creek. Sucker Creek is located approximately 500 m east of the Highway 15 and County Road 42 intersection (see attached map). LGL sampling in 2008 yielded Brook Stickleback, Central Mudminnow, Pumpkinseed, Yellow Perch, Banded Killifish, and Trout Perch. Please let me know if you recommend any changes to the previous classification of Sucker Creek.

During the previous study, MNRF also confirmed that the Bog Marsh provincially significant wetland is located adjacent to the study area, and that the Newboro Lake Marsh Area of Natural and Scientific Interest is located west of the study area. A number of species at risk were identified during the previous study (which included a larger area than this study), including one 'Endangered' species: Little Brown

Myotis (*Myotis lucifugus*); three 'Threatened' species: Blanding's Turtle (*Emydoidea blandingii*), Gray Ratsnake (*Pantherophis spiloides*) and Barn Swallow (*Hirundo rustica*); and two Special Concern species: Milksnake (*Lampropeltis triangulum*) and Snapping Turtle (*Chelydra serpentina*). The study team will be confirming the presence of designated natural areas and species at risk within the study area in 2015. The 'Natural Areas and Features Information Request Form' has been completed for this study. Please review the attached form and let us know if you have any information for the study area, including any potential species at risk.

Please complete the attached form and return it to my attention by **April 30, 2015**.

Thank you for your co-operation.

Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR
Laura Melvin, MNRF District Planner
Bev McCreight, MNRF BPI Project Coordinator
Kerry Reed, MNRF SAR Biologist

Attach

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Mr. Dan Thompson
District Manager
Ministry of Natural Resources and Forestry,
Kemptville District
10 Campus Drive, 1st Floor
P.O. Bag 2002
Kemptville, Ontario
K0G 1J0**

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

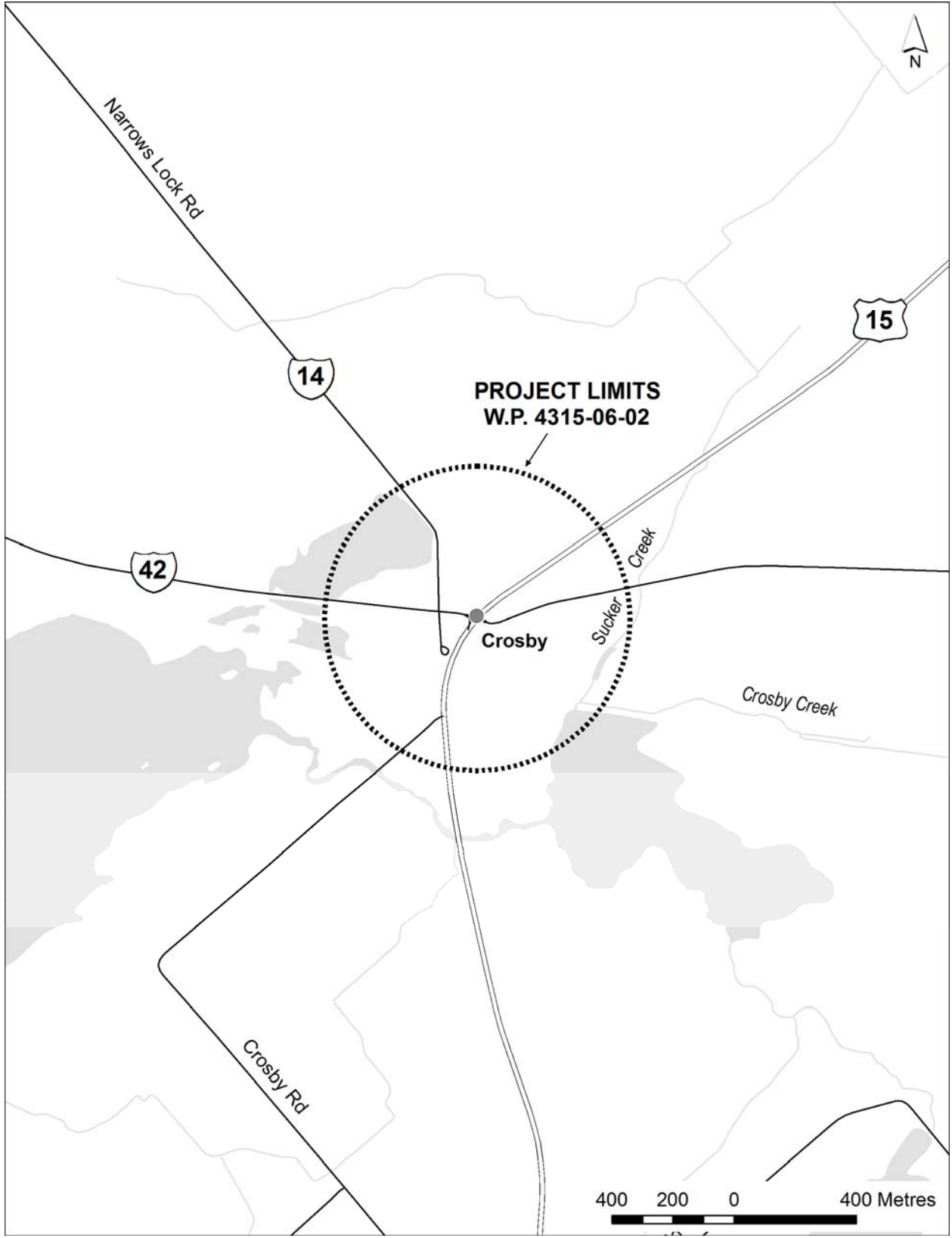
I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by April 30, 2015 to:

**Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: cagnew@lgl.com**



Key Plan of the Study Area

Katherine Bibby

From: Katherine Bibby <kbibbylgl@bellnet.ca>
Sent: April 30, 2015 9:57 AM
To: 'Kemptville.inforequest@ontario.ca'
Subject: Information Request - Highway 15/County Road 42
Attachments: KV_InfoRequest_EN_Hwy 15_42_LGL.pdf; Previous Study Map for MNRF Letter.pdf

Good morning:

We recently sent a letter to the District Office regarding a Class Environmental Assessment and Preliminary Design Study for improvements to the intersection of Highway 15 and County Road 42, in the Township of Rideau Lakes. Please find the attached digital version of our request for further information regarding natural heritage data for your review.

If you have any questions, please contact me at the email or phone number below.

Thanks!
Katherine

Katherine Bibby, MCIP, RPP, Environmental Planner, LGL Limited
22 Fisher Street, P.O. Box 280, King City, ON L7B 1A6 | P: 905-833-1244 | E: kbibby@lgl.com



Natural Areas and Features Information Request Form

Contact Information

Name: Katherine Bibby
Address: 22 Fisher Street, King City, ON, L7B 1A6, PO Box 280
Phone Number: (905) 833-1244
E-mail Address: kbibby@lgl.com

Clear Contact

*All red fields are mandatory
This includes X & Y Coordinates.
Please see page 2 for assistance.

Site Information

Project Name: Highway 15/County Road 42 Preliminary D+

Township: LEEDS
Lot:
Concession:
X:
Y:
Address: intersection of Highway 15 and Cou+

Clear Site

**If more than 1 site, please provide all individual coordinates in an attached spreadsheet

Type of Proposal

Severance / Zoning
Hydroline clearing
RE Projects
Aggregate Project
Drains / Roads / Culverts
Small Scale Projects (less than 5 hectares)
Large Scale Projects (5 hectares or greater)
Other:

Clear Details

Attachments ***Please attach a Site Map showing the area of interest

Picture
Map(s)
Engineered Drawings
Other: Project Key Plan

Request

I would like to request the following information for the property identified above:

Species at risk, PSW, ANSI, or other designated natural area information.

To better respond to your request please briefly outline the purpose for which this information is required (e.g. proposed development, lot severance, etc. or attach details):

Preliminary Design and Environmental Assessment to determine a preferred interim and long-term alternative for improvements at the intersection of Highway 15 and County Road 42, in the Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville.

Date of works proposed: / /

Personal information contained in this form is collected in order to fulfill your request, respond to your inquiries and for other administration purposes. With regard to the personal information it collects, the ministry is bound by privacy protection rules under the Freedom of Information and Protection of Privacy Act and takes all necessary steps to safeguard personal information collected.
Please Note: This request MUST be made by the property owner or by someone acting on their behalf. Depending on the nature of the request, it may take 6-8 weeks to respond to your inquiry. If the request does not include the mandatory information, it may delay response time.
I have read the above and agree to all Terms and Conditions

Please forward the completed form to:
Kemptville.Inforequest@Ontario.ca OR Fax: 613-258-3920

Attention: Information Requests
10 Campus Drive, Postal Bag 2002
Kemptville, ON K0G 1J0

MNR File Number: _____

Katherine Bibby

From: Inforequest, Kemptville (MNRF) <Kemptville.Inforequest@ontario.ca>
Sent: May 25, 2015 1:01 PM
To: kbibby@LGL.com
Cc: Inforequest, Kemptville (MNRF)
Subject: MNR Kemptville District Information Request (2015_SCR-3046) Response
Attachments: ESA_Infosheet-InfoRequest.pdf; NHIC-LIO_Infosheet-InfoRequest.pdf; 2015_SCR-3046_Response.pdf

Importance: High

Hello,

Katherine bibby
LGL for MTO

Please find attached a response to your information request for project 'Hwy 15 and CR 42 intersection improvement WP 4315-06-02 Class EA'.

Sincerely,

Information Request Services
Kemptville District
Ministry of Natural Resources

Natural. Valued. Protected.

Endangered Species Act, 2007 & Species At Risk in Ontario

Background

Endangered Species Act: http://www.e-laws.gov.on.ca/html/statutes/english/elaws_statues-07e06_e.htm
Species at Risk in Ontario List: www.mnr.gov.on.ca/en/Business/Species/2ColumnSubPage/246809.html

The Endangered Species Act (ESA) 2007 protects both species and habitat. Section 9 of the ESA “prohibits killing, harming, harassing, capturing, possessing, collecting, buying, selling, trading, leasing or transporting species that are listed as threatened, endangered or extirpated”. Section 10 of the ESA, 2007 prohibits damaging or destroying habitat of endangered or threatened species. Protected habitat is either based on general definition in the Act or prescribed through a regulation. The ESA 2007 defines general habitat as an area on which the species depends, directly or indirectly, to carry on its life processes, including reproduction, rearing, hibernation, migration or feeding.

It is important to be aware that changes may occur in both species and habitat protection. The ESA applies to listed species on the Species at Risk in Ontario List (SARO). The Committee on the Status of Species in Ontario (COSSARO) meets regularly to evaluate species for listing and/or re-evaluate species already listed. As a result, species’ designations may change that could in turn change the level of protection they receive under the ESA 2007. Also, habitat protection provisions for a species may change e.g. if a species-specific habitat regulation comes into effect. The regulation would establish the area that is protected as habitat for the species.

Information with respect to SAR can be found in the online database at the Natural Heritage Information Centre (NHIC) - <http://nhic.mnr.gov.on.ca/nhic.cfm>. The NHIC compiles, maintains and distributes information on species at risk and updates its information on a regular basis. We encourage you to routinely check the NHIC database to obtain the most up to date SAR information for proposed work locations. However, while the NHIC database is the best available source of data, even when there are no known occurrences documented at a site, there is a possibility that SAR may occur at a proposed work location.

All data represents the MNR’s best current available information, it is important to note that a lack of occurrence at a site does not mean that there are no Species at Risk (SAR) at the location. The MNR continues to encourage ecological site assessments to determine the potential for other SAR occurrences. When a SAR does occur on a proposed site, it is recommended that the proponent contact the MNR for technical advice and to discuss what activities can occur without contravention of the Act. If an activity is proposed that will contravene the Act (such as Section 9 or 10), the proponent must contact the MNR to discuss the potential for application of certain permits (Section 17) or agreement (Regulation 242/08). For specific questions regarding the Endangered Species Act (2007) or species at risk, please contact a district Species at Risk Biologist at sar.kemptville@ontario.ca.

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Natural Heritage Information Centre

Land Information Ontario

Natural Heritage Information Centre: <http://nhic.mnr.gov.on.ca/>

Biodiversity Explorer (mapping): <https://www.biodiversityexplorer.mnr.gov.on.ca/nhicWEB/main.jsp>

Land Information Ontario: <http://www.mnr.gov.on.ca/en/Business/LIO/index.html>

Ontario Geospatial Data Exchange: http://www.mnr.gov.on.ca/en/Business/LIO/2ColumnSubPage/STEL02_167959.html

LIO Make-a-Map: http://www.mnr.gov.on.ca/en/Business/LIO/2ColumnSubPage/STDPROD_068999.html

Ontario Maps: http://www.mnr.gov.on.ca/en/Business/LIO/2ColumnSubPage/STDPROD_068512.html

The **Natural Heritage Information Centre (NHIC)** compiles, maintains and distributes information on natural species, plant communities and spaces of conservation concern in Ontario. This information is stored in a spatial database used for tracking this information. The Centre also has a library with conservation-related literature, reports, books, and maps, which are accessible for conservation applications, land use planning, and natural resource management. The NHIC website makes much of this information available through the internet.

Natural Heritage Information Centre
300 Water Street, 2nd Floor, North Tower
P.O. Box 7000, Peterborough, ON, K9J 8M5
Tel.:(705) 755-2159 Fax:(705) 755-2168

Land Information Ontario (LIO) manages key provincial datasets. LIO makes these and hundreds of other data sets available to registered users at no charge. LIO also coordinates public and private sector organizations to collect high resolution satellite imagery for Ontario providing significant cost savings for all partners. Technical bulletins, newsletters and more are available online. More details regarding Ontario imagery and data can be searched, ordered and accessed online.

LIO's Ontario Geospatial Data Exchange (OGDE) allows more than 400 public sector organizations to easily share and use digital geographic information under a single legal agreement. Membership is available to eligible public organizations at no costs.

Through the website, Maps & Map Tools are made available, including online mapping software: LIO Make-a-Map.

Land Information Ontario

lio@ontario.ca

LIO Support Team: (705) 755-1878

Or for specifics, see online at:

http://www.mnr.gov.on.ca/en/Business/LIO/2ColumnSubPage/STDPROD_068510.html

Additional Information pertaining to NHIC, LIO and other Natural Heritage and Data and Information tools is available in the MNR Kemptville Information Request Guide (2012).



Ministry of Natural Resources

Kemptville District
P.O. Box2002
10 Campus Drive
Kemptville, ONK0G 1J0

Tel.: (613) 258-8204
Fax.: (613) 258-3920

Ministère des Richesses naturelles

District de Kemptville
CP 2002
10 Campus Drive
Kemptville, ONK0G 1J0

Tél.: (613) 258-8204
Télééc.: (613) 258-3920

Mon. May 25, 2015

Katherine bibby
LGL for MTO
22 Fisher St. P.O. Box 280
King City
L7A 1A6
(905) 833-1244
kbibby@lgl.com

Attention: Katherine bibby

Subject: Information Request - Infrastructure (Drain, Bridge, Culvert)
Project Name: Hwy 15 and CR 42 intersection iimprovement WP 4315-06-02 Class EA
Site Address:
Our File No. 2015_SCR-3046

Natural Heritage Values

The Ministry of Natural Resources (MNR) Kemptville District has carried out a preliminary review of the area in order to identify any potential natural resource and natural heritage values.

Natural heritage features and values contribute to the province's rich biodiversity and provide habitat for a variety of species. The following Natural Heritage values were identified:

- Candidate ANSI, Life Science, NEWBORO LAKE MARSH (Regional)
- Evaluated Wetland, The Bog Marsh (Evaluated-Provincial)
- Lake (Non-Sensitive)
- Lake, Newboro Lake (Non-Sensitive)
- River, Sucker Creek (Non-Sensitive)
- Spawning Area, Large Mouth Bass Spawning Area (Non-Sensitive)
- Spawning Area, Northern Pike Spawning Area (Non-Sensitive)
- Unevaluated Wetland (Not evaluated per OWES)

Municipal Official Plans contain additional information related to natural heritage features. Please see the local municipal Official Plan for more information such as specific policies and direction

pertaining to activities which may impact natural heritage features. For planning advice or Official Plan interpretation, please contact the local municipality.

Where natural values and natural hazards exist (e.g., floodplains), there may be additional approvals and permitting required from the local Conservation Authority. The MNR strongly recommends contacting the local Conservation Authority for further information and approvals. Please see the MNR Kemptville Information Guide (2012) for contact information pertaining to Conservation Authorities located within the Kemptville District area.

For additional information and online mapping tools, please see the Natural Heritage Information Centre (NHIC), where additional data and files can be downloaded in both list and digital format. In addition sensitive species information can be requested and accessed through the NHIC at NHICrequests@ontario.ca.

In Addition, the following Fish species were identified: alewife, American eel, black crappie, blackchin shiner, blacknose shiner, bluegill, brown bullhead, central mudminnow, common carp, common shiner, golden shiner, lake chub, largemouth bass, northern pike, pumpkinseed, rainbow smelt, rock bass, smallmouth bass, spotfin shiner, spottail shiner, Suckers, walleye, yellow bullhead, yellow perch.

Water

Where the site is adjacent to or contains a watercourses or waterbodies, additional considerations apply. If any in-water works are to occur, there are timing restriction periods for which work in water can take place (see below). Appropriate measures should be taken to minimize and mitigate impact on water quality and fish habitat, including:

- including the installation of sediment and erosion control measures;
- avoiding removal alteration or covering of substrates used for fish spawning, feeding, over-wintering or nursery areas; and
- debris control measures should be put in place to manage falling debris (e.g. spalling).

A work permit from the MNR may be required pending further details regarding the proposed works. No encroachment on the bed or banks of the waterbody (e.g. abutments, embankments, etc.) is permitted until MNR approval and clearance has been issued. In order for MNR staff to determine when a work permit is required, additional information can include:

- Detailed drawings (existing and proposed)
- Location mapping
- Registered Plan survey
- Site photographs
- Public Lands Act Forms - application forms, ownership form and landowner notification form.

The MNR does not have any water quality or quantity data available. We recommend that the Ministry of the Environment be contacted for such data along with the local Conservation Authority. For further information regarding fish habitat and protocols, please refer to the following interagency, document, *Fish Habitat Referral Protocol for Ontario* at: <http://www.mnr.gov.ca/264110.pdf>

Timing restriction periods in MNR Kemptville District*:

- Warmwater → March 15 – June 30
→ March 15 – July 15 for St. Lawrence River & Ottawa River
- Coldwater → October 1 – May 31
- Mixed lakes → October 1 – June 30 (Big Rideau & Charleston)

* Please note: Additional timing restrictions may apply as it relates to Endangered and Threatened Species, including works in both water and wetland areas.

| | FISH SPECIES | TIMING WINDOW |
|----------------|---------------------------------------|---------------------|
| Spring: | Walleye | March 15 to May 31 |
| | Northern Pike | March 15 to May 31 |
| | Lake Sturgeon | May 1 to June 30 |
| | Muskellunge | March 15 to May 31 |
| | Largemouth/Smallmouth Bass | May 1 to July 15 |
| | Rainbow Trout | March 15 to June 15 |
| | Other/Unknown Spring Spawning Species | March 15 to July 15 |

| | FISH SPECIES | TIMING WINDOW |
|--------------|-------------------------------------|------------------------|
| Fall: | Lake Trout | October 1 to May 31 |
| | Brook Trout | October 1 to May 31 |
| | Pacific Salmon | September 15 to May 31 |
| | Lake Whitefish | October 15 to May 31 |
| | Lake Herring | October 15 to May 31 |
| | Other/Unknown Fall Spawning Species | October 1 to May 31 |

Additional approvals and permits may be required for the proposed works as it relates to the Fisheries Act. Please contact your local Conservation Authority and the Department of Fisheries and Oceans to determine requirements and next steps. Where the Fisheries Act is triggered and habitat compensation, mitigation measures or best management practices are being considered; as the MNR is charged with the management of Provincial fish populations, the MNR requests ongoing involvement in such discussions in order to ensure population conservation. Furthermore, local Conservation Authorities may also have additional approvals for works in and adjacent to water and wetland features. Finally, Transport Canada's Navigable Waters Protection Division may require review and approval of the proposed project. Please contact these local agencies directly for more information.

Timing restrictions apply from October 16 – March 15 to protect at-risk hibernating turtles. If the proposed works are to occur during this time, the MNR recommends fencing off the site in early fall to prevent turtles from hibernating there. Caution should also be taken during the turtle nesting season in June and early July as turtles use embankments and other terrestrial site for nesting. During the active season (April 1 – October 30) the MNR recommends a thorough sweep of the area before works begin to encourage any turtles using the site to move away.

Where drainage works are proposed within wetland areas, the MNR is concerned is the impacts to the hydrology and ecology of the wetland, which may have impacts on species and their habitats.

For example, changing water levels as a result of drainage works may impact turtles or nesting birds, some of which may be protected under legislation such as the Endangered Species Act or the Fish and Wildlife Conservation Act. Therefore a consideration for direct and indirect impacts to species and their habitats is imperative.

Where drainage works occur within the originally approved drainage footprint, as per the Drainage Act, there are no Public Land's Act requirements from the MNR. However, other MNR legislation may apply including, but not limited to the Endangered Species Act, 2007

MNR is streamlining and automating its approvals processes for natural resource-related activities. Some activities that may otherwise contravene the ESA may be eligible to proceed without a permit from MNR provided that regulatory conditions are met for the ongoing protection of species at risk and their habitats. To proceed under the regulation with ongoing maintenance and improvement of drainage infrastructure that would adversely affect endangered or threatened species or their habitat, a person must register with the Ministry of Natural Resources and follow the rules in regulation.

For more information please check out the following link <http://www.ontario.ca/environment-and-energy/ditch-and-drainage-work-and-endangered-or-threatened-species>

Species at Risk

With the new Endangered Species Act (ESA, 2007) in effect, it is important to understand which species and habitats exist in the area and the implications of the legislation. A review of the Natural Heritage Information Centre (NHIC) and internal records and aerial photograph interpretation indicate that there is a potential for the following Threatened (THR) and/or Endangered (END) species on the site or in proximity to it:

- American Eel (END)
- Gray Ratsnake (THR)
- Barn Swallow (THR)
- Blanding's Turtle (THR)
- Bobolink (THR)
- Butternut (END)
- Eastern Meadowlark (THR)
- Eastern Small-footed Myotis (END)
- Little Brown Bat (END)
- Northern Long-eared Bat (END)

All Endangered and Threatened species receive individual protection under section 9 of the ESA and receive general habitat protection under Section 10 of the ESA, 2007. Thus any potential works should consider disturbance of possible important habitat (e.g. nesting sites). Please note that as of June 30, 2013 general habitat protection applies to all Threatened and Endangered species. The habitat of these listed species is protected from damage and destruction and certain activities may require authorization(s) under the ESA. Please keep this date in mind when planning any species and habitat surveys

Species receiving General Habitat protection:

- American Eel (END)

- Barn Swallow (THR)
- Blanding's Turtle (THR)
- Bobolink (THR)
- Butternut (END)
- Eastern Meadowlark (THR)
- Gray Ratsnake (THR)
- Little Brown Bat (END)
- Northern Long-eared Bat (END)

If the proposed activity is known to have an impact on the species mentioned above or any other SAR, an authorization under the Endangered Species Act, 2007 (ESA) may be required. It is recommended that MNR Kemptville be contacted prior to any activities being carried out to discuss potential survey and mitigation measures to avoid contravention of the ESA.

Habitat has been identified within the project area that appears suitable for one or more species listed by SARO as Special Concern (SC). In Addition, one or more Special Concern species has been documented to occur either on the site or nearby. Species listed as Special Concern are not protected under the ESA, 2007. However, please note that some of these species may be protected under the Fish and Wildlife Conservation Act. Species of Special Concern for consideration:

- Black Tern (SC)
- Eastern Musk Turtle (SC)
- Snapping Turtle (SC)
- Milksnake (SC)

If any of these or any other species at risk are discovered throughout the course of the work, and/or should any species at risk or their habitat be potentially impacted by on site activities, MNR should be contacted immediately and operations be modified to avoid any negative impacts to species at risk or their habitat until further direction is provided by MNR.

Please note that information regarding species at risk is based on documented occurrences only and does not include an interpretation of potential habitat within or in proximity to the site in question. Although this data represents the MNR's best current available information, it is important to note that a lack of information for a site does not mean that additional features and values are not present. i.e.: Species at Risk (SAR) or their habitat could still be present at the location or in the immediate area. It is the responsibility of the proponent to ensure that species at risk are not killed, harmed, or harassed; or their habitat is not damaged or destroyed through the activities carried out on the site. The MNR continues to strongly encourage ecological site assessments to determine the potential for SAR habitat and occurrences. When a SAR or potential habitat for a SAR does occur on a site, it is recommended that the proponent contact the MNR for technical advice and to discuss what activities can occur without contravention of the Act. If an activity is proposed that will contravene the ESA (such as Section 9 or 10), the proponent must contact the MNR to discuss the potential for a permit (Section 17). For specific questions regarding the Endangered Species Act (2007) or SAR, please contact a district Species at Risk Biologist at sar.kemptville@ontario.ca. For more information regarding the ESA (2007), please see attached ESA Information Sheet.

As of July 1, 2013, the approvals processes for a number of activities that have the potential to impact SAR or their habitat were changed in an effort to streamline approvals processes while continuing to protect and sustainably manage Ontario's natural resources. For those activities that require registration with the Ministry, businesses and individuals will be able to do so through a new online system. The online system will also include information to help guide individuals and businesses through the new processes. For further information on which activities are authorized through this new online registration process and how to apply, please refer to the following website: http://www.mnr.gov.on.ca/en/About/2ColumnSubPage/STDPROD_104342.html. General inquiries may be directed towards Kemptville District MNR, while questions and comments involving the new online forms can be directed to the Registry Approvals Service Centre (RASC) at 1-855-613-4256 or mnr.rasc@ontario.ca.

Please note: The advice in this letter may become invalid if:

- The Committee on the Status of Species at Risk in Ontario (COSSARO) re-assesses the status of the above-named species OR adds a species to the SARO List such that the section 9 and/or 10 protection provisions apply to those species.
- Additional occurrences of species are discovered.
- Habitat protection comes into force for one of the above-mentioned species through the creation of a habitat regulation (see general habitat protection above).

This letter is valid until: Tue. May 24, 2016

Sincerely,

Erin Seabert
Resource Management Tech
erin.seabert@ontario.ca

Encl.\
-ESA Infosheet
-NHIC/LIO Infosheet



LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

Erin Seabert
Resource Management Technician
Ministry of Natural Resources and Forestry
Kemptville District
P.O. Box 2002
10 Campus Drive
Kemptville, Ontario K0G 1J0

Dear Ms. Seabert:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for providing comments in your letter dated May 25, 2015 regarding the Preliminary Design Study and Class Environmental Assessment for intersection improvements to Highway 15 and County Road 42, Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville. The purpose of this letter is to respond to the issues identified in your letter.

Thank you for providing information regarding natural heritage features and values located within the study area, fish species present, issues related to water, timing restriction periods for various aquatic thermal regimes and hibernating turtles, wetland issues, *Fisheries Act* approvals/permits, and potential species at risk issues under the *Ontario Endangered Species Act, 2007*. The information provided will assist the study team in completing the natural sciences and fish and fish habitat assessment for this study.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

Established in 1971

**Ministry of Tourism,
Culture and Sport**

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7643
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

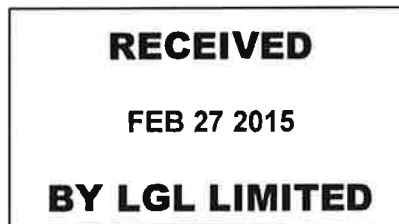
Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7643
Télé: 416 212 1802



27 February 2015

(EMAIL ONLY)

Constance J. Agnew
Consultant Environmental Planner
LGL Limited
22 Fisher Street PO Box 280
King City, ON L7B 1A6
E: kingcity@lgl.com



MTCS File # : 0002472
Proponent : Ministry of Transportation
Your File # : W.P. 4315-06-02
**Subject : Notice of Commencement for Highway 15 and County Road 42
Intersection Improvements**
**Location : Township of Rideau Lakes (Crosby), United Counties of Leeds and
Grenville**

Dear Ms. Agnew:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

Project Summary

This project involves improvements to the intersection of Hwy 15 and County Road 42, in the community of Crosby, now the Township of Rideau Lakes. However, the Notice of Commencement does not specify the nature of these improvements. Could you please provide us with more details?

Please note that the *Standards and Guidelines for Conservation of Provincial Heritage Properties (S&G)*, prepared pursuant to Section 25.2 of the *Ontario Heritage Act (OHA)*, came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

Cultural Heritage Considerations

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that

are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Your EA project may impact archaeological resources and you may screen the project with the MTCS *Criteria for Evaluating Archaeological Potential* to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeologicalsites@ontario.ca. If your EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an OHA licensed consultant archaeologist, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

The attached MTCS checklist *Screening for Impacts to Built Heritage and Cultural Heritage Landscapes* helps determine whether your EA project may impact cultural heritage resources. The Clerk for the Township of Rideau Lakes can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist. The draft *MTO Ontario Heritage Bridge Guidelines for Provincially Owned Bridges* screening criteria have also been established for cultural heritage evaluation of bridges under the Class EA for Provincial Transportation Facilities.

A Cultural Heritage Evaluation Report (CHER) is used to determine the cultural heritage value or interest of a potential Provincial Heritage Property. If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, be completed to assess potential project impacts. Our Ministry's *Info Sheet #5: Heritage Impact Assessments and Conservation Plans* outlines the scope of HIAs. Please send the HIA to MTCS (and the local municipality as appropriate) for review, and make it available to local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion or the commencement of work on-site. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file. MTCS is in no way liable if the information in the completed checklists is found to be inaccurate or incomplete.

Thank-you for circulating MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Katherine Kirzati
Heritage Planner
katherine.kirzati@ontario.ca

c: Kevin Ogilvie, MTO Environmental Planner

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out a determination of their nature and significance.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



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Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

Katherine Kirzati
Heritage Planner
Ministry of Tourism, Culture and Sport
Culture Services Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7

Dear Ms. Kirzati:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for providing comments in your letter dated May 25, 2015 regarding the Preliminary Design Study and Class Environmental Assessment for intersection improvements to Highway 15 and County Road 42, Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville. The purpose of this letter is to respond to the issues identified in your letter.

Thank you for providing input related to cultural heritage considerations, archaeological resources, built heritage and cultural heritage landscapes and environmental assessment reporting. A *Built Heritage and Cultural Heritage Landscape Assessment* and *Stage I and II Archaeological Assessment* were completed by Central Archaeology in accordance with the MTCS's standards and guidelines. These reports were submitted to the MTCS and received concurrence. These reports were prepared as part of the improvements to Highway 15 from 1.07 km South of Leeds and Grenville Road 42 Northerly to 0.25 km South of Young's Hill Road in the Township of Rideau Lakes, United Counties of Leeds and Grenville (W.P. 4315-06-00). During this Highway 15 improvements study, it was determined that the intersection of Highway 15 and County Road 42 would be addressed as a separate Class EA Study. However, the assessments completed previously by Central Archaeology address the study area for this intersection. The study team will ensure that if there are any lands to be impacted by the selected preliminary design alternative that were not addressed as part of the previous studies, additional work will be carried out or a commitment to carry out further work during detail design will be included in the Transportation Environmental Study Report.

In your letter, you requested that the study team clarify the nature of the improvements at the intersection. The study team is currently evaluating a number of alternatives, to determine the preliminary design alternative. Upon selection of a preliminary design alternative, the study team will host Public Information Centre #2, and you will receive an invitation to participate. At that time, the study team will have further details on the proposed improvements at the intersection.

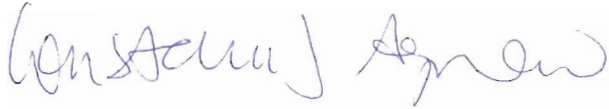
Established in 1971

NFLD & Labrador Ontario British Columbia Alberta Yukon NWT Alaska Texas California Russia

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in blue ink that reads "Constance J. Agnew". The signature is written in a cursive style and is positioned above the printed name.

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
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**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
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Télééc: 416 212 1802



April 28, 2017 (EMAIL ONLY)

Ms Constance Agnew
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
E: cagnew@lgl.com

RE: MTCS file #: 015H013
Proponent: Ministry of Transportation
Subject: Notice of PIC#2 – Class EA
Project: Highway 15 and County Road 42 Intersection Improvements
(W.P. 4315-06-02)
Location: Township of Rideau Lakes

Dear Ms. Agnew

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of PIC#2 for the above-noted project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land-based and marine;
- built heritage resources, including bridges and monuments; and,
- cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

Please note that the [Standards and Guidelines for Conservation of Provincial Heritage Properties](#) (S&G), prepared pursuant to Section 25.2 of the *Ontario Heritage Act (OHA)*, came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Would you please whether an archaeological assessment has been undertaken for this project area? It may have been completed in connection with a previous complete but related project.

If the project area has not been previously assessed then, you should screen the project with the MTCS [Criteria for Evaluating Archaeological Potential](#) to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeologicalsites@ontario.ca. If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the *OHA*, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

Similarly, if cultural heritage resources were identified and evaluated by a previous technical study then please advise us and/or provide a copy of the technical study.

If the project area has not been previously assessed, then the MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk/s for the municipality can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS and the municipality for review, and make it available to local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If the screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Rosi Zirger
Heritage Planner
rosi.zirger@ontario.ca

Copied to: Glenn Higgins, MTO Project Manager

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.



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July 13, 2017

Ms. Rosi Zirger
Heritage Planner
Ministry of Tourism, Culture and Sport
Heritage Programs Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7

Dear Ms. Zirger,

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Thank you for providing comments regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment, in response to our invitation to the Public Information Centre (PIC) #2. The purpose of this letter is to address the concerns and/or comments you made on this study.

In your letter, you provided a summary of the MTCS's interests in this study, with respect to archaeological resources, built heritage resources and cultural heritage landscapes. The Ministry of Transportation initiated the previous Class EA Study for improvements to Highway 15 from 1.07 km south of Leeds and Grenville Road 42 northerly to 0.25 km south of Young's Hill Road, Township of Rideau Lakes, United Counties of Leeds and Grenville. An archaeological assessment and built heritage and cultural heritage landscape assessment was completed for the entire study area, and were submitted to the MTCS at that time for acceptance into the provincial register of archaeological reports, review and comments.

The pavement condition of Highway 15 required timely implementation of improvements to Highway 15 south and north of Crosby. As a result, the study was divided into two separate projects (see attached maps). This study is for the intersection of Highway 15/County Road 42, and the documentation completed previously for the study area noted above addresses all concerns with respect to archaeological resources, built heritage resources and cultural heritage landscapes.

The recommended short-term alternative (Alternative 1) does not include any work outside the existing Highway 15 and County Road 42 rights of way. No sites of archaeological significance, built heritage features or cultural heritage landscapes will be displaced or impacted by the proposed improvements. A copy of the display panels from PIC #2 are attached for your information.

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Two alternatives have been recommended for the long term solution; however, implementation of these alternatives would not take place for another 20 years. As such, any changes to the built and cultural environment would need to be reviewed at that time prior to implementation of any improvements to the intersection.

Further assessment of archaeological resources, built heritage and cultural heritage landscapes will be conducted during the detail design study prior to construction. A commitment to undertake additional assessment of archaeological resources, built heritage and cultural heritage landscapes during detail design will be included in the Transportation Environmental Study Report being prepared to document this preliminary design assignment. During detail design, any changes to existing conditions and impacts to these resources will be assessed.

Please do not hesitate to contact me if you have any further questions.

In accordance with the requirements for a Group "B" project under the *MTO Class Environmental Assessment for Provincial Transportation Facilities (2000)*, a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

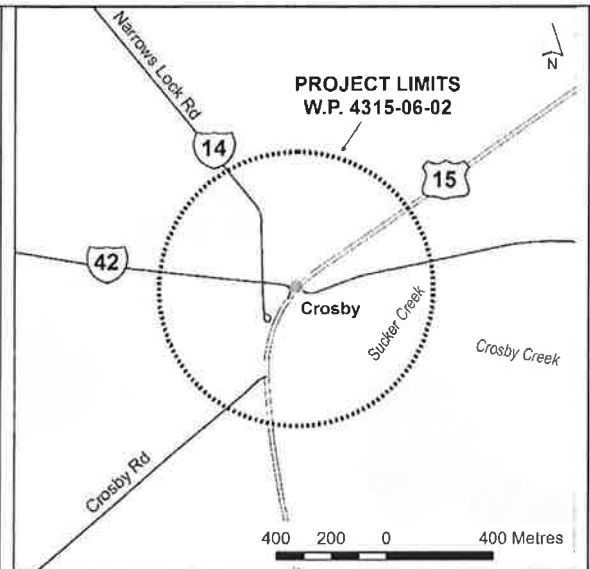
Yours sincerely,

LGL Limited
environmental research associates


Constance J. Agnew, B.Sc.

Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
John Hanna, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR



Previous Study Area

- WP 4315-06-00
- Did not include the intersection of Highway 15/County Road 42

Current Study Area

- WP4315-06-02
- Includes the intersection of Highway 15/County Road 42

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Mr. Richard Noel
General Manager, East
Infrastructure Ontario, Asset Management
Suite 1010
333 Preston St
Ottawa, Ontario
K1S 5N4**

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

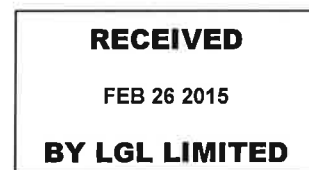
I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

*Please continue to send these requests, however,
we have determined there are no assets
Infrastructure Ontario owns within the project
limits*

Please return this completed form by March 27, 2015 to:

**Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: cagnew@lgl.com**



March 3rd 2015

To whom it may concern,

Thank you for circulating Infrastructure Ontario (IO) on your Notice. Infrastructure Ontario is the strategic manager of the provincial government's real estate with a mandate of maintaining and optimizing value of the portfolio while ensuring real estate decisions reflect public policy objectives of the government.

As you may be aware, *IO is responsible for managing property that is owned by Her Majesty the Queen in Right of Ontario as represented by the Minister of Infrastructure (MOI)*. There is a potential that IO managed lands fall within your study area. As a result, your proposal may impact IO managed properties and/or the activities of tenants present on IO-managed properties. In order to determine if IO property is within your study area, IO requires that the proponent of the project conduct a title search by reviewing parcel register(s) for adjoining lands, to determine the extent of ownership by MOI or its predecessor's ownership (listed below). Please contact IO if any ownership of provincial government lands are known to occur within your study area and are proposed to be impacted. IO managed land can ***include within the title but is not limited to*** variations of the following: Her Majesty the Queen/King, OLC, ORC, Public Works, Hydro One, PIR, MGS, MBS, MOI, MTO, MNR and MEI*. Please ensure that a copy of your notice is also sent to the ministry/agency on title. As an example, if the study area includes a Provincial Park, then MNR is to also to be circulated notices related to your project.

IO obligates proponents to complete all due diligence for any realty activity on IO managed lands and this should be incorporated into all project timelines.

Potential Negative Impacts to IO Tenants and Lands

General Impacts

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise and vibration impacts, impacts to natural heritage features/habitat and functions, etc should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices as well as Ministry of Natural Resources (MNR) and Ministry of the Environment (MOE) standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Impacts to Land holdings

Negative impacts to land holdings, such as the taking of developable parcels of IO managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative, these should be appropriately mapped and quantified within the EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. IO requests circulation of the draft EA report prior to finalization if potential impacts to IO-managed lands are present as part of this study.

Impacts to Cultural Heritage

Should the proposed activities impact cultural heritage features on IO managed lands, a request to examine cultural heritage features, which can include cultural landscapes, built heritage, and archaeological potential and/or sites, could be required. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

Potential Triggers Related to MOI's Class EA

IO is required to follow the MOI Public Work Class Environmental Assessment Process for (PW Class EA). The PW Class EA applies to a wide range of realty and planning activities including leasing or letting, planning approvals, disposition, granting of easements, demolition and property maintenance/repair. For details on the PW Class EA please visit the Environment and Heritage page of our website found at

<http://www.infrastructureontario.ca/Templates/Buildings.aspx?id=2147490336&langtype=1033>

Please note that completion of any EA process does not provide an approval for MOI's Class EA obligations. Class EA processes are developed and in place to assess undertakings associated with different types of projects. For example, assessing the impacts of disposing of land from the public portfolio is significantly different then assessing the best location for a proposed road.

IO is providing this information so that adequate timelines and project budgets can consider MOI's regulatory requirements associated with a proposed realty activity in support of a project. Some due diligences processes and studies can be streamlined. For example, prior to any disposition of land, at minimum a Phase I Environmental Site Assessment and a Stage I Archaeological Assessment and the MOI Category B Environmental Assessment should be undertaken.. Deficiencies in any of these requirements could result in substantial project delays and increased project costs.

In summary, the purchase of MOI-owned/IO-managed lands or disposal of rights and responsibilities (e.g. easement) for IO-managed lands triggers the application of the MOI Class EA. If any of these realty activities affecting IO-managed lands are being proposed as part of any alternative, please contact the Sales, Easements and Acquisitions Group through IO's main line (Phone: 416-327-3937, Toll Free: 1-877-863-9672), and also contact the undersigned at your earliest convenience to discuss next steps.

Specific Comments

Please remove IO from your circulation list, with respect to this project, if MOI owned lands are not anticipated to be impacted. In addition, in the future, please send only **electronic copies of notices** for any projects impacting IO managed lands to:
Keith.Noronha@infrastructureontario.ca

Thank you for the opportunity to provide initial comments on this undertaking. If you have any questions I can be reached at the contacts below.

Sincerely,

Lisa Myslicki
Environmental Advisor, Environmental Management
Infrastructure Ontario
1 Dundas Street West,
Suite 2000, Toronto, Ontario
M5G 2L5
(416) 212-3768
lisa.myslicki@infrastructureontario.ca

* Below are the acronyms for agencies/ministries listed in the above letter

| | |
|-----|---------------------------------------|
| OLC | Ontario Lands Corporation |
| ORC | Ontario Realty Corporation |
| PIR | Public Infrastructure and Renewal |
| MGS | Ministry of Government Services |
| MBS | Management Board and Secretariat |
| MOI | Ministry of Infrastructure |
| MTO | Ministry of Transportation |
| MNR | Ministry of Natural Resources |
| MEI | Ministry of Energy and Infrastructure |



LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

Lisa Myslicki
Environmental Advisor, Environmental Management
Infrastructure Ontario
1 Dundas Street West, Suite 2000
Toronto, Ontario M5G 2L5

Dear Ms. Myslicki:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for providing comments in your completed initial contact letter form received on March 3, 2015 regarding the Preliminary Design Study and Class Environmental Assessment for intersection improvements to Highway 15 and County Road 42, Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville. The purpose of this letter is to respond to the issues identified in your form.

The study team is currently undertaking an evaluation of alternatives for the intersection, and upon selection of the preferred alternative, it will be determined if any impacts are anticipated to the IO Lands. Upon selection of a preliminary design alternative, the study team will host Public Information Centre #2, and you will receive an invitation to participate. At that time, the study team will have further details on the proposed improvements at the intersection.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

Established in 1971



Constance J. Agnew
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6

March 25, 2015

Re: Preliminary Design Study and Class Environmental Assessment, Highway 15 and County Road 42 Intersection Improvements, Study Commencement Notice – Township of Rideau Lakes Comments

Dear Constance,

The Council of the Corporation of the Township of Rideau Lakes reviewed the Study Commencement Notice for the above mentioned project March 9th, 2015.

Overall Council expressed concerns with the safety of the intersection and would like to re-state its long standing preference for a realignment of Highway 15.

Further, in 2012 the Township implemented a Community Improvement Plan (CIP) for the Village of Crosby (attached, Schedule 2 illustrates the Township's preferred realignment). The CIP discusses the benefit of specific re-alignment options as they relate to future economic development in Crosby. The CIP document states that:

The Township believes that the design option which realigns Highway 15 to the south-east best supports the long term development of this important village area within the Township. The CIP has accordingly been developed based on this realignment option as it provides for a mechanism to encourage growth and development for existing and future businesses and supports a vibrant community for village residents.

We encourage you to review all public input, including that related to the CIP and the MTO's own records related to past studies and over a decade of consultation on the matter.

In regards to the request for information related to sensitivities in the study area, the Township would like you to ensure that the former gas station site in Crosby is considered. A map has been provided for your convenience. The potential environmental and safety impacts of the site such as the possible contamination of groundwater and surrounding soils, should be a consideration within the

Township of Rideau Lakes

INCORPORATED 1998



environmental assessment. Additional concerns about the current alignment's impact on the local cemetery have been raised by residents and forwarded to the MTO.

The Township has a vision of Crosby as a tourist commercial hub. The intersection improvements should therefore focus on safety improvements that best support this economic vision.

Given the Township's aging demographic and substantial water based tourism from the UNESECO designated Rideau Waterway, increased land based tourism will help to promote economic development in Rideau Lakes. Therefore, these issues should be at the forefront of consideration not just for the benefit of residents now, but also for the future.

Thank-you for the opportunity to provide comment.

Sincerely,

Brittany Mulhern, Manager of Development Services
On behalf of the Council of the Corporation of the Township of Rideau Lakes

ATTACHMENTS:

- Completed Form
- Crosby CIP & Associated Schedules
- Map of Former Gas Station Site

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Ms. Brittany Mulhern
A/Manager of Development Services
Township of Rideau Lakes
1439 County Road 8
Delta, Ontario
K0E 1G0**

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

*All notices and additional information
as it becomes available. Draft & Final
copies of studies as well.*

Please return this completed form by March 27, 2015 to:

**Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: cagnew@lgl.com**

Village of Crosby Community Improvement Plan 2012

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Village of Crosby Community Improvement Plan 2012

1.4 Community Engagement

The Township commenced an internal and community evaluation exercise to better understand the opportunities and establish a vision for Crosby. The Township Planning Advisory Committee took a primary role in shaping the long term vision for Crosby. Township staff also reviewed Crosby and provided a SWOT analysis. Council provided direction and input on the resulting findings. Two public meetings and an open house were held to engage the local and broader community. The outcome of these exercises was a clear vision for the future of Crosby as a robust mixed use community which uses its highly visible and accessible location to leverage economic development opportunities which supported Crosby's past, present and future. This vision is further outlined in Section 4.0.

2.0 Legislative Context

2.1 Legislation

The legislative context of CIPs is found in Section 28 of the Planning Act. The administration of CIP programs is outlined in Section 28 through Section 32.

2.2 Official Plan

The Planning Act requires that CIPs be contemplated in the Municipal Official Plan. Section 2.7.1 of the Township's Official Plan notes,

"It is Council's goal to maintain, rehabilitate and upgrade the physical environment in order to enhance the Township as an attractive place in which to live, work and recreate in, as well as visit as a tourist or business traveler."

Section 2.7.3 identifies the Township's Villages and Hamlets as Community Improvement Policy Areas. Section 2.7.4 further outlines some of the broad aspects in which improvements are required including municipal services, availability and adequacy of parks and recreation, compatibility of land use, physical amenities such as streetscapes and buffering and the condition of existing building stock. Section 2.7.5 notes that Council recognizes that CIPs should be developed on a priority basis as opportunities arise. Section 2.7.6 outlines the manners in which Council intends to implement improvement initiatives.

3.0 Opportunity

The Ontario Ministry of Transportation in consultation with the County of Leeds and Grenville and the Township of Rideau Lakes has commenced a process to upgrade the intersection of Provincial Highway 15 and County Road 42 at Crosby. Five design alternatives were assessed. The Township believes that the design option which realigns Highway 15 to the south-east best supports the long term development of this important village area within the Township. The CIP has accordingly been developed based on this realignment option as it provides for a mechanism to encourage growth and development for existing and future businesses and supports a vibrant community for village residents.

Village of Crosby Community Improvement Plan 2012

- Other related costs as deemed appropriate by Township Council

Built Heritage Improvement

The Township will support the restoration and designation of Crosby's built heritage. The Township will provide staff expertise and advice in the development of conservation and/or restoration plans. The Township will also support the adaptive reuse of heritage structures that promote the development of commercial, institutional or mixed-use commercial/residential uses within the village. A grant program to assist in the costs associated to heritage restoration will be developed wherein the Township will provide a grant equal to 50% of eligible costs up to a maximum of \$5,000.

Eligible Costs

- Material costs such as construction materials, paint, hardware and associated freight and delivery
- Professional costs such as professional consultation and services, trade services, design services
- Other related costs as deemed appropriate by Township Council

Market Development

The Township will actively seek private investment or a possible public-private partnership to develop a year-round market and community facility which will also serve as a tourist centre. The central location within the Township and the presence of the Provincial Highway 15 makes Crosby an ideal location for such a development. The ideal would be to have an innovative multi-purpose market structure which can function as both an open air market in the spring, summer and fall, as a closed market in the winter and early spring, and a community and meeting facility year-round. The Township would also use acquired lands to provide overflow parking to alleviate traffic and parking congestion, which is a concern related to the existing market.

Imageability and Hub Promotion

The Township will seek to increase the imageability of the village through creating a stronger sense of place. This will be achieved through signage, boundary definition, marketing and promotion.

Accessibility

The Township wishes to promote a program of increasing physical accessibility. To do so, the Township will make available a grant program to assist in the costs associated to physical accessibility improvements for commercial and institutional uses or home based businesses. The Township will provide a grant equal to 50% of eligible costs up to a maximum of \$1,000. Accessibility will also be a guiding principle for development by the Township within the community improvement project area.

Village of Crosby Community Improvement Plan 2012

8.0 Implementation

8.1 Grant Implementation and Monitoring

A person or corporation is eligible for one grant per CIP program per calendar year per registered property. Successful grant applicants will be required to enter into an agreement with the Township regarding proposed works and timelines. Grant funds will only be distributed once the work is complete in accordance with the agreement and full documentation of associated costs is provided to Council or the designated body. Council or the designated body will only approve amendments to an agreement, including an extension of the project completion timeline, where it is demonstrated that significant progress has been made or the changes are being made to further support and enhance the goals of the Crosby CIP.

8.2 Marketing and Promotion

The Township will actively promote and market the Crosby CIP to encourage existing community members to make investments and to also generate outside interest in the Plan and grant programs. Furthermore, the Township will work to facilitate private sector investment in the community and also investigate public-private partnerships where Council deems it appropriate and in the interests of the Municipality. Additionally, the Township will actively seek public funding (such as Federal and Provincial grant programs) to support municipal interests in the community and facilitate private individuals, community groups and businesses in gaining similar funding.

8.3 CIP Review and Amendment

The Crosby CIP will be reviewed on an annual basis. Council or the designated body may make interpretations of the plan, which support the goals and objectives of the plan. These interpretations of the plan shall be documented and consistently applied. Amendments to the CIP plan, grant programs or community improvement project area will be made in accordance with Section 28 of *the Planning Act*, including public notice and consultation.

8.4 Dissolution of CIP

When Council is satisfied that the community improvement plan has been carried out, the Council may, by by-law, dissolve the community improvement project area. (Section 28[13] *Planning Act*)

Village of Crosby Community Improvement Plan 2012

9.2

Schedule 2 Township Preferred Road Re-Alignment



Village of Crosby Community Improvement Plan 2012

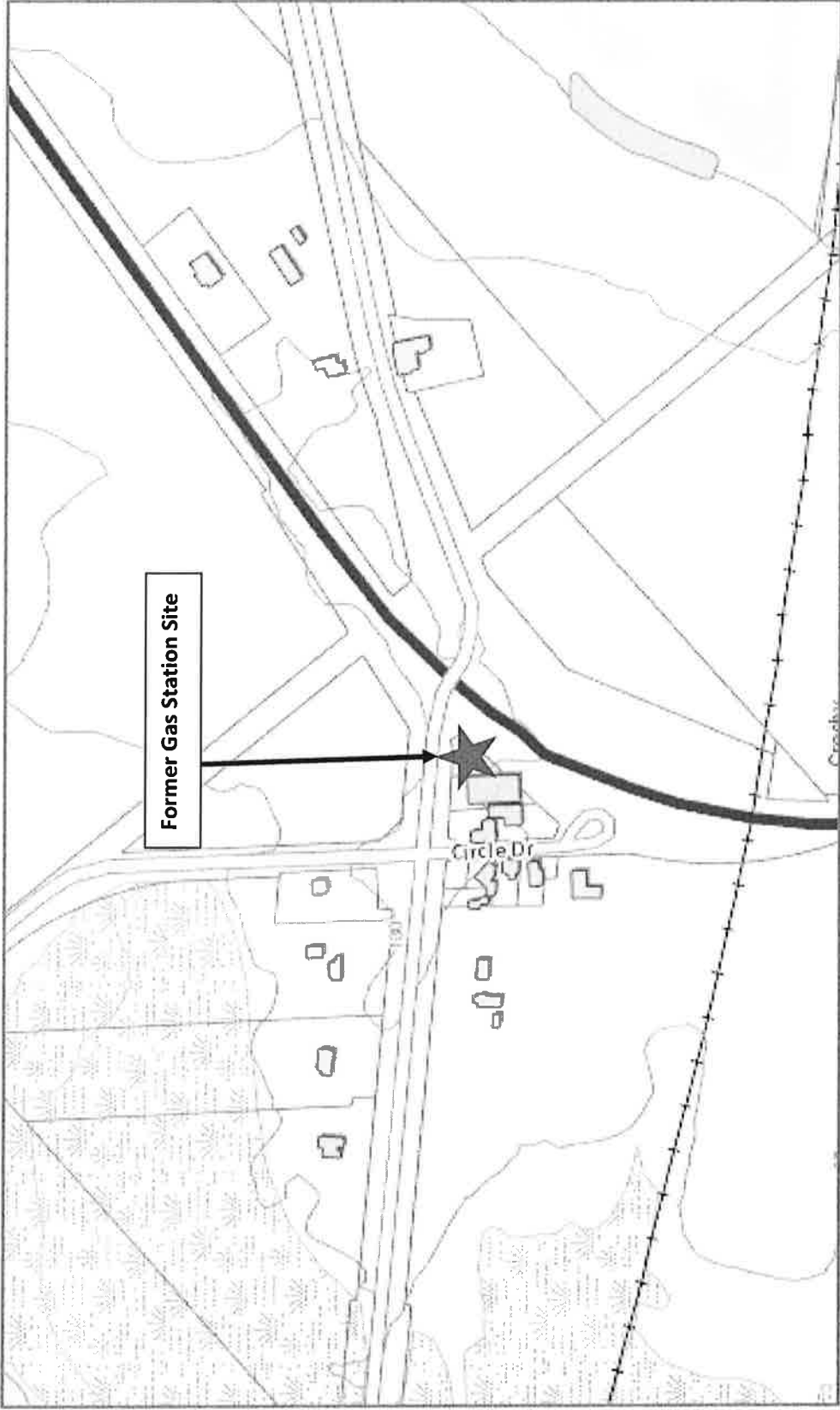
9.4

Schedule 4

Township Preferred Road Re-Alignment with Surplus Generated Lands



Map Illustration of Former Gas Station Site in Crosby



Katherine Bibby

From: Constance Agnew <cagnew@lgl.com>
Sent: March 26, 2015 10:07 AM
To: 'Brittany Mulhern'
Cc: 'Mike Dwyer'; Bibby_Katherine
Subject: RE: Highway 15 & County Road 42 Intersection Improvements

Brittany,

Thanks very much for completing the initial contact letter form and for providing the study team with additional resource materials.

We appreciate your participation and look forward to working with you on this highway improvement project.

Regards,

Constance J. Agnew, B.Sc., rcji
Manager, Senior Planning Ecologist
LGL Limited environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Telephone: 905-833-1244
Fax: 905-833-1255
Email: cagnew@lgl.com

From: Brittany Mulhern [mailto:bmulhern@twprideaulakes.on.ca]
Sent: March-25-15 3:43 PM
To: cagnew@lgl.com
Cc: Mike Dwyer
Subject: Highway 15 & County Road 42 Intersection Improvements

Good Afternoon Constance,

Attached is a letter on behalf of the Township of Rideau Lakes regarding the Highway 15 and County Road 42 Intersection Improvements. Included with the letter is a completed consultation form which was sent to me directly, in addition to documents the Township identifies as relevant for the intersection improvements.

If you have any questions and/or comments please feel free to contact me.

Thank-you,

Brittany Mulhern, M.PL
Manager of Development Services
Township of Rideau Lakes
Tel: 613-928-2251 ext. 244
Fax: 613-928-3097

[Township of Rideau Lakes Website](#)

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Ministry of Transportation

Ministère des Transports

Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 545-4806
Fax: 613-540-5106

Section de la planification et de la
conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4806
Télééc. 613 540-5106



November 25, 2015

Brittany Mulhern
Manager of Development Services
Township of Rideau Lakes
1439 Delta Road 8
Delta, Ontario K0E 1G0

Dear Ms. Mulhern:

RE: *Preliminary Design Study and Class Environmental Assessment Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02*

Thank you for providing comments in your letter dated March 25, 2015 regarding the Preliminary Design Study and Class Environmental Assessment for intersection improvements to Highway 15 and County Road 42, Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville. The purpose of this letter is to respond to the issues identified in your letter on behalf of the Council of the Corporation of the Township of Rideau Lakes.

In your letter you noted that Council has concern for the safety of the intersection of Highway 15 and County Road 42, and re-stated their preference for a realignment of Highway 15. You also provided a copy of the Community Improvement Plan (CIP) for the Village of Crosby, and the benefit of certain alternatives to the future economic development in Crosby. This document has been reviewed and documented by the study team and the vision for the Village of Crosby has been identified as one of the factors in our evaluation of the potential alternatives for this intersection. If you have any additional input from members of the public related to the CIP we would appreciate a copy.

You encouraged the study team to review all the public input that has been received related to the CIP and identified the former gas station in Crosby with a request that the study team consider the potential environmental and safety impacts of this particular site. You identified concerns raised by local residents regarding the potential impact of this project on the local cemetery, that the Township has a vision for Crosby as a tourist hub, and that the intersection improvements should focus on safety improvements that support this vision. Thank you for highlighting the former gas station as a site of concern, and the interest of the local community in potential impacts to the local cemetery. We will address any impacts to these sites during the environmental assessment process.

On the completed initial contact letter form you also indicated that the Township would like to receive all notices and additional information as it becomes available, including draft and final copies of studies.

We conducted the first of two Public Information Centres (PIC's) for this study on June 24, 2015, and received input from representatives from the Township of Rideau Lakes, government agencies, stakeholders, and local residents. The study team is currently undertaking an evaluation of the short-listed alternatives using the evaluation criteria presented at PIC #1, and feedback from the project Municipal Advisory Committee, and we will consider the comments received from participants at PIC #1 during the evaluation process. Upon completion of the evaluation of the alternatives a technically preferred alternative will be selected and presented at PIC #2.

The study team will continue to notify the Township of Rideau Lakes of all future project notices/study updates, as a number of representatives from the Township are included on the study contact list. In addition, Mike Dwyer from the Township of Rideau Lakes is on the Municipal Advisory Committee for this project.

Thank you for your participation in this study.

Sincerely,

A handwritten signature in black ink that reads "Glenn Higgins". The signature is written in a cursive style.

Glenn Higgins, Project Manager
Eastern Region Planning & Design
(613) 545-4806
glenn.higgins@ontario.ca

c.c. Joseph Arcaro, P.Eng., Consultant Project Manager, HDR
Kevin Ogilvie, MTO Senior Environmental Planner
Constance Agnew, Consultant Environmental Planner

Ministry of Transportation

Engineering Office
Planning & Design Section
Eastern Region
1355 John Counter Blvd
PO Box 4000
Kingston, ON K7L 5A3
Tel.: 613 545-4806
Fax: 613-540-5106

Ministère des Transports

Bureau d'ingénierie
Section de la planification et de la conception
Région de l'est
1355, boulevard John Counter
Case postale 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4806
Télééc. 613 540-5106



May 3, 2017

Michael Dwyer
Chief Administrative Officer
Township of Rideau Lakes
1439 County Road 8
Delta, Ontario K0E 1G0

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Mr. Dwyer:

During my last presentation to the Township of Rideau Lakes Council I requested that the Township review the results of the evaluation of the alternatives, particularly the long-term solutions as two options have been identified with equal scores. Council preferred to wait until the final Public Information Centre (PIC) to review the responses from members of the public before making a choice. The purpose of this letter is to share the input received at the final PIC and seek your support for one of these long-term solutions.

The second Public Information Centre (PIC) for this study was held on March 23, 2017 from 4:00 p.m. to 8:00 p.m. A total of eighteen people attended the PIC, including ten members of the public, and eight representatives from agencies/stakeholders, including the Cataraqui Region Conservation Authority, Parks Canada, Township of Rideau Lakes (three Councillors), United Counties of Leeds and Grenville, Lanark County and the Mayor of Westport/Elected Warden of the United Counties of Leeds and Grenville.

There were fewer participants than the first PIC, which had a total of 40 participants, and overall the feedback received during PIC #2 was positive. The written comments received at PIC #2 included:

- Preference for Alternative 3-1 (three commenters).
- Concerns regarding the past 15 years and the results of the study and suggested that Alternative 2 is the closest answer.
- Preference for Alternative 2 as it makes the intersection 90 degrees, and has the potential to turn the intersection into a roundabout in the future.
- Concern regarding the fact that the alternatives do not include the option that was presented as part of the original Highway 15 redesign. Noted Alternative 1 is a viable option if implemented in 2017, and Option 3-1 and 3-2 are valid options if they are implemented within 5 years. Explained that this intersection was removed from the Highway 15 improvements to

the south so that the Township could complete the Community Improvement Plan for Crosby, and we are still at this stage.

- Preference for Alternative 4-2 because the curve already has too short a radius for the intersection, and there is a lot of speeding which poses a safety concern.
- Noted that safety is the key issue, and that driver behaviour is the problem, not the design of the intersection. Recommended that the speed limit be reduced and that signage be installed similar to Highway 15 through Morton, and that the lowered speed limit be enforced.

The results of PIC #2 are currently being summarized in a document which will be included in the Transportation Environmental Study Report (TESR), in accordance with the *Freedom of Information and Protection of Privacy Act* (personal information removed). If the Township would like to have a copy of the PIC #2 Summary Report, please let me know and I will share it with you once it is available.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of this study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period. If, after consulting with the Ministry's consultants and staff, you have serious unresolved concerns, you have the right to request the Minister of the Environment to make a Part II Order (i.e. "bump-up") for this project which may lead to the preparation of an individual environmental assessment. If there are no outstanding concerns after the 30 day public review period, the project will be considered to have met the requirements of the Class EA and construction can be considered.

I am interested in receiving any comments from the Township of Rideau Lakes on the evaluation of the alternatives. Based on the responses received at PIC #2, there appears to be general support for Alternative 3-1 (Convert to Two T-Intersections, see attached PIC display material) and at this time I request the Council's support in moving forward with Alternative 3-1 as the preferred alternative for the long-term solution.

Sincerely,



Glenn Higgins, Project Manager
Ministry of Transportation, Eastern Region

cc John Hanna, MTO Environmental Planner
Joseph Arcaro, Consultant Project Manager, HDR
Constance Agnew, Consultant Environmental Planner, LGL

Katherine Bibby

Subject:

From: Mike Dwyer [mailto:mdwyer@twprideaulakes.on.ca]
Sent: May 3, 2017 10:58 AM
To: 'Higgins, Glenn (MTO)' <Glenn.Higgins@ontario.ca>
Cc: 'Arcaro, Joseph' <Joseph.Arcaro@hdrinc.com>; 'Anurita, .' <Anurita@hdrinc.com>; 'Murray, Cheryl' <Cheryl.Murray@hdrinc.com>; 'Constance Agnew' <cagnew@lgl.com>; Katherine Bibby <kbibby@lgl.ca>; 'Hanna, John (MTO)' <John.Hanna@ontario.ca>; 'Beatty, Rob (MTO)' <Robert.Beatty@ontario.ca>; 'Buelow, Melissa (MTO)' <Melissa.Buelow@ontario.ca>
Subject: RE: Highway 15 Intersection Improvement - Crosby

Thanks Glenn,

I'll get this in front of Council – likely at the May 23rd meeting.

Mike

From: Higgins, Glenn (MTO) [mailto:Glenn.Higgins@ontario.ca]
Sent: May-03-17 10:39 AM
To: Michael Dwyer (mdwyer@twprideaulakes.on.ca) <mdwyer@twprideaulakes.on.ca>
Cc: Arcaro, Joseph <Joseph.Arcaro@hdrinc.com>; Anurita, . <Anurita@hdrinc.com>; Murray, Cheryl <Cheryl.Murray@hdrinc.com>; Constance Agnew <cagnew@lgl.com>; Katherine Bibby <kbibby@lgl.ca>; Hanna, John (MTO) <John.Hanna@ontario.ca>; Beatty, Rob (MTO) <Robert.Beatty@ontario.ca>; Buelow, Melissa (MTO) <Melissa.Buelow@ontario.ca>
Subject: Highway 15 Intersection Improvement - Crosby

Mike:

Attached please find a copy of a letter I have mailed to you this morning asking for Council's support in selecting a long-term solution for the intersection of Highway 15 and County Road 42 in the Township of Rideau Lakes. The original letter, and a copy of the PIC display boards (too big to email) is on its way.

On behalf of my project team, I want to thank you for your valuable assistance over the past two years and look forward to the support of your Council.

Glenn Higgins

Project Manager, Planning & Design
Ontario Ministry of Transportation
1355 John Counter Boulevard, P.O.Box 4000
Kingston, Ontario, K7L 5A3
613-545-4806 (Office Line)
613-583-2112 (Mobile)

glenn.higgins@ontario.ca



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**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Ms. Claire Gunnewiek
Councillor, Ward 3 – South Crosby
Township of Rideau Lakes
1439 County Road 8
Delta, Ontario
K0E 1G0**

Update contact information if necessary
(613) 359-5324

769 Bush Road
RR#3
Elgin, ON
K0G 1E0

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Will be attending PIC(s) and TES Report

Please inform as to dates. I would be

happy to provide general information on site
if others do not give sufficient

advice.

Please return this completed form by March 27, 2015 to:

**Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: cagnew@lgl.com**

Please send updates on project
as it progresses.

RECEIVED

MAR 09 2015

BY LGL LIMITED

Constance Agnew

From: Christine Woods <cwoods@crca.ca>
Sent: March-11-15 9:38 AM
To: cagnew@lgl.com
Subject: W.P. 4315-06-02

Ms. Agnew,

Further to your letter dated February 20, 2015, to Andrew Schmidt of the CRCA regarding proposed Highway 15 and County Road 42 Intersection Improvements (W.P. 4315-06-02), please update your contact information to address myself in the future.

The CRCA's interest in this proposal relate to the potential impacts on the natural features in the immediate area. These features include:

1. Sucker Creek and Crosby Creek which join east of Highway 15 and flow west into Newboro Lake.
2. Newboro Lake forms part of the Rideau Canal. We assume that you have been in contact with the Parks Canada-Rideau Canal office regarding this project.
3. The Bog Marsh is a provincially significant wetland. While the main body of the marsh is located in Newboro Lake, it also includes wetland communities north of County Road 42 west of Highway 15, and south of County Road 42 east of Highway 15. The main body of the wetland is a Candidate ANSI known as Newboro Lake Marsh.

It is important that adequate stormwater management and sediment and erosion control will be provided to minimize the impact of increased runoff and sedimentation on the watercourses, wetland and Newboro Lake both during and after construction. Any alterations to the watercourses, including culvert upgrades, will need to be designed to ensure no increased risk of flooding and erosion upstream and downstream of the alterations, and no impact to fish habitat.

Thank you for the opportunity to participate in this process. Let me know if you have any questions.



Christine Woods MCIP, RPP

Resource Planner

Cataraqui Region Conservation Authority

1641 Perth Road, PO Box 160, Glenburnie ON, K0H 1S0

Phone: (613) 546-4228 ext. 235 - Fax: (613) 547-6474

Toll Free for Area code (613): 1-877-956-2722

Visit us on the web: www.crc.ca

www.cleanwatercataraqui.ca

www.cataraquitrail.ca

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LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

Christine Woods, MCIP, RPP
Resource Planner
Cataraqui Region Conservation Authority
1641 Perth Road, P.O. Box 160
Glenburnie, Ontario K0H 1S0

Dear Ms. Woods:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for providing comments in your e-mail dated March 11, 2015 regarding the Preliminary Design Study and Class Environmental Assessment for intersection improvements to Highway 15 and County Road 42, Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville. The purpose of this letter is to respond to the issues identified in your e-mail.

The study contact list has been updated with your contact information. You will receive all future correspondence regarding this Preliminary Design Study and Class Environmental Assessment.

We have reviewed the information you have provided, in addition to information also provided by the Ministry of Natural Resources and Forestry Kemptville District Office, and will ensure that this is included in the natural heritage and fish and fish habitat assessments for this study.

Following Public Information Centre #1 held for this study in June 2015, you requested a copy of the display panels, which were provided on August 10, 2015. We received your comments on the display panels on August 11, 2015. You indicated that the blue alignment that is displayed as part of Alternative #4 (Realign Highway 15) would involve major watercourse crossings, the relocation of a watercourse, and interference with a Provincially Significant Wetland. These comments will be incorporated into the evaluation of alternatives that is currently being undertaken by the study team.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

Established in 1971

Katherine Bibby

From: Constance Agnew <cagnew@lgl.com>
Sent: August 10, 2015 11:10 AM
To: 'Christine Woods'
Cc: Katherine Bibby
Subject: RE: Hwy 15 and County Rd 42 improvements PIC 1
Attachments: Final PIC Panels Hwy 15 CR 42 - 22June2015.pdf

Hi Christine,

Attached please find a copy of the display panels from the June 24, 2015 public information centre. If you have any comment or concerns or require further information please let me know.

Regards,

Constance J. Agnew, B.Sc., rcji
Manager, Senior Planning Ecologist
LGL Limited environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Telephone: 905-833-1244
Fax: 905-833-1255
Email: cagnew@lgl.com

From: Christine Woods [mailto:cwoods@crca.ca]
Sent: July-29-15 1:32 PM
To: cagnew@lgl.com
Subject: Hwy 15 and County Rd 42 improvements PIC 1

Constance,

I was just provided with notice of the public information centre for the Highway 15 and County Road 42 intersection improvements. I provided comments previously so I do not know that I have more to add at this time, but would it be possible to get a copy of the PIC materials for our file?

Thank you.



Christine Woods MCIP, RPP
Resource Planner
Cataraqui Region Conservation Authority
1641 Perth Road, PO Box 160, Glenburnie ON, K0H 1S0
Phone: (613) 546-4228 ext. 235 - Fax: (613) 547-6474
Toll Free for Area code (613): 1-877-956-2722

Visit us on the web: www.crca.ca
www.cleanwatercataraqui.ca
www.cataraquitrail.ca

Follow us on:



Katherine Bibby

From:
Sent:
To:
Cc:
Subject:

Comment received from Christine Woods, Cataraqui Region Conservation Authority.

Constance J. Agnew, B.Sc., rcji
Vice-President, Senior Planning Ecologist
LGL Limited environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Telephone: 905-833-1244
Fax: 905-833-1255
Email: cagnew@lgl.com

From: Christine Woods [mailto:Cwoods@crca.ca]
Sent: March-24-17 9:18 AM
To: cagnew@lgl.com
Subject: W.P. 4315-06-02 Hwy 15 and CRD 42 Intersection Improvements

Connie,

Thank you for providing the CRCA with notice of the second public information centre on the proposed Highway 15 and County Road 42 intersection improvements. I appreciate the explanations that the team provided at the PIC. CRCA staff support the preferred alternatives (1 – asphalt reductions and markings, 2 – reconfiguring the intersection long term, and 3-1 creating two T-intersections for County Rod 42 long term) since they would have little to no impact on the natural features present in the area.



Christine Woods MCIP, RPP#
Resource Planner
Cataraqui Region Conservation Authority
1641 Perth Road, PO Box 160, Glenburnie ON, K0H 1S0
Phone: (613) 546-4228 ext. 235 - Fax: (613) 547-6474
Toll Free for Area code (613): 1-877-956-2722

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www.cleanwatercataraqui.ca
www.cataraquitrail.ca

Follow us on:



**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

Mr. John Boals
Office Manager
Ontario Federation of Snowmobile Clubs,
District 1 Association
P.O. Box 1432
Morrisburg, Ontario
K0C 1X0

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

We have a OFSC prescribed
Trail Crossing Hwy 15 south of
the intersection of Hwy 15/Hwy 42
with in the Study Areas

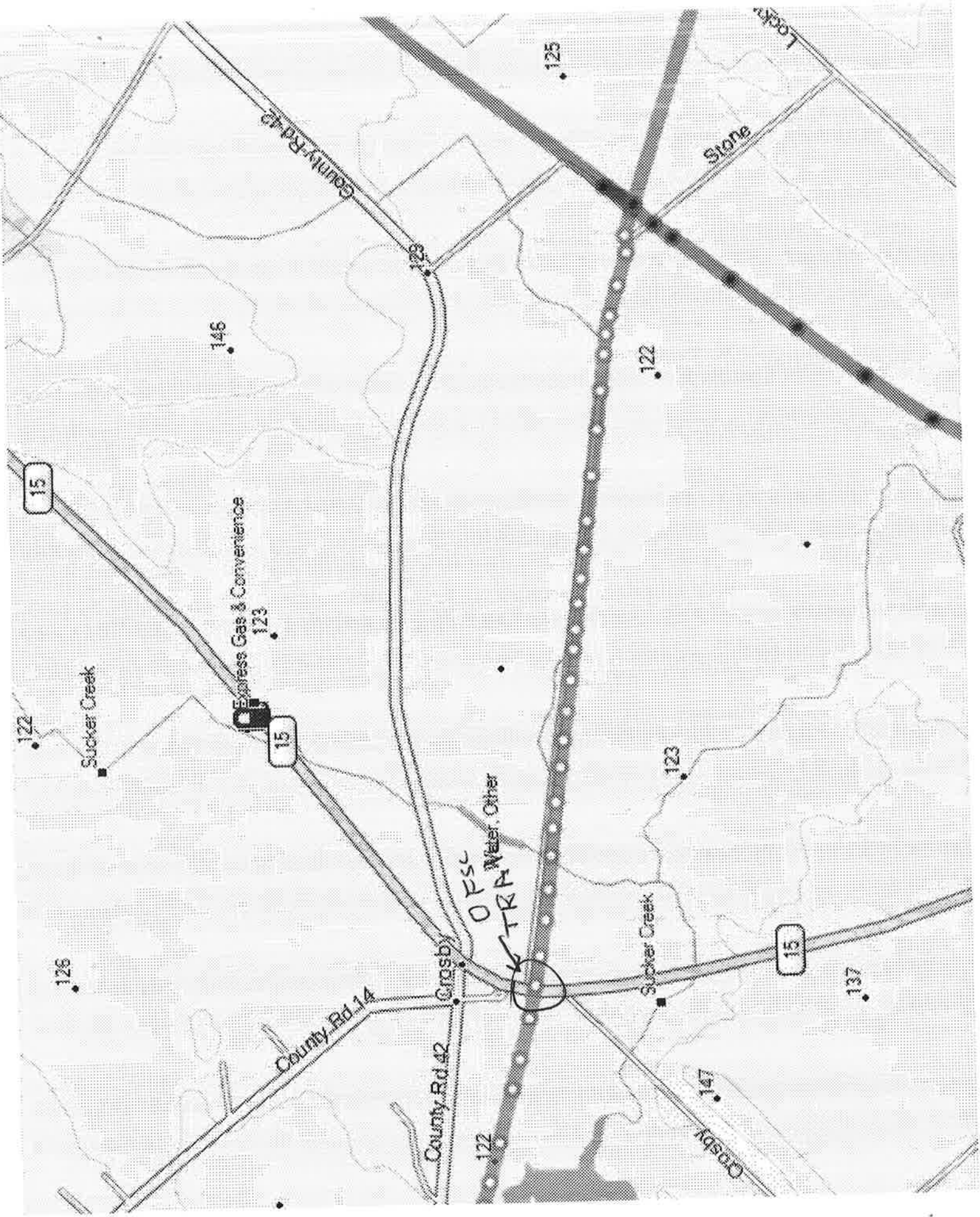
Please return this completed form by March 27, 2015 to:

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Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: cagnew@lgl.com

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MAR 04 2015

BY LGL LIMITED



County Rd 40

Stone

Locky

146

125

122

15

Express Gas & Convenience

123

15

122

Sucker Creek

OPSC
WATER

123

Sucker Creek

15

137

126

County Rd 14

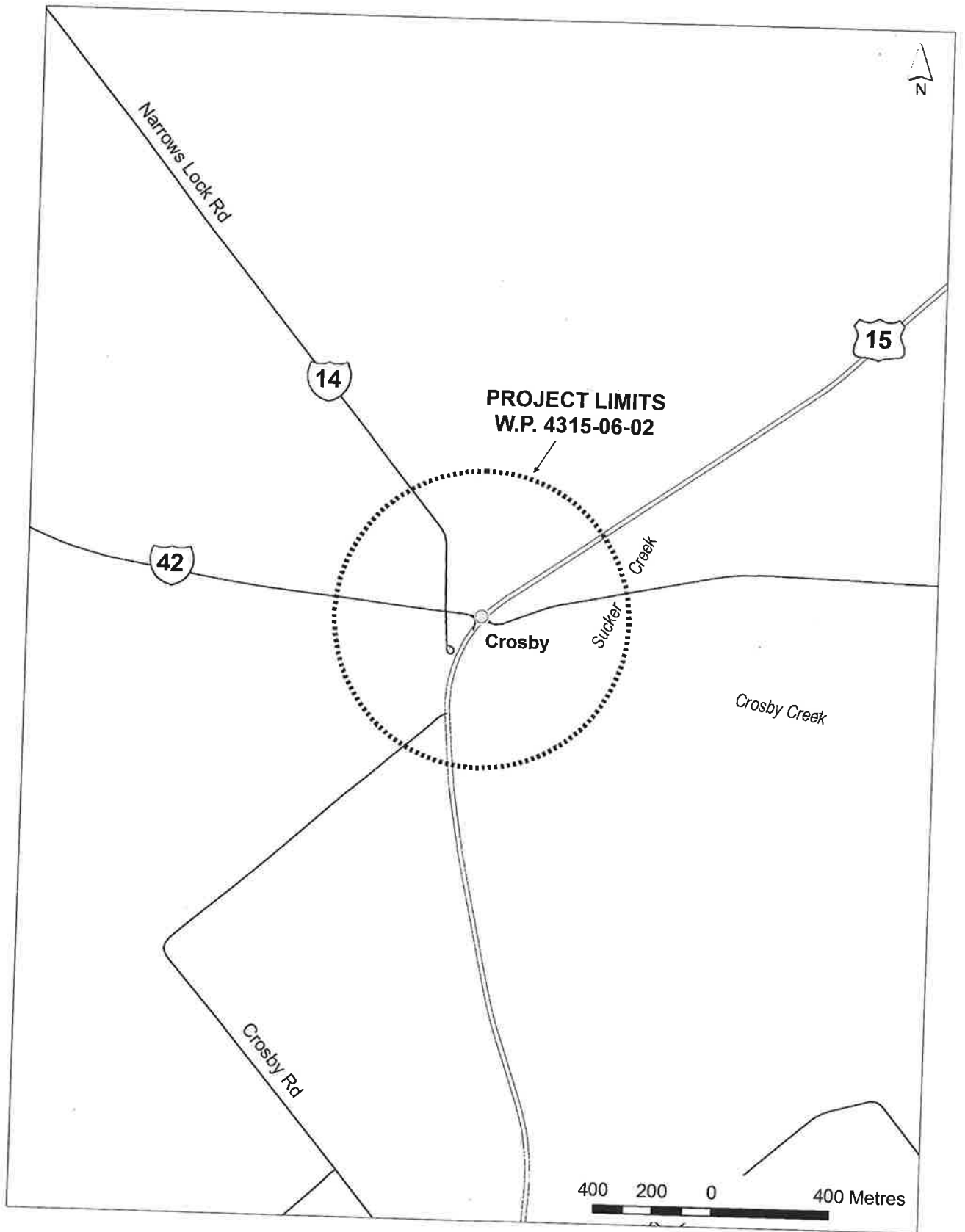
County Rd 42

Crosby

122

147

Crosby



Key Plan of the Study Area



LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

John Boals
Office Manager
Ontario Federation of Snowmobile Clubs, District 1 Association
P.O. Box 1432
Morrisburg, Ontario K0C 1X0

Dear Mr. Boals:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for providing comments in your completed initial contact letter form received on March 4, 2015 regarding the Preliminary Design Study and Class Environmental Assessment for intersection improvements to Highway 15 and County Road 42, Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville. The purpose of this letter is to respond to the issues identified in your form.

You provided a map of the OFSC trail crossing of Highway 15, south of the intersection of Highway 15 and County Road 42. The study team is currently undertaking an evaluation of alternatives for the intersection, and upon selection of the preferred alternative, it will be determined if any impacts are anticipated to this trail crossing. Upon selection of a preliminary design alternative, the study team will host Public Information Centre #2, and you will receive an invitation to participate. At that time, the study team will have further details on the proposed improvements at the intersection.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

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**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Ms. Nicole Proulx
Operations Manager
Student Transportation of Eastern Ontario
104 Commerce Drive
P.O. Box 1179
Prescott, Ontario
K0E 1T0**

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

Please return this completed form by March 27, 2015 to:

**Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Tel: 905-833-1244 Fax: 905-833-1255
E-mail: cagnew@lgl.com**

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FEB 24 2015

BY LGL LIMITED

APPENDIX C

MUNICIPAL ADVISORY COMMITTEE (MAC)

TERMS OF REFERENCE MUNICIPAL ADVISORY COMMITTEE

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS

Prepared by:



On behalf of:

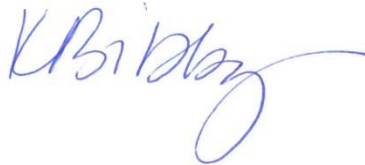


JANUARY 2015

TERMS OF REFERENCE MUNICIPAL ADVISORY COMMITTEE

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS

Prepared by:



KATHERINE BIBBY, MCIP, RPP
ENVIRONMENTAL PLANNER



CONSTANCE J. AGNEW, B.Sc., RCJI
SENIOR PLANNING ECOLOGIST

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environmental research associates
P.O. Box 280, 22 Fisher Street
King City, Ontario L7B 1A6
Telephone: 905-833-1244
Facsimile: 905-833-1255
www.lgl.com

On behalf of:



JANUARY 2015
LGL Project TA 8484

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1.0 INTRODUCTION

The Ministry of Transportation (MTO) has retained HDR Corporation to undertake a Preliminary Design Study and Class Environmental Assessment (EA) to investigate improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. This preliminary design study will follow the planning process for Group “B” projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000), which is approved under the Ontario *Environmental Assessment Act*.

2.0 PURPOSE OF THE REGULATORY AGENCY ADVISORY GROUP

The Municipal Advisory Committee (MAC) is an advisory committee, established in order to review environmental documents and provide advice to the Study Team during conduct of the Preliminary Design and Class EA Study. It is not a decision-making body. This Terms of Reference outlines the role of MAC, presents guidelines, establishes its members and describes when meetings will take place.

Committee members are guided by this Terms of Reference and participate on MAC at the invitation of the Ministry of Transportation.

The mandate of the Municipal Advisory Committee is to:

- Provide inclusive discussion and forum for stakeholders to advise the Study Team.
- Serve as a means to share and exchange information, ideas and concerns related to the study.
- Review and provide comments on the following topics:
 - a. Problems and Opportunities
 - b. Alternatives
 - c. Evaluation Criteria
 - d. Alternative Evaluation Workshop
 - e. Feedback from PIC #1
 - f. Review Technically Preferred Alternative

The Study Team and the members of the MAC will monitor the success of this group by determining whether or not the mandate has been achieved, documents have been reviewed and appropriate advice has been provided to the Study Team in a timely manner.

3.0 MUNICIPAL ADVISORY COMMITTEE SUPPORT

Members of the Study Team will be present at each meeting to provide meeting logistics support, technical support, clarification and guidance.

The Study Team will provide a coordinator to liaise between the MAC and the Study Team to assist with the administration of the Committee. The MAC members are to go through the coordinator for all comments and information.

4.0 REPORTING RELATIONSHIP

The MAC is acting in an advisory capacity to the Study Team. All recommendations and comments from the Group will be documented by the coordinator and will become part of the project record.

5.0 MEMBERSHIP

The members of the MAC are to be composed of representatives from local agencies, such as the Township of Rideau Lakes and United Counties of Leeds and Grenville. The members of the Committee will be determined by the Study Team in consultation with municipal staff.

Technical expertise will be provided to the MAC when necessary. The members of the MAC may decline to provide comments on issues not related to their own expertise.

6.0 TERM OF MEMBERSHIP

Membership on the Municipal Advisory Committee will commence in January 2015. The MAC will operate through the Preliminary Design and Class EA Study, which is scheduled for completion by April 1, 2016. The Municipal Advisory Committee will be dissolved at the completion of the Preliminary Design and Class EA Study.

7.0 MEETINGS

7.1 Frequency of Meetings

The meetings will take place at key milestones during the Preliminary Design and Class EA Study. It is anticipated that a total of six meetings will be required throughout the duration of the EA. Members are encouraged to attend all meetings.

7.2 Meeting Times/Locations

Meeting locations will be selected with consideration to availability, space requirements, equipment requirements and travel convenience. Meetings will be scheduled to last a maximum of two hours, with the exception of the Alternative Evaluation Workshop.

The project meetings will be tentatively held on the following dates:

| | |
|-------------------------------------------------------|---------------|
| Meeting #1 (Problems and Opportunities) | February 2015 |
| Meeting #2 (Alternatives Discussion) | March 2015 |
| Meeting #3 (Evaluation Criteria) | April 2015 |
| Meeting #4 (Alternative Evaluation Workshop) | May/June 2015 |
| Meeting #5 (Feedback from PIC #1) | July 2015 |
| Meeting #6 (Review Technically Preferred Alternative) | October 2015 |

7.3 Agendas

A preliminary date and agenda for the subsequent meeting will generally be set at the end of each meeting. Agendas will be drafted and circulated to the MAC approximately two weeks in advance of a meeting. The Committee members will have one week to comment on the draft agenda and the final agenda will be issued one week in advance of the meeting.

Committee members may bring forward agenda items to be considered and discussed at the next meeting. The agenda will identify the topics, objectives, review materials and desired outcomes. The coordinator will be in charge of developing and distributing the agenda to the MAC members.

7.4 Format

Depending on the item of the agenda, the meeting format could be a presentation with questions and answers, round-table discussions or a workshop. The meeting format will be determined by the coordinator prior to setting the agenda. A member of the Study Team will facilitate the meetings, depending on the topic.

7.5 Meeting Notes

The Municipal Advisory Committee meeting notes will be taken by the coordinator. The notes will reflect the general discussion, any action items required and the individual/group responsible to address the action/item. Any issues that are raised that are outside of the meeting agenda but that require future discussion will be tracked. The notes will be circulated to the MAC following each meeting within ten business days so members can review the notes for accuracy and/or any omissions. The notes will then be approved by MAC at the following meeting and finalized/distributed to the committee.

Only one set of minutes will be produced from each MAC meeting. When minutes are deemed final, they will become part of the public domain. Should issues result from the previous set of minutes, they will be added as an addendum. In addition, if comments are generated from the minutes, they are to be issued with a note stating that the item requires further discussion and the minutes are to be revised following the next meeting.

7.6 Additional Meetings

The Study Team and members of the MAC may jointly discuss on the need for additional meetings. Additional meetings may be scheduled, upon approval from MTO, to discuss unresolved issues or provide educational seminars to the Committee members.

8.0 RULES OF CONDUCT

8.1 Roles and Responsibilities

The Coordinator will:

- Take the lead administrative role in organizing meetings;
- Form and distribute notices of meetings and agenda;
- Secure appropriate location for meetings;
- Take notes, minute the meetings and distribute to the committee;
- Advocate and be responsible for the meeting process;
- Remain neutral;
- Keep the meeting on task/on time;
- Ensure that everyone has the opportunity to provide input;
- Balance the participation of all members in the room;
- Reflect back to members their comments to ensure understanding; and,
- Help facilitate discussions and make sure that the meeting is following the agenda and progressing appropriately.

Each Municipal Advisory Committee member will:

- Actively participate in and contribute to discussions;
- Provide advice and suggestions, as required; and

- Review meeting notes for accuracy and send proposed changes to the coordinator.

The Study Team will:

- Provide information regarding study progress and decisions;
- Explain how comments, recommendations and inputs from each meeting are used; and,
- Answer questions and offer advice to the MAC, as needed.

8.2 Operating Features

The Municipal Advisory Committee is an advisory mechanism to the Study Team. It is not a public hearing, regulatory mechanism, complaint review committee, or approving authority.

Members' input will be documented and considered further by the Study Team. Should divergent views from different subgroups or individuals emerge from any discussion; the situation will be accurately and fully recorded in the meeting notes.

The Study Team will consider the MAC's advice in formulating decisions; however, where the Study Team chooses a contrary approach to the views of the MAC on a specific issue, an explanation of the reasoning will be provided to the MAC. Any member may provide a dissenting opinion to the MAC and the Study Team, which shall become part of the record.

8.3 Disclosure of Pecuniary Interest

At the commencement of each meeting MAC members shall declare any situation that is, or has the potential to be, a conflict of interest. MAC members will carry out their functions with integrity and act in the best interests of the MAC mandate.

Ministry of Transportation

Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 545-4806
1-800-267-0295
Fax: 613-540-5106

Ministère des Transports

Section de la planification et de la
conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4806
1-800-267-0295
Télééc. 613 540-5106



March 16, 2015

Ms. Ann Weir, Economic Development Officer
Leeds and Grenville
32 Wall Street, Suite 300
Brockville, ON K6V 4R9

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Municipal Advisory Committee**

The first Municipal Advisory Committee meeting to discuss the Preliminary Design and Environmental Assessment Study for Highway 15 and County Road 42 intersection was held on March 11th, 2015. We appreciate your busy schedule and understand that you were unable to attend. However, your insight is valuable, and we invite you to stay involved.

Please save the date of April 8, from 10:30am to 12:30pm for our next meeting. We will be holding the second meeting at the Portland Community Hall. You will receive a meeting summary and a copy of the materials presented at our first meeting in advance of the April meeting so that we can answer any questions you might have.

Please contact me if you have any questions or require additional information.

Sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins, Project Manager
Glenn.higgins@ontario.ca

c.c. Joseph Arcaro, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

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1-800-267-0295
Télééc. 613 540-5106



March 16, 2015

Sergeant Cary Churchill, Operations Manager
O.P.P. - Leeds County
4109 County Road 29, Box 636
Brockville, ON K6V 5V8

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Municipal Advisory Committee**

The first Municipal Advisory Committee meeting to discuss the Preliminary Design and Environmental Assessment Study for Highway 15 and County Road 42 intersection was held on March 11th, 2015. We appreciate your busy schedule and understand that you were unable to attend. However, your insight is valuable, and we invite you to stay involved.

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Please contact me if you have any questions or require additional information.

Sincerely,


Glenn Higgins, Project Manager
Glenn.higgins@ontario.ca

c.c. Joseph Arcaro, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Ministry of Transportation

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Kingston (Ontario) K7L 5A3
Tél.: 613 545-4806
1-800-267-0295
Télééc. 613 540-5106



March 16, 2015

Mr. Chris Lavallee, Transportation Planner
Student Transportation of Eastern Ontario
104 Commerce Blvd.
P.O.Box 1179
Prescott, ON K0E 1T0

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Municipal Advisory Committee**

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Please contact me if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Glenn Higgins".

Glenn Higgins, Project Manager
Glenn.higgins@ontario.ca

c.c. Joseph Arcaro, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Ministry of Transportation

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Tél.: 613 545-4806
1-800-267-0295
Télééc. 613 540-5106



March 16, 2015

Ms. Ann Marie Forcier, Executive Director
The Rideau Heritage Route Tourism Association
1671 Chaffeys Lock Road
Elgin, ON K0G 1X0

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Municipal Advisory Committee**

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Sincerely,


Glenn Higgins, Project Manager
Glenn.higgins@ontario.ca

c.c. Joseph Arcaro, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Ministry of Transportation

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1-800-267-0295
Télééc. 613 540-5106



March 16, 2015

Mr. Mike Dwyer, C.A.O.
Township of Rideau Lakes
1439 County Road 8
Delta, ON K0E 1G0

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Municipal Advisory Committee**

Thank you for your participation in the Municipal Advisory Committee meeting to discuss the Preliminary Design and Environmental Assessment Study for Highway 15 and County Road 42 intersection on March 11th, 2015. We appreciate the valuable insight that you are bringing to the process.

Please save the date of April 8, from 10:30am to 12:30pm for our next meeting. We will be holding the second meeting again at the Portland Community Hall. You will receive a meeting summary and a copy of the materials presented at our first meeting in advance of the April meeting so that we can answer any additional questions you might have had after we ended.

Please contact me if you have any questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Glenn Higgins".

Glenn Higgins, Project Manager
Glenn.higgins@ontario.ca

c.c. Joseph Arcaro, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Ministry of Transportation

Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 545-4806
1-800-267-0295
Fax: 613-540-5106

Ministère des Transports

Section de la planification et de la
conception
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CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4806
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Télééc. 613 540-5106



March 16, 2015

Mr. Leslie Shepherd, Director of Works
Planning Services & Asset Management
Leeds and Grenville
25 Central Ave. W., Suite 100
Brockville, ON K6V 4N6

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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March 16, 2015

Ms. Susan Millar
Planner, Ontario Waterways Parks Canada
Rideau Canal National Historic Site
34 Beckwith Street South
Smiths Falls, ON K7A 2A8

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March 16, 2015

Mr. Jay Debernardi, Fire Chief
Township of Rideau Lakes
1439 County Road 8
Delta, ON K0E 1G0

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Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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March 16, 2015

Mr. Scott Bryce, C.A.O.
Village of Westport
30 Bedford Street
Westport, ON K0G 1X0

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Municipal Advisory Committee**

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c.c. Joseph Arcaro, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Preliminary Design for Intersection Improvements at Highway 15 and County Road 42 Municipal Advisory Committee Meeting #1 – Minutes

Held On: Wednesday, March 11, 2015 – 10:30 AM and 12:30 PM

Held At: Portland Community Hall, 24 Water Street, Portland

Present:

- Glenn Higgins, Project Manager, MTO
- Kevin Ogilvie, Senior Environmental Planner, MTO
- William Harrett, Traffic Supervisor, MTO
- Rob Beatty, Traffic Analyst, MTO
- Joseph Arcaro, Vice President, HDR
- Cheryl Murray, Highway Practice Lead, HDR
- Connie Agnew, Senior Planning Ecologist, LGL
- Mike Dwyer, CAO, Township of Rideau Lakes
- Jay DeBernardi, Fire Chief, Township of Rideau Lakes
- Leslie Sheppard, Director of Planning, County of Leeds and Grenville
- Scott Bryce, CAO, Village of Westport
- Susan Millar, Planner, Ontario Waterways Parks Canada

Regrets:

- Ann Weir, Economic Development Officer, County of Leeds and Grenville
- Ann Marie Forcier, Executive Director, Rideau Heritage Route Tourism Assoc.
- Chris Lavallee, Transportation Planner, Student Transportation of Eastern Ontario
- Cary Churchill, Operations Manager, OPP Leeds County
- Anurita, Project Engineer, HDR

Purpose of Meeting:

The purpose of this meeting was to introduce the study team, outline the terms of reference for the Municipal Advisory Committee and identify problems and opportunities related to the operations of the Highway 15 and County Road 42 intersection. Attendees were provided with hard copies of presentation materials which are attached to this summary.

| No. | Item | Action |
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| 1.0 | Opening Remarks, Purpose of the Meeting and Agenda Review | |
| | <ul style="list-style-type: none"> • Glenn Higgins, MTO chaired the meeting and welcomed participants. Glenn reviewed the purpose of the meeting, and gave a brief background on the project history. HDR circulated the agenda and resource materials for the meeting. | |
| 2.0 | Project History/Background | |
| | <ul style="list-style-type: none"> • HDR provided a brief overview of the current conditions at the intersection of Highway 15 and County Road 42 including: intersection geometry; plan and profile; traffic counts; and, accident history for the intersection. • A brief overview of the Township of Rideau Lakes Community | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #1 – Minutes**

| No. | Item | Action |
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| | Improvement Plan (CIP) for the Village of Crosby was provided. Participants were polled regarding their familiarity with the CIP, with a mixed response received. Most meeting participants were familiar with it, though not all had read the document. | |
| 3.0 | MAC Terms of Reference | |
| | <ul style="list-style-type: none"> • Glenn provided an overview of the MAC’s role in this preliminary design assignment. The study team (MTO and consultants) are looking to the MAC for advice regarding issues at the intersection, help in identifying reasonable alternative solutions, and participation in evaluation of the alternatives. The study team is also interested in having the MAC provide guidance regarding the timing and method of public consultation for this assignment. • Connie circulated a MAC Terms of Reference to meeting attendees, and asked that any comments/concerns be discussed at the next MAC meeting. | <ul style="list-style-type: none"> • MAC members to review ToR and comment as necessary. |
| 4.0 | Stakeholder Concerns | |
| | <ul style="list-style-type: none"> • A general discussion of the problems and opportunities at the intersection followed, with meeting participants engaging in a free exchange of ideas and concerns. The following is a summary of the discussion, arranged by subject. • Q# = question, A# = answer, C# = comment <p><u>Traffic Volume</u></p> <p>Q1. Is the traffic count data presented in the meeting materials from a single sample?</p> <p>A1. Yes, but another traffic count is scheduled for 2015, sometime between the end of June and Labour Day. MTO contracts with a provider and the actual date has not yet been determined.</p> <p>Q2. Is data available post gas station closing, but pre closure of Hershey factory and Rideau Regional healthcare facility in Smiths Falls ? Is the Hershey factory re-opening reflected in growth?</p> <p>A2. MTO Traffic to confirm. Accident rate has decreased since closure of gas station and car dealership.</p> <p>Q3. Anecdotally it seems traffic volumes have increased over the past five years.</p> <p>A3. Overall, the average annual daily total (AADT) number of</p> | <ul style="list-style-type: none"> • MTO to confirm traffic data post gas station closure, pre closure of Hershey and Rideau Regional • County of L&G/TRL to provide traffic data for CR 42 |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #1 – Minutes**

| No. | Item | Action |
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| | <p>vehicles has decreased over the past five years, but seasonally, June to September, traffic volumes may be higher.</p> <p>Q4. Could the County of Leeds and Grenville/Township of Rideau Lakes provide the study team with traffic counts for County Road 42?</p> <p><u>Traffic Accidents</u></p> <p>Q5. Does MTO have a sense of the number of unreported accidents for this location?</p> <p>A5. No, if a motor vehicle accident is not reported to police there is no formal record.</p> <p>Q6. Has MTO considered comparing auto insurance accident data with OPP accident data?</p> <p>A6. MTO does not have access to auto insurance accident data.</p> <p>C7. Given the nature of local residents' concerns regarding the operation of the intersection, there are likely more accidents than are reported.</p> <p>C8. Should consideration be given to why accidents go unreported?</p> <p>Q9. What is the radius from the intersection considered for accident reporting (attributed to intersection operation)?</p> <p>A9. 500 m each leg of the intersection.</p> <p>Q10. Given landscape surrounding intersection, there is no obvious wildlife corridor, yet high percentage of accidents report collision with animal. Is this being mis-reported?</p> <p>A10. No way to confirm. Collision with animal data derived directly from OPP report.</p> <p>C11. Near misses should be considered, though difficult to quantify.</p> <p>C12. Majority of accidents are single motor vehicle. Possibly drivers don't report presence of second vehicle influencing driver behaviour that results in accident?</p> <p>C13. Study team looking for MAC to provide anecdotal information that traffic data doesn't provide regarding intersection operations. MTO policy/procedure doesn't preclude including anecdotal information.</p> <p>C14. 80% (4 of 5) off accidents involve southbound traffic. High percent (X%) of accidents are on weekends, suggesting non-local drivers.</p> | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #1 – Minutes**

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| | <p><u>Traffic Speed</u></p> <p>Q15. Drivers typically observed to exceed posted speed. Has consideration been given to using a design speed >80 km/h?</p> <p>A15. Design speed is typically 10-20 km/h greater than posted speed.</p> <p><u>Driver behaviour</u></p> <p>C16. Local aging demographics and associated driving skills a factor to be considered in perceived operation of intersection.</p> <p>C17. Often CR 42 eastbound traffic motions to westbound through-traffic to help them through the intersection as EB has better sightlines.</p> <p>C18. CR 42 Drivers need to position themselves in the correct location at the intersection in order to optimize sightlines.</p> <p>Q19. This ‘correct positioning’ is known by local drivers?</p> <p>A19. Generally – yes. Non-locals are not as familiar with the conditions at the intersection and may be involved in more accidents.</p> <p>C20. CR 42 drivers can find it difficult to judge speed of Hwy 15 traffic.</p> <p>C21. Intersection is wider than most along Hwy 15 corridor given turning lanes. CR 42 motorists may misjudge time required to clear intersection.</p> <p>C22. Could traffic calming measures be considered: larger signs; signs placed further in advance of intersection; change in illumination; creation of visual cues for drivers denoting Village limits</p> <p><u>Intersection layout</u></p> <p>Q23. Would MTO consider a roundabout at this intersection? There are others in the County of Leeds and Grenville that are operating successfully.</p> <p>A23. MTO does have roundabouts in Eastern Region. Do the L&G roundabouts handle similar traffic volumes to Hwy 15/CR 42?</p> <p>C24. There are only a few property owners in the four quadrants at Hwy 15/CR 42 so negotiating for additional property would not necessarily be too onerous.</p> <p>Q25. Would a traffic signal work at this location?</p> <p>A25. The intersection doesn’t meet the signal warrants because there isn’t enough traffic. The general site also is a problem</p> | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #1 – Minutes**

| No. | Item | Action |
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| | <p>because traffic on CR42 crossing through the interseciton without stopping first may create a hazard because of the slope on Highway 15.</p> <p><u>Miscellaneous</u></p> <p>C26. Rideau Canal has been designated UNESCO World Heritage Site and is a popular tourist destination. Transport trucks often take Narrows Lock Road as a short cut to Perth, and there are often incidents of trucks hitting the locks bridge despite being signed 'No Heavy Trucks'.</p> <p>C27. Anecdotally there have been reports that the Flea Market has experienced loss of business as customers have limited areas of available parking since MTO has restricted parking on Hwy 15.</p> <p>C28. Pedestrian movements are generally minimal – except around the flea market or cemetary during a funeral.</p> <p>C29. Residents are concerned how the skew of the new bridge (or the left shift) affects the curve at the intersection.</p> <p>C30. There are low-boys hauling construction equipment through and turning left/right from Hwy 15 onto CR42, this should be considered.</p> <p>C31. The public is concerned with the limited number of passing lanes in the corridor.</p> | |
| 5.0 | Township of Rideau Lakes Community Improvement Plan (CIP) | |
| | <ul style="list-style-type: none"> • Cheryl provided a brief overview of the CIP including goals, objectives and recommendations as documented in the CIP report. • Mike expanded on these themes emphasizing that the Township of Rideau Lakes focus is to create a visible tourist hub at the intersection. Residents are supportive of the CIP and are hopeful about the viability of the Village of Crosby. • Mike confirmed that the Crosby Hall has had a structural survey completed and is currently closed for use given its condition. Considerable renovations are required in order to restore the Hall to a structurally sound condition. • The CIP makes provision for additional parking for use by the Flea Market and Crosby Cemetery. This additional parking is contingent on acquisition of future surplus lands from MTO. | <ul style="list-style-type: none"> • |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #1 – Minutes**

| No. | Item | Action |
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| 6.0 | Public Consultation Opportunities | |
| | <p>C32. Study team is looking to MAC members for advice on how best to engage public going forward through this this process.</p> <p>Q33. Is it possible to ask the public about their experiences at the intersection? Could a survey be developed?</p> <p>A33. MTO doesn't typically do surveys due to the onerous bureaucratic process involved. However, that doesn't preclude another agency from conducting a survey and sharing the results with MTO.</p> <p>Q34. Is there anybody/group that the study team has overlooked? for inclusion on the MAC?</p> <p>A34. Generally MAC members in attendance were in agreement with the invitee list, but recommended that the study team reach out to business owners and the community.</p> <p>C35. Township of Rideau Lakes would like monthly (brief) summary from study team so staff can share with Council and keep them in the loop.</p> <p>Q36. Study team will be making presentations to Township and County Councils. Is the preference for before each PIC or following?</p> <p>Q37. What's the best way for the study team to engage with the local community?</p> <p>A37. Attendance at local events: summer time flea market, Cow Island fireworks weekend, on the main streets in Crosby and Westport (outside the local grocery store), at local marinas.</p> <p>C38. MTO does not typically undertake public consultation activities during the summer, but given this project's location, and use by seasonal motorists, this practice will be reviewed.</p> <p>Q39. Have local cottage associations been contacted?</p> <p>A39. Yes – the project contact list includes cottage/lake associations.</p> | <ul style="list-style-type: none"> • Mike to confirm who is responsible for managing the flea market • Mike and Les to confirm preference for timing of study team presentations to Council. |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #1 – Minutes**

| No. | Item | Action |
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| 7.0 | Next Steps | |
| | <ul style="list-style-type: none"> At MAC #2 we'll be developing a broad set of alternative solutions for consideration. A short list of these alternative solutions will then be evaluated at MAC #3, using a weighted criteria developed by the study team through discussions with the MAC. | |
| 8.0 | Next Meeting | |
| | <ul style="list-style-type: none"> Next meeting tentatively proposed for Wednesday, April 8, 2015 10:30 a.m. – 1:30 p.m. | |

If there are any errors or omissions, please advise Connie Agnew at cagnew@lgl.com within seven days of the issuance of these minutes. Please note that these minutes, once finalized, will be available to the public.

Minutes prepared by LGL Limited.
The Minutes were distributed for review on March 24, 2015.

Preliminary Design for Intersection Improvements at Highway 15 and County Road 42 Municipal Advisory Committee Meeting #2 – Minutes

Held On: Wednesday, April 8, 2015 – 10:30 AM and 1:30 PM

Held At: Portland Community Hall, 24 Water Street, Portland

Present:

- Glenn Higgins, Project Manager, MTO
- Kevin Ogilvie, Senior Environmental Planner, MTO
- Rob Beatty, Traffic Analyst, MTO
- Joseph Arcaro, Vice President, HDR
- Cheryl Murray, Highway Practice Lead, HDR
- Connie Agnew, Senior Planning Ecologist, LGL
- Mike Dwyer, CAO, Township of Rideau Lakes
- Jay DeBernardi, Fire Chief, Township of Rideau Lakes
- Leslie Sheppard, Director of Planning, County of Leeds and Grenville
- Scott Bryce, CAO, Village of Westport
- Susan Millar, Planner, Ontario Waterways Parks Canada
- Ann Marie Forcier, Executive Director, Rideau Heritage Route Tourism Assoc.
- Ann Weir, Economic Development Officer, County of Leeds and Grenville
- Anurita, Project Engineer HDR

Regrets:

- William Harrett, Traffic Supervisor, MTO
- Harinder Singh, Senior Designer, MTO
- Chris Lavallee, Transportation Planner, Student Transportation of Eastern Ontario
- Cary Churchill, Operations Manager, OPP Leeds County

Purpose of Meeting:

The purpose of this meeting was to review the meeting notes from MAC meeting #1, review the issues from the first meeting and prioritize concerns, and using a workshop format, develop alternative solutions and ideas. Meeting minutes from MAC #1 were emailed to attendees prior to the meeting for review. Attendees were provided with a template to keep notes during the meeting, but discussions were generally a collaborative effort as noted below.

| No. | Item | Action |
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| 1.0 | Opening Remarks, Introductions | |
| | <ul style="list-style-type: none"> • Glenn Higgins, MTO chaired the meeting and welcomed participants. Introductions were made for the new members in attendance. • New members were provided with a hard copy of the MAC Terms of Reference. | |
| 2.0 | Purpose of the Meeting, Agenda Review | |
| | <ul style="list-style-type: none"> • Joe Arcaro gave a brief summary of the MAC's role, and clarified that the purpose of MAC meeting #2 was to identify | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #2 – Minutes**

| No. | Item | Action |
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| | alternative solutions. <ul style="list-style-type: none"> • The agenda was briefly reviewed before proceeding. | |
| 3.0 | Review of MAC Meeting #1 Minutes | |
| | <ul style="list-style-type: none"> • Meeting minutes were emailed to attendees in advance. The meeting notes were reviewed and approved with the following comments: <ul style="list-style-type: none"> ○ MAC members did not have any comments on the Terms of Reference ○ MTO has not yet been able to locate any quantitative data related to the gas station closure ○ County of L&G/TRL has provided traffic data via email prior to this meeting ○ Comment#17 correction – the eastbound traffic motions to the westbound traffic when the intersection is clear ○ Mike Dwyer was asked how the Council would like to be updated and/or engaged into the process. His recommendations were as follows: <ul style="list-style-type: none"> ▪ When options are developed ▪ To review evaluation criteria before it is applied ▪ To see recommendations before they go to the public ▪ Review public feedback summary • A follow-up discussion relating to some of the issues identified at the previous meeting were reported on. Q# = question, A# = answer, C# = comment <u>Questions/discussion</u> C1. HDR looked at the traffic data again and confirmed that there were more reported collisions or near misses on Saturday/Sunday than week days (Monday – Friday). However, the data doesn't tell us if this is because the volumes are higher on the weekends or because it is a different type of driver. Data to make this distinction will not be available for this study. C2. Mike Dwyer was asked for a status of the Community Hall on Highway 15. He reported that they are assessing its condition, but want to see how it may be affected by this project before making any decisions. The Community Hall is not viewed as a constraint. Q3. Area issue – the water levels in some canals are being affected | <ul style="list-style-type: none"> • LGL will finalize |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #2 – Minutes**

| No. | Item | Action |
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| | <p>by water in roadside ditches and farms. How is the runoff to be managed?</p> <p>A3. New construction would include roadside ditches, as appropriate, to control new runoff.</p> <p>C4. There will be Canada 150-year celebration events in 2017 that will likely increase area traffic.</p> <p>C5. MTO confirmed their earlier opinion that the study shouldn't allow the gas station clean up as a constraint in identifying alternatives. Mike Dwyer agreed and noted that the community sees it an opportunity to expand when properly cleaned up.</p> <p>Q6. Will the breakdown of options, as listed in MAC #2 workshop information, create limited solutions? Shouldn't the list be consolidated as they can all be addressed by engineering changes?</p> <p>A6. The issues were broken down so that they can be examined individually. This helps because when solutions are identified, they can be linked back to the issues and we can report how many issues a single solution can generally address.</p> <p>Q7. Doesn't the process of ranking or prioritizing the issues result in low numbers for some issues and thereby allow some not to be implemented when it may be part of another solution approach?</p> <p>A7. The purpose of the ranking is to get a feel of relative importance to the community, not necessarily to make the engineering decisions. It will help us to know where additional explanation may be needed when presenting to the community.</p> | |
| 4.0 | Workshop discussion | |
| | <p>The meeting participants were engaged in a free exchange of ideas and alternative solutions. The following is a synopsis of the process.</p> <ol style="list-style-type: none"> 1. The issues list was reviewed, several additional issues were added. 2. Each individual of the MAC committee was asked to identify and rank their top five (5) issues based on importance or concern. MTO and HDR deferred from ranking the issues. 3. Each issue was reviewed, and the committee identified alternative solution ideas that could mitigate, minimize, or eliminate the issue. <p>Attached to these notes are the following summaries of the workshop</p> | <ul style="list-style-type: none"> • |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #2 – Minutes**

| No. | Item | Action |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------|
| | outcome: <ul style="list-style-type: none"> • Problems/Opportunity Priority Ranking • Alternative Solutions by Issue | |
| 5.0 | Next MAC Meeting | |
| | <ul style="list-style-type: none"> • At the next MAC meeting the project team will show a consolidation of the solutions to look for those that address many issues. • At the next MAC meeting the project team will present initial list of evaluation criteria to measure the alternatives against for review and discussion. • The next meeting will be held Thursday May 14, 10:30am - 1:30pm. Tentative location will be the Portland Community Hall, but will be confirmed with Mike Dwyer. | <ul style="list-style-type: none"> • HDR/LGL to develop evaluation criteria • Mike Dwyer to confirm meeting location |
| 6.0 | Public Consultation Opportunities | |
| | <p>A listing of Public Engagement opportunities was presented to the committee for discussion (and attached to meeting notes). This list included opportunities for interactive and static presentations in addition to the two scheduled open house events. The following events were highlighted as having a greater likelihood of reaching the target audiences:</p> <ol style="list-style-type: none"> 1. Canada Day in Westport (Wednesday July 1) 2. 185th annual Delta Fair (Thursday July 23 to Sunday July 25) 3. Gordanier Grocery, Elgin ON 4. Flea Market (Saturday mornings, 9a – 12n) 5. Kilborn Ice Cream shop (not on the list) <p>The study team will review the recommendations and discuss with MTO to determine cost/schedule implications for this work.</p> | |
| 7.0 | Next Meeting | |
| | <ul style="list-style-type: none"> • Next meeting tentatively proposed for Thursday May 14, 2015, 10:30 a.m. – 1:30 p.m. | |

If there are any errors or omissions, please advise Cheryl Murray at Cheryl.murray@hdrinc.com within seven days of the issuance of these minutes. Please note that these minutes, once finalized, will be available to the public.

Minutes prepared by HDR Corporation.
The Minutes were distributed for review on April 21, 2015.

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #3 – Minutes**

Held On: Thursday, May 14, 2015 – 11:30 AM and 3:00 PM
Held At: Portland Community Hall, 24 Water Street, Portland

Present: Glenn Higgins, Project Manager, MTO
Harinder Singh, Senior Designer, MTO
Joseph Arcaro, Vice President, HDR
Cheryl Murray, Highway Practice Lead, HDR
Connie Agnew, Senior Planning Ecologist, LGL
Grant Kauffman, Vice President, LGL
Mike Dwyer, CAO, Township of Rideau Lakes
Jay DeBernardi, Fire Chief, Township of Rideau Lakes
Leslie Sheppard, Director of Planning, County of Leeds and Grenville
Scott Bryce, CAO, Village of Westport
Ann Weir, Economic Development Officer, County of Leeds and Grenville
Anurita, Project Engineer HDR

Regrets: Kevin Ogilvie, Senior Environmental Planner, MTO
William Harrett, Traffic Supervisor, MTO
Rob Beatty, Traffic Analyst, MTO
Ann Marie Forcier, Executive Director, Rideau Heritage Route Tourism Assoc.
Susan Millar, Planner, Ontario Waterways Parks Canada
Chris Lavallee, Transportation Planner, Student Transportation of Eastern Ontario
Cary Churchill, Operations Manager, OPP Leeds County

Purpose of Meeting:

The purpose of this meeting was to review the meeting notes from MAC meeting #2, review the long list alternative solutions and discuss the evaluation criteria methodology. Meeting minutes from MAC #2 were emailed to attendees prior to the meeting for review. Attendees were provided with a drawing package, long list of alternative solutions and draft evaluation criteria. Discussions were generally a collaborative effort as noted below.

| No. | Item | Action |
|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1.0 | Opening Remarks, Introductions | |
| | <ul style="list-style-type: none"> Glenn Higgins, MTO chaired the meeting and welcomed participants. Introductions were made for the new members in attendance. | |
| 2.0 | Purpose of the Meeting, Agenda Review | |
| | <ul style="list-style-type: none"> Joe Arcaro gave a brief overview of the purpose of MAC#3, and distributed meeting materials for discussion. The agenda was briefly reviewed before proceeding. | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #3 – Minutes**

| No. | Item | Action |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| 3.0 | Review of MAC Meeting #2 Minutes | |
| | <ul style="list-style-type: none"> • Meeting minutes were emailed to attendees in advance. The meeting notes were reviewed and approved with no further comments received from members at MAC#3. | <ul style="list-style-type: none"> • LGL will finalize |
| 4.0 | Workshop discussion | |
| | <ul style="list-style-type: none"> • Cheryl Murray provided an overview of the Alternative Solutions Long List, highlighting three different time horizons: 0-5 years (quick/short-term); 5-10 years (interim); and, 20+ years (long-term). • There were some general questions from MAC members regarding the table ranking, with Cheryl confirming that the MAC priority ranking discussed at MAC#2 was highlighted on each of the three tables. • Glenn noted that currently MTO has not allocated any funding for the construction of improvements at Highway 15/County Road 42, though high level costs need to be considered by the study team and MAC members moving forward. • Joe Arcaro provided an overview of the course screening criteria that was used to develop the long list of alternatives. • Mike Dwyer suggested adding a “Rationale” column to the course screening to explain why long list alternatives were either carried forward as short list options or not. <p>The meeting participants were engaged in a free exchange of ideas and discussion of long list and short list alternative solutions. The following is a synopsis of the process.</p> <ul style="list-style-type: none"> • Joe discussed each of the alternatives in the long list of solutions highlighting if each of the alternative solutions were in compliance with the following criteria: <ul style="list-style-type: none"> ○ Improves Traffic Operations (X, ✓) ○ Improves Traffic Safety(X, ✓) ○ Impacts the Natural Environment (+), (-), No Change ○ Impacts Socio-Economic Environment (+), (-),No Change ○ In conformance with MTO Policies/ Meets all Warrants (X, ✓) ○ May require local agency cost sharing or future maintenance responsibility (X, ✓) <p>After reviewing each of the long list of alternatives, it was decided with the MAC which of the long list alternatives were recommended</p> | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #3 – Minutes**

| No. | Item | Action |
|------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| | <p>for and carried for further development. Some of the short listed alternatives are mutually exclusive and may be implemented individually and/ or with other options. The short list of alternative solutions are listed in the Alternative Solution Long List carried to short list document</p> <ul style="list-style-type: none"> • Grant Kauffman provided an overview of the draft evaluation criteria, and discussed various methods of developing weightings for criteria and indicators. • Joe led MAC members through a pair-wise alternative comparison. The outcome of the pair-wise alternative comparison is recorded in the Pair – Wise Comparison of Alternative Solutions document | |
| 5.0 | Next MAC Meeting | |
| | <ul style="list-style-type: none"> • No firm date was set for MAC#4. • MAC members will receive an invitation to PIC #1. • Date for MAC #4 will be set following PIC#1 • Next MAC meeting to be held on a Thursday | <ul style="list-style-type: none"> • |
| 7.0 | Next Meeting | |
| | <ul style="list-style-type: none"> • Mike Dwyer requested that a presentation is made to the Rideau Lakes Council. This presentation should: <ul style="list-style-type: none"> ○ Focus on what the public will hear ○ Allow Council to share the message • Meeting date – June 8, 2015 (working meeting for Council) | |







If there are any errors or omissions, please advise Cheryl Murray at Cheryl.murray@hdrinc.com within seven days of the issuance of these minutes. Please note that these minutes, once finalized, will be available to the public.





Minutes prepared by HDR Corporation.
The Minutes were distributed for review on [June 16, 2015].

- Attachment:
1. 20150508_Alt Solution Long List carried to short list
 2. Pair – Wise Comparison of Alternative Solutions
 3. Draft Evaluation Criteria

Intersection Improvements at Highway 15 & County Road 42

Alternative Solutions – Long List

| No. | Yes = ✓ No = ✗ Positive = (+) Negative = (-) No Change = NC MAC Priority Ranking Alternative Solutions Quick Alternatives (0 to 5 years implementation) – minimal construction/cost/impacts/permits | Improves Traffic Operations (✗ , ✓) | Improves Traffic Safety (✗ , ✓) | Impacts the Natural Environment (+), (-), NC | Impacts Socio-Economic Environment (+), (-), NC | In conformance with MTO Policies/ Meets all Warrants (✗ , ✓) | May require local agency cost sharing or future maintenance responsibility (✗ , ✓) | Initial Selection to be carried forward |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| 1 | Enforcement | ✗ | ✓ | NC | NC | ✓ | ✗ | |
| 2 | Reduce posted speed on Hwy 15 through Crosby | ✗ | ✓ | NC | (+) | ✗ | ✗ | |
| 3 | Routine pavement marking 2-times per year (currently 1-time per year) | ✓ | ✓ | NC | NC | ✗ | ✗ |  |
| 4 | Maintain clear sight lines (keep sightline free from buildup/signs) | ✓ | ✓ | (-) | (-) | ✓ | ✗ |  |
| 5 | Create designated pedestrian route from existing parking areas to flea market/cemetery | ✗ | ✗ | (-) | (+) | ✗ | ✓ | |
| 6 | Adjust pavement markings to orient CR42 drivers to right angles | ✓ | ✓ | NC | NC | ✓ | ✗ |  |
| 7 | Shoulder hatching/ hatching adjacent to turn lanes (dead lanes) | ✓ | ✓ | NC | NC | ✓ | ✗ |  |
| 8 | Durable pavement markings (thermos plastic/epoxy) | ✓ | ✓ | NC | NC | ✓ | ✗ | |
| 9 | Install reference markers/chevrons on outside of Hwy 15 curve | ✓ | ✓ | NC | NC | ✓ | ✗ |  |
| 10 | Recessed pavement markings (cat's eye/reflectors) | ✓ | ✓ | NC | NC | ✓ | ✗ | |
| 11 | Eliminate right turn channelization on CR42 approaches, remove extra pavement | ✓ | ✓ | (+) | NC | ✓ | ✗ |  |
| 12 | Radar speed notification signs | ✗ | ✓ | NC | NC | ✗ | ✓ | |
| 13 | Use old Hwy 15 roadbed (after bridge realignment) for cemetery parking | ✗ | ✗ | (+) | (+) | ✗ | ✓ | |
| 14 | Use mirrors to aid driver's sightlines on CR42 | ✗ | ✗ | NC | NC | ✗ | ✗ | |

| No. | Yes = ✓ Positive = (+) No = ✗ Negative = (-) No Change = NC  MAC Priority Ranking Alternative Solutions Long-term alternatives (20+ years to implementation) – significant construction/cost/impacts/permits | Improves Traffic Operations (✗ , ✓) | Improves Traffic Safety (✗ , ✓) | Impacts the Natural Environment (+), (-), NC | Impacts Socio-Economic Environment (+), (-), NC | In conformance with MTO Policies/ Meets all Warrants (✗ , ✓) | May require local agency cost sharing or future maintenance responsibility (✗ , ✓) | Initial Selection to be carried forward |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|----------------------------------------------|-------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| 24 | Clean up gas station/acquire property/use as local parking area | ✗ | ✓ | (+) | (+) | ✗ | ✓ | |
| 25 | Realign Crosby Road west of cemetery, use remnant for parking | ✓ | ✓ | (-) | (+) | ✗ | ✓ | |
| 26 | Reconstruct CR 42 approaches to create right angle approaches to Hwy 15 | ✓ | ✓ | (-) | NC | ✓ | ✗ |  |
| 27 | Construct 2 T intersections (relocate 1 or both CR42 approaches) | ✓ | ✓ | (-) | NC | ✓ | ✗ |  |
| 28 | Reduce superelevation on Hwy 15 – leave existing curve radii, reduce posted speed | ✓ | ✓ | NC | NC | ✗ | ✗ | |
| 29 | Add private entrances/approaches on Hwy 15 (visual cue) | ✗ | ✗ | (-) | (+) | ✗ | ✓ | |
| 30 | Construct urban cross section on Hwy 15 (visual cue) | ✗ | ✓ | (-) | (+) | ✗ | ✓ | |
| 31 | Reconstruct Hwy 15 to create right angle approach to CR42 | ✓ | ✓ | (-) | NC | ✓ | ✗ | |
| 32 | Reconstruct CR 42 & Hwy 15 vertical profiles to eliminate “roller coaster” ride | ✓ | ✓ | (-) | NC | ✓ | ✗ | |
| 33 | Reconstruct Hwy 15 with larger curve radii, flatter superelevation (3% max), maintain existing speed | ✓ | ✓ | (-) | (+) | ✓ | ✓ |  |
| 34 | 4-way Stop (requires reduced superelevation on Hwy 15) | ✓ | ✓ | (-) | NC | ✗ | ✗ | |
| 35 | Traffic signal (requires reduced superelevation on Hwy 15) | ✓ | ✓ | (-) | (+) | ✗ | ✓ | |
| 36 | Roundabout (required reduced superelevation on Hwy 15) | ✓ | ✓ | (-) | (+) | ✗ | ✓ | |

| | | | | | | | | |
|----|--------------------------------------------------------|---|---|-----|-----|---|---|--|
| 37 | Pedestrian overpass (requires structure across Hwy 15) | X | ✓ | (-) | (+) | X | ✓ | |
| 38 | Overpass (requires structures, ramps) | X | ✓ | (-) | (+) | X | X | |

HIGHWAY 15 & COUNTY ROAD 42 - INTERSECTION IMPROVEMENT ALTERNATIVES

| CRITERIA GROUP | CRITERIA | Weighting | INDICATORS (Units of Measure) | ALTERNATIVE 1 | SCORE | SCORE X WEIGHT | ALTERNATIVE 2 | SCORE | SCORE X WEIGHT | ALTERNATIVE 3 | SCORE | SCORE X WEIGHT |
|----------------------------|---------------------------------------------------|-----------|---------------------------------------------------------------------------------------------------------------|---------------|-------|----------------|---------------|-------|----------------|---------------|-------|----------------|
| TRANSPORTATION | Intersection Level of Service | | Level of Service AM (2045) (A-F) | | | | | | | | | |
| | Intersection Level of Service | | Level of Service PM (2045) (A-F) | | | | | | | | | |
| | Length of intersection crossing along side road | | Width of pavement: Stop bar to Stop bar (Length – m) | | | | | | | | | |
| | Highway Geometry / Sightlines | | Available sight distance (Length – m) | | | | | | | | | |
| | Night time Collision | | Ability to reduce nighttime collision | | | | | | | | | |
| | Collision Frequency | | Ability to reduce severity of collisions (number of conflict points) | | | | | | | | | |
| | Conflicts between parking and through traffic | | Ability to reduce number of parking conflicts with through traffic (number and/ or length of conflict points) | | | | | | | | | |
| | Conflicts between pedestrians and through traffic | | Ability to reduce number of pedestrians with through traffic (number of conflict points) | | | | | | | | | |
| NATURAL ENVIRONMENT | Fisheries and Aquatic Habitat | | Potential Impact on Fisheries and Aquatic Habitat (Area – m ² or ha) | | | | | | | | | |
| | Wildlife | | Potential Loss of Wildlife and Wildlife Habitat (Area) | | | | | | | | | |
| | | | Potential Loss of species at risk habitat (Area – m ² or ha) | | | | | | | | | |
| | | | Impacts to known wildlife crossings (Yes or No) | | | | | | | | | |
| | Groundwater | | Potential interference with municipal/private water wells (# of wells) | | | | | | | | | |
| | Vegetation | | Potential Loss of Woodlots, Trees/Shrubs and Hedgerows (Area – m ² or ha) | | | | | | | | | |

| CRITERIA GROUP | CRITERIA | Weighting | INDICATORS (Units of Measure) | ALTERNATIVE 1 | SCORE | SCORE X WEIGHT | ALTERNATIVE 2 | SCORE | SCORE X WEIGHT | ALTERNATIVE 3 | SCORE | SCORE X WEIGHT | |
|-----------------------------------|---------------------------------|---------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|---------------|-------|----------------|---------------|-------|----------------|---------------|-------|----------------|--|
| | | | Potential Loss of species at risk habitat (Area – m ² or ha) | | | | | | | | | | |
| | Soil | | Potential impact to agriculturally classified soils (Area - C1&C2 m ² , C3&C4 m ² , C5&C6 m ²) | | | | | | | | | | |
| | Surface Water | | Potential impact to municipal drains, roadside ditches and storm sewers (Area of new pavement surface – m ²) | | | | | | | | | | |
| SOCIO-ECONOMIC ENVIRONMENT | Community | | Ability to accommodate future development (Yes or No) | | | | | | | | | | |
| | | | Provision of additional parking (area – m ² or # vehicles) | | | | | | | | | | |
| | | | Traffic calming | | | | | | | | | | |
| | | | Impacts to EMS response time to Village of Crosby (minutes) | | | | | | | | | | |
| | Business/Commercial | | Existing Business Directly Impacted (#) | | | | | | | | | | |
| | | | Additional Business Property required (Area – m ²) | | | | | | | | | | |
| | | | Potential to Displace Businesses (#) | | | | | | | | | | |
| | Residential | | Impact on potential contaminated sites (#) | | | | | | | | | | |
| | | | Residents Directly Impacted (#) | | | | | | | | | | |
| | | | Potential to Displace Residents (#) | | | | | | | | | | |
| | | Additional property Required (Area – m ²) | | | | | | | | | | | |
| | Agricultural/Farming Operations | | Number of Agricultural / Farming Operations Affected (#) | | | | | | | | | | |
| | | Potential to Affect Long Term Sustainability of Agricultural/Farming Operations (Yes or No) | | | | | | | | | | | |

| CRITERIA GROUP | CRITERIA | Weighting | INDICATORS (Units of Measure) | ALTERNATIVE 1 | SCORE | SCORE X WEIGHT | ALTERNATIVE 2 | SCORE | SCORE X WEIGHT | ALTERNATIVE 3 | SCORE | SCORE X WEIGHT |
|-----------------------------|-----------------------------|-----------|------------------------------------------------------------------------------------|---------------|-------|----------------|---------------|-------|----------------|---------------|-------|----------------|
| CULTURAL ENVIRONMENT | Archaeological Resources | | Number of Known Archaeological Sites Affected (#) | | | | | | | | | |
| | | | Potential for New Archaeological Sites Discoveries (Low, Medium, High) | | | | | | | | | |
| | Cultural Heritage Resources | | Number of Cultural Heritage Features Affected (#) | | | | | | | | | |
| | | | Number of Built Heritage Features Affected (#) | | | | | | | | | |
| | Noise | | Increased noise level at adjacent receivers (# increases) | | | | | | | | | |
| COST | General Description | | Infrastructure Required (Yes or No) | | | | | | | | | |
| | Construction Costs | | Total Capital Cost for Road Construction (\$) | | | | | | | | | |
| | Utility Relocation | | Potential Impact on Existing Utilities (length of relocation – m, # of poles etc.) | | | | | | | | | |
| | Property Acquisition | | Additional Right-of-Way Required (Area – m ² or ha) | | | | | | | | | |
| REMARKS / TOTALS | | | | | | | | | | | | |

| Ranking | B | C | D | E | |
|-------------------------------|----|-----|----|-----|---------------|
| A: TRANSPORTATION | A2 | A/C | A2 | A1 | 6/16 = 37.5% |
| B: NATURAL ENVIRONMENT | X | C1 | D1 | E1 | 0% |
| C: SOCIO-ECONOMIC ENVIRONMENT | X | X | C2 | C/E | 5/16 = 31.25% |
| D: CULTURAL ENVIRONMENT | X | X | X | E2 | 1/16 = 6.25% |
| E: COST | X | X | X | X | 4/16 = 25% |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #4 – Minutes**

Held On: Thursday, December 1, 2015 – 1:00 PM and 3:00 PM
Held At: Council Chambers, 1439 County Road 8 Delta, K0E 1G0

Present: Glenn Higgins, Project Manager, MTO
Harinder Singh, Senior Designer, MTO
Kevin Ogilvie, Senior Environmental Planner, MTO
Rob Beatty, Traffic Analyst, MTO
Joseph Arcaro, Vice President, HDR
Cheryl Murray, Highway Practice Lead, HDR
Anurita, Project Engineer HDR
Connie Agnew, Senior Planning Ecologist, LGL
Mike Dwyer, CAO, Township of Rideau Lakes
Jay DeBernardi, Fire Chief, Township of Rideau Lakes
Scott Bryce, CAO, Village of Westport
Ann Weir, Economic Development Officer, County of Leeds and Grenville
Kevin Lamacraft (Traffic Management Officer, O.P.P. – Leeds County)

Regrets: William Harrett, Traffic Supervisor, MTO
Leslie Sheppard, Director of Planning, County of Leeds and Grenville
Ann Marie Forcier, Executive Director, Rideau Heritage Route Tourism Assoc.
Susan Millar, Planner, Ontario Waterways Parks Canada
Chris Lavallee, Transportation Planner, Student Transportation of Eastern Ontario
Cary Churchill, Operations Manager, OPP Leeds County

Purpose of Meeting:

The purpose of this meeting was to review the meeting notes from MAC meeting #3, review the current status of the project and the feedback received from PIC#1. Meeting minutes from MAC #3 were emailed to attendees prior to the meeting for review. Attendees were provided with presentation slide deck. Discussions were generally a collaborative effort as noted below.

| No. | Item | Action |
|------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| 1.0 | Opening Remarks, Introductions | |
| | <ul style="list-style-type: none"> Glenn Higgins, MTO chaired the meeting and welcomed participants. Introductions were made for the new members in attendance. | |
| 2.0 | Purpose of the Meeting, Agenda Review | |
| | <ul style="list-style-type: none"> Joe Arcaro gave a brief overview of the purpose of MAC#4. The agenda was briefly reviewed before proceeding. | |
| 3.0 | Review of MAC Meeting #3 Minutes | |
| | <ul style="list-style-type: none"> Meeting minutes were emailed to attendees in advance. The meeting notes were reviewed and approved with no further | <ul style="list-style-type: none"> HDR to finalize |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #4 – Minutes**

| No. | Item | Action |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| | comments received from members at MAC#4. | |
| 4.0 | Workshop discussion | |
| | <ul style="list-style-type: none"> • Before the beginning of the MAC#4 presentation, MTO noted that the PIC #2 will be deferred to Spring 2016 due to the feedback received from PIC#1. There has been a change in scope of the project that requires some more analysis. • The discussion was based on a powerpoint presentation used during this workshop (see attached). The presentation summarized alternatives presented at the PIC#1, and recommended changes to the alternatives. • The short listed alternatives were reviewed: <ul style="list-style-type: none"> ○ MTO noted that the Highway 15 /CR 42 intersection was resurfaced and the pavement marking were repainted. ○ OPP noted that the speeds through the intersection seem higher now that the roadway surface is better. ○ It was noted that Alternative 1 received no objection at PIC#1. ○ The left turn lanes shown in Alternative 1 & 2 are opposing left turn lanes and not offset left turn lanes. This reduces the pavement width across the intersection and requires less time to cross the intersection. ○ It was noted that the T-intersection Alternatives 3-1 and 3-2 did not impact Jone's property. Also, the spacing between the two Ts is more than 300m and would accommodate future signals at the T intersections should signal warrants ever be met. ○ It was noted that Alternative 4-2, Radius of 1200m meets MTO policy but does not generally support a future signal installation. ○ The landowners affected by Alternative 4-2 should be contacted prior to PIC#2 so that we can obtain their feedback. • MAC noted that the study team has considered solutions outside of the box and are in agreement with the alternatives presented. • Mike Dwyer to forward the contact information of the property owners who are impacted by the alternatives developed from the PIC#1 feedback. | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #4 – Minutes**

| No. | Item | Action |
|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------|
| | After reviewing each of the PIC short list of alternatives, the alternatives that were recommended to be carried forward were presented to the MAC. The MAC was briefed with the steps the Study team will consider moving forward with the project. | |
| 5.0 | Next MAC Meeting | |
| | <ul style="list-style-type: none"> • No firm date was set for MAC#5. • It was noted that the next MAC meeting will be held after additional data has been obtained and the new alternatives assessed. | <ul style="list-style-type: none"> • |

If there are any errors or omissions, please advise Anurita at anurita@hdrinc.com within seven days of the issuance of these minutes. Please note that these minutes, once finalized, will be available to the public.

Minutes prepared by HDR Corporation.
The Minutes were distributed for review on [date, 2015].

- Attachment:
1. MAC#4 Meeting Presentation

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS G.W.P. 4315-06-02



**MUNICIPAL ADVISORY COMMITTEE MEETING #4 (FEEDBACK FROM PIC #1),
CROSBY**

DECEMBER 1, 2015

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

INTRODUCTION

The Ministry of Transportation is undertaking a preliminary design study to consider improvements at the Highway 15/County Road 42 intersection in the Village of Crosby. The study is following the approved environmental planning process for Group “B” projects under the Class Environmental Assessment for Provincial Transportation Facilities (MTO 2000), which is approved under the *Ontario Environmental Assessment Act*, with the opportunity for public input throughout.

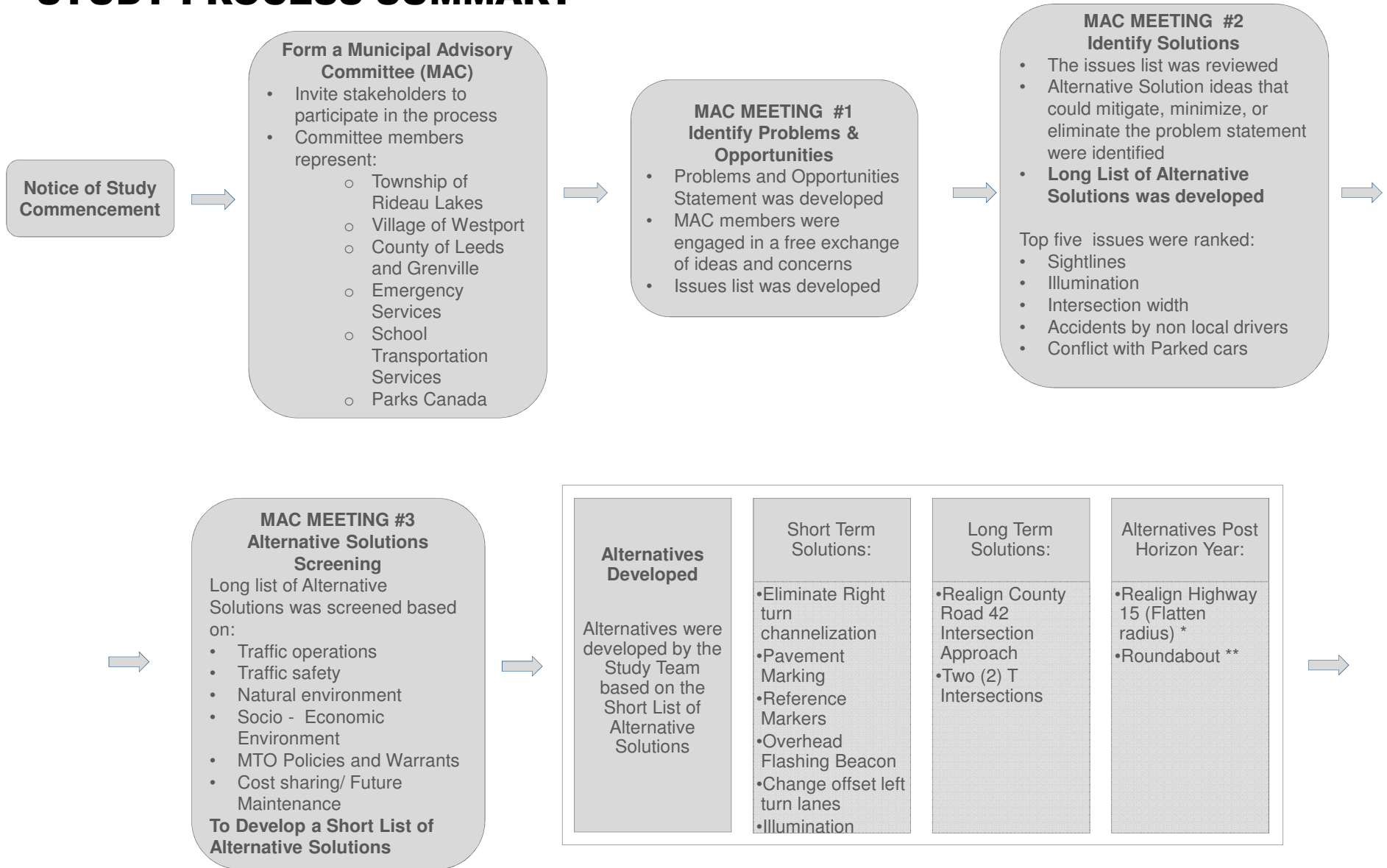
STUDY AREA

The study area includes the area within approximately a 500 m radius of Highway 15 at County Road 42 in the Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville.



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

STUDY PROCESS SUMMARY

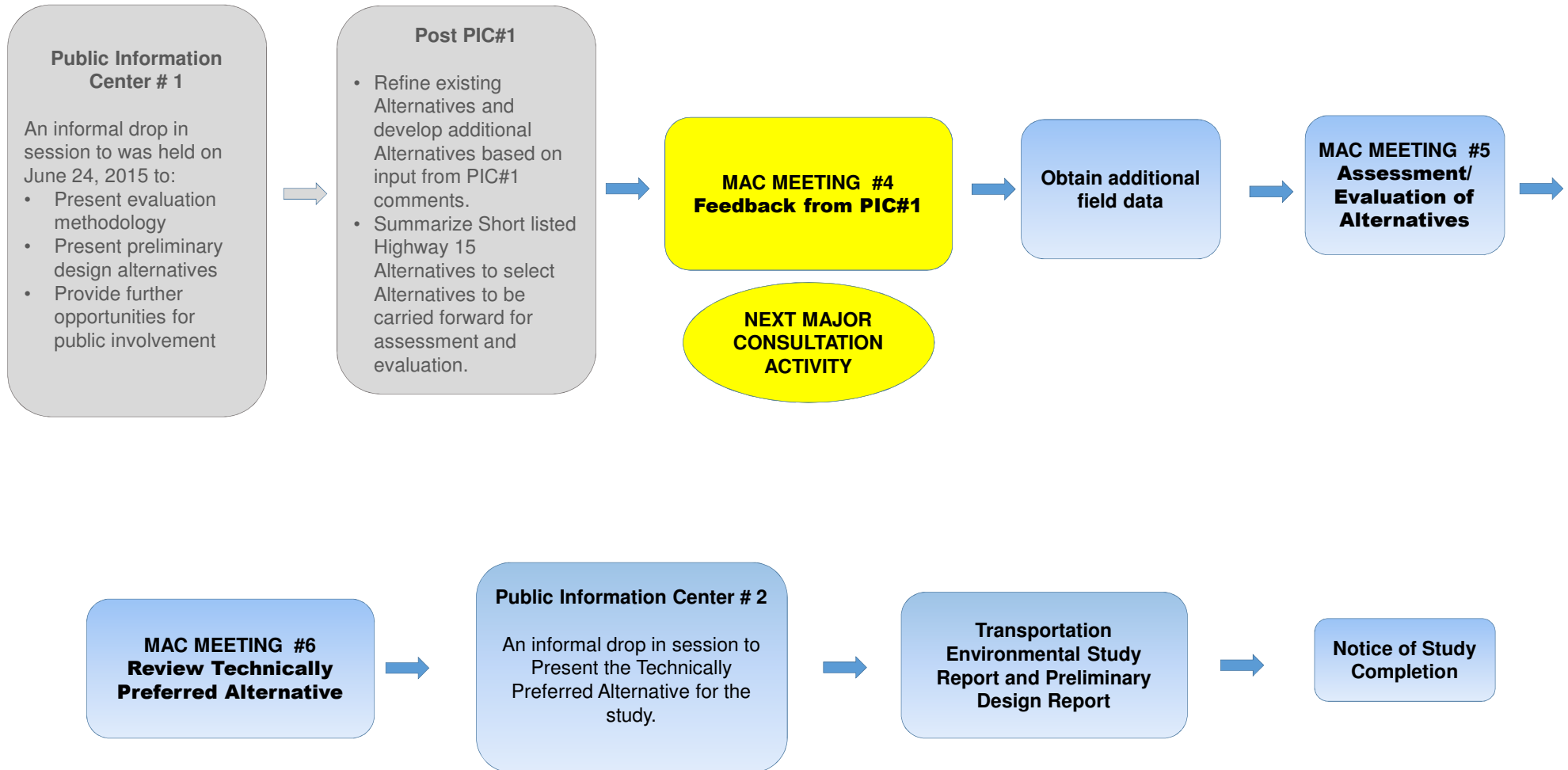


* In the event that Traffic Signal Warrants are met beyond the Design Year (2045), the realignment of Highway 15 should allow for future Traffic Signal installation.

** Roundabout installation only to be considered as an alternative to Traffic Signals (when Warrant is met)

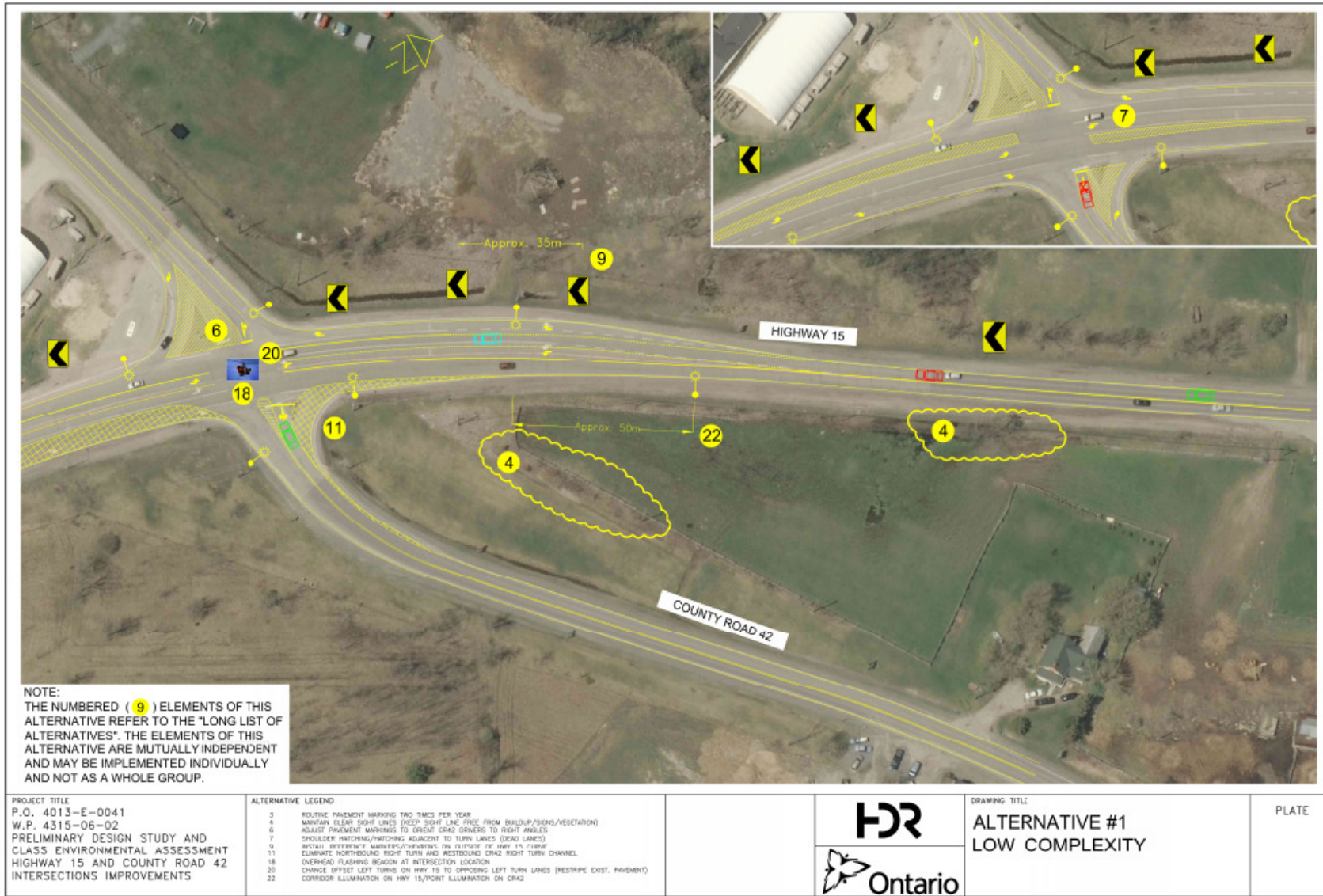
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

STUDY PROCESS SUMMARY (CONT'D.)



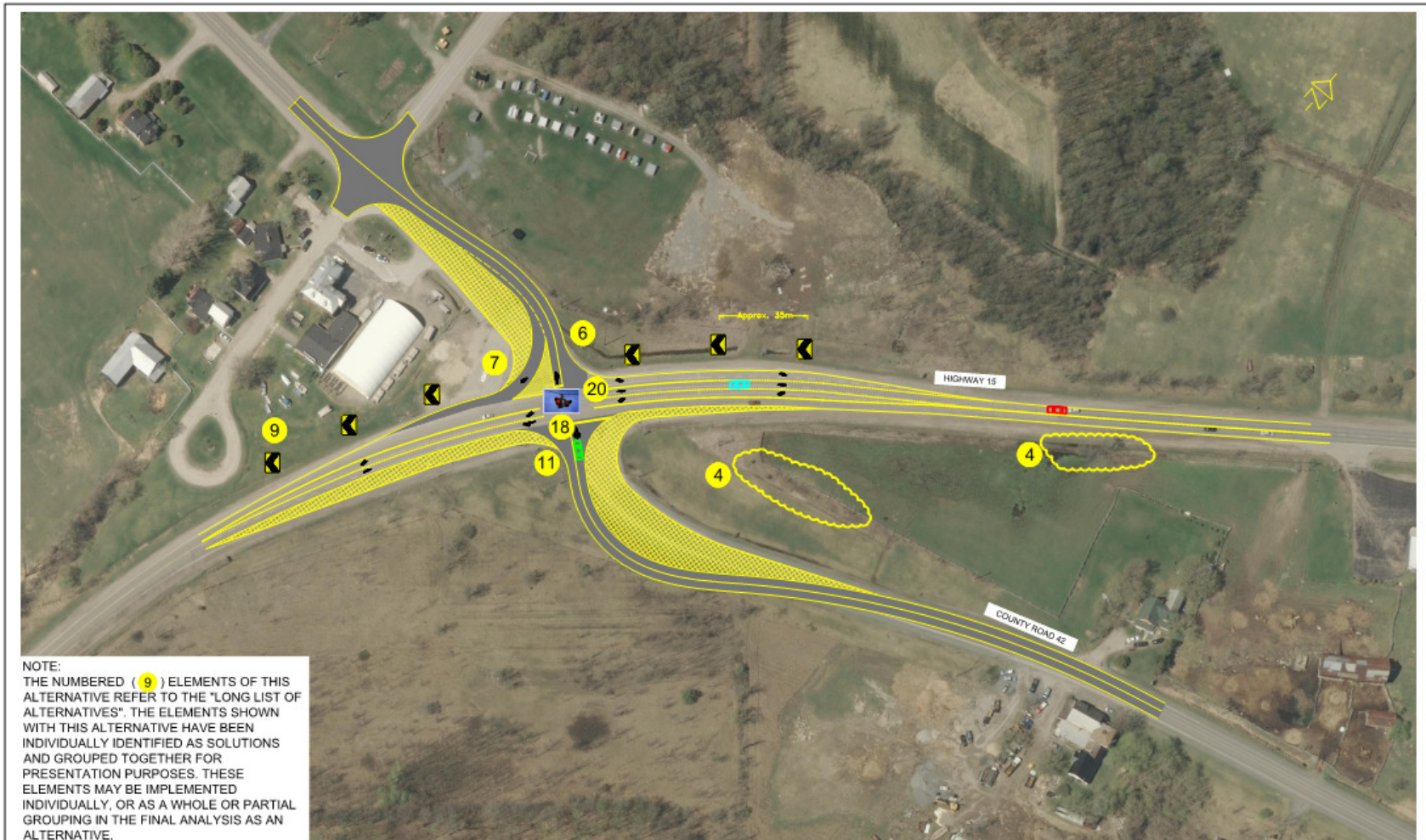
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 1: LOW COMPLEXITY (PRESENTED AT PIC#1)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 2: REALIGN COUNTY ROAD 42 INTERSECTION APPROACH (PRESENTED AT PIC#1)



NOTE:
THE NUMBERED (9) ELEMENTS OF THIS ALTERNATIVE REFER TO THE "LONG LIST OF ALTERNATIVES". THE ELEMENTS SHOWN WITH THIS ALTERNATIVE HAVE BEEN INDIVIDUALLY IDENTIFIED AS SOLUTIONS AND GROUPED TOGETHER FOR PRESENTATION PURPOSES. THESE ELEMENTS MAY BE IMPLEMENTED INDIVIDUALLY, OR AS A WHOLE OR PARTIAL GROUPING IN THE FINAL ANALYSIS AS AN ALTERNATIVE.

PROJECT TITLE
P.O. 4013-E-0041
W.P. 4315-06-02
PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 15 AND COUNTY ROAD 42
INTERSECTIONS IMPROVEMENTS

ALTERNATIVE LEGEND

| | |
|----|------------------------------------------------------------------------------------------|
| 3 | ROUTINE PAVEMENT MARKING TWO TIMES PER YEAR |
| 4 | MAINTAIN CLEAR SIGHT LINES (KEEP SIGHT LINE FREE FROM BUILDUP/SIGNS/VEGETATION) |
| 6 | ADJUST PAVEMENT MARKINGS TO ORIENT CR42 DRIVERS TO RIGHT ANGLES |
| 7 | SHOULDER HATCHING/HATCHING ADJACENT TO TURN LANES (DEAD LANES) |
| 9 | INSTALL REFERENCE MARKERS/CHEVRONS ON OUTSIDE OF HWY 15 CURVE |
| 11 | ELIMINATE NORTHBOUND RIGHT TURN AND WESTBOUND CR42 RIGHT TURN CHANNEL |
| 18 | OVERHEAD FLASHING BEACON AT INTERSECTION LOCATION |
| 20 | CHANGE OFFSET LEFT TURN ON HWY 15 TO OPPOSING LEFT TURN LANES (RESTRIPE EXIST. PAVEMENT) |



DRAWING TITLE
ALTERNATIVE #2
REALIGN COUNTY ROAD 42
INTERSECTION APPROACH

PLATE

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE #2

SUMMARY OF COMMENTS RECEIVED AT PIC#1:

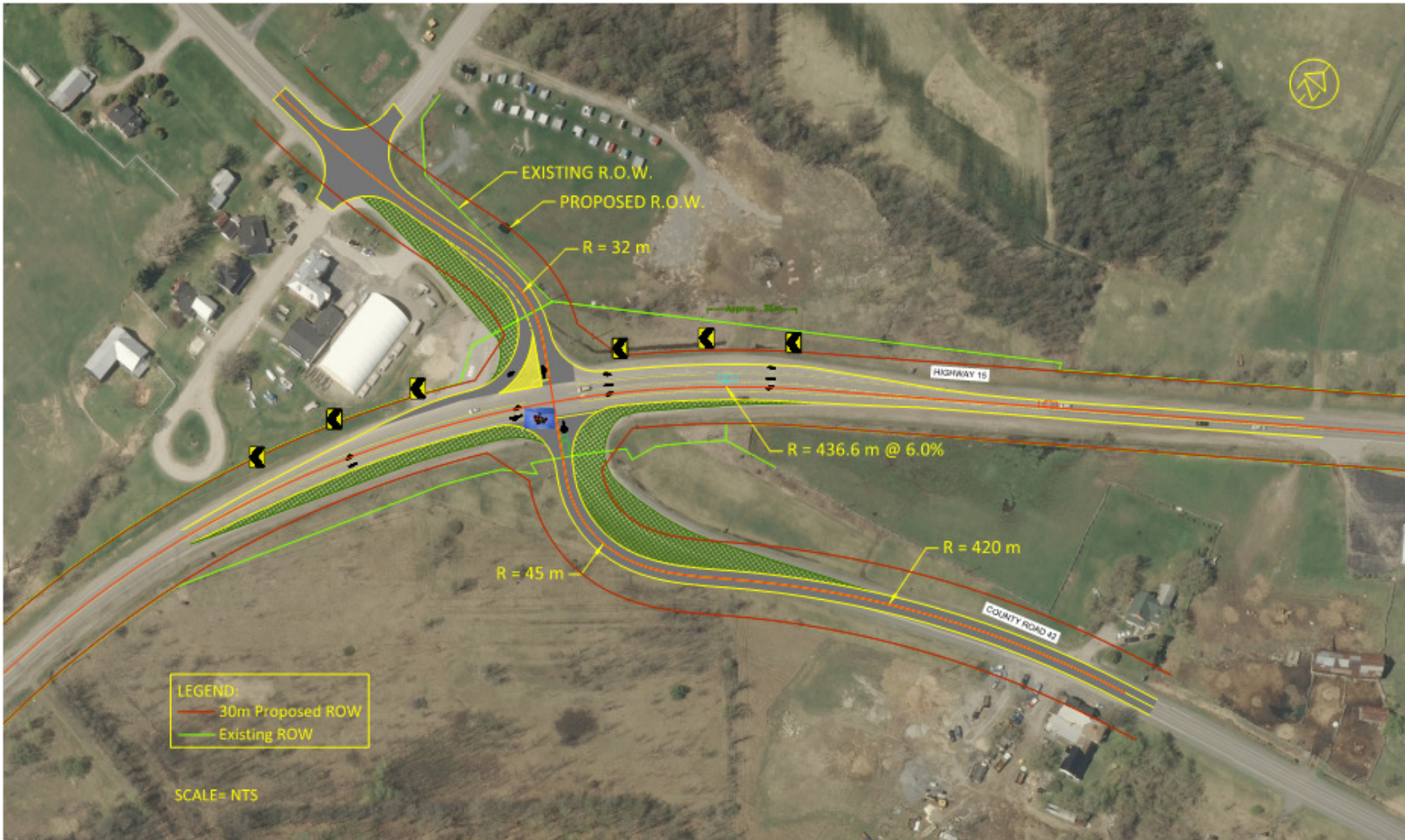
1. Some of the members of the public indicated a preference for Alternative 2 as it addressed the following concerns at the intersection:
 - Visibility
 - Ease of use
 - Not invasive to other properties
 - Includes overhead flashing beacon

SUMMARY OF STUDY TEAM RESPONSES/ACTIONS TO PIC COMMENTS:

1. Clear sight lines will be maintained through routine clear zone maintenance/vegetation clearing etc.
2. Adjust pavement markings to better orient CR 42 drivers to right angles.
3. Install curve delineator markings/chevrons on west side of Highway 15, through intersection.
4. Remove northbound and westbound right turn lane/channel.
5. Install overhead flashing beacon at intersection.
6. Convert current offset Highway 15 left turn lanes to opposing left turn lanes.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 2: REALIGN COUNTY ROAD 42 INTERSECTION APPROACH (REVISED BASED ON INPUT FROM PIC#1)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

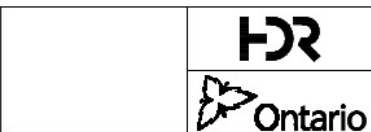
ALTERNATIVE 3: CONVERT TO TWO (2) T INTERSECTIONS (PRESENTED AT PIC#1)



PROJECT TITLE
P.O. 4013-E-0041
W.P. 4315-06-02
PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 15 AND COUNTY ROAD 42
INTERSECTIONS IMPROVEMENTS

ALTERNATIVE LEGEND

- 3 ROUTINE PAVEMENT MARKING TWO TIMES PER YEAR
- 4 MAINTAIN CLEAR RIGHT LINES (KEEP RIGHT LINE FREE FROM BUILDUP/SIGNS)
- 6 ADJUST PAVEMENT MARKINGS TO ORIENT CR42 DRIVERS TO RIGHT ANGLES
- 7 SHOULDER PATCHING/HATCHING ADJACENT TO TURN LANES (LEAD LANES)



DRAWING TITLE
ALTERNATIVE #3
CONVERT TO TWO (2)
TEE INTERSECTIONS

PLATE

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE #3

SUMMARY OF COMMENTS RECEIVED AT PIC#1:

1. Most members of the public were in favour of Alternative 3 as it addressed most of the concerns at the intersection.
 - Safety
 - Line of sight
 - Removes need for traffic signals
 - Decreases width of highway to cross when making left turns,
 - Ties in with the Township's Crosby Community Improvement Plan
2. Some suggestions from members of the public to improve Alternative 3 design include:
 - Make the design convenient for the drivers
 - Provide better sight lines
 - Through traffic not be slowed despite low turning numbers
 - Improve visibility by flattening the Highway 15 curve and to further distance the approach on County Road 42 east at Highway 15
 - Recommended to add a deceleration lane on Highway 15 to County Road 42 (northern most T leg) to improve safety
 - Increase the separation of the "T" intersections
3. One member of the public suggested that a new "T" intersection at the car dealership could be considered provided the speed limit could be reduced (Alternative #3A).
4. One member of the public voiced strong disapproval of Alternative #3 as the alternative impacted his property and resulted in division of residence from some of their pasture.
5. One member of the public suggested that a new "T" intersection adjacent to Crosby Storage to intersect Highway 15 on the northerly section at Chant's Farm (Alternative #3B).

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE #3

SUMMARY OF STUDY TEAM RESPONSES/ACTIONS TO PIC COMMENTS:

1. Enhanced signage is being considered.
2. MTO requirements to justify lowering the speed at the intersection are not met.
3. Concerns from impacted property owners will be considered.
4. Development of the 2 additional T-intersection alternatives (Alt 3-1 and Alt 3-2).

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 3: CONVERT TO TWO (2) T INTERSECTIONS (REVISED BASED ON INPUT FROM PIC#1)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 3-1: CONVERT TO TWO (2) T INTERSECTIONS NORTH OF THE FORMER CAR DEALERSHIP (NEW DEVELOPED FROM PIC#1 COMMENTS)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 3-2: CONVERT TO TWO (2) T INTERSECTIONS NORTH OF THE PATROL YARD (NEW DEVELOPED FROM PIC#1 COMMENTS)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

SUMMARY OF SHORT LISTED T-INTERSECTION ALTERNATIVES

Note: Alternatives were either presented at the PIC#1 and/or developed based on input received at the PIC#1

| CRITERIA | Alt 3 | Alt 3-1 | Alt 3-2 |
|-------------------------------------------------------------------------------------|-------|---------|---------|
| Supports CIP | Y | Y | N |
| Addresses Safety | Y | Y | Y |
| Mainline (Hwy 15) meets current MTO horizontal alignment design standards | Y | Y | Y |
| Mainline (Hwy 15) horizontal alignment is acceptable for intersection configuration | Y | Y | Y |
| Sideroad (CR 42) meets current MTO horizontal alignment design standards | N | Y | Y |
| Existing data collection/analysis is sufficient to support evaluation process | Y | N | N |
| Reasonableness | Y | Y | N |

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 4: REALIGNMENT OF HIGHWAY 15, RADIUS 900M AND 3000m (PRESENTED AT PIC#1)



PROJECT TITLE
P.O. 4013-E-0041
W.P. 4315-06-02
PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 15 AND COUNTY ROAD 42
INTERSECTIONS IMPROVEMENTS

ALTERNATIVE LEGEND



DRAWING TITLE
ALTERNATIVE #4
REALIGNMENT OF
HIGHWAY 15

PLATE

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE #4

SUMMARY OF COMMENTS RECEIVED AT PIC#1:

1. Some members of the public preferred Alternative #4 as it addresses concerns of Township Council; alternative softens the right angle turn on Highway 15 improving visibility.
2. One commenter stated that this alternative provides the best compromise and is in the best interest of the community.
3. Another commenter stated that any other option does not allow for future roundabout or traffic signals because of the existing superelevation at the intersection.
4. One of the member of the public was concerned about whether the cost would be approved and if the intersection would remain without any change.

SUMMARY OF STUDY TEAM RESPONSE/ACTIONS TO PIC COMMENTS:

1. Sight lines at the study intersection may be improved to better support turning movements at the intersection.
2. Additional field investigations will be required to investigate shifted alignments.
3. Alternatives will be evaluated based on the ability to tie into newly constructed bridge south of Crosby.
4. Develop additional Alternative meeting current MTO standards for intersection on curve, GDM Policy E.4.1.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 4: REALIGNMENT OF HIGHWAY 15, RADIUS 3000m ACCOMODATES TRAFFIC SIGNAL (REVISED BASED ON INPUT FROM PIC#1)



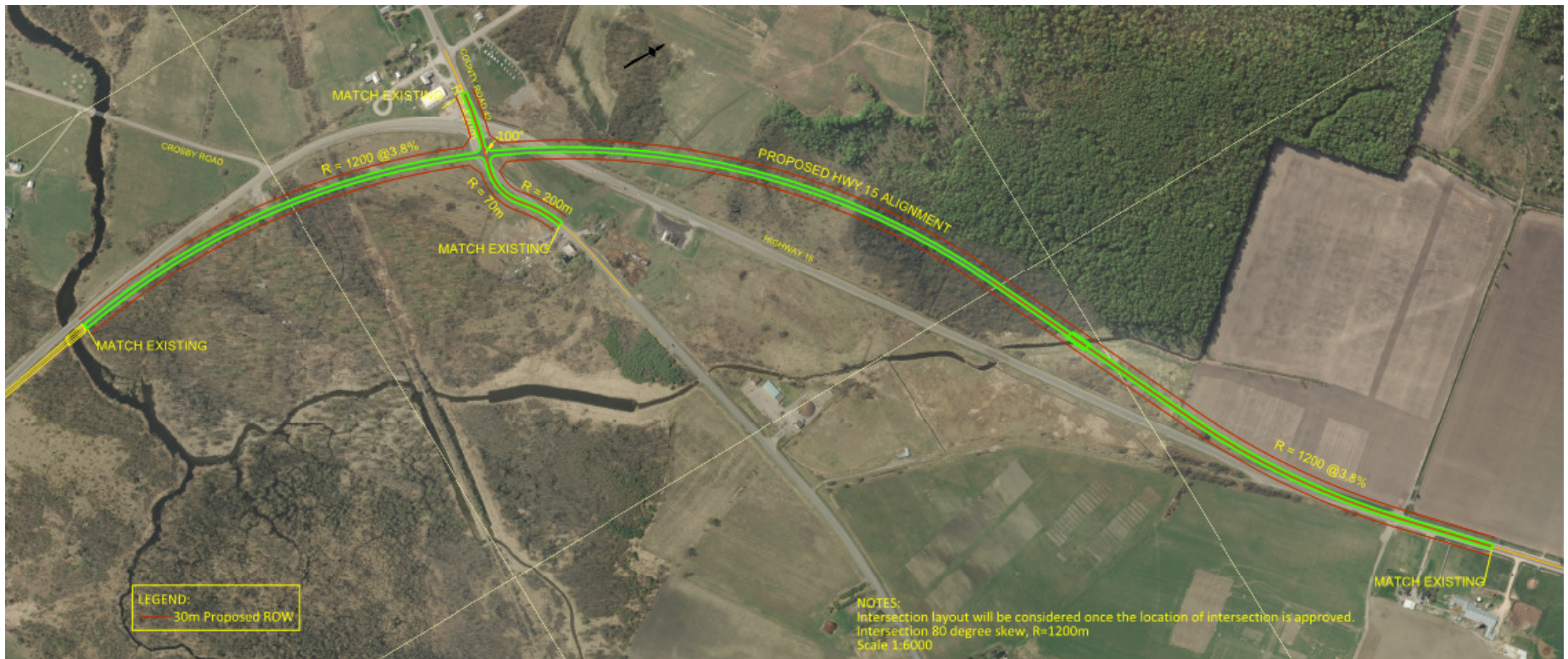
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 4-1: REALIGNMENT OF HIGHWAY 15, RADIUS 900m TO MATCH INTO NEW BRIDGE/ EXISTING ALIGNMENT (REVISED BASED ON INPUT FROM PIC#1)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 4-2: REALIGNMENT OF HIGHWAY 15, RADIUS 1200m MEETS STANDARDS/ MATCH INTO HIGHWAY 15 BRIDGE (NEW)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

SUMMARY OF SHORT LISTED HIGHWAY 15 REALIGNMENT ALTERNATIVES

Note: Alternatives were either presented at the PIC#1 and/or developed based on input received at the PIC#1

| CRITERIA | Alt 4 R=3000 | Alt 4-1 R=900 | Alt 4-2 R=1200 |
|-------------------------------------------------------------------------------------|-----------------|------------------|-------------------|
| Supports CIP | N | Y | Y |
| Addresses Safety | Y | Y | Y |
| Mainline (Hwy 15) meets current MTO horizontal alignment design standards | Y | Y | Y |
| Mainline (Hwy 15) horizontal alignment is acceptable for intersection configuration | Y | N | Y |
| Sideroad (CR 42) meets current MTO horizontal alignment design standards | Y | Y | Y |
| Existing data collection/analysis is sufficient to support evaluation process | N | N | N |
| Reasonableness | N | N | Y |

CURRENT STATUS OF THE PROJECT

Current findings:

- We have developed Alternatives that meet the study scope and improve safety.
- Neither existing collision data Nor projected 2045 traffic volumes trigger the recommendation for traffic signals as part of the study.
- Collisions reported between 2009 to 2013 are non-intersection related and no injuries were reported.
- The Township preferred Alternative indicated in the Community Improvement Plan (CIP) does not specify a minimum radius. The radii shown is greater than existing (436.6m) but less than 1200m recommended by GDM policy. For highways with a speed limit of 80km/h or more and where curves are unavoidable.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

SUMMARY OF SHORT LISTED HIGHWAY 15 ALTERNATIVES

Note: Alternatives were either presented at the PIC#1 and/or developed based on input received at the PIC#1

| CRITERIA | Alt 1 | Alt 2 | Alt 3 | Alt 3-1 | Alt 3-2 | Alt 4 R=3000 | Alt 4-1 R=900 | Alt 4-2 R=1200 |
|-------------------------------------------------------------------------------------|-------|-------|-------|---------|---------|-----------------|------------------|-------------------|
| Supports CIP | N | N | Y | Y | N | N | Y | Y |
| Addresses Safety | Y | Y | Y | Y | Y | Y | Y | Y |
| Mainline (Hwy 15) meets current MTO horizontal alignment design standards | Y | Y | Y | Y | Y | Y | Y | Y |
| Mainline (Hwy 15) horizontal alignment is acceptable for intersection configuration | N | N | Y | Y | Y | Y | N | Y |
| Sideroad (CR 42) meets current MTO horizontal alignment design standards | N | N | N | Y | Y | Y | Y | Y |
| Existing data collection/analysis is sufficient to support evaluation process | Y | Y | Y | N | N | N | N | N |
| Reasonableness | Y | Y | Y | Y | N | N | N | Y |
| <i>Alternatives recommended to be carried forward</i> | ✓ | ✓ | ✗ | ✓ | ✓ | ✗ | ✗ | ✓ |

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVES NOT CARRIED FORWARD FOR EVALUATION

1. Screen out Alternative 3 (Convert to two (2) T Intersections west of Jone's property) from further consideration for the following reasons:
 - Significant impacts to private property (i.e. lands outside MTO's ROW)
 - The distance between the two legs of the T intersection does not meet MTO policy.
2. Screen out Alternative 4 (3000m Radius) from further consideration for the following reasons:
 - Significant impacts to private property (i.e. lands outside MTO's ROW)
 - Need for several new bridges
 - Abandonment of newly constructed bridge on Highway 15 south of CR 42
 - The distance of the new Hwy 15 alignment from Crosby would not support the CIP.
 - Only supporting rationale is that radius reduces super-elevation to a cross-fall that, if ever warranted, would accommodate traffic signals.
3. Screen out Alternative 4-1 (900m Radius) from further consideration for the following reasons:
 - While it provides for a larger radius than the existing curve, it does not meet MTO minimum standard for a 1200m radius at a four-legged intersection.
 - A 900m radius does not reduce the super-elevation to a cross-fall that, if ever warranted, accommodates a traffic signal.

MOVING FORWARD

1. Obtain field data (as per Environmental Reference for Highway Design) to properly assess/evaluate alternatives that are beyond the original study limits (includes the T-Intersection Alternatives 3-1 and 3-2, and 1200m Radius Alternative 4-2). Obtaining additional field data will delay the schedule, as data collection will need to occur in Spring 2016.
2. Since future traffic signal installation is not feasible for the short-listed four-legged intersection alternatives, any future warrants for traffic signals will need to consider a roundabout installation. A functional roundabout design will be developed and factored into the evaluation of the alternatives. Specifically the future roundabout footprint and property protection will be considered.
3. Public and agencies on the study contact list will be informed of: the direction to be taken with respect to short-listed alternatives; additional field investigation to support assessment/evaluation of alternatives; and delay to the schedule. May also consider posting on Township of Rideau Lakes website and set up an interview with the local media outlets

MOVING FORWARD (CONT'D)

4. The project schedule will be updated to reflect the collection of data in the Spring/Summer of 2016.
5. MAC will be reconvened prior to PIC#2 to help with assessment and selection of the technically preferred alternative.
6. Hold PIC #2 after additional data has been gathered and the assessment/evaluation of alternatives is completed (likely summer 2016).

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

STUDY SCHEDULE AND CONSULTATION ACTIVITIES

| Task/Milestone | Schedule/Milestone Date |
|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Study Commencement | |
| Initial Contact Letter | Issued to external agencies/stakeholders on February 20, 2015. |
| Notice of Study Commencement | Placed in the <i>Kingston Whig Standard</i> on February 25, 2015 and in the <i>Gananoque Reporter</i> and the <i>Westport Review Mirror</i> on February 26, 2015. |
| Public Information Centres (PICs) | |
| Notice of Public Information Centre #1 | Placed in the <i>Smiths Falls Record News</i> and the <i>Westport Review Mirror</i> on June 11, 2015 and in the <i>Kingston Whig Standard</i> on June 13, 2015. |
| PIC Notification Letter | Issued to external agencies/stakeholders on June 9, 2015. PIC #1 Brochure issued to property owners/residents on June 9, 2015. |
| PIC #1 | June 24, 2015 at the Portland Community Hall, 24 Water Street, Portland |
| Additional Consultation Activities | The Study Team attended at Crosby Flea Market, Delta Fair and local marinas on July 25, 2015. Also, static displays posted at local retail venues. |
| PIC #2 | Deferred to study additional alternatives identified at PIC#1 |
| Transportation Environmental Study Report (TESR) Submission | |
| Submission of Final TESR | Late 2016 |
| Notice of TESR Submission | To be placed in the <i>Smiths Falls Record News</i> , <i>Kingston Whig Standard</i> , and the <i>Westport Review Mirror</i> concurrent with the submission of the TESR. |
| Final Contact Letter/TESR Notification Letter | To be issued to external agencies/stakeholders, property owners, residents and PIC attendees with Notice of TESR Submission upon submission of TESR. |

Preliminary Design for Intersection Improvements at Highway 15 and County Road 42 Municipal Advisory Committee Meeting #5 – Minutes

Held On: Tuesday, October 18, 2016 – 1:45 p.m. to 4:00 p.m.

Held At: Portland Community Hall, 24 Water Street, Portland

Present:

- Glenn Higgins, Project Manager, MTO
- John Hanna, Environmental Planner, MTO
- Rob Beatty, Traffic Analyst, MTO
- Joseph Arcaro, Vice President, HDR
- Connie Agnew, Senior Planning Ecologist, LGL
- Mike Dwyer, CAO, Township of Rideau Lakes
- Leslie Sheppard, Director of Planning, County of Leeds and Grenville
- Jay DeBernardi, Fire Chief, Township of Rideau Lakes

Regrets:

- William Harrett, Traffic Supervisor, MTO
- Ann Marie Forcier, Executive Director, Rideau Heritage Route Tourism Assoc.
- Susan Millar, Planner, Ontario Waterways Parks Canada
- Chris Lavallee, Transportation Planner, Student Transportation of Eastern Ontario
- Cheryl Murray, Highway Practice Lead, HDR
- Anurita, Project Engineer HDR
- Scott Bryce, CAO, Village of Westport
- Ann Weir, Economic Development Officer, County of Leeds and Grenville
- Kevin Lamacraft, Traffic Management Officer, O.P.P. – Leeds County

Purpose of Meeting:

The purpose of this meeting was to provide an update on the current status of the project and to review the preliminary design alternatives and the evaluation methodology used to assess the alternatives. Meeting minutes from MAC #4 were emailed to attendees prior to the meeting for review. Attendees were provided with the presentation slide deck. Discussions were generally a collaborative effort as noted below.

| No. | Item | Action |
|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| 1.0 | Opening Remarks, Introductions | |
| | <ul style="list-style-type: none"> • Joseph Arcaro, HDR chaired the meeting and welcomed participants. Introductions were made for the new members in attendance. | |
| 2.0 | Purpose of the Meeting, Agenda Review | |
| | <ul style="list-style-type: none"> • Joseph Arcaro gave a brief overview of the purpose of MAC#5. • The agenda was briefly reviewed before proceeding. | |
| 3.0 | Workshop discussion | |
| | <ul style="list-style-type: none"> • The discussion was based on a powerpoint presentation | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #5 – Minutes**

| No. | Item | Action |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| | <p>used during this workshop (see attached). The presentation summarized the preliminary design alternatives identified for evaluation and the pairwise comparison evaluation methodology used to assess them.</p> <ul style="list-style-type: none"> • The short listed alternatives and the results of the evaluation process were reviewed: <ul style="list-style-type: none"> ○ It was noted that in the evaluation of short-term alternatives (Alt 1 vs Alt 2), Alternative 1 ranked as the better solution. ○ It was noted that in the evaluation of long-term alternatives (Alt 3-1, Alt 3-2, Alt 4-2), Alternative 3-1 ranked as the best solution. ○ The Study Team also compared Alt 2 vs Alt 3-1 and noted that both Alt 2 and Alt 3-1 ranked equally as possible long-term solutions. ○ MTO noted that these two possible long-term solutions require input from the Township/County based on future socio-economic development, in order to help guide which alternative would be carried forward in Detail Design. ○ Mike Dwyer noted that the Township of Rideau Lakes Council would not be happy with a solution that's not warranted until 2045. Council wants to realign Hwy 15 based on the Village of Crosby Community Improvement Plan (CIP). ○ MTO noted that the CIP was taken into consideration when reviewing the alternatives. ○ MTO noted that they would be willing to document two long-term options in the EA and to protect property for both options (Alt 2 and Alt 3-1). ○ Mike noted that 30 years is too long of a time horizon given the emotional issues associated with the intersection. ○ It was noted that Alternative 2 would require additional property protection because of the roundabout. Both alternatives should be included in the EA documents. ○ Jay DeBernardi noted that Alternative 1 appeared to be the best short-term option. ○ Les Sheppard noted that Alternative 3-1 appeared to be better from a safety and operations perspective. | |

**Preliminary Design for Intersection Improvements at Highway 15 and County Road 42
Municipal Advisory Committee Meeting #5 – Minutes**

| No. | Item | Action |
|------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------|
| | <ul style="list-style-type: none"> ○ The alternatives should be reviewed by the Township with regards to the CIP. ● Les Sheppard confirmed that Leeds and Grenville County Council should be invited to the Study Team presentation of the technically preferred alternatives being made to the Township of Rideau Lakes. ● The Study Team will move forward with the project and will be going to PIC #2 by the end of November/beginning of December. ● A meeting with the affected property owners will be required prior to PIC #2. | |
| 4.0 | MAC Meeting Requirements | |
| | <ul style="list-style-type: none"> ● MAC#5 concluded the Study Team’s commitments to meeting with the Municipal Advisory Committee as laid out in the Terms of Reference for this body. Although the Terms of Reference specified six meetings, the topics of several meetings were combined along the way to better reflect the planning process of the project. | |

If there are any errors or omissions, please advise Connie Agnew at cagnew@lgl.com within seven days of the issuance of these minutes. Please note that these minutes, once finalized, will be available to the public.

Minutes prepared by LGL Limited.
The Minutes were distributed for review on [date, 2016].

- Attachment:
1. MAC#5 Meeting Presentation

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS G.W.P. 4315-06-02



MUNICIPAL ADVISORY COMMITTEE MEETING #5
October 18, 2016

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

INTRODUCTION

The Ministry of Transportation is undertaking a preliminary design study to consider improvements at the Highway 15/County Road 42 intersection in the Village of Crosby. The study is following the approved environmental planning process for Group “B” projects under the Class Environmental Assessment for Provincial Transportation Facilities (MTO 2000), which is approved under the *Ontario Environmental Assessment Act*, with the opportunity for public input throughout.

STUDY AREA

The study area includes the area within approximately a 500 m radius of Highway 15 at County Road 42 in the Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville.



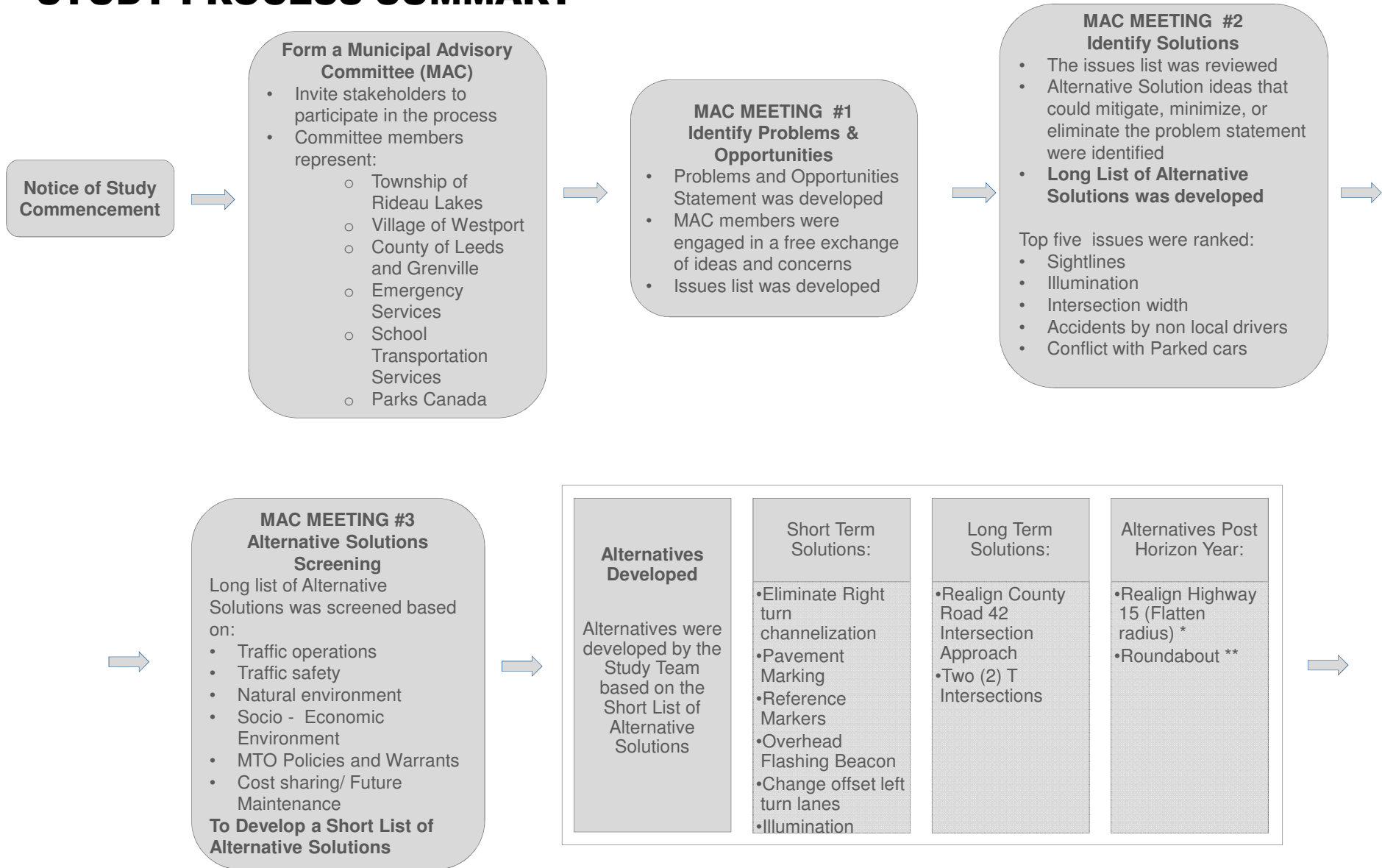
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

AGENDA

- Review Study Process
- Revisit Short Listed Alternatives
- Current Status
- Evaluation Methodology
- Evaluation Criteria and Indicator Weighting
- Results - Evaluation of Alternatives
- Technically Preferred Alternative
- Moving Forward
- Study Schedule and Consultation Activities

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

STUDY PROCESS SUMMARY

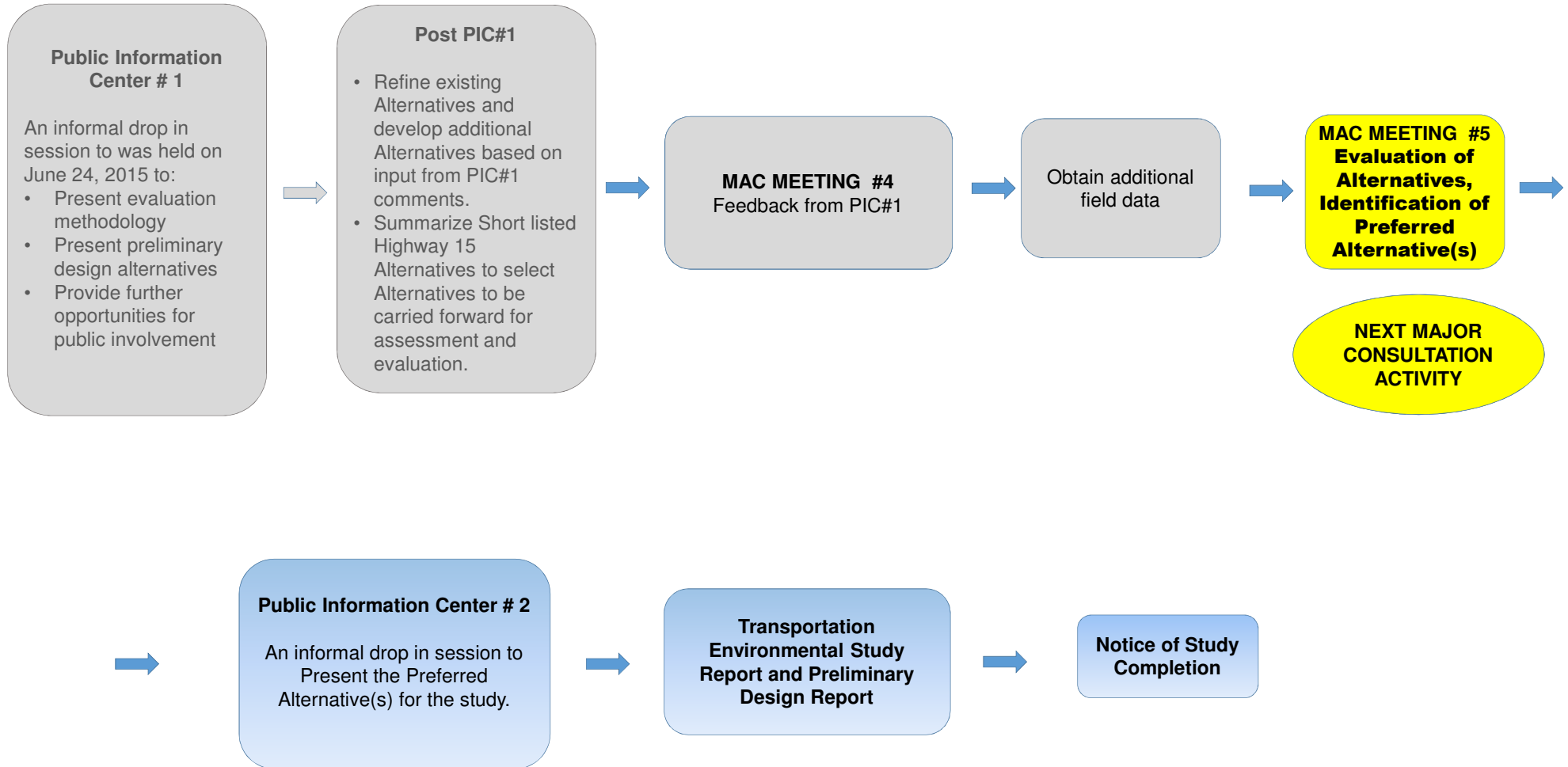


* In the event that Traffic Signal Warrants are met beyond the Design Year (2045), the realignment of Highway 15 should allow for future Traffic Signal installation.

** Roundabout installation only to be considered as an alternative to Traffic Signals (when Warrant is met)

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

STUDY PROCESS SUMMARY (CONT'D.)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

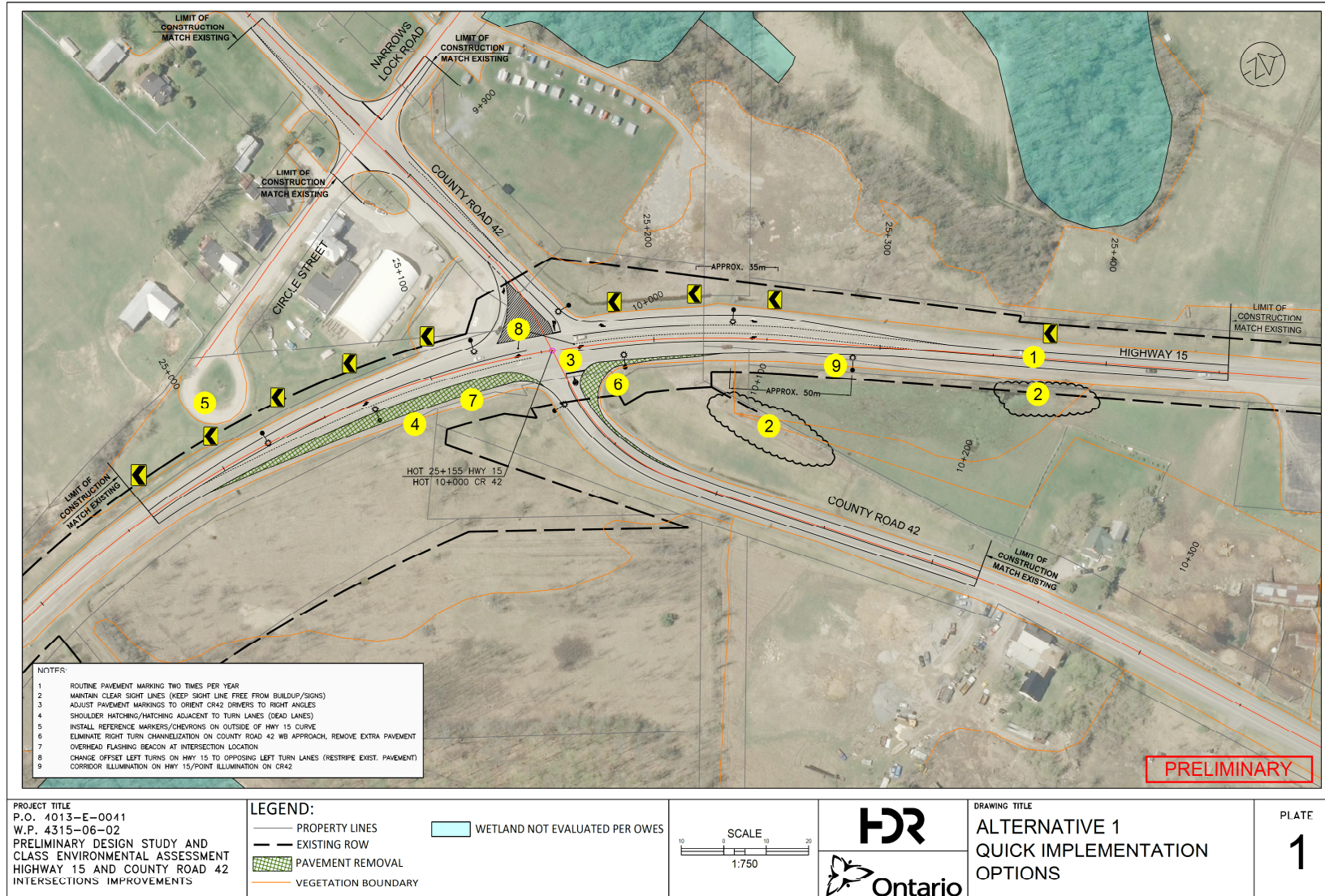
SHORT LISTED ALTERNATIVES

The following alternatives were short-listed from the screening of the long list of alternatives **and** input received at the Public Information Centre:

| Alternative No. | Alternative Description |
|-----------------|---------------------------------------------------------------------------------------------------------------------|
| 1 | Low complexity pavement marking and signage improvements to existing intersection |
| 2 | Realign County Road 42 to 90 Degree Intersection Approaches |
| 3-1 | Convert to 2 tee-intersections with CR-42 east leg located north of former car dealership (+/- 434m north of CR-42) |
| 3-2 | Convert to 2 Tee-Intersections with CR-42 east leg located north of watercourse crossing (+/- 951m north of CR-42) |
| 4-2 | Realign Highway 15 with 1200m Radius through CR-42 intersection and match into new bridge south of CR-42 |

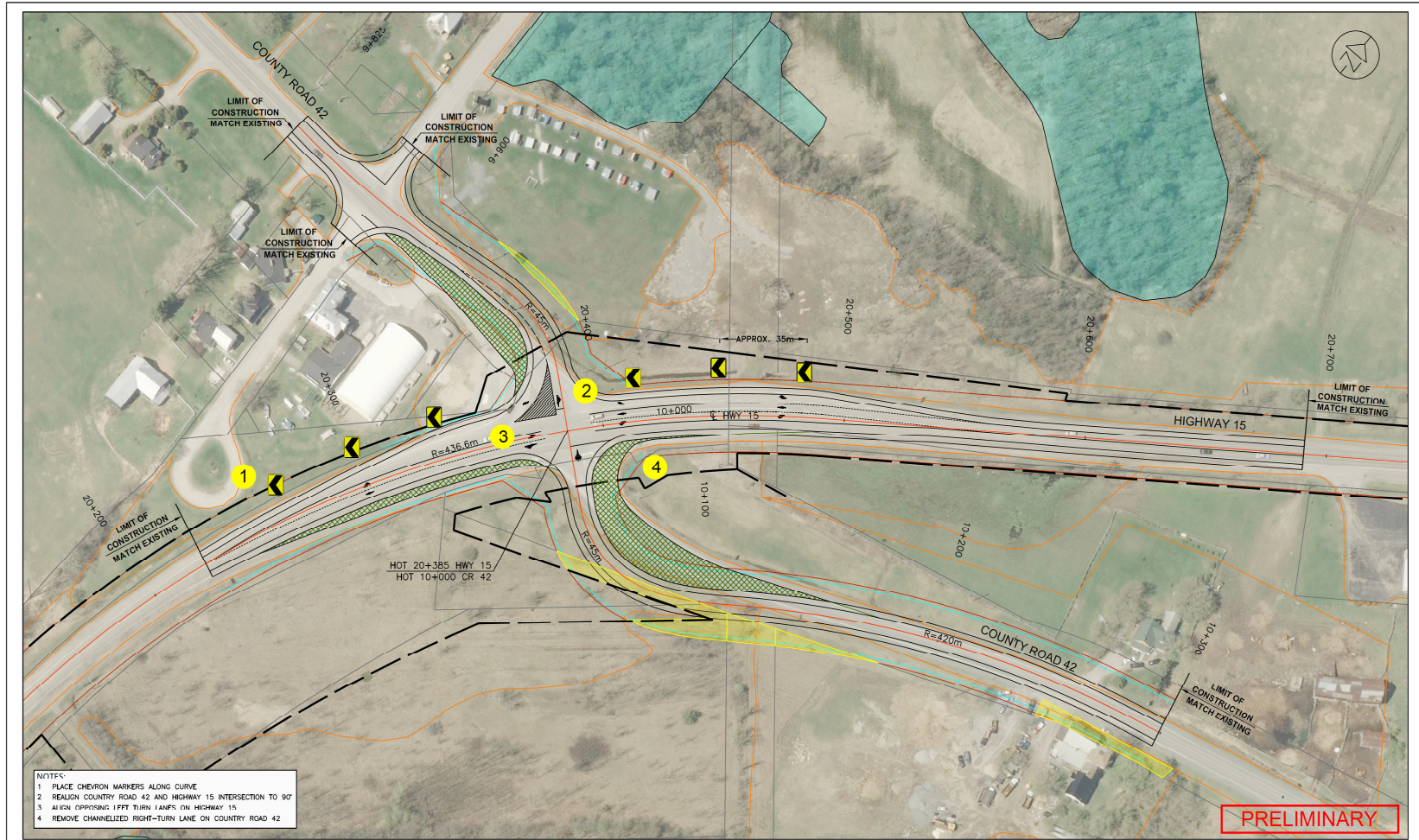
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 1: LOW COMPLEXITY (PRESENTED AT PIC #1)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 2: REALIGN COUNTY ROAD 42 INTERSECTION APPROACH (REVISED BASED ON INPUT FROM PIC#1)



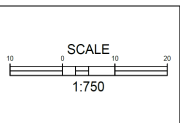
- NOTES:
- 1 PLACE CHEVRON MARKERS ALONG CURVE
 - 2 REALIGN COUNTY ROAD 42 AND HIGHWAY 15 INTERSECTION TO 90°
 - 3 ALIGN OPPOSING 1 FT TURN LANES ON HIGHWAY 15
 - 4 REMOVE CHANNELIZED RIGHT-TURN LANE ON COUNTRY ROAD 42

PRELIMINARY

PROJECT TITLE
P.O. 4013-E-0041
W.P. 4315-06-02
PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 15 AND COUNTY ROAD 42
INTERSECTIONS IMPROVEMENTS

LEGEND:

| | |
|-----------------------|--------------------------------|
| 30m PROPOSED ROW | PROPERTY LINES |
| EXISTING ROW | WATERCOURSES |
| GRADING LIMITS - CUT | VEGETATION BOUNDARY |
| GRADING LIMITS - FILL | WETLAND NOT EVALUATED PER OWES |
| PAVEMENT REMOVAL | PROPERTY REQUIREMENT |



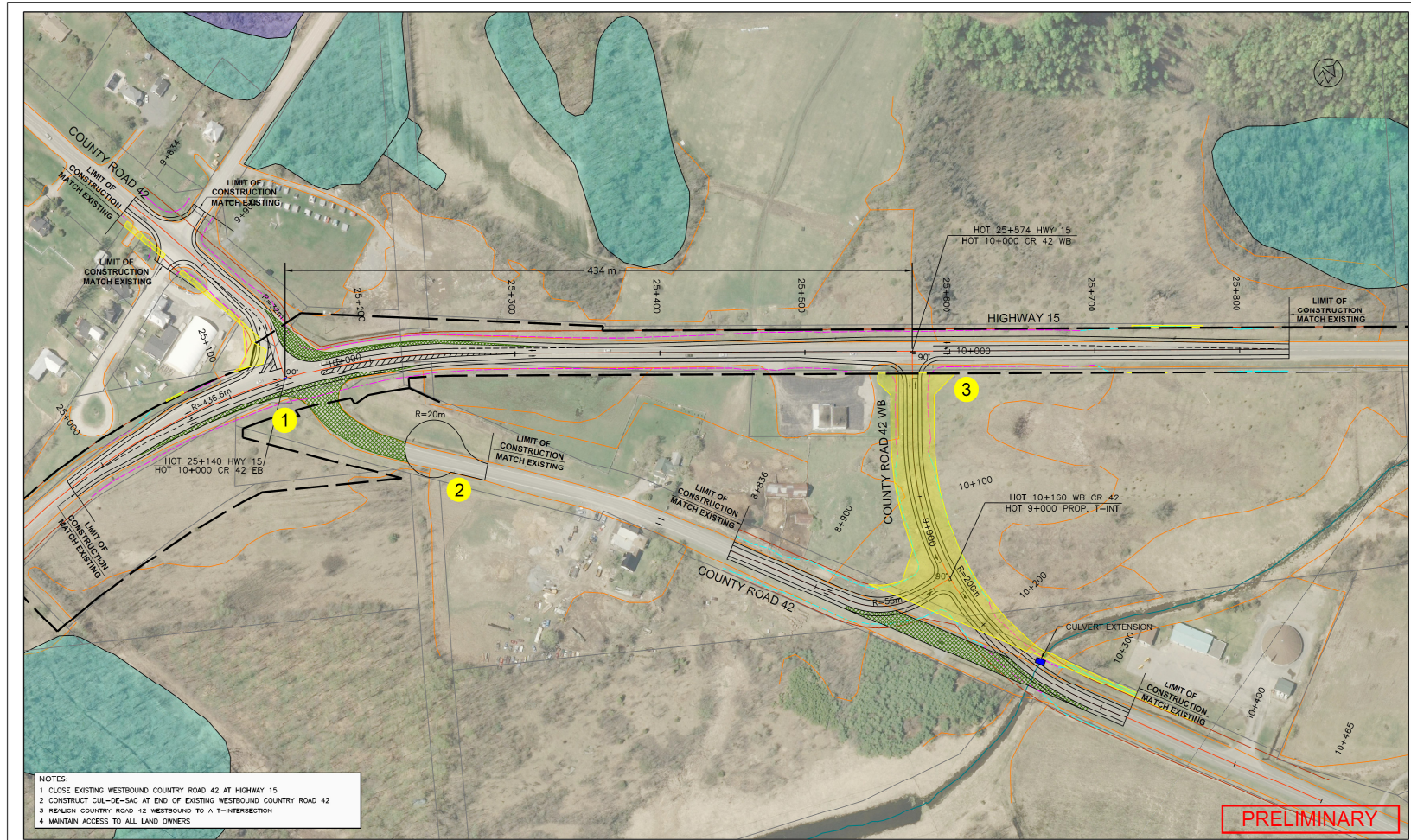
DRAWING TITLE
ALTERNATIVE 2
REALIGN CR 42
INTERSECTION APPROACH

PLATE
2

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 3-1: CONVERT TO TWO (2) T INTERSECTIONS

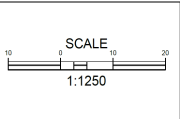
NORTH OF THE FORMER CAR DEALERSHIP (DEVELOPED FROM PIC#1 COMMENTS)



NOTES:
 1 CLOSE EXISTING WESTBOUND COUNTY ROAD 42 AT HIGHWAY 15
 2 CONSTRUCT CUL-DE-SAC AT END OF EXISTING WESTBOUND COUNTY ROAD 42
 3 REALIGN COUNTY ROAD 42 WESTBOUND TO A T-INTERSECTION
 4 MAINTAIN ACCESS TO ALL LAND OWNERS

PROJECT TITLE
 P.O. 4013-E-0041
 W.P. 4315-06-02
 PRELIMINARY DESIGN STUDY AND
 CLASS ENVIRONMENTAL ASSESSMENT
 HIGHWAY 15 AND COUNTY ROAD 42
 INTERSECTIONS IMPROVEMENTS

| LEGEND: | |
|---------|--------------------------------|
| | 30m PROPOSED ROW |
| | EXISTING ROW |
| | GRADING LIMITS - CUT |
| | GRADING LIMITS - FILL |
| | PAVEMENT REMOVAL |
| | PROPERTY LINES |
| | WATERCOURSES |
| | VEGETATION BOUNDARY |
| | WETLAND NOT EVALUATED PER OWES |
| | PROPERTY REQUIREMENT |

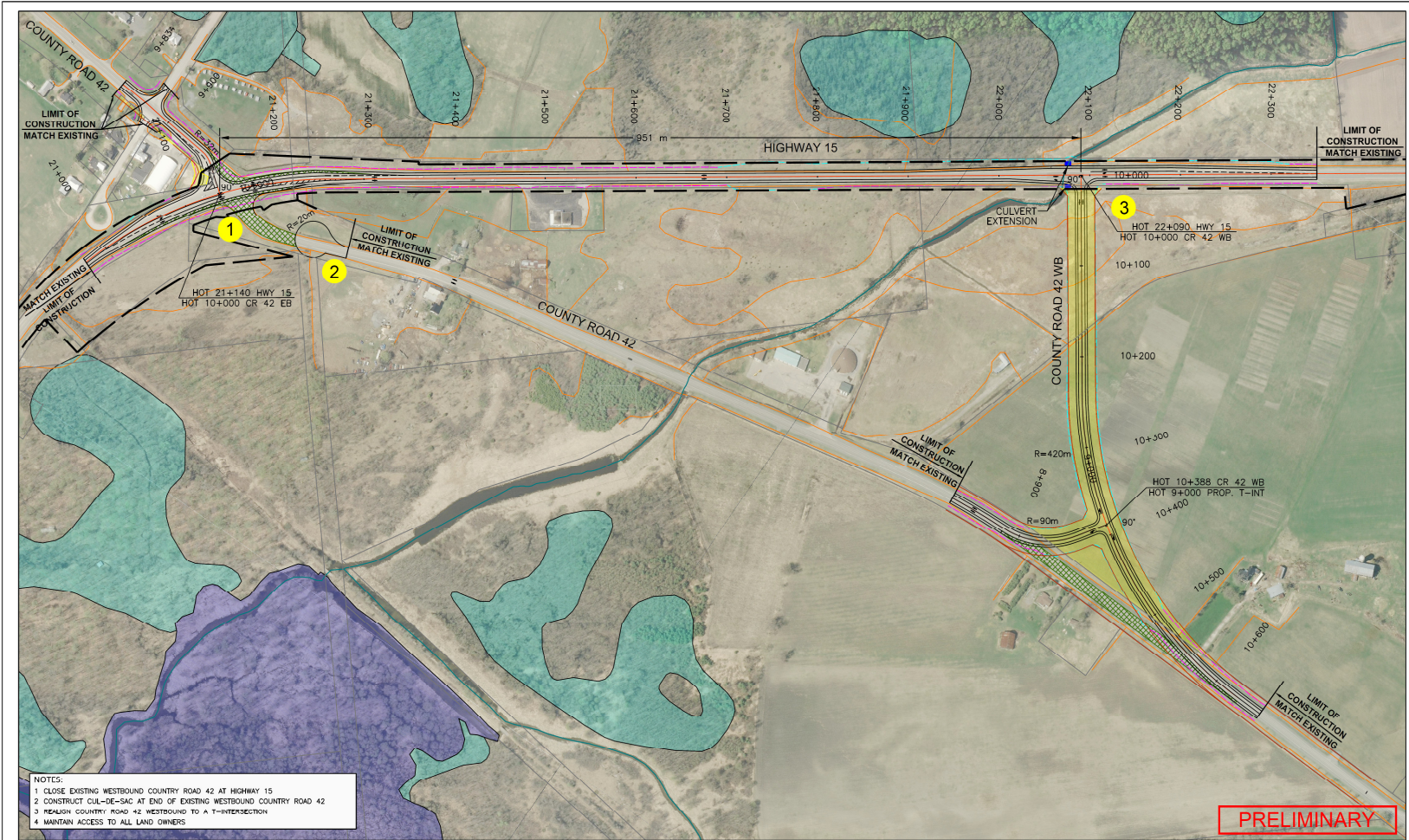


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 ALTERNATIVE 3-1
 CONVERT TO TWO (2) TEE
 INTERSECTIONS (NEW)

PLATE
3

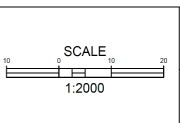
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 3-2: CONVERT TO TWO (2) T INTERSECTIONS NORTH OF THE PATROL YARD (DEVELOPED FROM PIC#1 COMMENTS)



PROJECT TITLE
 P.O. 4013-E-0041
 W.P. 4315-06-02
 PRELIMINARY DESIGN STUDY AND
 CLASS ENVIRONMENTAL ASSESSMENT
 HIGHWAY 15 AND COUNTY ROAD 42
 INTERSECTIONS IMPROVEMENTS

| LEGEND: | |
|---------|---------------------------------|
| | 30m PROPOSED ROW |
| | EXISTING ROW |
| | GRADING LIMITS - CUT |
| | GRADING LIMITS - FILL |
| | PAVEMENT REMOVAL |
| | PROPERTY LINES |
| | WATERCOURSES |
| | VEGETATION BOUNDARY |
| | WETLAND NOT EVALUATED PER OWES |
| | PROPERTY REQUIREMENT |
| | PROVINCIALY SIGNIFICANT WETLAND |



DRAWING TITLE
**ALTERNATIVE 3-2
 CONVERT TO TWO (2) TEE
 INTERSECTIONS (NEW)**

PLATE
4

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ALTERNATIVE 4-2: REALIGNMENT OF HIGHWAY 15 WITH 1200m RADIUS AND MATCH INTO NEW BRIDGE SOUTH OF COUNTY ROAD 42

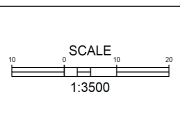


NOTES:
1 TRAFFIC SIGNALS WILL BE CONSIDERED WHEN WARRANTS ARE MET

PRELIMINARY

PROJECT TITLE
P.O. 4013-E-0041
W.P. 4315-06-02
PRELIMINARY DESIGN STUDY AND CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTIONS IMPROVEMENTS

- LEGEND:**
- 30m PROPOSED ROW
 - EXISTING ROW
 - GRADING LIMITS - CUT
 - GRADING LIMITS - FILL
 - PAVEMENT REMOVAL
 - PROPERTY LINES
 - WATERCOURSES
 - VEGETATION BOUNDARY
 - WETLAND NOT EVALUATED PER OWES
 - PROPERTY REQUIREMENT
 - PROVINCIALLY SIGNIFICANT WETLAND



DRAWING TITLE
**ALTERNATIVE 4-2
REALIGNMENT OF HWY 15
RADIUS 1200m (NEW)**

PLATE
5

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

CURRENT STATUS – October 2016

- We have developed Alternatives that address identified deficiencies, improve safety, accommodate future projected traffic operations (2045), and support the Village of Crosby Community Improvement Plan
- Field data was collected in Spring and Summer 2016 to properly assess the alternatives that extended beyond the original study limits (includes the T-Intersection Alternatives 3-1 and 3-2, and 1200m Radius Alternative 4-2).
- Neither the collision experience, nor the projected 2045 traffic volumes trigger the need for traffic signals or roundabout at the intersection (i.e. Warrant for Traffic Signals is not met).
- Collisions reported between 2009 to 2013 are non-intersection related and no injuries were reported.
- The current Highway 15 curvature with a radius of 436.6m is less than the desirable minimum radius of 1200m for traffic signal installation. As such, traffic signal installation under existing geometric conditions is not permitted. The existing intersection geometry may accommodate a roundabout.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

EVALUATION METHODOLOGY

The methodology used to evaluate the short-listed alternatives (Short Term and Long Term) is Pairwise Comparison.

Criteria weighting developed by the Project Team in consultation with the MAC and input received at PIC #1.

The Pairwise Comparison evaluation process involved the following steps:

- Establish Criteria and Indicators;
- Establish Criteria Weighting;
- Assess Criteria for each Alternative;
- Conduct Pairwise Comparison of concept alternatives for each criteria,
 - Alternative with better criteria performance/assessment is assigned 100% of criteria weighting, with 0% to other alternative.
 - If performance/assessment of criteria are equal/similar then both Alternatives are assigned 50% of the criteria weighting.
 - Add assigned points for each Alternative for cumulative criteria/factor “score”.
 - Carry out criteria weighting sensitivity analysis.
- Alternatives paired for comparison:
 - Short Term Improvements
 - Alternative 1 vs Alternative 2
 - Long Term Improvements
 - Alternative 3-1 vs Alternative 3-2
 - Alternative 3-1 vs Alternative 4-2
 - Alternative 3-2 vs Alternative 4-2
 - Alternative 2 vs Alternative 3-1

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

CRITERIA GROUP WEIGHTING

Initial Criteria Weighting was developed with the MAC and refined by project team using input from PIC #1:

| Criteria Group | Weighting as per MAC input (MAC#3) | Weighting used for Evaluation (as determined by Project Team) |
|----------------------------|------------------------------------|---------------------------------------------------------------|
| Transportation | 37.50% | 45% |
| Natural Environment | 0.00% | 20% |
| Socio-Economic Environment | 31.25% | 25% |
| Cultural Environment | 6.25% | 10% |
| Cost | 25.00% | 0% (Redistributed) |

The initial Criteria Weighting were reviewed by the study team and adjusted to incorporate input received at PIC #1 and better compare the alternatives:

- Transportation received 45% based on the comments received at PIC#1, safety was a significant concern.
- Natural Environment received 20% based on the field investigations undertaken, with some impacts noted
- Socio-Economic Environment received 25% to reflect importance of local economic development.
- Cultural Environment received 10% as there were some minor impacts
- Cost assessment was done outside of the Pairwise Comparison (to seek best solution before cost is considered).

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

EVALUATION CRITERIA and INDICATOR WEIGHTING

| CRITERIA GROUP | WEIGHTING | CRITERIA | WEIGHTING | INDICATORS (Units of Measure) | WEIGHTING | Net Weight |
|---------------------|-----------|-------------------------------------------------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------------------|-----------|------------|
| TRANSPORTATION | 45% | Intersection Level of Service | 15% | Level of Service AM (2045) (A-F) | 100% | 6.75% |
| | | Intersection Level of Service | 15% | Level of Service PM (2045) (A-F) | 100% | 6.75% |
| | | Length of intersection crossing alongside road | 10% | Width of pavement: Stop bar to Stop bar (Length – m) | 100% | 4.50% |
| | | Highway Geometry / Sightlines | 20% | Available sight distance (Length – m) | 100% | 9.00% |
| | | Night time Collision | 15% | Ability to reduce night-time collision | 100% | 6.75% |
| | | Collision Frequency | 15% | Ability to reduce severity of collisions (number of conflict points) | 100% | 6.75% |
| | | Conflicts between pedestrians and through traffic | 10% | Ability to reduce number of pedestrian conflicts with through traffic (number of conflict points) | 100% | 4.50% |
| NATURAL ENVIRONMENT | 20% | Fisheries and Aquatic Habitat | 20% | Potential Impact on Fisheries and Aquatic Habitat (Area – m2 or ha) | 100% | 4.00% |
| | | Wildlife | 20% | Potential Loss of Wildlife and Wildlife Habitat (Area) | 33% | 1.33% |
| | | | | Potential Loss of species at risk habitat (Area – m2 or ha) | 33% | 1.33% |
| | | | | Impacts to wildlife crossings (#) | 33% | 1.33% |
| | | Groundwater | 15% | Potential interference with municipal/private water wells (# of wells) | 100% | 3.00% |
| | | Vegetation | 20% | Potential Loss of Woodlots, Trees/Shrubs and Hedgerows (Area – m2 or ha) | 50% | 2.00% |
| | | | | Potential Loss of species at risk habitat (Area – m2 or ha) | 50% | 2.00% |
| | | Soil | 15% | Potential impact to agriculturally classified soils (Area - C1&C2 m2, C3&C4 m2, C5&C6 m2) | 100% | 3.00% |
| Surface Water | 10% | Potential impact to municipal drains, roadside ditches and storm sewers (Area of new pavement surface – m2) | 100% | 2.00% | | |

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

EVALUATION CRITERIA and INDICATOR WEIGHTING

| CRITERIA GROUP | WEIGHTING | CRITERIA | WEIGHTING | INDICATORS (Units of Measure) | WEIGHTING | Net Weight |
|---------------------------------------------------------------------------------------|-----------|---------------------------------|-----------|---------------------------------------------------------------------------------------|-----------|------------|
| SOCIO-ECONOMIC ENVIRONMENT | 25% | Community | 25% | Ability to accommodate future development (Y/N) | 20% | 1.25% |
| | | | | Traffic calming (Y/N) | 20% | 1.25% |
| | | | | Impacts to EMS response time to Village of Crosby (minutes) | 20% | 1.25% |
| | | | | Can active transportation be accommodated (Y/N) | 20% | 1.25% |
| | | | | Distance of intersection from village hub/land parcels with development potential (m) | 20% | 1.25% |
| | | Business/Commercial | 25% | Existing Business Directly Impacted (#) | 25% | 1.56% |
| | | | | Additional Business Property required (Area – m2) | 25% | 1.56% |
| | | | | Potential to Displace Businesses (#) | 25% | 1.56% |
| | | | | Impact on potential contaminated sites (Area – m2 or ha) | 25% | 1.56% |
| | | Residential | 25% | Residents Directly Impacted (#) | 33% | 2.08% |
| | | | | Potential to Displace Residents (#) | 33% | 2.08% |
| | | | | Additional property Required (Area – m2) | 33% | 2.08% |
| | | Agricultural/Farming Operations | 25% | Number of Agricultural / Farming Operations Affected (#) | 50% | 3.13% |
| Potential to Affect Long Term Sustainability of Agricultural/Farming Operations (Y/N) | 50% | | | 3.13% | | |
| CULTURAL ENVIRONMENT | 10% | Archaeological Resources | 40% | Number of Known Archaeological Sites Affected (#) | 50% | 2.00% |
| | | | | Potential for New Archaeological Sites Discoveries (Low, Medium, High) | 50% | 2.00% |
| | | Cultural Heritage Resources | 40% | Number of Cultural Heritage Features Affected (#) | 50% | 2.00% |
| | | | | Number of Built Heritage Features Affected (#) | 50% | 2.00% |
| | | Noise | 20% | Increased noise level at adjacent receivers (Yes or No) | 100% | 2.00% |

EVALUATION OF ALTERNATIVES

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Short-term Horizon (0-5 years) Alternative 1 VS Alternative 2

| CRITERIA GROUP | WEIGHTING | ALTERNATIVE 1 | ALTERNATIVE 2 |
|----------------------------|-----------|-----------------|-------------------|
| TRANSPORTATION | 45% | 17 | 28 |
| NATURAL ENVIRONMENT | 20% | 16 | 4 |
| SOCIO-ECONOMIC ENVIRONMENT | 25% | 16 | 9 |
| CULTURAL ENVIRONMENT | 10% | 6 | 4 |
| OVERALL SCORE | | 55 | 45 |
| | | | |
| PROPERTY REQUIREMENTS | | 0m ² | 891m ² |
| CONSTRUCTION COST | | \$680,000 | \$2.5M |

Discussion:

- Alternative 1 Advantages
 - Addresses several of the safety concerns
 - No property taking involved. All proposed work is within existing MTO Right-of-Way
 - Lower cost
- Alternative 2 Advantages
 - Addresses more of the safety concerns
 - Minor property taking involved to accommodate the realignment of County Road 42, East of Highway 15 to improve intersection angle.
 - Potential to add a roundabout if circumstances change (e.g. traffic volume, economic development) and the warrant for traffic signals is met in the future
 - May be considered for long-term solution

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Criteria Weighting Sensitivity Analysis Alternative 1 VS Alternative 2

| CRITERIA GROUP | Original Weighting | Iteration 1 | | | Iteration 2 | | | Iteration 3 | | |
|----------------------------|--------------------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|
| | | Weighting | Alt 1 | Alt 2 | Weighting | Alt 1 | Alt 2 | Weighting | Alt 1 | Alt 2 |
| TRANSPORTATION | 45% | 48% | 18 | 30 | 54% | 20 | 34 | 60% | 22 | 38 |
| NATURAL ENVIRONMENT | 20% | 19% | 15 | 4 | 17% | 14 | 3 | 15% | 12 | 3 |
| SOCIO-ECONOMIC ENVIRONMENT | 25% | 24% | 15 | 9 | 22% | 14 | 8 | 20% | 13 | 7 |
| CULTURAL ENVIRONMENT | 10% | 9% | 5 | 4 | 7% | 4 | 3 | 5% | 3 | 2 |
| OVERALL SCORE | | | 54 | 46 | | 52 | 47 | | 50 | 50 |

- Transportation weight would need to be 60% in order for the two alternatives to be equal in overall rank.
- Alternative 1 is preferred:
 - Addresses identified safety concerns
 - Meets need for current traffic operations
 - Less property impact
 - Lower cost

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Long-term Horizon (30 years+ - 2045) Alternative 3-1 VS Alternative 3-2

| CRITERIA GROUP | WEIGHTING | ALTERNATIVE 3-1 | ALTERNATIVE 3-2 |
|----------------------------|-----------|---------------------|----------------------|
| TRANSPORTATION | 45% | 22.5 | 22.5 |
| NATURAL ENVIRONMENT | 20% | 14 | 6 |
| SOCIO-ECONOMIC ENVIRONMENT | 25% | 13 | 12 |
| CULTURAL ENVIRONMENT | 10% | 4 | 6 |
| OVERALL SCORE | | 54 | 46 |
| | | | |
| PROPERTY REQUIREMENT | | 9,990m ² | 19,350m ² |
| CONSTRUCTION COST | | \$4.2M | \$7.5M |

Discussion:

- Alternative 3-1 Advantages
 - Less property taking involved.
 - Addresses safety concerns
 - Potential to add traffic signals if circumstances change and signals are warranted at some future time.
 - Fewer impacts to Natural Environment than Alternative 3-2
 - Township/County to protect property through development approval applications and/or request MTO to designate lands
 - Support Village of Crosby CIP
 - Less cost than Alternative 3-2

- Alternative 3-2 Advantages
 - Potential to add traffic signals if circumstances change and signals are warranted at some future time.
 - Township/County to protect property through development approval applications and/or request MTO to designate lands
 - Addresses safety concerns

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Criteria Weighting Sensitivity Analysis Alternative 3-1 VS Alternative 3-2

| CRITERIA GROUP | Original Weighting | Iteration 1 | | | Iteration 2 | | | Iteration 3 | | |
|----------------------------|--------------------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|
| | | Weighting | Alt 3-1 | Alt 3-2 | Weighting | Alt 3-1 | Alt 3-2 | Weighting | Alt 3-1 | Alt 3-2 |
| TRANSPORTATION | 45% | 48% | 24 | 24 | 54% | 27 | 27 | 60% | 30 | 30 |
| NATURAL ENVIRONMENT | 20% | 19% | 14 | 5 | 17% | 12 | 5 | 15% | 11 | 4 |
| SOCIO-ECONOMIC ENVIRONMENT | 25% | 24% | 13 | 11 | 22% | 12 | 10 | 20% | 11 | 9 |
| CULTURAL ENVIRONMENT | 10% | 9% | 4 | 5 | 7% | 3 | 4 | 5% | 2 | 3 |
| OVERALL SCORE | | | 54 | 46 | | 54 | 46 | | 53 | 47 |

- The overall ranking for the two alternatives remain constant in all the iterations of the sensitivity analysis.
- Alternative 3-1 is preferred:
 - Less property impact
 - Potential to support the Village of Crosby Community Improvement Plan
 - Lower cost

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Long-term Horizon (30 years+ - 2045) Alternative 3-1 VS Alternative 4-2

| CRITERIA GROUP | WEIGHTING | ALTERNATIVE 3-1 | ALTERNATIVE 4-2 |
|----------------------------|-----------|---------------------|----------------------|
| TRANSPORTATION | 45% | 32 | 13 |
| NATURAL ENVIRONMENT | 20% | 16 | 4 |
| SOCIO-ECONOMIC ENVIRONMENT | 25% | 15 | 10 |
| CULTURAL ENVIRONMENT | 10% | 4 | 6 |
| OVERALL SCORE | | 67 | 33 |
| | | | |
| PROPERTY REQUIREMENT | | 9,990m ² | 90,475m ² |
| CONSTRUCTION COST | | \$4.2M | \$15M |

Discussion:

- Alternative 3-1 Advantages
 - Less property taking involved.
 - Addresses safety concerns – less conflict points than Alternative 4-2
 - Fewer impacts to Natural Environment than Alternative 4-2
 - Potential to add traffic signals if circumstances change and signals are warranted at some future time.
 - Supports Village of Crosby CIP
 - Town/County to protect property through development approval applications and/or request MTO to designate lands
 - Lower cost

- Alternative 4-2 Advantages
 - Addresses safety concerns
 - Township/County to protect property through development approval applications and/or request MTO to designate lands

Alternative 3-1 is preferred.

No need to compare Alternative 3-2 with Alternative 4-2.

However, Alternative 3-2 should be compared with Alternative 2 for long-term improvement.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Long-term Horizon (30 years+ - 2045) Alternative 2 VS Alternative 3-1

| CRITERIA GROUP | WEIGHTING | ALTERNATIVE 2 | ALTERNATIVE 3-1 |
|----------------------------|-----------|-------------------|--------------------|
| TRANSPORTATION | 45% | 8 | 37 |
| NATURAL ENVIRONMENT | 20% | 15 | 5 |
| SOCIO-ECONOMIC ENVIRONMENT | 25% | 18 | 7 |
| CULTURAL ENVIRONMENT | 10% | 9 | 1 |
| OVERALL SCORE | | 50 | 50 |
| | | | |
| PROPERTY REQUIREMENT | | 891m ² | 7901m ² |
| CONSTRUCTION COST | | \$2.5M | \$4.2M |

Discussion:

- Alternative 2 Advantages
 - Minor property taking involved to accommodate the realignment of County Road 42, East of Highway 15 to improve intersection angle.
 - Potential to add a roundabout if circumstances change and warrant for traffic signal is met at some future time.
 - Addresses several of the safety concerns
 - Supports Village of Crosby CIP

- Alternative 3-1 Advantages
 - Addresses more of the safety concerns
 - Potential to add traffic signals if circumstances change and warrant for traffic signal is met at some future time.
 - Township/County to protect property through development approval applications and/or request MTO to designate lands
 - Supports Village of Crosby CIP

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Criteria Weighting Sensitivity Analysis Alternative 2 VS Alternative 3-1

| CRITERIA GROUP | Original Weighting | Iteration 1 | | | Iteration 2 | | | Iteration 3 | | |
|----------------------------|--------------------|-------------|-------------|-------------|-------------|-----------|-----------|-------------|-----------|-----------|
| | | Weighting | Alt 2 | Alt 3-1 | Weighting | Alt 2 | Alt 3-1 | Weighting | Alt 2 | Alt 3-1 |
| TRANSPORTATION | 45% | 48% | 8 | 40 | 54% | 9 | 45 | 60% | 11 | 49 |
| NATURAL ENVIRONMENT | 20% | 19% | 15 | 4 | 17% | 13 | 4 | 15% | 12 | 3 |
| SOCIO-ECONOMIC ENVIRONMENT | 25% | 24% | 17 | 7 | 22% | 16 | 6 | 20% | 15 | 5 |
| CULTURAL ENVIRONMENT | 10% | 9% | 8 | 1 | 7% | 6 | 1 | 5% | 4 | 1 |
| OVERALL SCORE | | | 48.5 | 51.5 | | 45 | 55 | | 41 | 59 |

| CRITERIA GROUP | Original Weighting | Iteration 4 | | | Iteration 5 | | | Iteration 6 | | |
|----------------------------|--------------------|-------------|-----------|-----------|-------------|-----------|-----------|-------------|-----------|-----------|
| | | Weighting | Alt 2 | Alt 3-1 | Weighting | Alt 2 | Alt 3-1 | Weighting | Alt 2 | Alt 3-1 |
| TRANSPORTATION | 45% | 44% | 8 | 36 | 42% | 7 | 35 | 40% | 7 | 33 |
| NATURAL ENVIRONMENT | 20% | 19% | 15 | 4 | 17% | 13 | 4 | 15% | 12 | 3 |
| SOCIO-ECONOMIC ENVIRONMENT | 25% | 28% | 20 | 8 | 34% | 25 | 9 | 40% | 29 | 11 |
| CULTURAL ENVIRONMENT | 10% | 9% | 8 | 1 | 7% | 6 | 1 | 5% | 4.5 | 0.5 |
| OVERALL SCORE | | | 51 | 49 | | 51 | 49 | | 52 | 48 |

- As more weighting is assigned to **Transportation** - **Alternative 3-1** has higher rank.
- As more weighting is assigned to **Socio-Economic** - **Alternative 2** has higher rank.

TECHNICALLY PREFERRED ALTERNATIVE

Short Term

- Alternative 1: Low Complexity (\$680K)
 - Meets all needs as currently identified to address traffic operations and safety concerns

Long Term

- Alternative 2: Realign CR 42 intersection approach (\$2.5M); or
- Alternative 3-1: Convert to Two (2) T Intersections (4.2M)
 - Provides flexibility for Township to implement Village of Crosby CIP
 - Both alternatives are scalable to allow permitted traffic control installation (roundabout for Alternative 2 or traffic signals for Alternative 3-1) when warranted.

Note: MTO supports both Alternative 2 and Alternative 3-1 for long term improvements but will implement only one of the alternatives, not both.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

MOVING FORWARD

- Implementation of Short-Term Alternatives
 - MTO has already implemented some of the improvements shown in Alternative 1
- Implementation of Long-Term Alternatives:
 - Projected 2045 traffic volumes do not meet traffic signal warrants. Therefore either Alternative 2 or 3-1 provides acceptable future traffic control needs.
 - Township/County to protect property through development approval applications and/or request MTO to designate lands.
 - Should circumstances change and warrant for traffic signals is met, then Alternative 2 can be converted to a roundabout in the future.
 - ❑ Alternative 2 cannot be signalized in the future.
 - ❑ Township/County would need to protect property for future roundabout.
 - ❑ Alternative 3-1 can be signalized in the future.
- MTO is providing Township/County with intersection traffic control planning tools to determine how to best develop and implement the Village of Crosby Community Improvement Plan.
- Input from the Township and County will inform MTO direction for long-term intersection improvements and corridor protection.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

STUDY SCHEDULE AND CONSULTATION ACTIVITIES

| Task/Milestone | Schedule/Milestone Date |
|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Study Commencement | |
| Initial Contact Letter | Issued to external agencies/stakeholders on February 20, 2015. |
| Notice of Study Commencement | Placed in the <i>Kingston Whig Standard</i> on February 25, 2015 and in the <i>Gananoque Reporter</i> and the <i>Westport Review Mirror</i> on February 26, 2015. |
| Public Information Centres (PICs) | |
| Notice of Public Information Centre #1 | Placed in the <i>Smiths Falls Record News</i> and the <i>Westport Review Mirror</i> on June 11, 2015 and in the <i>Kingston Whig Standard</i> on June 13, 2015. |
| PIC Notification Letter | Issued to external agencies/stakeholders on June 9, 2015. PIC #1 Brochure issued to property owners/residents on June 9, 2015. |
| PIC #1 | June 24, 2015 at the Portland Community Hall, 24 Water Street, Portland |
| Additional Consultation Activities | The Study Team attended at Crosby Flea Market, Delta Fair and local marinas on July 25, 2015. Also, static displays posted at local retail venues. |
| PIC #2 | Meet with potentially affected property owners prior to PIC in November – December 2016 |
| Transportation Environmental Study Report (TESR) Submission | |
| Submission of Final TESR | Spring 2017 |
| Notice of TESR Submission | To be placed in the <i>Smiths Falls Record News</i> , <i>Kingston Whig Standard</i> , and the <i>Westport Review Mirror</i> concurrent with the submission of the TESR. |
| Final Contact Letter/TESR Notification Letter | To be issued to external agencies/stakeholders, property owners, residents and PIC attendees with Notice of TESR Submission upon submission of TESR. |

**Questions
and
Discussion**

APPENDIX D

CORRESPONDENCE WITH ABORIGINAL COMMUNITIES

Ministry of Transportation
Ministère des Transports

Planning and Design Section
Eastern Region Engineering Office
1355 John Counter Blvd
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel: (613) 545-4701
Fax: (613) 540-5106

February 20, 2015

Chief Phyllis Williams
Curve Lake First Nation
Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario
K0L 1R0
Email: dutytoconsult@curvelakefn.ca

Dear Chief Williams:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
Study Commencement Notice**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. A key plan of the study area is attached to this letter.

The purpose of this letter is to introduce the study and to request your participation. Information that would be of interest to the study team includes any sensitivities within the study area, and any issues or concerns that your organization may have regarding the study. Information is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Considering the scope of work for this study, it has been determined by the study team that archaeological investigations will not be required in the vicinity of the intersection, as previous work has already been completed under a previous study.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of HDR. The study will follow the approved planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). Two Public Information Centres will be held in association with this study. Upon completion of the study, a Transportation Environmental Study Report will be prepared to document the results of the preliminary design and will be released for public review and comment. You will receive notification of the PICs and of the release of the Transportation Environmental Study Report. This preliminary design

study is tentatively scheduled for completion in the summer of 2016. The detail design phase of the study would begin after this date.

Please complete the attached form and return it to my attention by **March 27, 2015**. The study team is interested in hearing any comments you might have about this study. In addition, if you are interested in a meeting to discuss the intersection improvements, please feel free to contact me at your convenience at Glenn.Higgins@ontario.ca or 1-800-267-0295, extension 4806.

Thank you for your co-operation.

Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Chief Phyllis Williams
Curve Lake First Nation
Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario
K0L 1R0**

Update contact information if necessary

Please check the most appropriate statement.

I have no concerns about the study at this time, but I wish to remain informed about the study's progress.

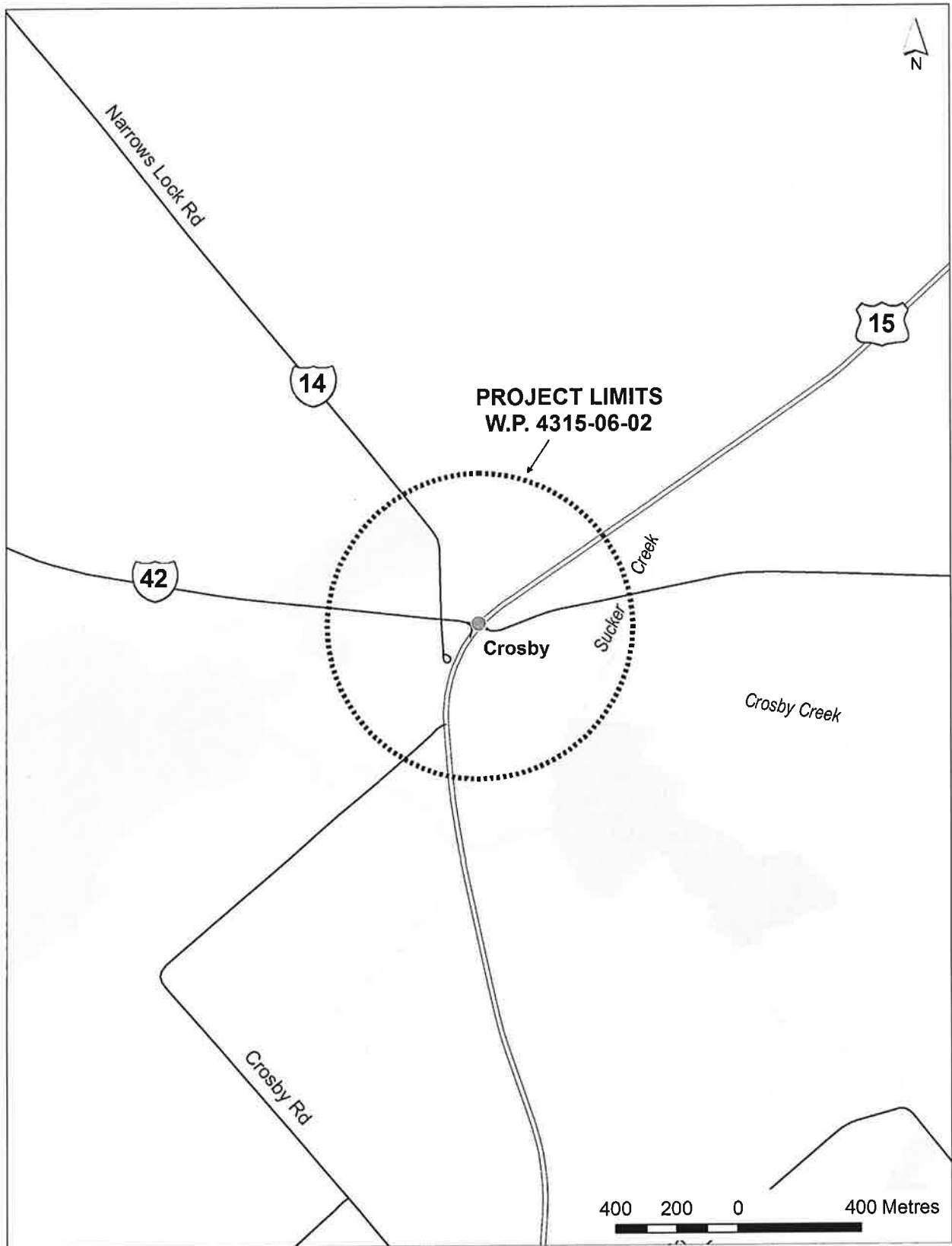
I have no concerns about the study and I can be removed from your contact list.

I will be commenting on this study by the date specified.

I will be providing background information related to this study by the date specified.

I am interested in receiving the following additional information about the study:

**Please return this completed form by March 27, 2015 to:
Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston, ON K7L 5A3
Tel: 1-800-267-0295 ext. 4806 Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca**



Key Plan of the Study Area



Ministry of Transportation
Ministère des Transports

Planning and Design Section
Eastern Region Engineering Office
1355 John Counter Blvd, Postal Bag
4000
Kingston, Ontario K7L 5A3
Tel: (613) 545-4701
Fax: (613) 540-5106

February 20, 2015

Chief R. Donald Maracle
Mohawks of the Bay of Quinte
R. R. #1
24 Meadow Drive
Tyendinaga Mohawk Territory, Ontario
K0K 1X0

Dear Chief Maracle:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
Study Commencement Notice**

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study is tentatively scheduled for completion in the summer of 2016. The detail design phase of the study would begin after this date.

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Thank you for your co-operation.

Yours sincerely,

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Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Chief R. Donald Maracle
Mohawks of the Bay of Quinte
R. R. #1
24 Meadow Drive
Tyendinaga Mohawk Territory, Ontario
K0K 1X0**

Update contact information if necessary

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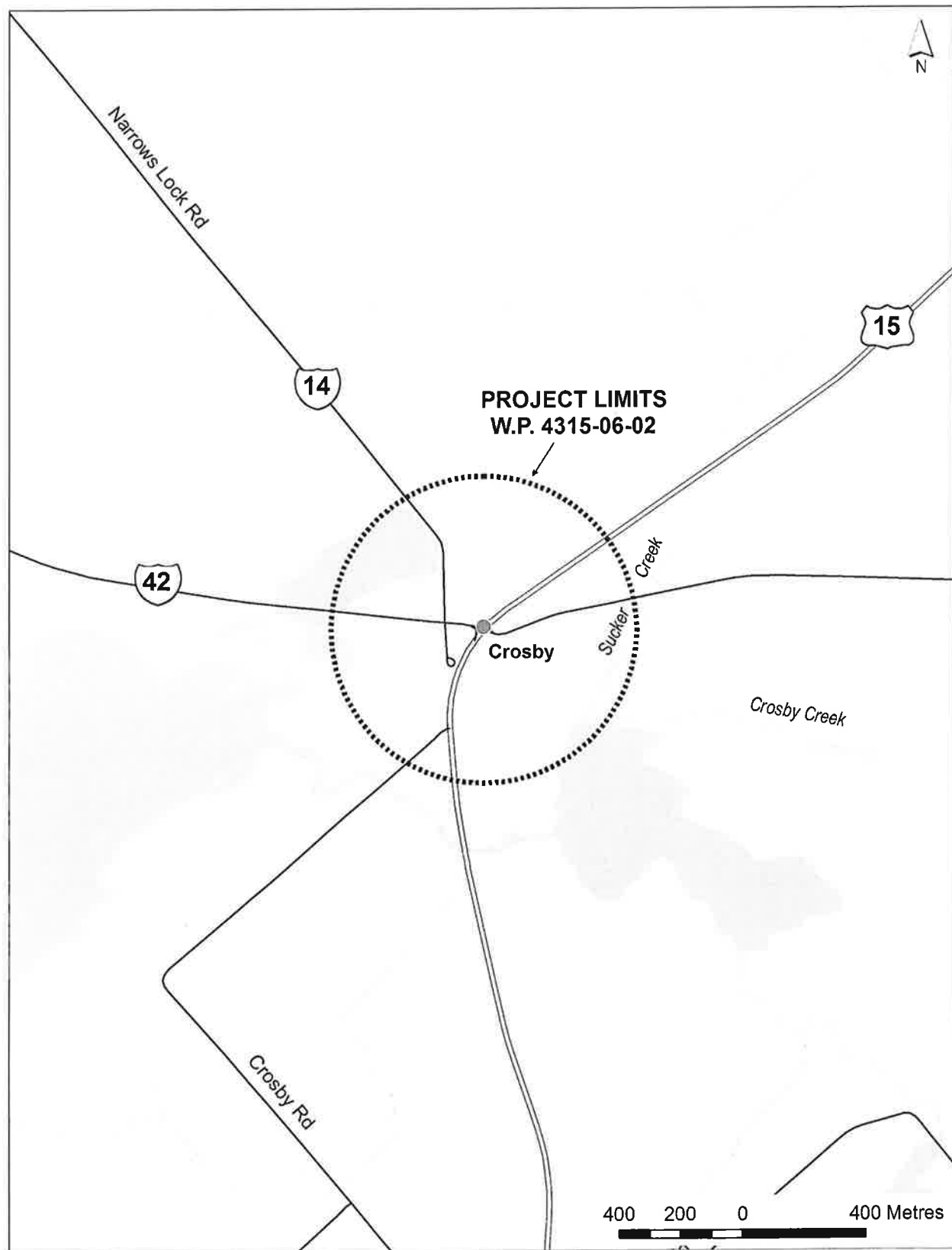
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MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston, ON K7L 5A3
Tel: 1-800-267-0295 ext. 4806 Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca**



Key Plan of the Study Area

Ministry of Transportation
Ministère des Transports

Planning and Design Section
Eastern Region Engineering Office
1355 John Counter Blvd, Postal Bag
4000
Kingston, Ontario K7L 5A3
Tel: (613) 545-4701
Fax: (613) 540-5106

February 20, 2015

Chief Kirby Whiteduck
Algonquins of Pikwakanagan
1657 A Mishomis Anamo Pikwakanagan First Nation
Golden Lake, Ontario
K0J 1X0

Dear Chief Whiteduck:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
Study Commencement Notice**

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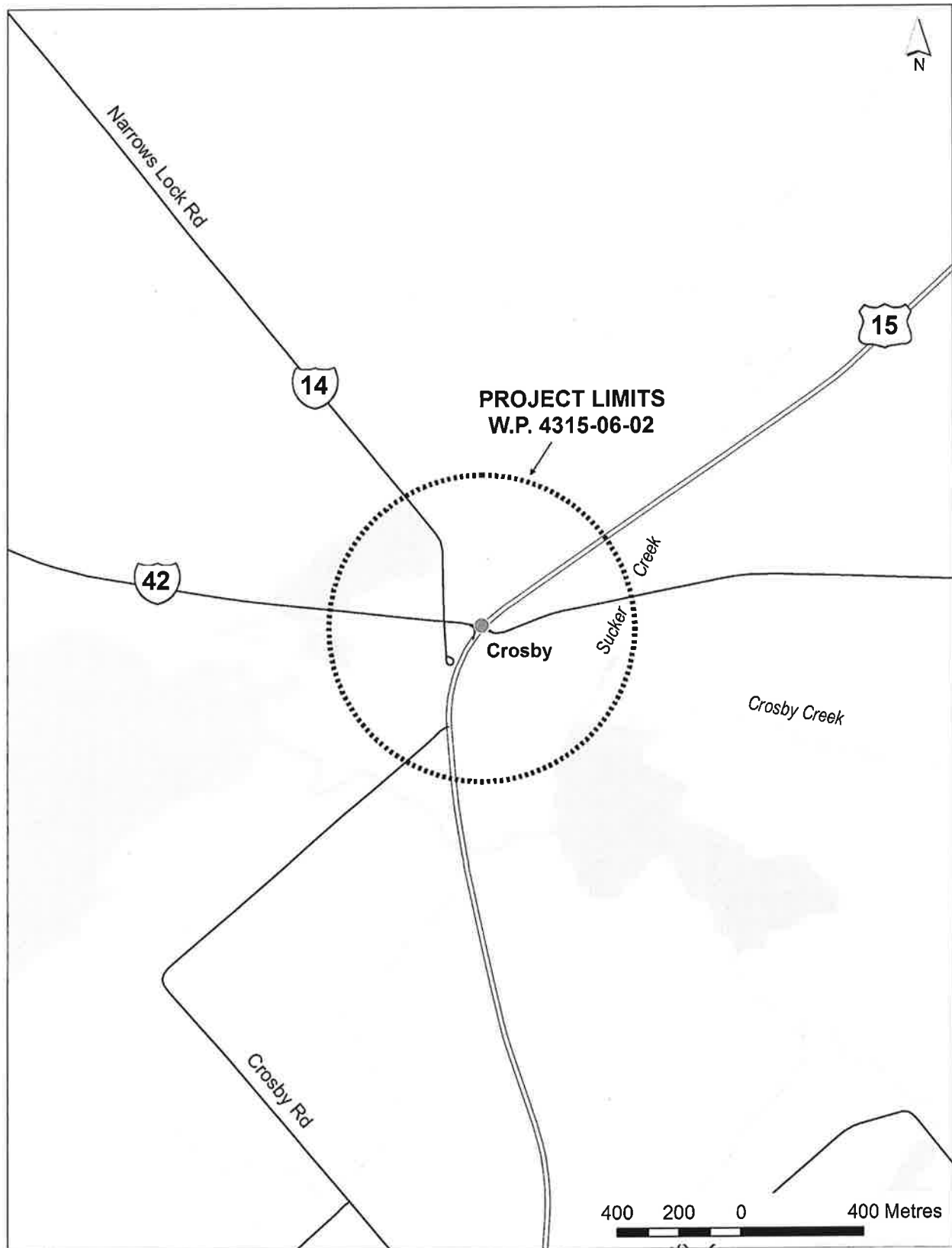
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February 20, 2015

Mr. Jim Hunton
Algonquin Consultation Office
c/o Jp2g Consultants Inc.
12 International Drive
Pembroke, Ontario
K8A 6W5

Dear Mr. Hunton:

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Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
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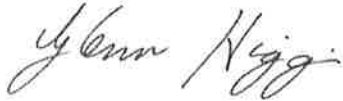
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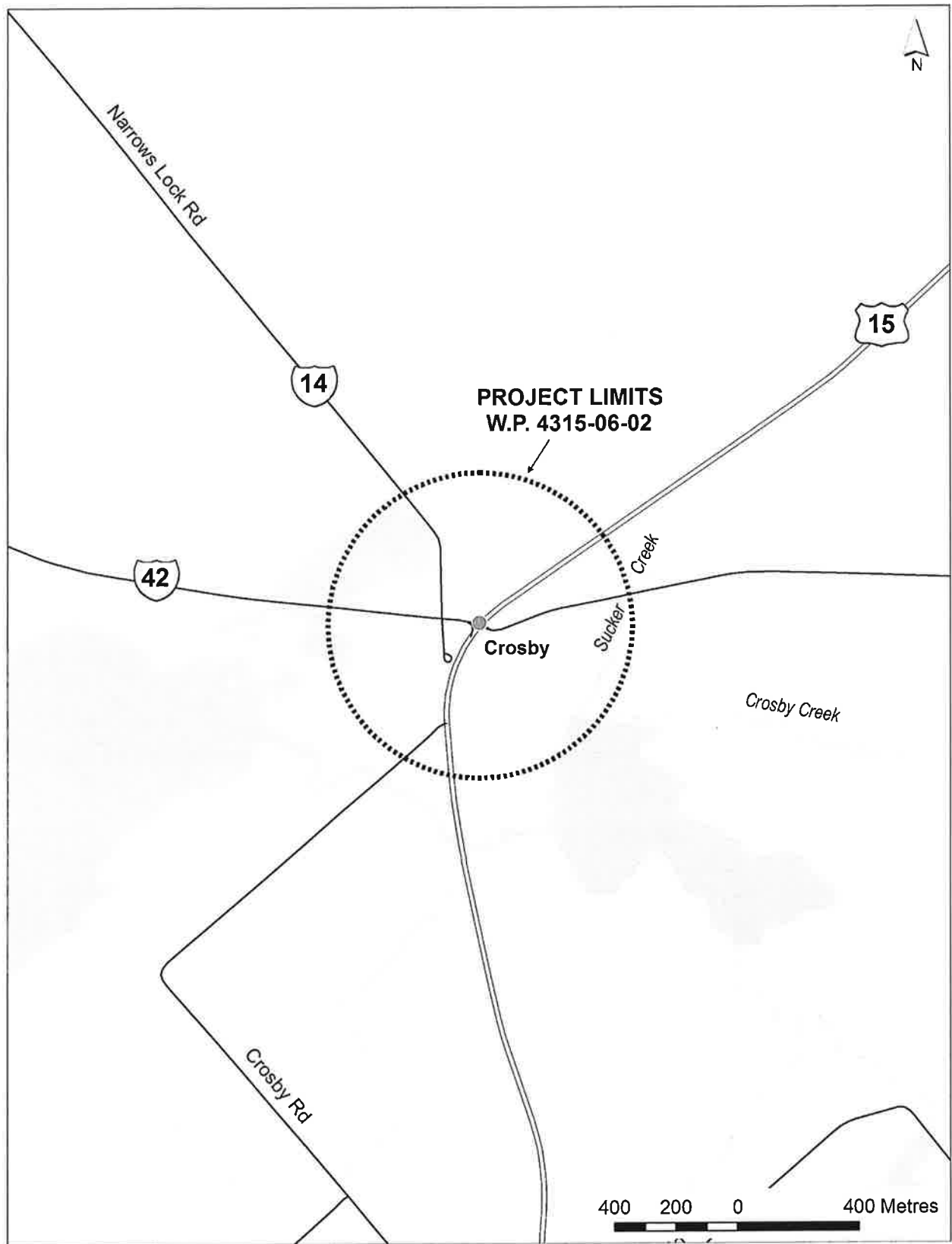
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February 20, 2015

Grand Chief Michael Mitchell
Mohawks of Akwesasne
P.O. Box 579
Cornwall, Ontario
K6H 5T3

Dear Grand Chief Mitchell:

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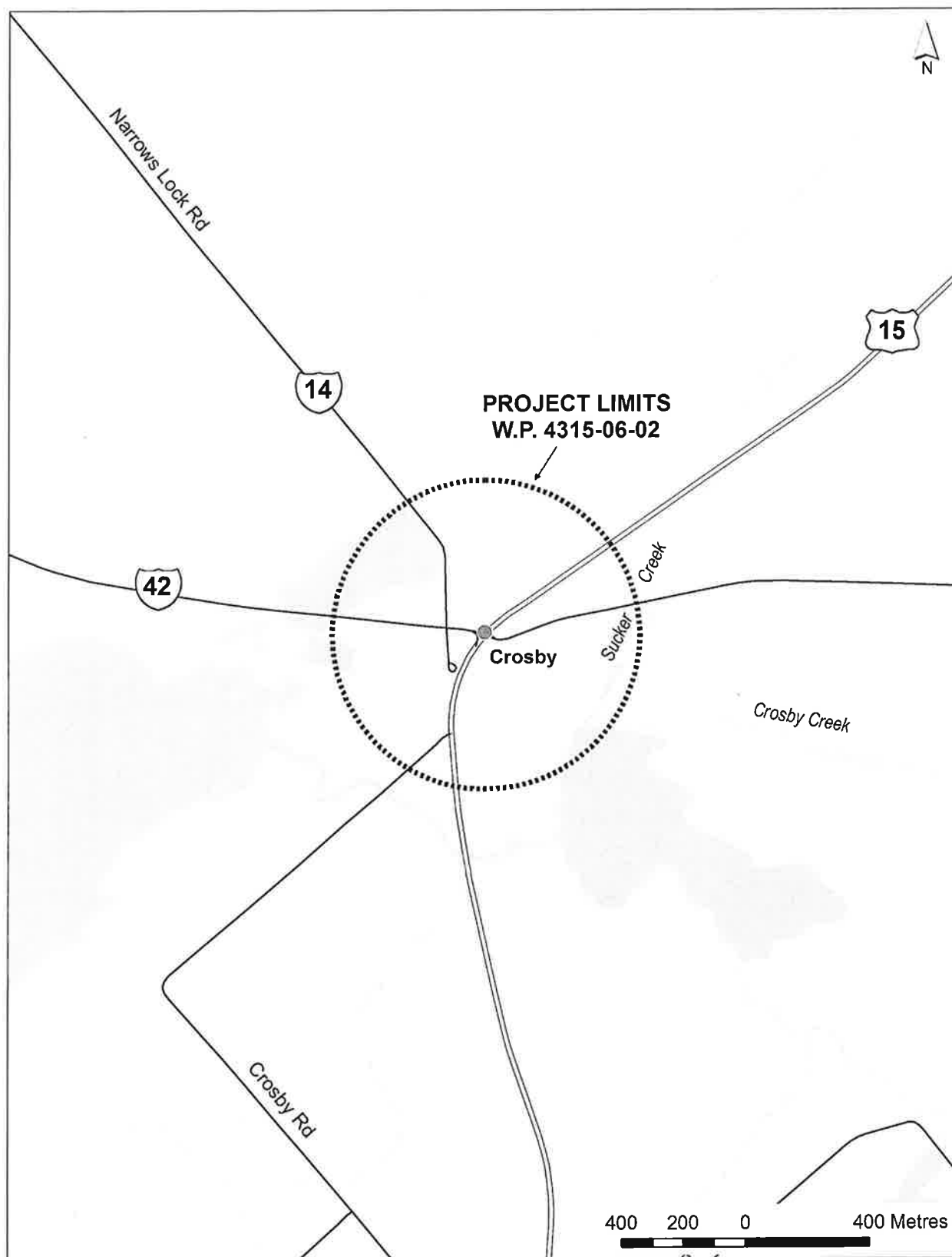
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February 20, 2015

Ms. Peggy Pyke-Thompson
Mohawks of Akwesasne
P.O. Box 579
Cornwall, Ontario
K6H 5T3

Dear Ms. Pyke-Thompson:

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Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
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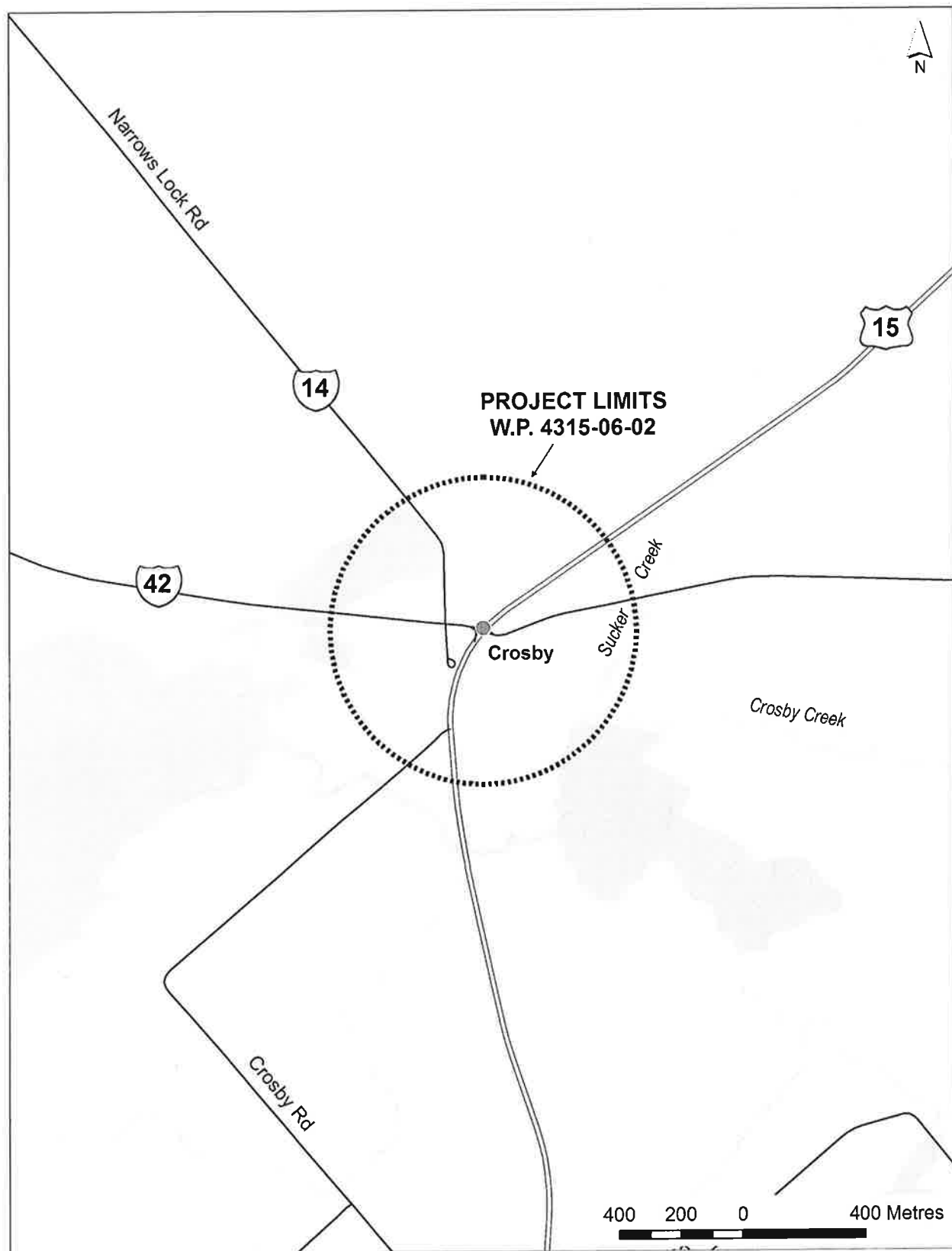
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February 20, 2015

Ms. Karry Sandy-Mackenzie
Barrister/Solicitor
Coordinator Williams Treaty First Nations
8 Creswick Court
Barrie, Ontario
L4M 2J7

Dear Ms. Sandy-Mackenzie:

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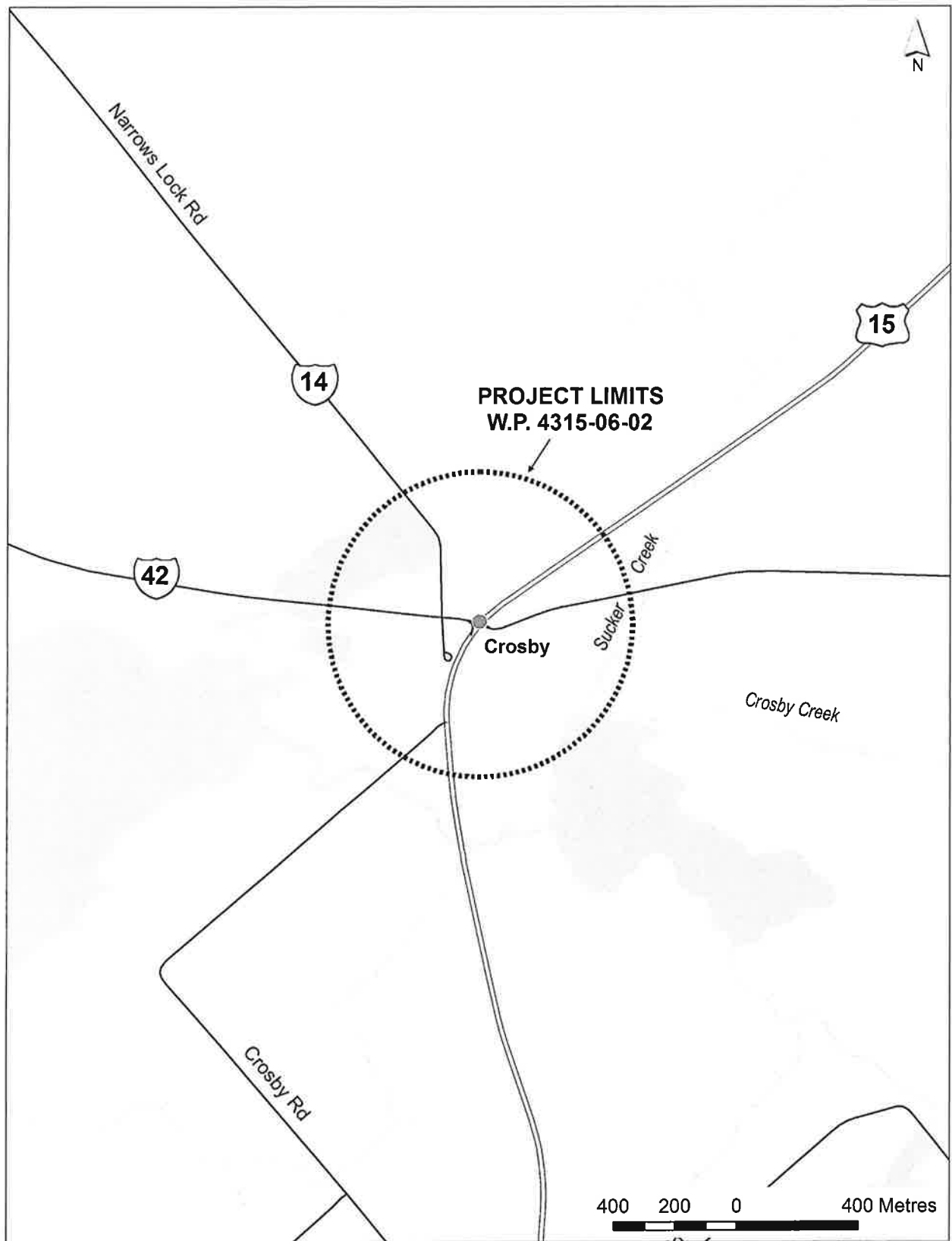
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February 20, 2015

Chief James Robert Marsden
Alderville First Nation
PO Box 46
Roseneath, Ontario
K0K 2X0

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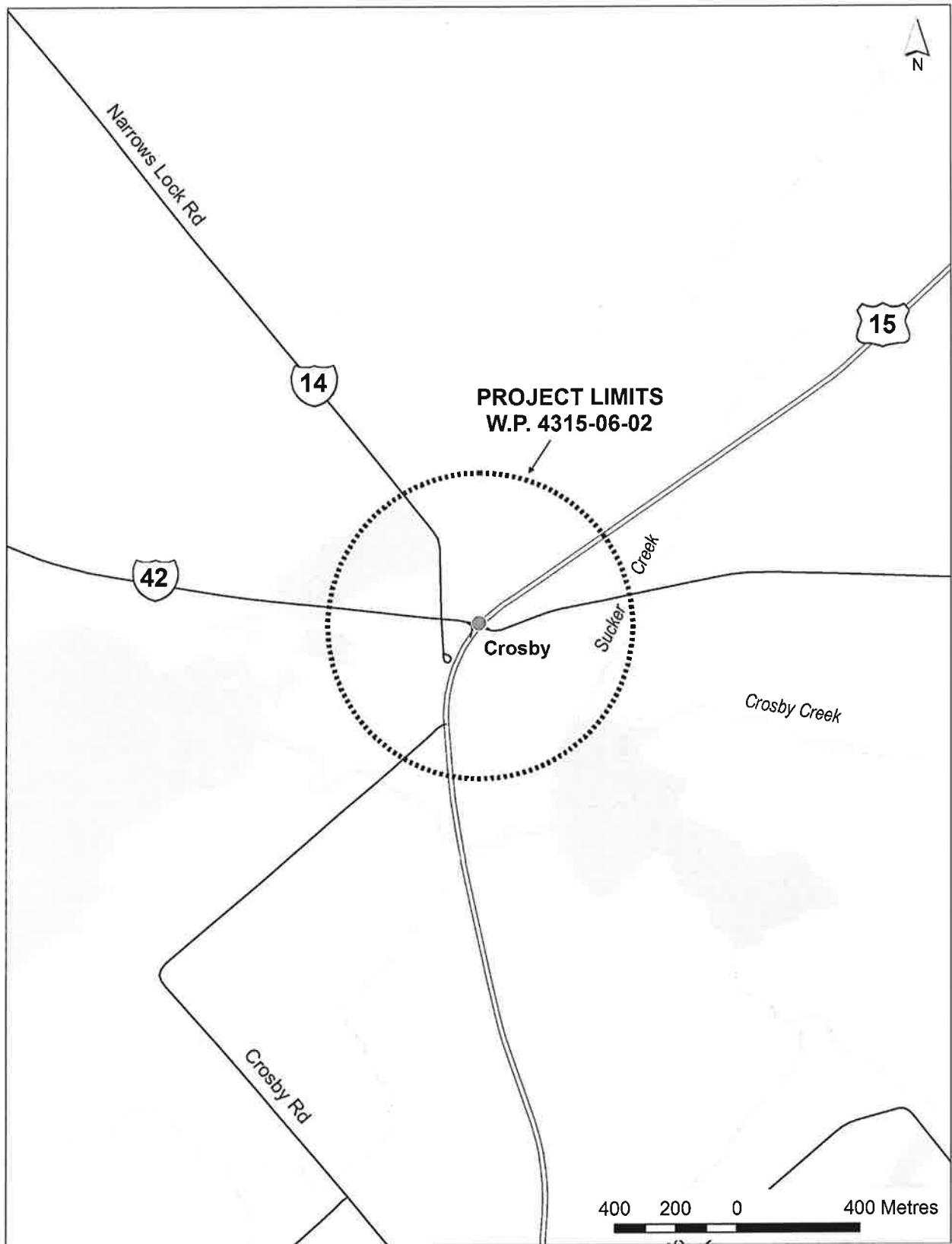
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February 20, 2015

Chief Gregory Lloyd Cowie
Hiawatha First Nation
RR 2
Keene, Ontario
K0L 2G0

Dear Chief Cowie:

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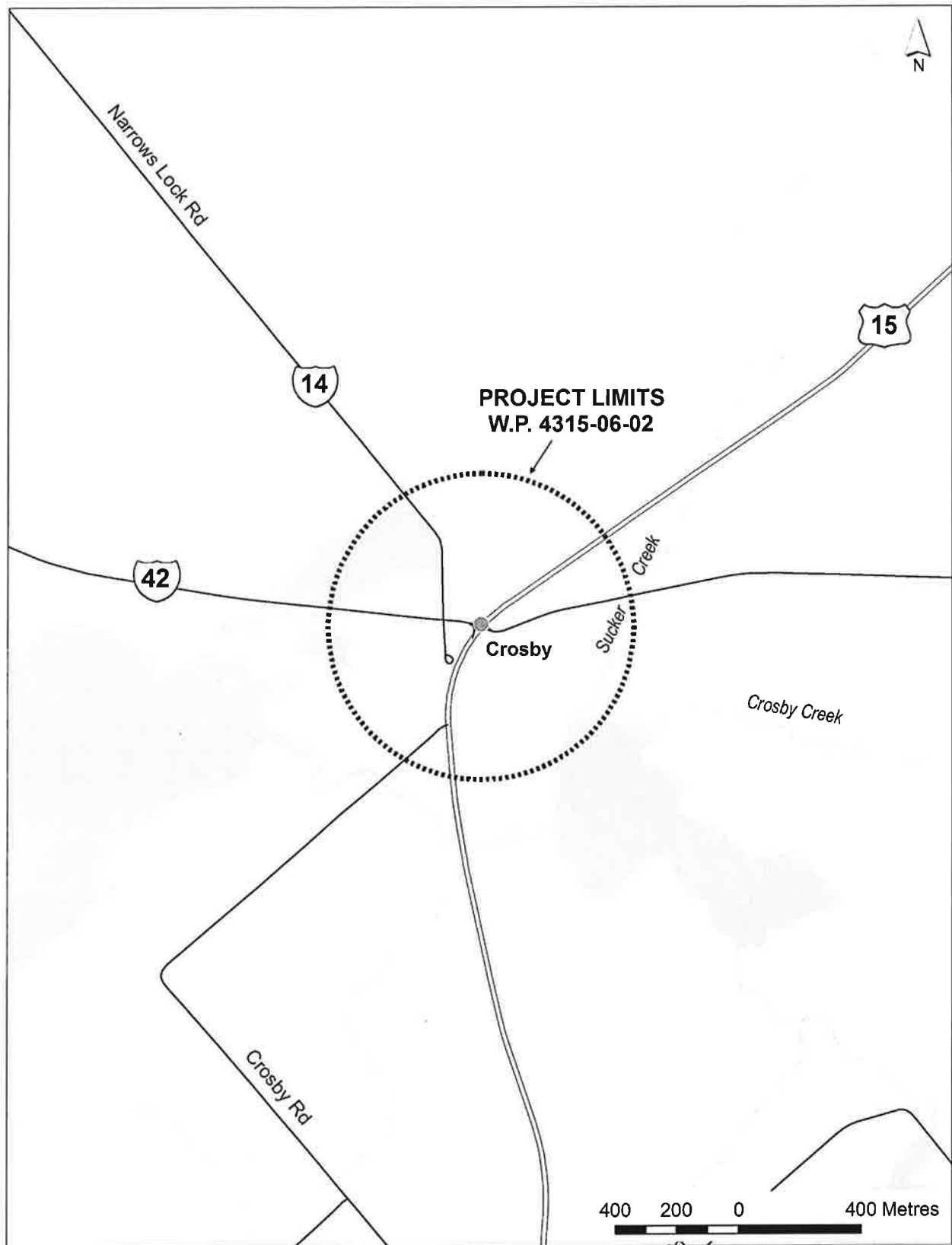
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Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston, ON K7L 5A3
Tel: 1-800-267-0295 ext. 4806 Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca**



Key Plan of the Study Area



Ministry of Transportation
Ministère des Transports

Planning and Design Section
Eastern Region Engineering Office
1355 John Counter Blvd, Postal Bag
4000
Kingston, Ontario K7L 5A3
Tel: (613) 545-4701

February 20, 2015

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, N13
Sutton West, Ontario
L0E 1R0

Dear Chief Big Canoe:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
Study Commencement Notice**

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Thank you for your co-operation.

Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Chief Donna Big Canoe
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RR #2, N13
Sutton West, Ontario
L0E 1R0**

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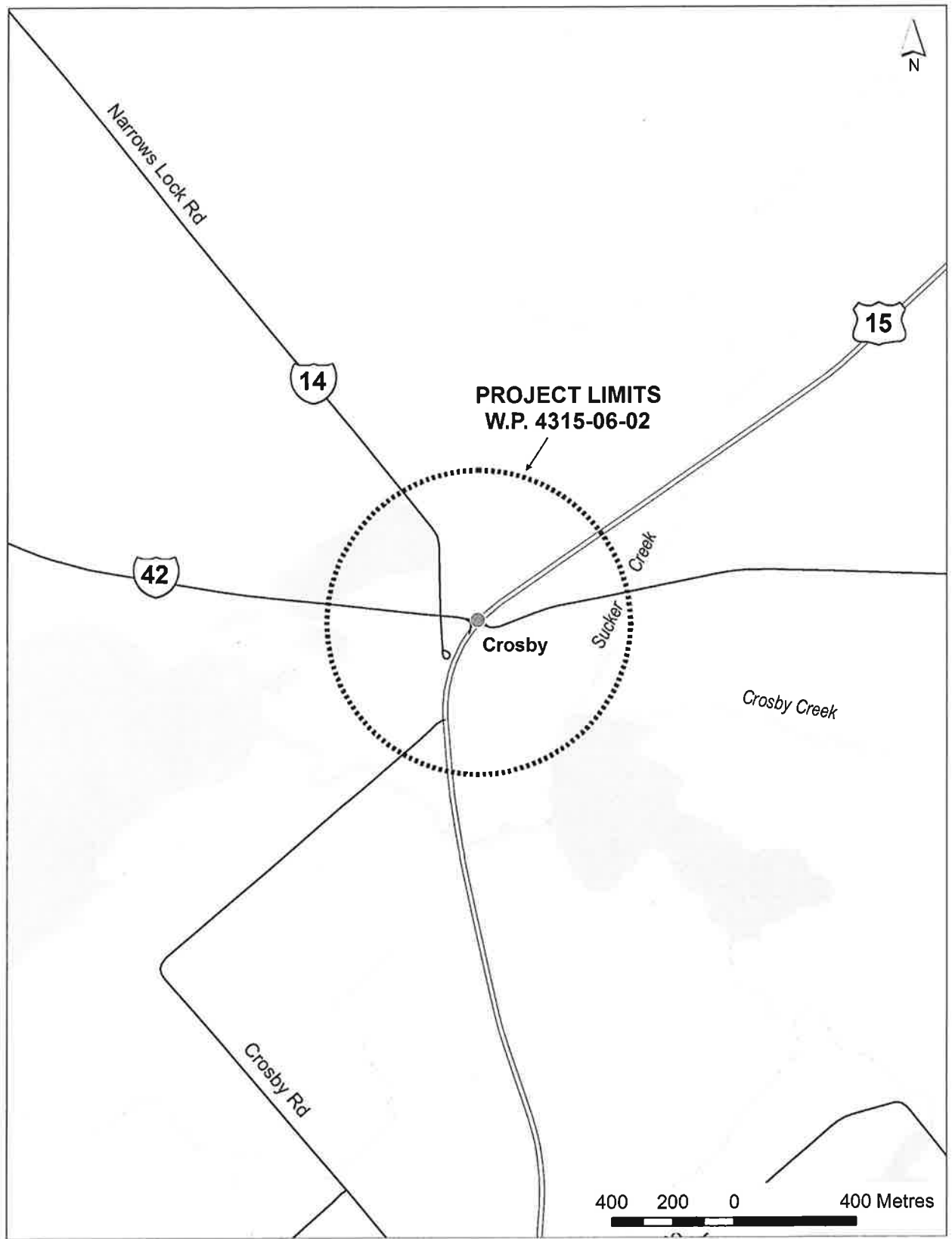
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Eastern Region Engineering Office
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4000
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Tel: (613) 545-4701

February 20, 2015

Chief Rodney Noganosh
Chippewas of Mnjikaming (Rama) First Nation
5884 Rama Road
Suite 200
Rama, Ontario
L0K 1T0

Dear Chief Noganosh:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
Study Commencement Notice**

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Project Manager
Ministry of Transportation, Eastern Region

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**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Chief Rodney Noganosh
Chippewas of Mnjickaming (Rama) First Nation
5884 Rama Road
Suite 200
Rama, Ontario
L0K 1T0**

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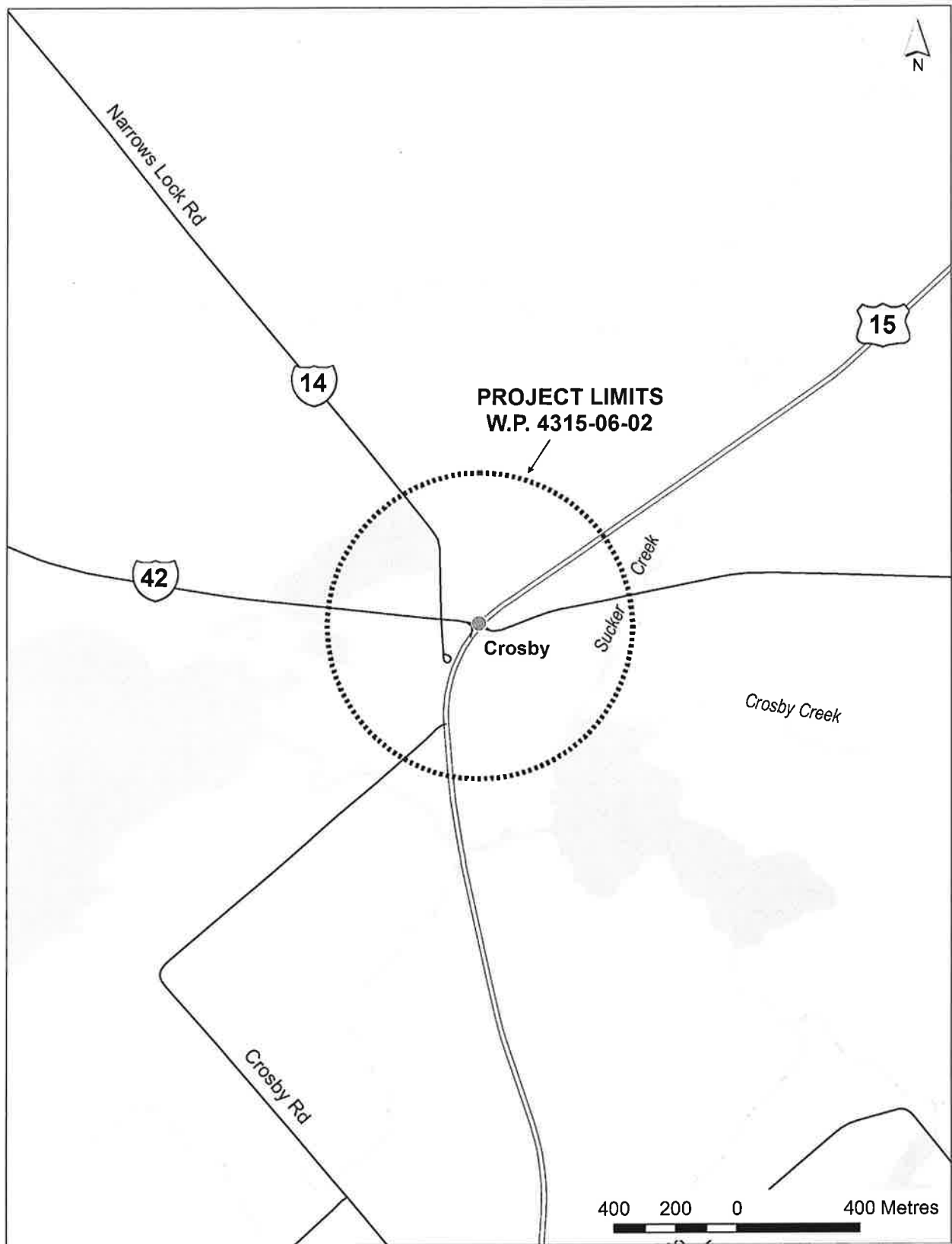
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Ministère des Transports

Planning and Design Section
Eastern Region Engineering Office
1355 John Counter Blvd, Postal Bag
4000
Kingston, Ontario K7L 5A3
Tel: (613) 545-4701

February 20, 2015

Chief Roland Monague
Beausoleil First Nation
1 O-Gema Street
Christian Island
Cedar Point, Ontario
L0K 1C0

Dear Chief Monague:

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Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
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Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

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Project Manager
Ministry of Transportation, Eastern Region

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**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Chief Roland Monague
Beausoleil First Nation
1 O-Gema Street
Christian Island
Cedar Point, Ontario
L0K 1C0**

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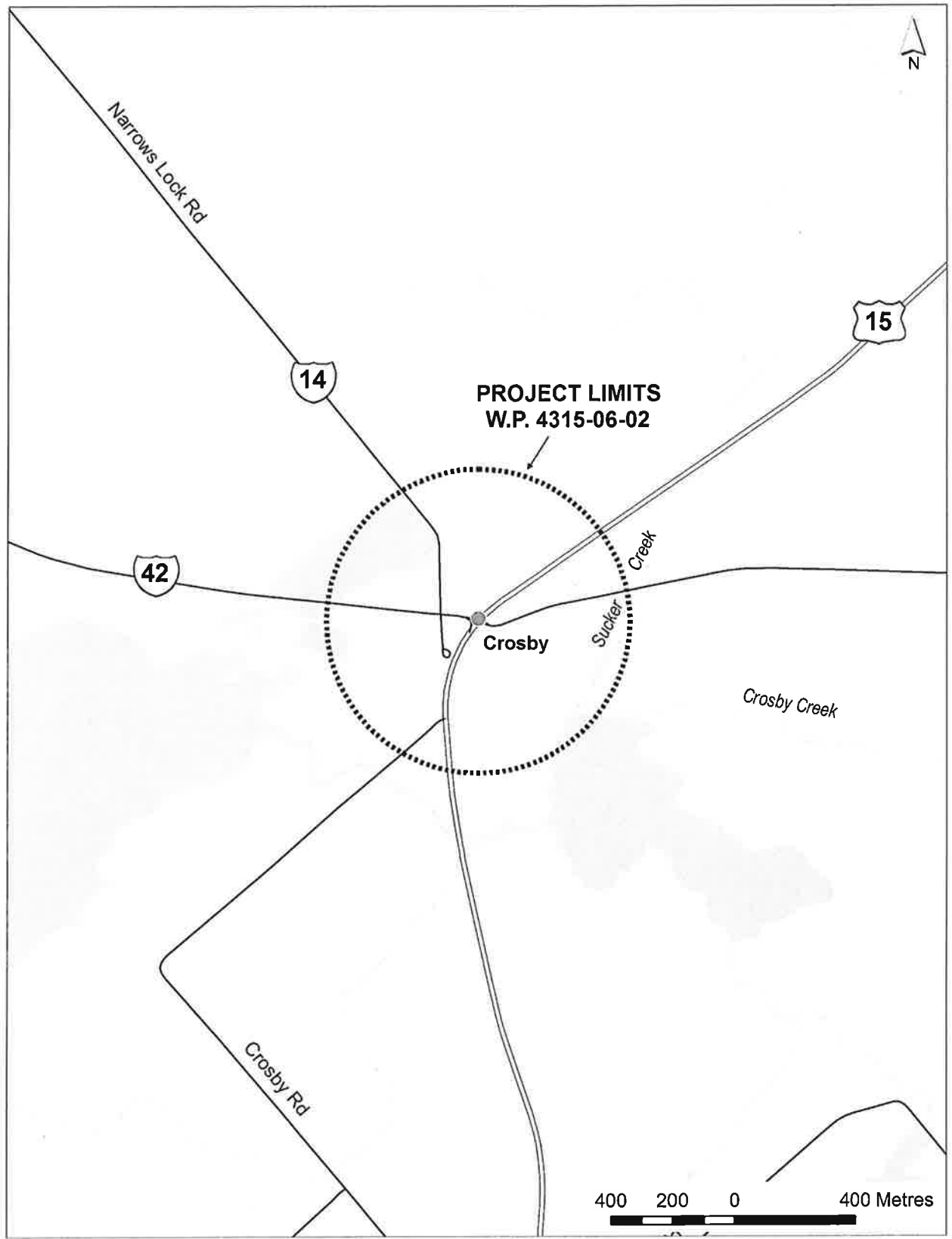
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Key Plan of the Study Area



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Ministère des Transports

Planning and Design Section
Eastern Region Engineering Office
1355 John Counter Blvd, Postal Bag
4000
Kingston, Ontario K7L 5A3
Tel: (613) 545-4701

February 20, 2015

Chief Bryan LaForme
Mississaugas of the New Credit
2789 Mississauga Road
RR# 6
Hagersville, Ontario
N0A 1H0

Dear Chief LaForme:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
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Thank you for your co-operation.

Yours sincerely,

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Ministry of Transportation, Eastern Region

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W.P. 4315-06-02**

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2789 Mississauga Road
RR# 6
Hagersville, Ontario
N0A 1H0**

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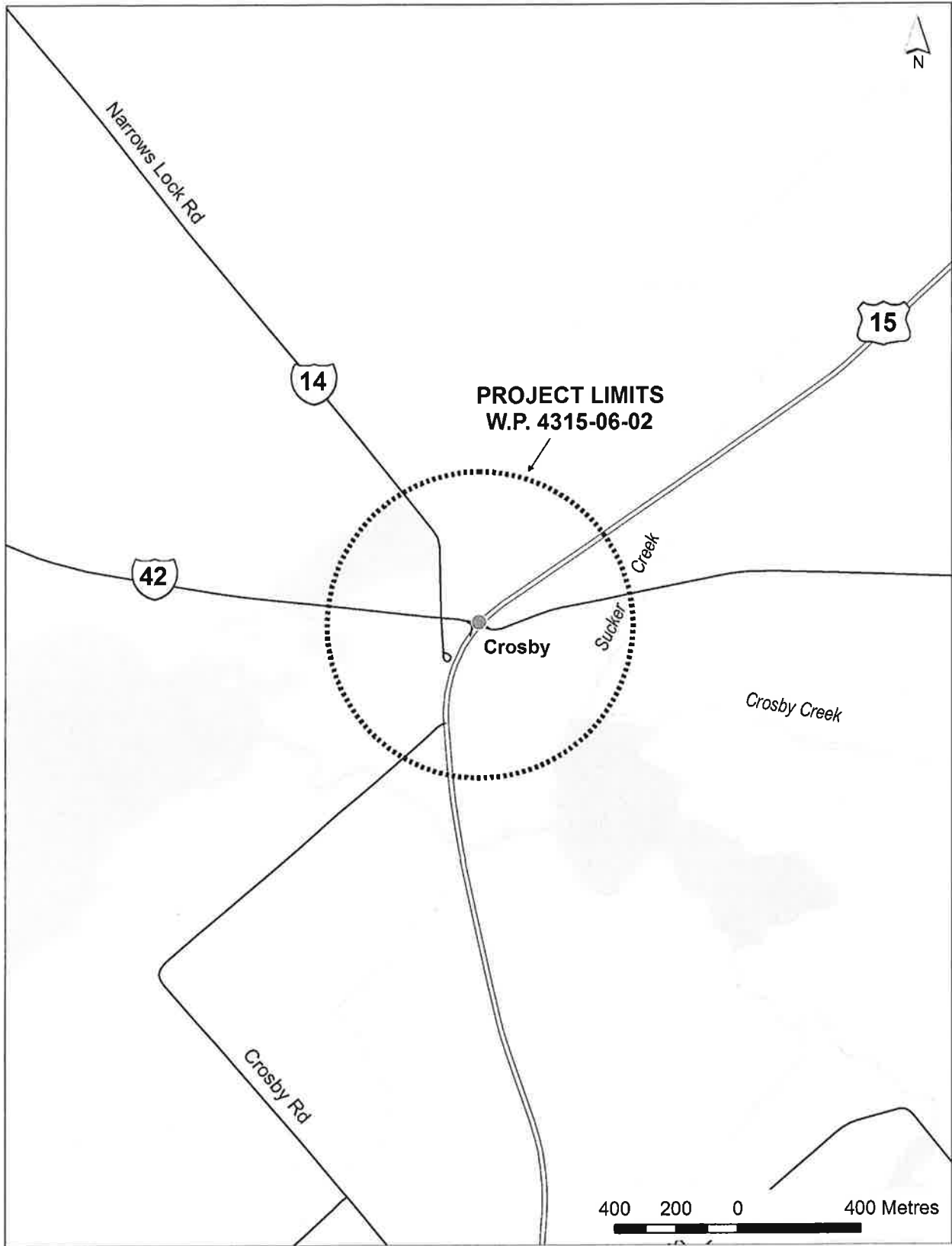
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Planning and Design Section
Eastern Region Engineering Office
1355 John Counter Blvd, Postal Bag
4000
Kingston, Ontario K7L 5A3
Tel: (613) 545-4701

February 20, 2015

Chief Barron King
Moose Deer Point
3719 Twelve Mile Bay Road
P.O. Box 119
Mactier, Ontario
P0C 1T0

Dear Chief King:

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Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
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TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

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P.O. Box 119
Mactier, Ontario
P0C 1T0**

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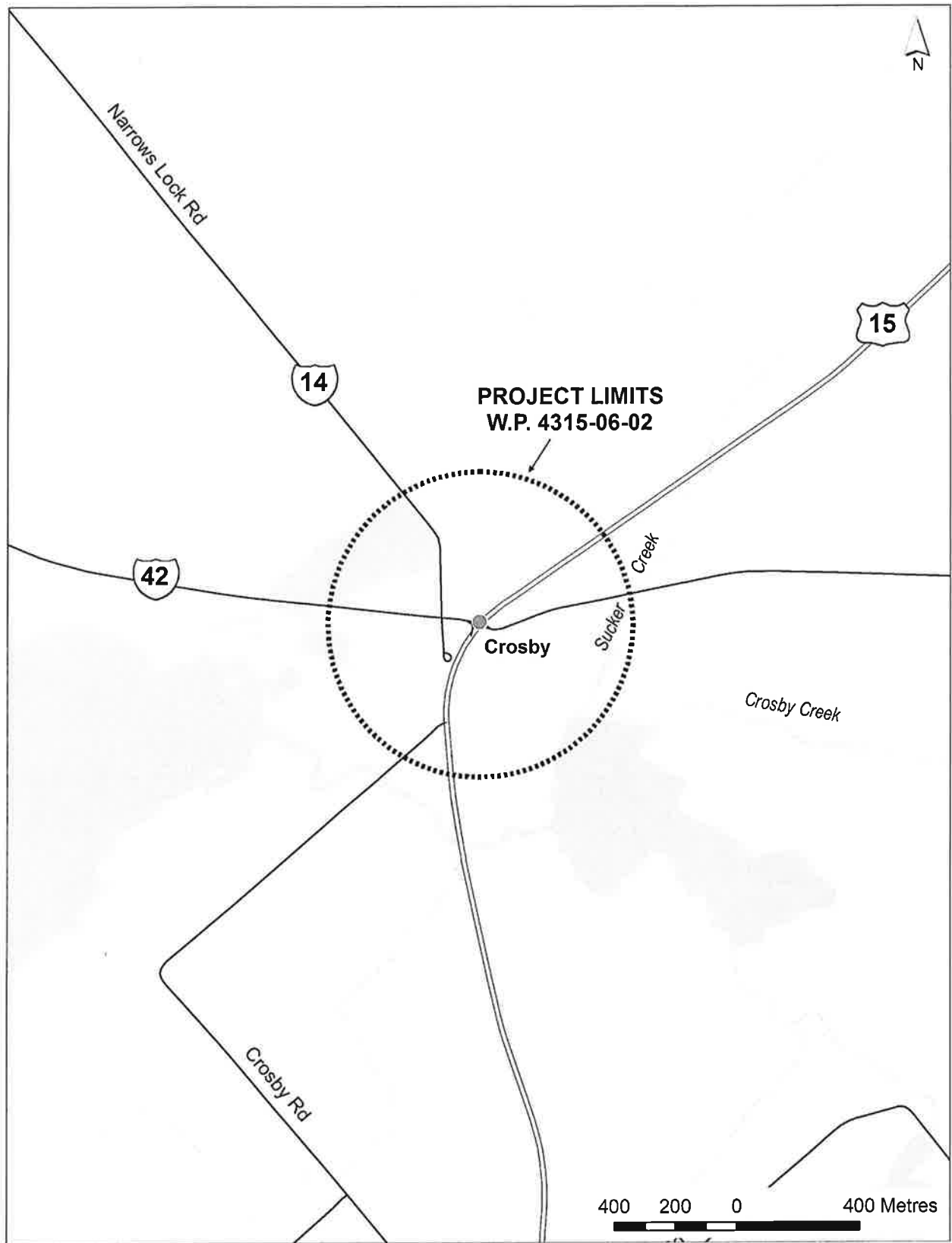
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Key Plan of the Study Area

Ministry of Transportation
Ministère des Transports

Planning and Design Section
Eastern Region Engineering Office
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4000
Kingston, Ontario K7L 5A3
Tel: (613) 545-4701

February 20, 2015

Chief Phillip Franks
Wahta Mohawk
(Mohawks of Gibson)
2664 Muskoka Road
P.O. Box 260
Bala, Ontario
P0C 1A0

Dear Chief Franks:

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TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**Chief Phillip Franks
Wahta Mohawk
(Mohawks of Gibson)
2664 Muskoka Road
P.O. Box 260
Bala, Ontario
P0C 1A0**

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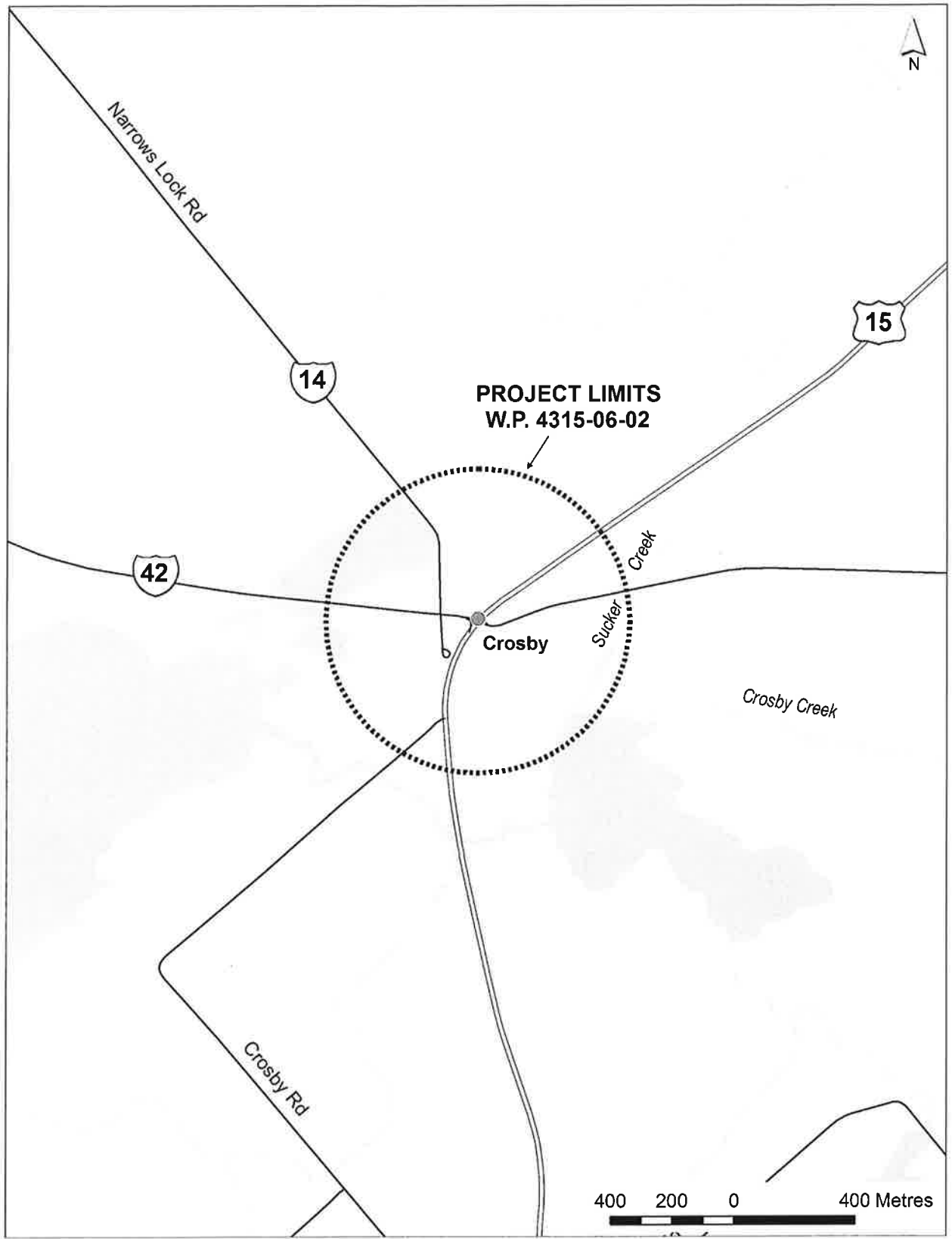
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Ministère des Transports

Planning and Design Section
Eastern Region Engineering Office
1355 John Counter Blvd, Postal Bag
4000
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Tel: (613) 545-4701

February 20, 2015

President Benny Michaud
Ottawa Region Métis Council
500 Old St. Patrick Street, Unit D
Ottawa, Ontario
K1N 9G4

Dear President Michaud:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
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Project Manager
Ministry of Transportation, Eastern Region

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Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited
Métis Consultation Unit

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TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
W.P. 4315-06-02**

**President Benny Michaud
Ottawa Region Métis Council
500 Old St. Patrick Street, Unit D
Ottawa, Ontario
K1N 9G4**

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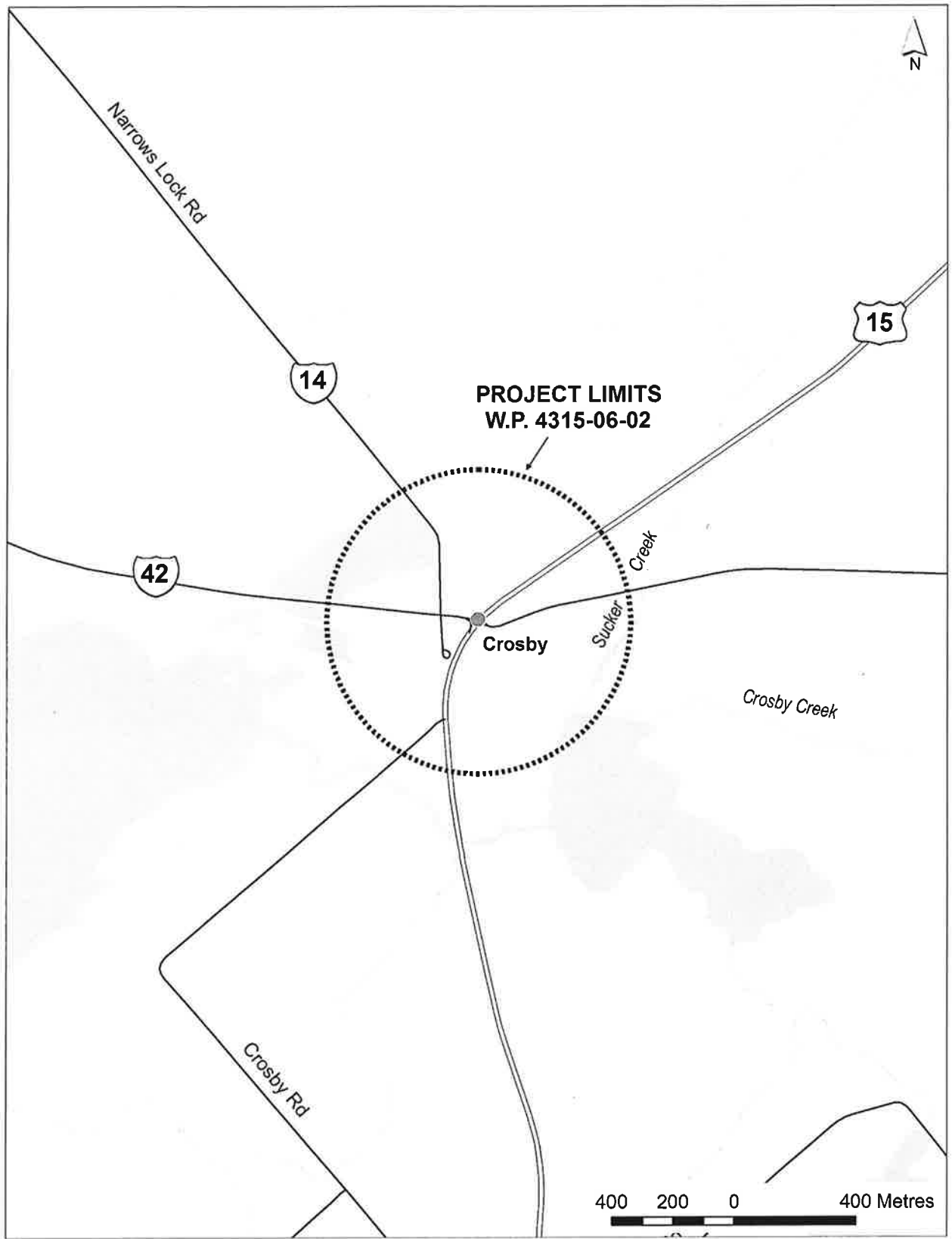
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Key Plan of the Study Area



ALDERVILLE FIRST NATION
P.O. Box 46
11696 Second Line
Roseneath, Ontario K0K 2X0

Chief: James R. Marsden
Councillor: Dave Mowat
Councillor: Julie Bothwell
Councillor: Angela Smoke
Councillor: Jody Holmes

February 26, 2015

Ministry of Transportation
Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3

Att: Glenn Higgins, Project Manager

**Re: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements G.W.P. 4315-06-02
Study Commencement Notice**

Dear Glenn,

Thank you for the information to Alderville First Nation regarding the **Environmental Assessment** which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that **Ministry of Transportation** recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

Please keep us apprised of any further developments and any environmental impacts during construction, should any occur. I can be contacted at the mailing address above or electronically via email, at the email address below.

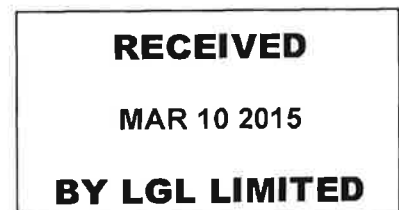
In good faith and respect,

Dave Simpson
Lands and Resources

dsimpson@aldervillefirstnation.ca

Communications Officer
Alderville First Nation

Tele: (905) 352-2662
Fax: (905) 352-3242



APPENDIX E
CORRESPONDENCE WITH THE PUBLIC

February 20, 2015

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Study Commencement Notice**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. A key plan of the study area is attached to this letter.

A previous Class EA Study was undertaken by MTO for improvements to Highway 15 from 1.07 km south of Leeds and Grenville Road 42 northerly to 0.25 km south of Young's Hill Road in the Township of Rideau Lakes, United Counties of Leeds and Grenville. MTO decided to conduct a separate study for improvements to the intersection, as the pavement condition of the highway south of the intersection was in need of repair. This Preliminary Design Study and Class EA will determine a preferred interim and long-term alternative for intersection improvements at Highway 15 and County Road 42.

The purpose of this letter is to introduce the study and to encourage you to contact the study team if you have any questions/concerns about the intersection improvements. Contact information for the study team members is listed below.

Mr. Joseph Arcaro, P. Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
tel: 289-695-4626 (collect)
fax: 905-882-1557
e-mail: joseph.arcaro@hdrinc.com

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
tel: 905-833-1244 (collect)
fax: 905-833-1255
e-mail: cagnew@lgl.com

Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
tel: 1-800-267-0295 ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca

Information is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of HDR. The study will follow the approved planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). Two Public Information Centres will be held in association with this study. Upon completion of the study, a Transportation Environmental Study Report will be prepared to document the results of the preliminary design and will be released for public review and comment. You will receive notification of PIC #1 and #2, and of the release of the Transportation Environmental Study Report.

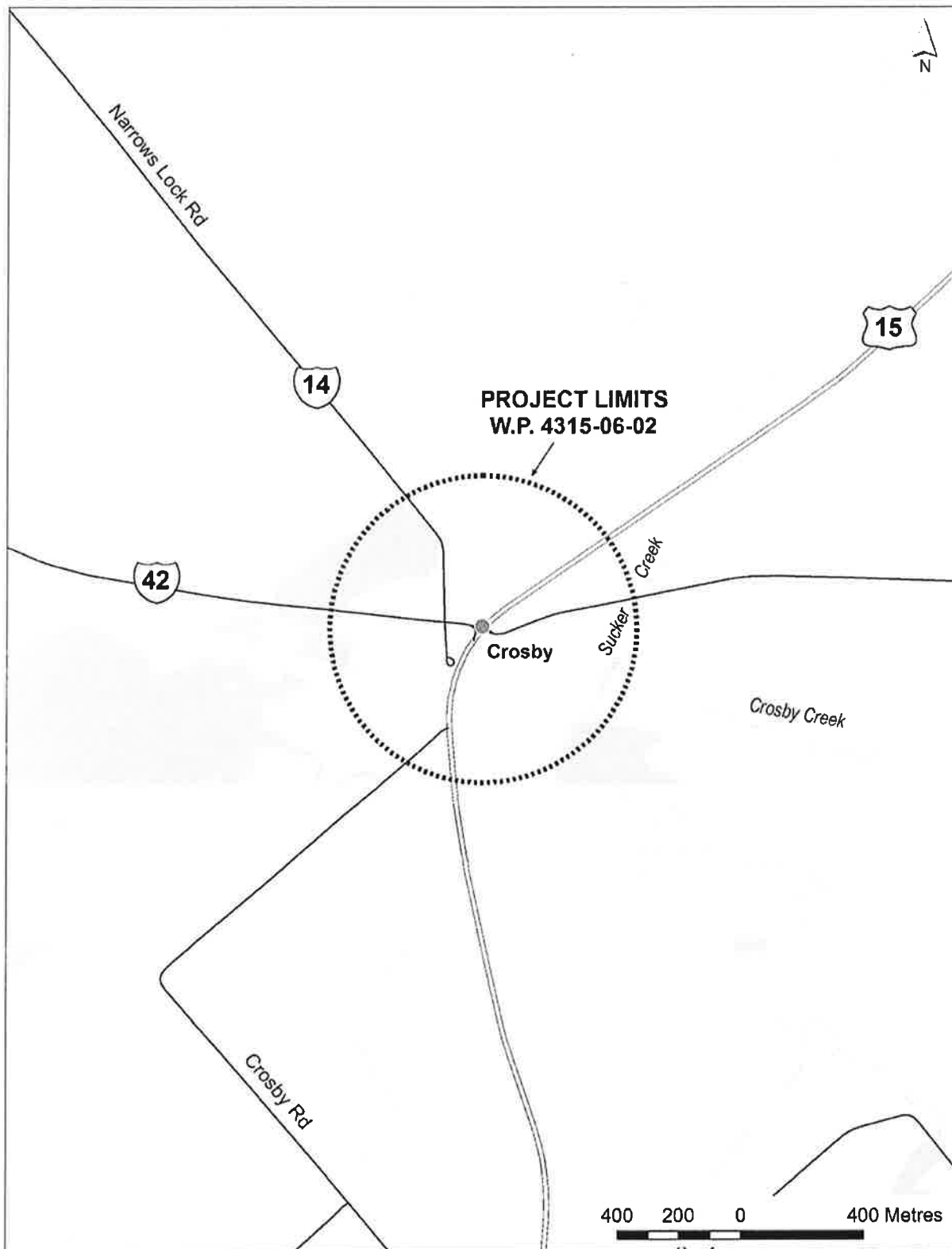
Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

Attach



Key Plan of the Study Area

Memo

To: G. Higgins, K. Ogilvie, Ministry of Transportation, Eastern Region
Copy: MTO, HDR and LGL Study Team Members
From: Constance Agnew, B.Sc., rcji, Senior Planning Ecologist, LGL Limited
Date: August 18, 2015
Subject: **Highway 15/County Road 42 Intersection (G.W.P.: 4315-06-00)**
Summary of Additional Consultation Activities – 25 July, 2015

Introduction

At the first meeting of the Municipal Advisory Committee (MAC), members of the committee recommended study team attendance at local summer events to provide an opportunity for seasonal residents to participate in the study, and provide comments.

The purpose of this memo is to provide a summary of additional consultation activities undertaken by the study team on July 25, 2015 to engage the local community, in particular seasonal residents including cottage owners/residents.

Three members of the study team participated in the July 25, 2015 events: Glenn Higgins, MTO Project Manager; Cheryl Murray, HDR Project Engineer; and, Constance Agnew, LGL Consultant Environmental Planner.

Study Team Participation at Community Events

Crosby Flea Market

Study team members attended the Crosby Flea Market on the morning of July 25, 2015, speaking primarily with vendors to solicit any comments or concerns they may have with the current Highway 15/County Road 42 intersection. Information postcards (**Exhibit 1**) were distributed to vendors, many of whom are from the surrounding local area, and are regular attendees at the flea market.

In general, most vendors did not express any specific concerns about the operation of the intersection. However, some specific concerns noted during consultation with flea market vendors included the following:

- when travelling westbound along County Road 42 (towards Westport), there seems to be a 'hump' in the middle of the intersection at Highway 15;
- at night or when raining (i.e. during low light conditions) it is difficult to see the limits of the intersection;
- pavement markings through intersection could be improved/refreshed¹;
- a roundabout (similar to the one on Highway 28) could be a good option at this location;
- the stop sign with the flashing light is a good warning;
- the small parking lot in the back corner of the flea market (NE corner) has improved the parking situation;

¹ MTO, with the support of Township of Rideau Lakes Council, recently undertook pavement resurfacing and lane marking to address this concern.

- if a 'T' intersection is constructed pedestrian access should be maintained across existing County Road 42; and,
- the passing lanes constructed along the Highway 15 corridor are a great improvement.

Crosby Businesses

While in Crosby the study team visited with business owners at the Castle Building Supply store and the recently re-opened Crosby General Store. An information poster (**Exhibit 2**) and postcards were left with the proprietor of the General Store for display. Neither proprietor expressed any specific concerns regarding operation of the Highway 15/County Road 42 intersection.

Delta Fair

Following recommendations from MAC members, the study team attended the 185th Delta Fair, with the intention of speaking with attendees and soliciting comments regarding the Highway 15/County Road 42 intersection. The fair attracts attendees from a broad geographic area, and vendors were not from the local area. The study team did speak briefly with Marlaine Hart, Concessions Manager, and determined that there wasn't a suitable location to post project information at the fair grounds.

Displays at Local Points of Interest

The study team prepared community posters for this preliminary design/MTO Class EA Study, where information regarding the study, and how to submit comments/questions to the study team was displayed at local points of interest on a laminated poster. **Exhibit 2** presents a graphic of the project poster.

In order to make it easy for individuals to provide comments on the study, a study postcard was prepared and made available with the poster (**Exhibit 1**). The postcard included key information about the study, and study team members contact information. Numerous copies were provided at each display location so that individuals could take a copy home with them.

The study team visited a number of local businesses, popular among local and seasonal residents; and either posted static displays (information poster and set(s) of postcards) or asked the proprietor to display on the study team's behalf. These local businesses included:

- Gordanier Grocery - 20 Main St, Elgin, ON K0G 1E0;
- Kudrinko's Grocery - 22 Main Street, Westport, ON K0G 1X0;
- Forfar Dairy - 1536 County Road 42, Portland, ON L0G 1V0;
- Len's Cove Marina - 1 Water St, Portland, ON K0G 1V0; and,
- Bayview Yacht Harbour - 2785 Highway 15, Portland, Ontario K0G 1V0.

Summary

Through attendance at several public events and posting displays at local points of interest, the study team has engaged in additional public consultation with both local and seasonal users of the Highway 15/County Road 42 intersection. As a result of the July 25, 2015 public consultation the study team posted six static displays and distributed approximately 250 postcards. Comments received as a result of this additional public consultation will be summarized and documented in the Transportation Environmental Study Report prepared for this preliminary design assignment.



EXHIBIT 1
POSTCARD

Highway 15 and County Road 42 Intersection Improvements Study

Ministry of Transportation
Class Environmental Assessment and Preliminary Design Study



The Study

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville.

This study is following the approved planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). A Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment.

Preliminary Design

The purpose of the preliminary design study is to identify and evaluate the preliminary design alternatives for improvements to the Highway 15 and County Road 42 intersection, and to identify and develop a preferred interim and long-term alternative for the intersection.

Comments

Your input is important. If you have any questions or comments regarding this study, please contact one of the study team members. The next Public Information Centre is tentatively planned for late Fall of 2015.

Joseph Arcaro, P. Eng.
Consultant Project Manager

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Constance Agnew, B.Sc.
Consultant Environmental Planner

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Glenn Higgins
MTO Project Manager

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



613-545-4806



613-540-5106



glenn.higgins@ontario.ca



EXHIBIT 2
STATIC DISPLAY POSTER

Preliminary Design Study and Class Environmental Assessment

Highway 15 and County Road 42 Intersection Improvements

Township of Rideau Lakes, United Counties of Leeds and Grenville

W.P. 4315-06-02

The Study

The Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment (EA) for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. The study area is presented below. This Preliminary Design Study and Class EA will determine a preferred interim and long-term alternative for intersection improvements at Highway 15 and County Road 42.

The Process

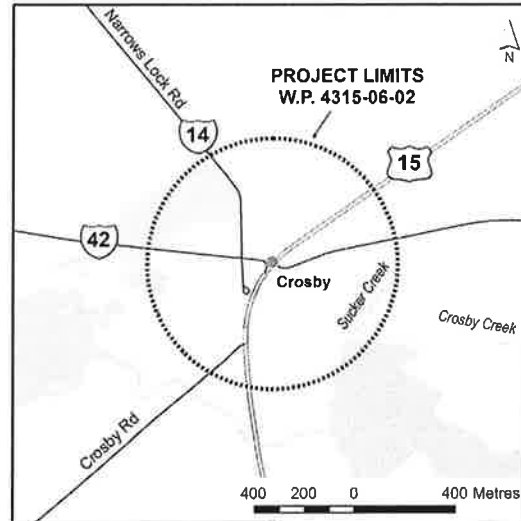
The study is following the approved planning process for Group "B" projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment. Notification of submission of the TERSR will be published in local newspapers and sent to all individuals on the study contact list.

Public Information Centres

A Public Information Centre (PIC) was held in June, 2015 at the Portland Community Hall to present the alternatives being considered by the study team. Input was received from members of the community at the PIC and in comments submitted following the PIC.

The alternative solutions that were presented at the first PIC will be evaluated by the study team. A preferred interim and long-term alternative will be selected.



A second Public Information Centre will be held in late Fall 2015 to present the preferred preliminary design alternative. The PIC will consist of an informal drop-in centre with displays showing the preliminary design alternatives and evaluation methodology. MTO staff and their consultants will be on hand to answer any questions and receive your input.

Comments

We are interested in any comments you may have about the study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.



Please send any comments or requests to any of the following:

Mr. Joseph Arcaro, P. Eng.
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 1355 John Counter Boulevard
 Postal Bag 4000
 Kingston, ON K7L 5A3
 Tel: 613-545-4806
 Fax: 613-540-5106
 E-mail: glenn.higgins@ontario.ca

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

**If you are interested in providing comments,
 please take one of the study postcards.**

APPENDIX F

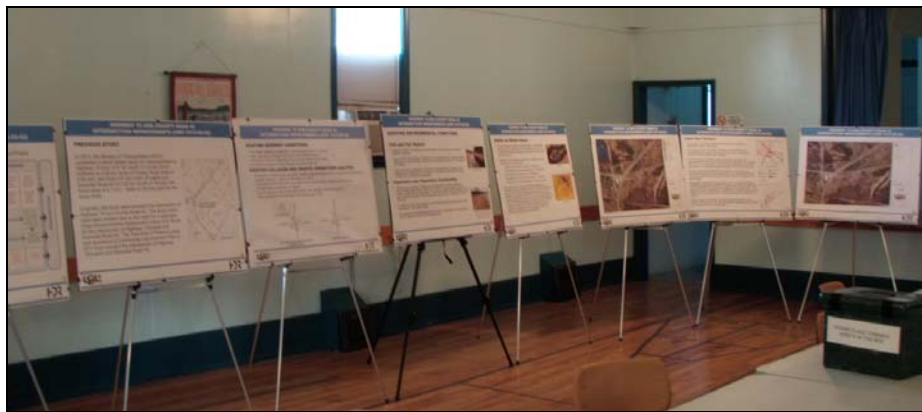
PIC #1 SUMMARY REPORT

PUBLIC INFORMATION CENTRE #1 SUMMARY REPORT

**PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT**

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION
IMPROVEMENTS, TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES
OF LEEDS AND GRENVILLE**

W.P. 4315-06-02



prepared for:

**MINISTRY OF TRANSPORTATION
EASTERN REGION**

prepared by:



NOVEMBER 2015

PUBLIC INFORMATION CENTRE #1 SUMMARY REPORT

PRELIMINARY DESIGN STUDY AND CLASS ENVIRONMENTAL ASSESSMENT

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS, TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE

W.P. 4315-06-02

prepared by:



**KATHERINE BIBBY, MCIP, RPP
ENVIRONMENTAL PLANNER**



**CONSTANCE J. AGNEW, B.Sc., RCJI
SENIOR PLANNING ECOLOGIST**

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Facsimile: 905-833-1255
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**NOVEMBER 2015
LGL Project TA 8484**

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| Attachment E. | PIC #1 Invitation Letter to Aboriginal Communities |
| Attachment F. | PIC #1 Invitation Letter to the MPP and MP |
| Attachment G. | PIC #1 Display Materials |
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1.0 INTRODUCTION

The purpose of this report is to summarize the preparation and results of the first Public Information Centre (PIC #1) for the Preliminary Design Study and Class Environmental Assessment for the intersection improvements to Highway 15 and County Road 42 in the Township of Rideau Lakes, United Counties of Leeds and Grenville. HDR Corporation (HDR) is conducting the study on behalf of MTO. LGL Limited is providing environmental planning services on behalf of HDR.

This study is following the planning process for Group “B” projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000), which is approved under the Ontario *Environmental Assessment Act*, with opportunities for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for a minimum 30-day public review period.

2.0 PURPOSE AND DETAILS OF PIC #1

The purpose of the preliminary design study is to identify and evaluate the preliminary design alternatives for improvements to the Highway 15 and County Road 42 intersection, and to identify and develop a preferred interim and long term alternative for the intersection.

A total of two PICs have been planned in association with this study. The purpose of PIC#1 was to present the evaluation methodology and preliminary design alternatives developed for the project through an informal drop-in session and to provide further opportunities for public involvement. MTO staff and their consultants were on hand to answer questions and receive public input. Input received from external agencies, property owners and members of the general public at PIC #1 will be reviewed and incorporated into the preliminary design, where appropriate. PIC #2 will be held in late Fall 2015 to present the preferred interim and long term alternative for the study.

PIC #1 was held on Wednesday, June 24, 2015 at the Portland Community Hall, 24 Water Street, Portland, Ontario. The PIC was open to the public from 4:00 p.m. to 8:00 p.m.

3.0 NOTIFICATION

The Notice of PIC #1 was advertised in the *Westport Review Mirror* and *Smith Falls Record News* on Thursday, June 11, 2015, and in the *Kingston Whig Standard* on Saturday, June 13, 2015. A copy of the Ontario Government Notice is presented in **Attachment A**.

A PIC Brochure was prepared and mailed directly to all members of the general public on the study contact list and mailed or e-mailed to the cottage associations during the week of June 8, 2015. In addition, a copy of the brochure was distributed in the immediate vicinity of the intersection, to approximately 240 points of call through Canada Post Bulk Mailing during the week of June 8, 2015. Additional copies of the PIC Brochure were available at the PIC. A copy of the PIC Brochure is presented in **Attachment B**.

4.0 PRE-SESSION

Project stakeholders, including Aboriginal communities and organizations, municipal staff, elected officials, government agencies, members of the project’s Municipal Advisory Committee, and other interested agencies were invited by letter to attend PIC #1 from 3:00 p.m. to 4:00 p.m. Invitations to the pre-PIC #1 meeting (along with copies of the PIC #1 Brochure) were mailed to agencies and stakeholders during the week of June 8, 2015 and to Aboriginal communities and the MPP and MP on June 8, 2015

and one letter was e-mailed on June 15, 2015. A copy of the invitation letter to external agencies/stakeholders is presented in **Attachment D**. A copy of the invitation letter to Aboriginal communities and organizations is presented in **Attachment E**. A copy of the invitation letter to the MPP and MP is presented in **Attachment F**.

The purpose of this pre-PIC meeting was to provide an opportunity for affected stakeholders, Aboriginal community members, and elected officials to review the evaluation methodology and preliminary design alternatives prior to the public and to communicate any issues or concerns to the study team in a candid manner.

5.0 PRESENTATION AND MATERIALS

Displays and exhibits available during PIC #1 included:

- copies of the PIC #1 brochure with information about the PIC and the study;
- aerial photos showing the existing environmental conditions;
- drawings of the preliminary design alternatives for intersection improvements;
- various text displays describing the purpose of PIC #1, the study area, the MTO Class Environmental Assessment process, the existing environmental and highway conditions, a summary describing the Municipal Advisory Committee, the results of the screening process to determine the short list of alternatives, the short listed alternative designs, the draft evaluation criteria, a summary of environmental sensitivity/significance, study schedule and future consultation activities, information regarding the *Freedom of Information and Protection of Privacy Act* and *Accessibility for Ontarians with Disabilities Act*, and an invitation to provide comments on the study.

A copy of the display panels from PIC #1 is presented in **Attachment G**.

6.0 PIC ATTENDANCE

Representatives from the Ministry of Transportation and their consultants were in attendance at PIC #1 to present materials and answer questions (**Table 1**).

**TABLE 1.
 STUDY TEAM STAFF IN ATTENDANCE AT THE PIC**

| Organization | Staff | Study Role |
|----------------------------|-----------------------------------------------|------------------------------------------------------------------|
| Ministry of Transportation | Glenn Higgins Harinder Singh Rob Beatty | Project Manager Design Engineer Traffic Specialist |
| HDR | Joseph Arcaro Cheryl Murray Anurita | Project Manager Project Engineer Project Engineer |
| LGL Limited | Constance Agnew George Ivanoff | Consultant Environmental Planner Senior Environmental Planner |

A total of 40 people signed the attendance register, including the following representatives from external agencies: MPP Steve Clark; the Mayors of Westport and the Township of Rideau Lakes; seven Township of Rideau Lakes Councillors; two staff representatives from the Township of Rideau Lakes (Chief Administrative Officer/MAC member and Roads Coordinator & Drainage Superintendent); a representative from the County of Leeds and Grenville (Director of Works, Planning Services and Asset

Management/MAC member); and a representative/MAC member from the Leeds County Ontario Provincial Police (OPP).

7.0 SUMMARY OF COMMENT SHEETS/E-MAILS

Comment sheets were available at PIC #1 for participants to record their comments and concerns. Participants were encouraged to complete the comment sheets at the PIC, or mail the comment sheets to the study team by July 27, 2015. A total of 24 comments were received by the study team; 18 of these were submitted at the PIC, and the remaining six were received after the PIC via e-mail or fax. Copies of the comments received are provided in **Attachment H**. A summary of the written comments received is presented in **Table 2**.

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED IN PIC COMMENTS

| Comment | Number of Responses | Comment Sheet Cross Reference |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|---------------------------------|
| Indicated preference for Alternative #2 (best visibility, ease of use, not invasive to other properties, include flashing red light) | 3 | 1, 2, 5 |
| Indicated that Alternative #3 would be their second choice, but explained that the design may be confusing for drivers | 1 | 1 |
| Indicated preference for Alternative #3 (improves safety, line of sight, removes need for traffic lights, decreases width of highway to cross when making left turns, ties in with the Township's Crosby Community Improvement Plan), includes comments from OPP. | 9 | 4A,4B, 6, 7, 10, 11, 12, 13, 16 |
| Suggested refinement of Alternative #3 to provide brighter sight lines, and that through traffic not be slowed despite low turning numbers. | 1 | 6 |
| Suggestion to revise Alternative #3 to further distance the approach on County Road 42 east at Highway 15 and move the curve on Highway 15 so that the slope of the highway is flatter to improve visibility. It was also recommended that an off ramp from Highway 15 to County Road 42 be established for safety. | 1 | 7 |
| Alternative #3A is more viable than the other alternatives as it has less points of impact. | 1 | 19A |
| Indicated preference for Alternative #4 (re-alignment is necessary to address concerns of Township Council, alternative softens the right angle turn on Highway 15 improving visibility). One commenter (MPP) stated that this alternative provides the best compromise and is in the best interest of the community. Another commenter (Mayor of Rideau Lakes) stated that any other option does not allow for future roundabout or lights because of the existing superelevation at the intersection. | 4 | 3, 8, 9 |
| Indicated that Alternative # 4 would be ideal, but concerned about whether the cost would be approved and if the intersection would remain without any changes. | 1 | 13 |
| Suggested further refinement to Alternative #3 to increase the separation of the T intersections. | 4 | 4A, 10, 11, 16 |

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED IN PIC COMMENTS

| Comment | Number of Responses | Comment Sheet Cross Reference |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------|
| Suggested/ voiced approval for use of increased lighting and of beacon lighting as part of intersection improvements. | 5 | 4A, 14, 16, 19B, 20C |
| Voiced concern about excessive speed and suggested the need for reduced speed along Highway 15 from the Community Hall to the former car dealership. | 5 | 12, 17, 15A,19A, 20A |
| Identified concern for all alternatives regarding stormwater quality controls to minimize flows of contaminants and nutrients to Newboro Lake. | 1 | 10 |
| Commented that groundwater contamination from the former gas station requires remediation as part of this project. | 1 | 10 |
| Suggested that all improvements should address the slope at the intersection that limits visibility and results in a significant risk to driver and passenger (school bus) safety. | 4 | 7, 18, 19A, 20C |
| Suggested further refinement to Alternative #3 to incorporate an off ramp off of Highway 15 to County Rd. 42. | 1 | 7 |
| Suggested inclusion of warning signs for the curve in alignment of Highway 15, speed reductions, and/or presence of hidden driveways through the area. | 4 | 12, 15A, 17, 19A, 20A-C |
| Suggested removing or moving the Crosby Community Hall to accommodate a new highway alignment. | 1 | 12 |
| Suggested that the new T intersection (Alternative #3) at County Road 42 and Highway 15 at the car dealership is dangerous without speed reduction measures. | 1 | 12 |
| Indicated that safety is a priority, and identified concerns regarding vehicles (i.e. large tandem milk trucks) crossing east-west (angle of intersection is high risk). | 1 | 14A |
| Requested a copy of the results from the new traffic count once completed by MTO. | 1 | 14A |
| Stated a concern with the new lane marking at the stop sign from Westport to Brockville since the pavement was removed in that area – high risk for accidents. | 1 | 14A |
| Requested that MTO address pavement falling in in the vicinity of a local resident’s home on Highway 15 between Crosby and Elgin | 1 | 14A |
| Concerned about the safety of the intersection with respect to turning trucks at intersection and business entrances. | 2 | 14A, 19B |
| Indicated that the new pavement on Highway 15 is appreciated. | 1 | 14B |
| Indicated that there are three new businesses in Crosby – Restaurant, Construction Business and General Store. | 1 | 14B |
| Suggested changing the current dashed line to a solid double line to indicate no passing along Highway 15 from Crosby Cemetery to the north, and to install blind driveway signs. | 1 | 15A |

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED IN PIC COMMENTS

| Comment | Number of Responses | Comment Sheet Cross Reference |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------|
| Voiced concern that the east side of the Highway 15/ County Rd. 42 intersection is the worst in terms of sight lines. Suggests a squared off crossing to improve the intersection. | 1 | 15B |
| Suggested that a more modern way of contact be used to communicate with local residents (email, social media). | 1 | 15B |
| Concern regarding the need to include the gas station within this redesign. | 1 | 16 |
| Concern about the potential of any proposed work to impact the sugar bush business established in the early 1800s in the area east of Highway 15. | 1 | 17 |
| Suggested that MTO look at passing lanes at Highway 15 and Sweet's Corners which currently extend through the intersection. | 1 | 17 |
| Identified concern about the need for improved directional signage to indicate route to Newboro, Westport, and Forfar. | 2 | 17, 19B, 20C |
| Voiced concern about small business impacts incurred as a result of delay in making a decision on intersection improvements (lasting 3 years). | 1 | 19A |
| Noted that the slope at the intersection is hazardous (slope) when travelling east from Westport. | 1 | 19A, 20C |
| Suggested that new traffic count data is required given changes in the area since date of last data collection (2012). | 1 | 20A |
| Property owner advised that their land should be labelled on project mapping as 'farm'. | 1 | 20A |
| Commented that once the new bridge is in operation the design of the intersection may need to be revisited. | 1 | 20B |
| Suggested that Highway 15 alignment could be moved south through the MTO owned property. | 1 | 20B |
| Commented that closing access to Crosby Rd. from Highway 15 would negatively impact farmers using that route for travel and those accessing the cemetery. Would not support this if it was to be considered as part of the project. | 1 | 20B |
| Suggested repainting of lines on the roadways should be done by MTO annually to demonstrate due diligence. | 1 | 20C |
| Resident voiced strong disapproval of Alternative #3 (and a little less so Alternative 3A) - property is impacted by close proximity of new County Rd. 42 alignment. This alternative results in division of residence from some of their pasture. Already bordered by 2 highways, do not want a 3 rd . Dividing property causes lot line and road frontage issues as well as increased costs for perimeter fencing. | 1 | 20C |
| Resident voiced concern about existing drainage of Highway 15 causing encroachment of cattails into their pasture, reducing its size. Review of drainage should be incorporated into planning. | 1 | 20C |

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED IN PIC COMMENTS

| Comment | Number of Responses | Comment Sheet Cross Reference |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-------------------------------|
| Suggested consideration of another alternative – instead of constructing new highway alignment utilize the old highway bed for County Rd. 42 to run out to the highway adjacent to Crosby Storage to intersect Highway 15 on the northerly section at Chant’s Farm (Alternative #3B). | 1 | 20C |
| Resident does not support use of roundabout or traffic lights as part of the intersection improvements. | 1 | 20C |
| Recommended putting traffic lights at the intersection, as it will improve safety. Traffic lights have been installed at similar intersections in the region. | 1 | 21B |
| Stated that the real problem at the intersection is driver behavior, not the design of the intersection. | 1 | 22A and B |
| Noted that the real problem is that the Township’s plan to tear down the Crosby Community Centre. | 1 | 22B |
| Concern regarding the ability of snowmobile riders to cross on the old Abandoned Rail Line from Brockville to Westport just south of the intersection. Previous correspondence concern has been identified regarding the number of lanes that MTO will allow the crossing. At Franks Road the snowmobile riders have to run the ditch up past the intersection to cross the number of lanes of traffic. Safety is the primary concern. | 1 | 23 |
| Request to be added to the project mailing list, and request for a copy of the TESR, and the display panels from PIC #1. Information regarding the study schedule was requested. | 1 | 24 |

8.0 KEY ISSUES

Most of the PIC #1 attendees were interested in reviewing and gaining an understanding of the design alternatives for the intersection. During PIC #1, a number of concerns were raised regarding the safety of the intersection as it relates to the reduced sight lines that result from the current configuration of the intersection and the excessive speed of traffic through the area. PIC attendees were encouraged to see that the study team had engaged with representatives from the community and had struck a Municipal Advisory Committee to help guide the development of alternative solutions. The PIC #1 attendees were encouraged to provide written comments to the study team.

Specific responses to all formal comments provided prior to, during and following PIC #1 will be prepared and forwarded as required to the commenting party prior to study completion.

9.0 CONCLUSIONS

PIC #1 effectively served its purpose: to present the design alternatives for the improvements to the Highway 15 and County Road 42 intersection to stakeholders and the general public, and to provide an opportunity to provide comments on the study. Input received from external agencies, property owners and the public at PIC #1 will be reviewed and incorporated into the preliminary design, where appropriate. A second PIC will be held in late fall 2015 to present the selected preliminary design alternative for the study.

Attachment A

Notice of PIC #1

NOTICE OF PUBLIC INFORMATION CENTRE #1

Preliminary Design Study and Class Environmental Assessment Highway 15 and County Road 42 Intersection Improvements Township of Rideau Lakes, United Counties of Leeds and Grenville W.P. 4315-06-02

The Study

The **Ministry of Transportation (MTO)** has retained **HDR Corporation (HDR)** to conduct a Preliminary Design Study and Class Environmental Assessment (EA) for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. The study area is presented below. This Preliminary Design Study and Class EA will determine a preferred interim and long-term alternative for intersection improvements at Highway 15 and County Road 42.

A Municipal Advisory Committee (MAC) has been established to assist the Ministry with obtaining community input for the generation of alternatives. The MAC will also provide input to the Ministry during the evaluation of alternatives generated for this study. The results of the evaluation of alternatives will be presented at PIC #2.

The Process

The study is following the approved planning process for Group "B" projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment. Notification of submission of the TESR will be published in this newspaper.

Public Information Centre

Two PICs will be held in association with this study. PIC #1 is scheduled for:

Date: Wednesday, June 24, 2015
Time: 4:00 p.m. to 8:00 p.m.
Location: Portland Community Hall,
24 Water Street, Portland, ON

The PIC will consist of an informal drop-in centre with displays showing the preliminary design alternatives and evaluation methodology. MTO staff and their consultants will be on hand to answer any questions and receive your input.

Comments

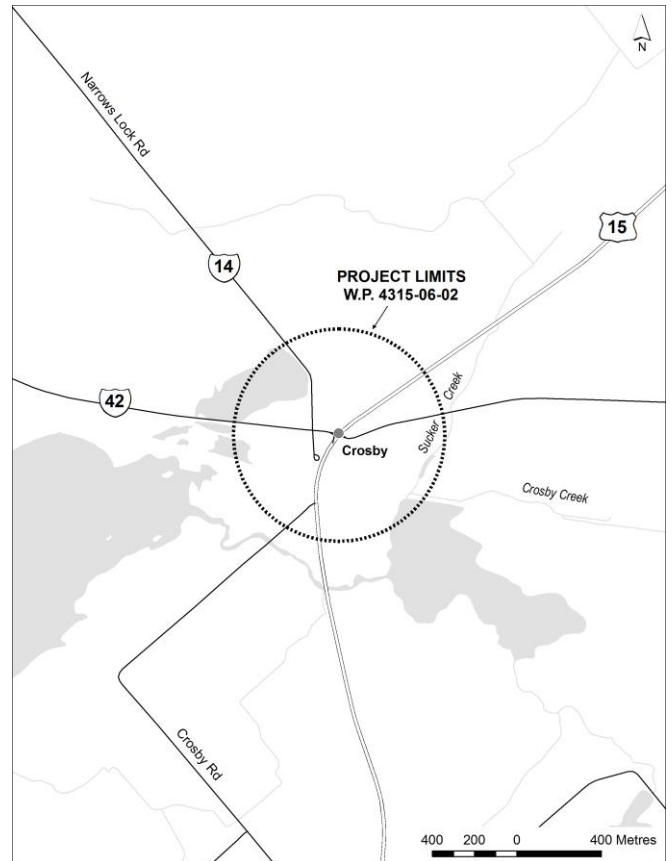
We are interested in any comments you may have about the study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Please send any comments or requests to any of the following:

Mr. Joseph Arcaro, P. Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
tel: 1-888-860-1116
fax: 289-695-4601
e-mail: joseph.arcaro@hdrinc.com

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
tel: 905-833-1244 (collect)
fax: 905-833-1255
e-mail: cagnew@lgl.com

Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
tel: 1-800-267-0295 ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca



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



Attachment B

PIC #1 Brochure

Public Information Centre #1

You are invited to attend the Public Information Centre (PIC) #1 to be held on:

Date: June 24, 2015

Time: 4:00 p.m. to 8:00 p.m.

Location: Portland Community Hall,
24 Water Street, Portland,
Ontario K0G 1V0

The purpose of PIC #1 is to present the existing environmental conditions, to present the alternatives, and to provide further opportunities for public involvement. The PIC will have an informal drop-in format with display panels and other materials.

Representatives from the Ministry of Transportation and the study team will be on hand to answer any questions related to this study.

Comments

Your input is important. If you have any questions or comments regarding this study, but are unable to attend the PIC, please contact one of the following:

Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail : cagnew@lgl.com

Joseph Arcaro, P. Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 1-888-860-1116
Fax: 289-695-4601
E-mail: joseph.arcaro@hdrinc.com

Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
Tel: 1-800-267-0295 ext. 4806
Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca

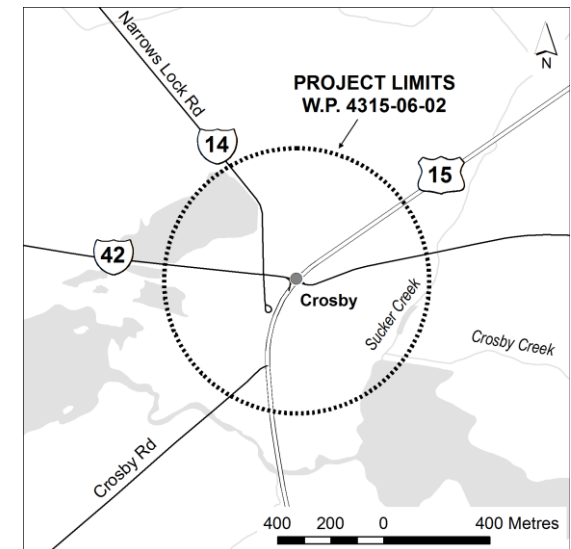
Comments would be appreciated by **July 27, 2015**. Please submit comments to any of the above study team members at the contact information provided.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS

TOWNSHIP OF RIDEAU LAKES,
UNITED COUNTIES OF LEEDS
AND GRENVILLE W.P. 4315-06-02

Notice of Public Information Centre #1

Wednesday, June 24, 2015
4:00 p.m. to 8:00 p.m.
Portland Community Hall
24 Water Street, Portland, ON



The Study

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental planning services on behalf of HDR.

Class Environmental Assessment

This study is following the approved planning process for Group “B” projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). All requirements of the Class EA for Provincial Transportation Facilities (MTO 2000) will be met.

Opportunities for public consultation will be provided throughout the study. Two Public Information Centres will be held for this study.

A Municipal Advisory Committee was formed for this study. This committee meets to discuss project updates and to provide input to the study team.

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment.

Preliminary Design

The purpose of the preliminary design study is to identify and evaluate the preliminary design alternatives for improvements to the Highway 15 and County Road 42 intersection, and to identify and develop a technically preferred preliminary design alternative for the intersection.

Environmental protection and mitigation measures will be documented in the TESR and will be further refined during detail design.

Evaluation of the Alternatives

The study team has developed an evaluation methodology to assess alternative designs at the intersection of Highway 15 and County Road 42. The evaluation methodology and the preliminary design alternatives will be presented at PIC #1. The evaluation of the alternatives will be undertaken by the study team after PIC #1.

Next Steps

Input received from external agencies, property owners and the public at PIC #1 will be reviewed and incorporated into the preliminary design, where appropriate.

PIC #2 will be held to present the technically preferred alternative, which is tentatively scheduled for Late Fall 2015. At the completion of the study, the TESR will be released for public review and comment.

Ontarians with Disabilities Act

If you have any accessibility requirements in order to participate in this study, please contact one of the study team members listed on the back page of this brochure.

Freedom of Information and Protection of Privacy Act

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Attachment C

PIC #1 Invitation Letters to Property Owners

Public Information Centre #1

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Time: 4:00 p.m. to 8:00 p.m.

Location: Portland Community Hall,
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Ontario K0G 1V0

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Consultant Environmental Planner
LGL Limited
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Consultant Project Manager
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MTO Project Manager
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Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca

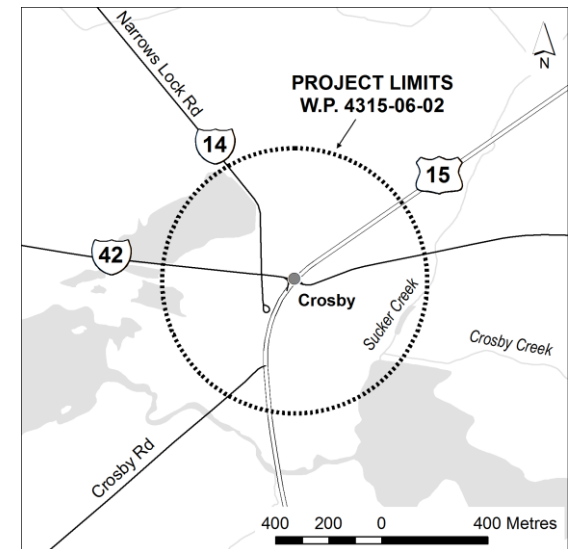
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**PUBLIC CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | Address1 | City | Province | Postal Code | Phone | Fax | Notes |
|--------------|-------------------|--------------------------|-----------------------------------------|-------------|-----------------|--------------------|--------------|------------|---------------------------------------------|
| | Chantland Farm | | 2734 Highway 15, RR #1 | Elgin | Ontario | K0G 1E0 | | | |
| | Chantland Farm | | 2736 Highway 15, RR #1 | Elgin | Ontario | K0G 1E0 | | | |
| Ms. | Joyce | Banks | 118 Perth Street, Part Block N, Plan 88 | Elgin | Ontario | K0G 1E0 | | | |
| Ms. | Linda | Barker | 711 Narrows Locks Road, R.R. #1 | Portland | Ontario | K0G 1V0 | 613-272-2533 | | |
| Ms. | Angela | Bearance | 497 Clear Lake Road, R.R. 1 | Elgin | Ontario | K0G 1E0 | 613-359-1165 | | |
| Mr. | David Bianco | Township of Rideau Lakes | 1439 County Road 8 | Delta | Ontario | K0E 1G0 | | | |
| | | | | | | | | | Returned to sender |
| Ms. | Sue | Blue | P.O. Box 45 | Newboro | Ontario | K0G 1P0 | 613-272-3223 | | |
| Mr. | John | Boyle | 4304 Cove Road | Portland | Ontario | K0G 1V0 | 613-272-2941 | | |
| Mr. | Bob | Bresee | 9 Bay Street | Newboro | Ontario | K0G 1V0 | 613-272-3375 | | |
| Mr. | Frank | Bresee | 3 Carleton Street, Box 81 | Newboro | Ontario | K0G 1P0 | 613-272-2043 | | |
| Mr. | Geo. | Briggs | | Westport | Ontario | K0G 1X0 | 613-273-7613 | | |
| Ms. | Linda | Carr | 393 Narrows Lock Road | Crosby | Ontario | K0G 1V0 | 613-272-2227 | | |
| Mr. | Anders Carson and | Ms. Emilia Carson | 4726 Briton Houghton Bay Road, R.R. #2 | Portland | Ontario | K0G 1V0 | 613-272-3354 | | Ms. Emilia Carson is the daughter, not wife |

**PUBLIC CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | Address1 | City | Province | Postal Code | Phone | Fax | Notes |
|--------------|--------------------------|-----------------------------|----------------------------------|-------------------|-----------------|--------------------|----------------------|------------|--------------|
| Mr. | Mike | Carty | 9 Campbell Street | Portland | Ontario | K0G 1V0 | 613- 272- 5487 | | |
| Ms. | Nancy | Cooper | 1511 North Shore Road | Perth | Ontario | K7H 3C5 | 613- 272- 2261 | | |
| Mr. | Gary Gallinger and | Ms. Patricia Cruickshank | 202 Scott Lane | Portland | Ontario | K0G 1V0 | 613- 272- 3582 | | |
| | Maurice | Curtis | RR #1 | Delta | Ontario | K0E 1G0 | | | |
| Mr. | Paul B. | Dean | 42 Wild Apple Lane | Chaffeys Locks | Ontario | K0G 1E0 | 613- 359- 6688 | | |
| Ms. | Mona | Dier | 8929 Highway 42, R.R. #2 | Westport | Ontario | K0G 1X0 | 613- 273- 5431 | | |
| Mr. | Bob | Donaldson | 246 Highway 15 | Seeley's Bay | Ontario | K0H 2N0 | 613- 387- 3163 | | |
| Mr. | Rob | Dunfield | R.R. #1 | Portland | Ontario | K0G 1V0 | 613- 272- 2179 | | |
| Ms. | Virginia | Fraser | 390 Woodsworth Road, T.H. 17 | North York | Ontario | M2L 2T9 | 416- 441- 3408 | | |
| Mr. | Bob | French | 12 Stevens Street | Newboro | Ontario | K0G 1P0 | 613- 272- 2309 | | |
| | David and Elizabeth | Geddes | 26 Polk Crescent | Portland | Ontario | K0G 1V0 | 613- 272- 5038 | | |
| Ms. | Heather | Goibben | 137 McBride Point Drive, R.R. #2 | Westport | Ontario | K0G 1X0 | 613- 273- 9291 | | |
| Ms. | Debbie | Hamilton | 438 Short Point Road | Lyndhurst | Ontario | K0E 1N0 | 613- 928- 2428 | | |

**PUBLIC CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | Address1 | City | Province | Postal Code | Phone | Fax | Notes |
|--------------|--------------------|-----------------------------|--------------------------------|-------------|-----------------|--------------------|----------------------|------------|--------------|
| Mr. | Peter | Hannah | Box 142 | Portland | Ontario | K0G 1V0 | 613- 272- 2169 | | |
| | Jim & Nathlaie | Hart | 3419 Hwy 15 | Elgin | Ontario | K0G 1E0 | 613- 359- 1168 | | |
| | Keith and Ruth | Haskens | R.R. #1 | Portland | Ontario | K0G 1V0 | 613- 272- 2662 | | |
| Ms. | Yvonne | Helwig | 25 Bay Street, P.O. Box 14 | Newboro | Ontario | K0G 1P0 | 613- 272- 2877 | | |
| Mayor | Ron Holman | Township of Rideau Lakes | 1439 County Road 8 | Delta | Ontario | K0E 1G0 | | | |
| Ms. | Joyce | Hutchings | 9107 Highway 42 | Westport | Ontario | K0G 1X0 | 613- 273- 3038 | | |
| Mr. | George | Ingram | R.R. #1, Site 4, Box B-4 | Portland | Ontario | K0G 1V0 | 613- 272- 3604 | | |
| | Ennis & Betty | James | 2774 Highway 15, Box 11 | Portland | Ontario | K0G 1L0 | 613- 272- 2461 | | |
| | Eric & Michelle | Jones | 7652 C.R. 42 | Crosby | Ontario | K0G 1E0 | 613- 272- 3399 | | |
| Ms. | Lois | Jones | R.R. #1 | Crosby | Ontario | K0G 1E0 | 613- 272- 2464 | | |
| | B. | Kelly | 8 Polk Crescent | Portland | Ontario | K0G 1V0 | 613- 272- 3134 | | |
| Mr. | Bob | Lavoie | 20 Upper Rideau Drive, R.R. #2 | Westport | Ontario | K0G 1X0 | 613- 273- 8177 | | |

**PUBLIC CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | Address1 | City | Province | Postal Code | Phone | Fax | Notes |
|--------------|---------------------------------------------|----------------------|---------------------------|-------------|-----------------|--------------------|----------------------|------------|----------------------------------------|
| Mr. | Bruce Legget, Mr. Joey Leggett and | Ms. Kathy Leggett | 637b Crosby Road, R.R. #1 | Crosby | Ontario | K0G 1E0 | 613- 272- 3625 | | |
| Mr. | Carl | Leggett | R.R. #1 | Elgin | Ontario | K0G 1E0 | 613- 272- 2503 | | |
| | C. | Lewis | 1151 Short Point Road | Lyndhurst | Ontario | K0E 1N0 | 613- 928- 2010 | | |
| Ms. | Judi | Longstreet | 2405 Forfar Road | Portland | Ontario | K0G 1V0 | 613- 272- 2946 | | |
| Mr. | Burt | Mattice | R.R. #1 | Portland | Ontario | K0G 1V0 | 613- 272- 3486 | | |
| Mr. | Ken | Maxwell | 30 Otter Lake Road | Lombardy | Ontario | K0G 1L0 | 613- 283- 9584 | | Has a business at C.R. 42 & Hwy 15. |
| | Earl & Linda | McFadden | 814 Bush Road, R.R. #3 | Elgin | Ontario | K0G 1E0 | 613- 359- 5275 | | |
| Mr. | Jim | McGlade | R.R. #2 | Westport | Ontario | K0G 1X0 | 613- 273- 5201 | | |
| Mr. | Joe | McNally | Box 254 | Westport | Ontario | K0G 1X0 | 613- 273- 2803 | | |
| | | | | | | | | | Returned to sender |
| Mr. | Bruce | Merkley | 18 Perth Street | Portland | Ontario | K0G 1V0 | 613- 272- 3162 | | |
| Mr. | Garry | Merriman | 48 Main Street | Elgin | Ontario | K0G 1E0 | 613- 213- 7448 | | |

**PUBLIC CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | Address1 | City | Province | Postal Code | Phone | Fax | Notes |
|--------------|------------------|-----------------|-------------------------------------|-------------|-----------------|--------------------|----------------------|------------|------------------------------------------------------------------------------------------------------|
| Mr. | John | Miller | 4103 Highway 28, R.R.#4 | Lakefield | Ontario | K0L 2H0 | | | He is the new owner (3 months or so) of the old Ford dealership north of Cty Rd 42 (3719 Highway 15) |
| Mr. | Don | Musselman | 557 Clear Lake Road | Elgin | Ontario | K0G 1E0 | 613- 359- 6493 | | |
| Mr. | Jim | Oesch | 1587 Chaffeys Lock Road, R.R. #1 | Elgin | Ontario | K0G 1E0 | 613- 359- 6364 | | |
| | | | | | | | | | Returned to sender, moved. |
| Mr. | Ray | Pinsonneault | 1603 Chaffeys Lock Road, R.R. #1 | Elgin | Ontario | K0G 1E0 | 613- 359- 6191 | | |
| Mr. | Ron | Pollard | 554 Porter Road, R.R. #1 | Westport | Ontario | K0G 1X0 | 613- 273- 5481 | | |
| | Eugenie B. | Price | 47 Little Rideau Lake Road, R.R. #1 | Portland | Ontario | K0G 1V0 | 613- 272- 3286 | | |
| Mr. | Sean | Price | R.R. #1 | Elgin | Ontario | K0G 1E0 | 613- 359- 5405 | | |
| Ms. | Rose | Pritchard | 27 Bay Street | Newboro | Ontario | K0G 1P0 | 613- 272- 2844 | | |
| Ms. | Rita | Purcell | 4 Southpoint Drive | Smith Falls | Ontario | K7A 4S5 | 613- 283- 3545 | | |
| Mr. | Peter | Rogers | 232 Harlem Road | Portland | Ontario | K0G 1V0 | 905- 272- 0236 | | |
| Ms. | Cathy | Ryan | 7404 County Road 42, R.R. 1 | Elgin | Ontario | K0G 1E0 | 613- 272- 2026 | | |

**PUBLIC CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | Address1 | City | Province | Postal Code | Phone | Fax | Notes |
|--------------|------------------|-----------------|--------------------------|-------------|-----------------|--------------------|--------------|------------|--------------------------------------|
| Mr. | Grant | Scott | 3341 Hwy 15 | Elgin | Ontario | K0G 1E0 | 613-359-5776 | | |
| Mr. | John | Shea | 325 Meadow Lane | Elgin | Ontario | K0G 1E0 | 613-350-1000 | | |
| | R. Hadden and | D. Sherwood | 3237 Hwy 15 | Elgin | Ontario | K0G 1E0 | 613-359-6090 | | |
| | | | | | | | | | Returned to sender, no such address. |
| Ms. | June | Smith | 46 Main Street | Elgin | Ontario | K0G 1E0 | 613-359-1003 | | |
| Mr. | Jim | Stedman | 309 Crosby Road, R.R. #1 | Crosby | Ontario | K0G 1E0 | 613-272-2729 | | |
| Ms. | Marion | Stone | 1805 Lockwood Land | Elgin | Ontario | K0G 1E0 | 613-359-5292 | | |
| Ms. | Morgan | Thomas | 412 Crosby Road | Crosby | Ontario | K0G 1E0 | 613-272-3125 | | |
| | | | | | | | | | Returned to sender |
| Mr. | Dale | Welch | R.R. #1 | Portland | Ontario | K0G 1V0 | 613-272-3179 | | |
| Ms. | Donna | Welch | 3902 Freelands Road | Portland | Ontario | K0G 1V0 | 613-272-8063 | | |
| Ms. | Joyce | Welch | 18 Circle Drive, R.R. 1 | Elgin | Ontario | K0G 1E0 | 613-272-2285 | | |
| Ms. | Marilla | Welch | 18 Circle Drive, R.R. #1 | Elgin | Ontario | K0G 1E0 | 613-272-2285 | | |

**COTTAGE ASSOCIATION CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | Job Title | Cottage Association | Address1 | City | Province | Postal Code | Phone | email |
|--------------|------------------|-----------------|------------------|---------------------------------|-------------------------|-------------|-----------------|--------------------|----------------|------------------------------------------------------------------------------------------------------|
| | | | | Big Rideau Lake Association | Highway 15, P.O. Box 93 | Portland | Ontario | K0G 1V0 | 1-613-272-3629 | brla@brla.on.ca http://www.brla.on.ca/index.cfm |
| Ms. | Wendy | Stewart | President | Upper Rideau Lake Association | Box 67 | Westport | Ontario | K0E 1X0 | | wendystewart@rogers.com http://www.urla.ca/ |
| Mr. | Robert | Smyth | | Wolfe Lake Association | P.O. Box 142 | Westport | Ontario | K0G 1X0 | 613-273-5550 | wolfeassociation@primus.ca |
| | | | President | Crosby Lake Association | Box 623 | Westport | Ontario | K0G 1X0 | | http://www.crosbylakeassociation.com/ |
| Ms. | Lynne | Jeffries | President | Lower Beverley Lake Association | 12 Ridgewood Road | Plaistow | NH | 03865 USA | 1-603-382-4134 | lynne.jeffries@comcast.net http://lbla.net/ |

Attachment D

PIC #1 Invitation Letter to External Agencies/Stakeholders

June 10, 2015

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. A key plan of the study area is presented in the enclosed brochure. The study is considering interim and long term design improvements for the intersection.

The purpose of this letter is to inform you of the first Public Information Centre (PIC) that will be held for this study. Representatives from external agencies (including municipal staff and elected officials) are cordially invited to attend an informal drop-in session prior to the PIC. The purpose of this informal drop-in prior to the PIC is to brief interested parties on the study details and to solicit comments. This session will be held at **3:00 p.m.** on **Wednesday, June 24, 2015** at the **Portland Community Hall, 24 Water Street, Portland, ON**. The PIC will be open to the public from **4:00 p.m. to 8:00 p.m.** Details of PIC #1 are presented in the enclosed brochure. You will receive another letter with details of the second PIC held for this study.

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If you are unable to attend the drop-in session or the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts indicated in the enclosed brochure.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Yours sincerely,

LGL Limited
environmental research associates

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

Attach

**EXTERNAL AGENCY CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|--------------|------------------|-----------------|-------------------------------------------------|--------------------------------------------------------------------------|----------------------------------------|-----------------|-------------|-----------------|--------------------|--------------|--------------|----------------------------------------|
| Ms. | Madeline | Austen | Head, Species at Risk | Environment Canada, Canadian Wildlife Service | 4905 Dufferin Street | | Downsview | Ontario | M3H 5T4 | 416-739-4214 | 416-739-4560 | madeline.austen@ec.gc.ca |
| Ms. | Vicki | Mitchell | Environmental Assessment Co-ordinator | Ministry of the Environment and Climate Change, Kingston District Office | 1259 Gardiners Road, Unit 3 | P.O. Box 22032 | Kingston | Ontario | K7M 8S5 | 613-540-6852 | 613-548-6908 | vicki.mitchell@ontario.ca |
| Mr. | Peter | Taylor | Manager, Technical Support Section | Ministry of the Environment and Climate Change, Kingston District Office | 1259 Gardiners Road, Unit 3 | P.O. Box 22032 | Kingston | Ontario | K7M 8S5 | 613-540-6884 | 613-548-6920 | peter.g.taylor@ontario.ca |
| Mr. | Dan | Thompson | District Manager | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1 st Floor | P.O. Bag 2002 | Kemptville | Ontario | K0G 1J0 | 613-258-8201 | 613-258-3920 | dan.l.thompson@ontario.ca |
| Ms. | Laura | Melvin | District Planner | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1 st Floor | P.O. Bag 2002 | Kemptville | Ontario | K0G 1J0 | 613-258-8470 | 613-258-3920 | laura.melvin@ontario.ca |
| Ms. | Bev | McCreight | BPI Project Coordinator | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1 st Floor | P.O. Bag 2002 | Kemptville | Ontario | K0G 1J0 | 613-258-8614 | 613-258-3920 | beverly.mccreight@ontario.ca |
| Ms. | Kerry | Reed | SAR Biologist | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1 st Floor | P.O. Bag 2002 | Kemptville | Ontario | K0G 1J0 | 613-258-8508 | 613-258-3920 | kerry.reed@ontario.ca |
| Mr. | Jim | Sherratt | Team Lead, Archaeology Program | Ministry of Tourism, Culture and Sport, Archaeology Programs Unit | 401 Bay Street | Suite 1700 | Toronto | Ontario | M7A 0A7 | 416-314-7132 | 416-314-7175 | jim.sherratt@ontario.ca |
| Ms. | Laura | Hatcher | Team Lead - Heritage Land Use Planning (Acting) | Ministry of Tourism, Culture and Sport, Culture Services Unit | 401 Bay Street | Suite 1700 | Toronto | Ontario | M7A 0A7 | 416-314-3108 | 416-212-1802 | laura.e.hatcher@ontario.ca |
| Mr. | David | Cooper | Manager, Environmental and Land Use Policy | Ministry of Agriculture, Food and Rural Affairs | Ontario Government Bldg 3rd Flr | 1 Stone Rd West | Guelph | Ontario | N1G 4Y2 | 519-826-3117 | 519-826-3109 | david.cooper@ontario.ca |
| Ms. | Lisa | Myslicki | Environmental Advisor, Environmental Management | Infrastructure Ontario | 1 Dundas StreetWest | Suite 2000 | Toronto | Ontario | M5G 2L5 | 416-212-3768 | | lisa.myslicki@infrastructureontario.ca |

**EXTERNAL AGENCY CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|--------------|------------------|-----------------|-----------------------------------------------------------|-------------------------------------------------|------------------------|-----------------|-------------|-----------------|--------------------|-------------------------|----------------|---------------------------------------|
| Mr. | Richard | Noel | General Manager, East | Infrastructure Ontario, Asset Management | Suite 1010 | 333 Preston St | Ottawa | Ontario | K1S5N4 | 613-530-4526 | n/a | richard.noel@infrastructureontario.ca |
| Mr. | Andrew | Schmidt | Development Review Manager | Cataraqui Conservation Authority | 1641 Perth Road | P.O. Box 160 | Glenburnie | Ontario | K0H1S0 | (613) 546-4228 x244 | (613) 547-6474 | aschmidt@crca.ca |
| Mr. | Andy | Brown | Chief Administrative Officer | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V4N6 | 613-342-3840 x2301 | 613-342-2101 | n/a |
| | Lesley | Todd | County Clerk | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V4N6 | 613-342-3840 x2454 | 613-342-2101 | n/a |
| Mr. | Leslie | Shepherd | Director of Works, Planning Services and Asset Management | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V4N6 | 613-342-9246 ext 2412 | n/a | n/a |
| Ms. | Ann | Weir | Economic Development Officer | Leeds and Grenville Economic Development Office | 32 Wall Street | Suite 300 | Brockville | Ontario | K6V4R9 | 613-342-3840 | 613-342-3298 | |
| Mayor | Ron | Holman | | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E1G0 | 613-349-9355 | 613-928-3097 | mayor@twprideaulakes.on.ca |
| Ms. | Linda | Carr | Councillor, Ward 3 – South Crosby | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E1G0 | 613-272-2227 | 613-928-3097 | councillorlinda@gmail.com |
| Ms. | Claire | Gunnewiek | Councillor, Ward 3 – South Crosby | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E1G0 | 613-359-5324 | 613-928-3097 | claire.gunnewiek@hotmail.com |
| Mr. | Mike | Dwyer | C.A.O. | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E1G0 | 613-928-2251 - Ext. 231 | 613-928-3097 | mdwyer@twprideaulakes.on.ca |

**EXTERNAL AGENCY CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

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|--------------|------------------|-----------------|------------------------------------------------------------|-------------------------------------------|------------------------|-----------------|-------------|-----------------|--------------------|--------------------------------|--------------|-------------------------------|
| Ms. | Dianna | Bresee | Clerk | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 224 | 613-928-3097 | dianna@twprideaulake.s.on.ca |
| Mr. | Dan | Chant | Roads Coordinator & Drainage Superintendent | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 Ext.227 | 613-928-3097 | dchant@twprideaulake.s.on.ca |
| Ms. | Michelle | Jones | Municipal Properties and Environmental Services Supervisor | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 230 | 613-928-3097 | michelle@twprideaulakes.on.ca |
| Ms. | Brittany | Mulhern | A/Manager of Development Services | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-283-2251 | 613-928-3097 | bmulhern@twprideaulakes.on.ca |
| Mr. | Jay | DeBernardi | Fire Chief | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 237 | 613-928-3097 | fire.j@twprideaulakes.on.ca |
| Chief | Chris | Lloyd | Paramedic Services | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V 4N6 | 613-342-3840 | n/a | n/a |
| Inspector | June | Dobson | Detachment Commander | O.P.P. – Leeds County | 4109 County Road 29 | Box 636 | Brockville | Ontario | K6V 5V8 | 613-345-1790 | 613-345-3202 | |
| M. | Alain | Martel | Supervisor | Consortium de transport scolaire d'Ottawa | 700, avenue Industrial | suite 210 | Ottawa | Ontario | K1G 0Y9 | 613-746-3654 | n/a | amartel@ctso.ca |
| Ms. | Brenda | Chalk | Transportation Supervisor | Tri Board Student Transportation Services | 81 Dairy Avenue | | Napanee | Ontario | K7R 1M5 | 613-354-1981 | n/a | chalkb@triboard.ca |
| Ms. | Nicole | Proulx | Operations Manager | Student Transportation of Eastern Ontario | 104 Commerce Drive | P.O. Box 1179 | Prescott | Ontario | K0E 1T0 | 613-925-0022 or 1-855-925-0022 | 613-925-0024 | transportation@steo.ca |

**EXTERNAL AGENCY CONTACT LIST – PUBLIC INFORMATION CENTRE #1 INVITATION LETTER MAILING
HIGHWAY 15/COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)**

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|--------------|------------------|-----------------|-----------------|----------------------------------------------------------------|--------------------|-----------------|-------------|-----------------|--------------------|--------------|--------------|-----------------------|
| Mr. | Remi | Sauve | President | Ontario Federation of Snowmobile Clubs | 501 Welham Road | Unit 9 | Barrie | Ontario | L4N 8Z6 | 705-739-7669 | 705-739-5005 | n/a |
| Mr. | John | Boals | Office Manager | Ontario Federation of Snowmobile Clubs, District 1 Association | P.O. Box 1432 | | Morrisburg | Ontario | K0C 1X0 | 613-534-0374 | 866-278-3140 | info@district1ofsc.ca |
| Ms. | Cindy | Cassidy | General Manager | Eastern Ontario Trails Alliance | 255 Metcalf Street | Postal Bag 1444 | Tweed | Ontario | K0K 3J0 | 613-478-1444 | 613-478-2235 | info@thetrail.ca |
| Mr. | Shaun | Bennett | President | Rideau Ridge Riders Snowmobile Club | 38 Kelly Road | | Lombardy | Ontario | K0G 1L0 | 613-913-1497 | n/a | n/a |

Attachment E

PIC #1 Invitation Letter to Aboriginal Communities

June 8, 2015

Chief R. Donald Maracle
Mohawks of the Bay of Quinte
R. R. #1
24 Meadow Drive
Tyendinaga Mohawk Territory, Ontario
K0K 1X0

Dear Chief Maracle:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. A key plan of the study area is presented in the enclosed brochure. The study is considering interim and long term design improvements for the intersection.

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Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Chief Kirby Whiteduck
Algonquins of Pikwakanagan
1657 A Mishomis Anamo Pikwakanagan First Nation
Golden Lake, Ontario
K0J 1X0

Dear Chief Whiteduck:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

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Yours sincerely,

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Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Mr. Jim Hunton
Algonquin Consultation Office
c/o Jp2g Consultants Inc.
12 International Drive
Pembroke, Ontario
K8A 6W5

Dear Mr. Hunton:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. A key plan of the study area is presented in the enclosed brochure. The study is considering interim and long term design improvements for the intersection.

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Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Grand Chief Michael Mitchell
Mohawks of Akwesasne
P.O. Box 579
Cornwall, Ontario
K6H 5T3

Dear Grand Chief Mitchell:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

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Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Ms. Peggy Pyke-Thompson
Mohawks of Akwesasne
P.O. Box 579
Cornwall, Ontario
K6H 5T3

Dear Ms. Pyke-Thompson:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

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Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Ms. Karry Sandy-Mackenzie
Barrister/Solicitor
Coordinator Williams Treaty First Nations
8 Creswick Court
Barrie, Ontario
L4M 2J7

Dear Ms. Sandy-Mackenzie:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

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Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Chief James Robert Marsden
Alderville First Nation
PO Box 46
Roseneath, Ontario
K0K 2X0

Dear Chief Marsden:

RE: Preliminary Design Study and Class Environmental Assessment
RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. A key plan of the study area is presented in the enclosed brochure. The study is considering interim and long term design improvements for the intersection.

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Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins
Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Chief Gregory Lloyd Cowie
Hiawatha First Nation
RR 2
Keene, Ontario
K0L 2G0

Dear Chief Cowie:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, N13
Sutton West, Ontario
L0E 1R0

Dear Chief Big Canoe:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Project Manager
Ministry of Transportation, Eastern Region

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Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Chief Rodney Noganosh
Chippewas of Mnjikaming (Rama) First Nation
5884 Rama Road
Suite 200
Rama, Ontario
L0K 1T0

Dear Chief Noganosh:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

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Ministry of Transportation, Eastern Region

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Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Chief Roland Monague
Beausoleil First Nation
1 O-Gema Street
Christian Island
Cedar Point, Ontario
L0K 1C0

Dear Chief Monague:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Attach

June 8, 2015

Chief Bryan LaForme
Mississaugas of the New Credit
2789 Mississauga Road
RR# 6
Hagersville, Ontario
N0A 1H0

Dear Chief LaForme:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Ministry of Transportation, Eastern Region

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Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Chief Barron King
Moose Deer Point
3719 Twelve Mile Bay Road
P.O. Box 119
Mactier, Ontario
P0C 1T0

Dear Chief King:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Chief Phillip Franks
Wahta Mohawk
(Mohawks of Gibson)
2664 Muskoka Road
P.O. Box 260
Bala, Ontario
POC 1A0

Dear Chief Franks:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

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Kevin Ogilvie, MTO Environmental Planner
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Attach

June 8, 2015

President Benny Michaud
Ottawa Region Métis Council
500 Old St. Patrick Street, Unit D
Ottawa, Ontario
K1N 9G4

Dear President Michaud:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

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Constance Agnew, Consultant Environmental Planner, LGL Limited
Métis Consultation Unit

Attach

June 15, 2015

Chief Phyllis Williams
Curve Lake First Nation
Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario
K0L 1R0
Email: dutytoconsult@curvelakefn.ca

Dear Chief Williams:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Attach

Attachment F

PIC #1 Invitation Letter to the MPP and MP

June 8, 2015

Mr. Steve Clark
M.P.P., Leeds-Grenville
Constituency Office
100 Strowger Boulevard
Suite 101
Brockville, Ontario
K6V 5J9

Dear Mr. Clark:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

June 8, 2015

Mr. Gord Brown
M.P., Leeds-Grenville
Constituency Office
1000 Islands Mall
2399 Parkedale Ave
Brockville, Ontario
K6V 1A7

Dear Mr. Brown:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #1 Invitation Letter**

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A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins, Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, Consultant Project Manager, HDR
Kevin Ogilvie, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

Attachment G

PIC #1 Display Materials

PUBLIC INFORMATION CENTRE #1

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS G.W.P. 4315-06-02



PUBLIC INFORMATION CENTRE #1
JUNE 24, 2015, 4:00 P.M. TO 8:00 P.M.
PORTLAND COMMUNITY HALL
24 WATER STREET, PORTLAND

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

PUBLIC INFORMATION CENTRE

Welcome to the first of two Public Information Centres (PICs) for the Class Environmental Assessment and Preliminary Design Study for the intersection of Highway 15 and County Road 42, Township of Rideau Lakes, United Counties of Leeds and Grenville.

The purpose of the PIC is to provide an opportunity for members of the public to receive information and to provide comments on the study. The following display boards present the preliminary design alternatives, criteria for evaluation of the alternatives, and a summary of the existing environmental conditions and sensitivities.

Please review the information and displays presented here and discuss any aspects of the project with the Study Team members in attendance. We invite you to complete the comment form provided at this PIC and drop it in the Comment Form box provided or submit it to us by **July 27, 2015**.

STUDY PURPOSE

The purpose of this study is to determine interim and long-term design improvements for this intersection.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

STUDY AREA

The study area includes the area within approximately a 500 m radius of Highway 15 at County Road 42 in the Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville.



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

CLASS ENVIRONMENTAL ASSESSMENT PROCESS

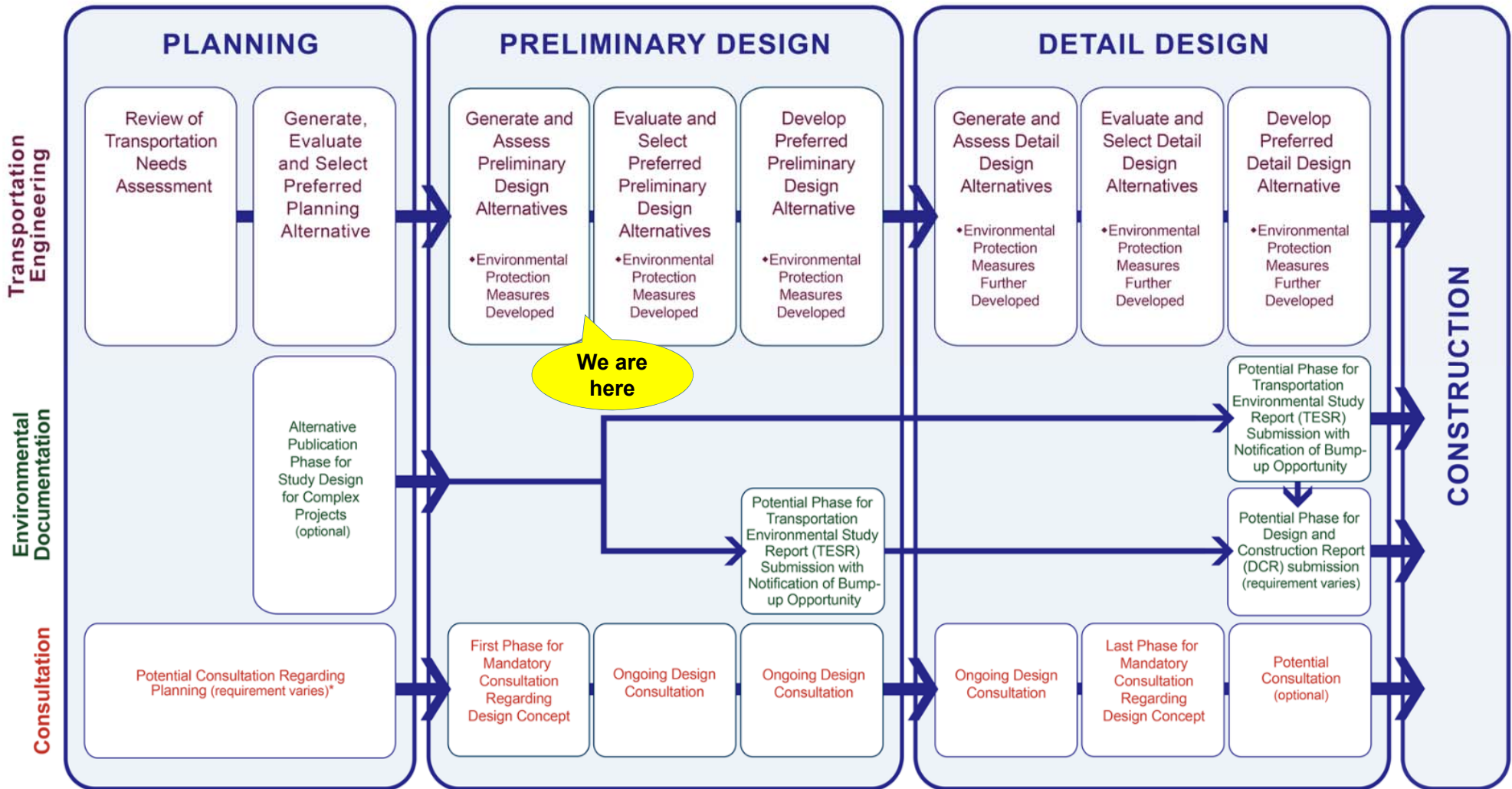
This preliminary design study is following the approved environmental planning process for Group “B” projects under the Class Environmental Assessment for Provincial Transportation Facilities (MTO 2000), which is approved under the *Ontario Environmental Assessment Act*, with the opportunity for public input throughout.

A Transportation Environmental Study Report (TESR) will be prepared upon completion of the study to document the preliminary design evaluation process and the interim and long term technically preferred design solutions. The TESR will be made available for a 30-day public review period. Notification of the TESR submission will be published in local newspapers and mailed to those on the study contact lists. Locations where the TESR can be reviewed will be provided.

Interested persons are encouraged to review the TESR. If, after consulting with the Ministry’s staff and consultants, you have serious unresolved concerns, you have the right to request the Minister of the Environment to issue a Part II Order (“bump-up”) for this study. A Part II Order may lead to preparation of an Individual Environmental Assessment. If there are no outstanding concerns at the end of the 30-day review period, the study will be considered to have met the requirements of the Class EA, and the study can then proceed to detail design.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Overview of Class Environmental Assessment Process for Group B Projects



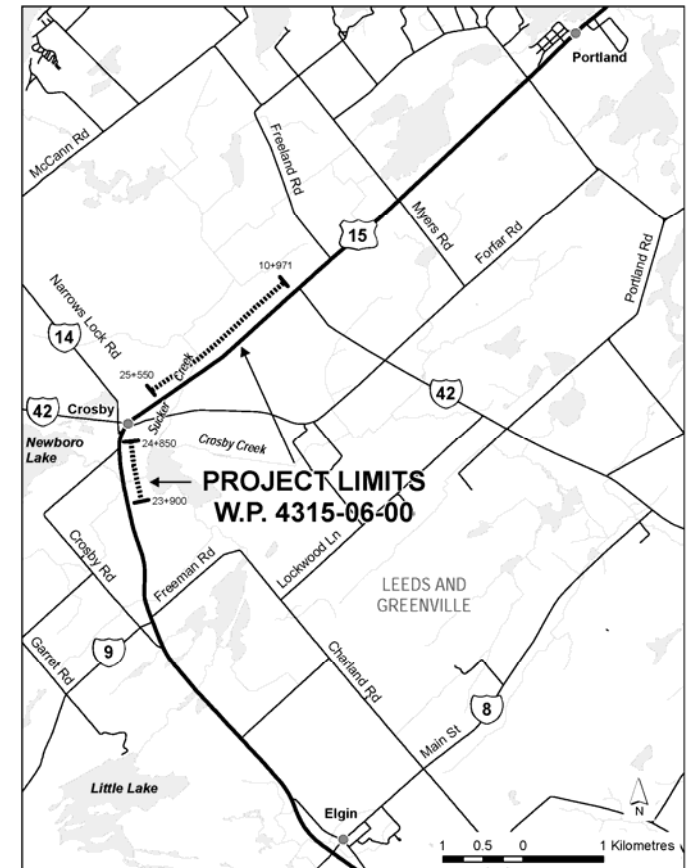
* Mandatory if a Study Design is prepared

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

PREVIOUS STUDY

In 2013, the Ministry of Transportation (MTO) completed a detail design study for improvements to Highway 15 from 0.91 km south of Crosby Road northerly to 0.04 km north of Crosby Road (total of 0.95 km), and from 0.41 km north of Leeds and Grenville Road 42 to 0.25 km south of Young's Hill Road (total of 2.1 km). Refer to the key plan for the study limits.

Originally, the study area included the intersection of Highway 15 and County Road 42. The study limits have been revised due to the need for a separate Class Environmental Assessment (Class EA) Study for the intersection of Highway 15/Leeds and Grenville Road 42. The Township of Rideau Lakes had developed a Community Improvement Plan in 2011 that included the intersection of Highway 15/Leeds and Grenville Road 42.



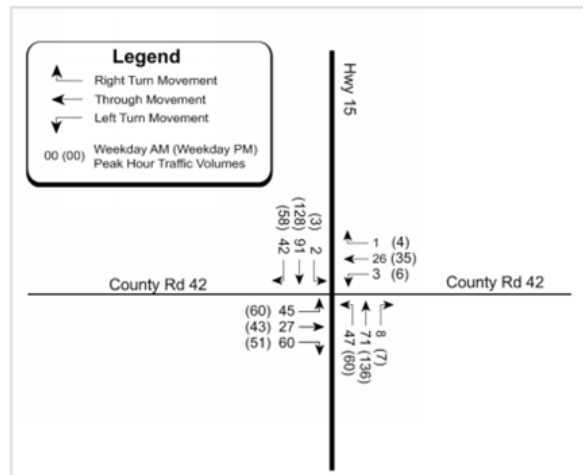
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

EXISTING HIGHWAY CONDITIONS

- The posted speeds on Highway 15 and County Road 42 is 80km/h
- Two - way stop controlled intersection with flashing beacons
- The left turn lanes on Highway 15 and County Road 42 are offset
- The right turn lanes are channelized on County Road 42

EXISTING COLLISION AND TRAFFIC OPERATIONS ANALYSIS

- 22 reported collisions within the study location (approximately a 500 m radius at the intersection) between January 1, 2009 and December 31, 2013
- The predominant impact type was single motor-vehicle (SMV) collisions that involved animals/wildlife during dark conditions.
- Five (5) of these collisions are attributable to the operation of the intersection
- Traffic signals are not warranted in the design year (2045)



2012 TMC (Turning Movements Count)
provided by MTO



Final 2015 Volumes

EXISTING ENVIRONMENTAL CONDITIONS

Fish and Fish Habitat

- Sucker Creek is classified as warmwater, and supports warmwater baitfish species.
- None of the fish species collected are of conservation concern either nationally or provincially, and all are considered common or abundant in Ontario.
- Given the low complexity of tolerant warmwater fish species, their tolerance to disturbance and general habitat requirements, Sucker Creek has a moderate sensitivity.



Sucker Creek

Vegetation and Vegetation Communities

- There are no Areas of Natural and Scientific Interest (ANSIs) or Provincially Significant Wetlands (PSWs) located within the study limits. However, the Newboro Lake Marsh ANSI and Bog Marsh PSW are located outside of the study area, just west of Highway 15 near Crosby.
- A total of 5 ELC (Ecological Land Classification) communities were identified in the study area.
- No species considered special concern, threatened or endangered were noted during field investigations.



Typical vegetation (cultural meadow and woodland) within the study area

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Wildlife and Wildlife Habitat

- 78 animal species were documented within or immediately adjacent to the project limits (11 herpetofauna, 52 birds, and 15 mammals) through background information data sources and field surveys.
- Species at risk identified as present or potentially present within the study area include:
 - Little Brown Bat (*Myotis lucifugus*) – Endangered
 - Gray Ratsnake (*Pantherophis spiloides*) – Threatened
 - Barn Swallow (*Hirundo rustica*) – Threatened
 - Blanding’s Turtle (*Emydoidea blandingii*) – Threatened
 - Milksnake (*Lampropeltis triangulum*) – Special Concern
- Forty-seven of the 40 species of birds recorded are protected under the *Migratory Birds Convention Act* (MBCA) and seven bird species are protected under the *Fish and Wildlife Conservation Act* (FWCA). Four of 11 herpetofauna species are afforded protection under the FWCA whereas 12 of the 15 mammal species are protected under the FWCA. Eighteen bird species listed are considered as priority species for conservation in the County of Leeds and Grenville by Bird Studies Canada (BSC).



Gray Ratsnake



Barn Swallow

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

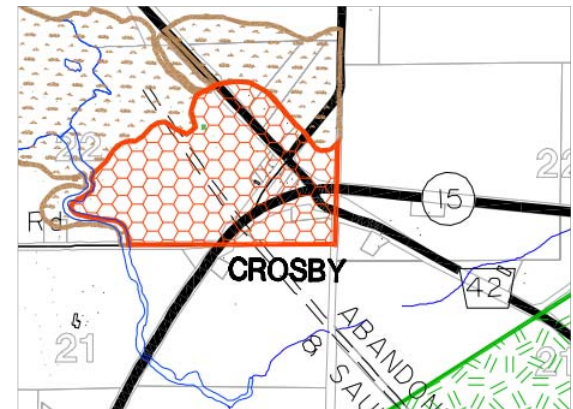


HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

Land Use Factors

- Land use in the study area is primarily rural residential, agricultural and commercial.
- According to the Township of Rideau Lakes Official Plan, designated land uses in the study area include: Village and Hamlet, Rural and Natural Heritage.
- The Township of Rideau Lakes prepared a Community Improvement Plan for the study area that identifies the Village's vision for the intersection, and provides mechanisms (i.e. land acquisition, commercial façade/signage improvement grants) .
- A total of approximately eight residences, one farm, one residential business, four businesses, one recreational facility and one community facility are located within the Highway 15 study area.
- Agricultural capability soil classes 1 to 7 (1 being the highest capability) assess the effects of climate and soil characteristics on the limitations of land for growing common field crops. The majority of the intersection is classified as Class 6 and a portion of the study area just south of the intersection is classified as Class 2.
- There is one licensed pit and two licensed quarries in the vicinity of the study area. No designated aggregate haul routes are located within the study area.

Excerpt from Township of Rideau Lakes Official Plan



LAND USE

| | | | |
|--|----------------------|--|------------------|
| | RURAL | | VILLAGE & HAMLET |
| | AGRICULTURE | | MINERAL RESOURCE |
| | NATURAL HERITAGE 'A' | | NATURAL HAZARD |
| | NATURAL HERITAGE 'B' | | |

Excerpt from the Village of Crosby Community Improvement Plan

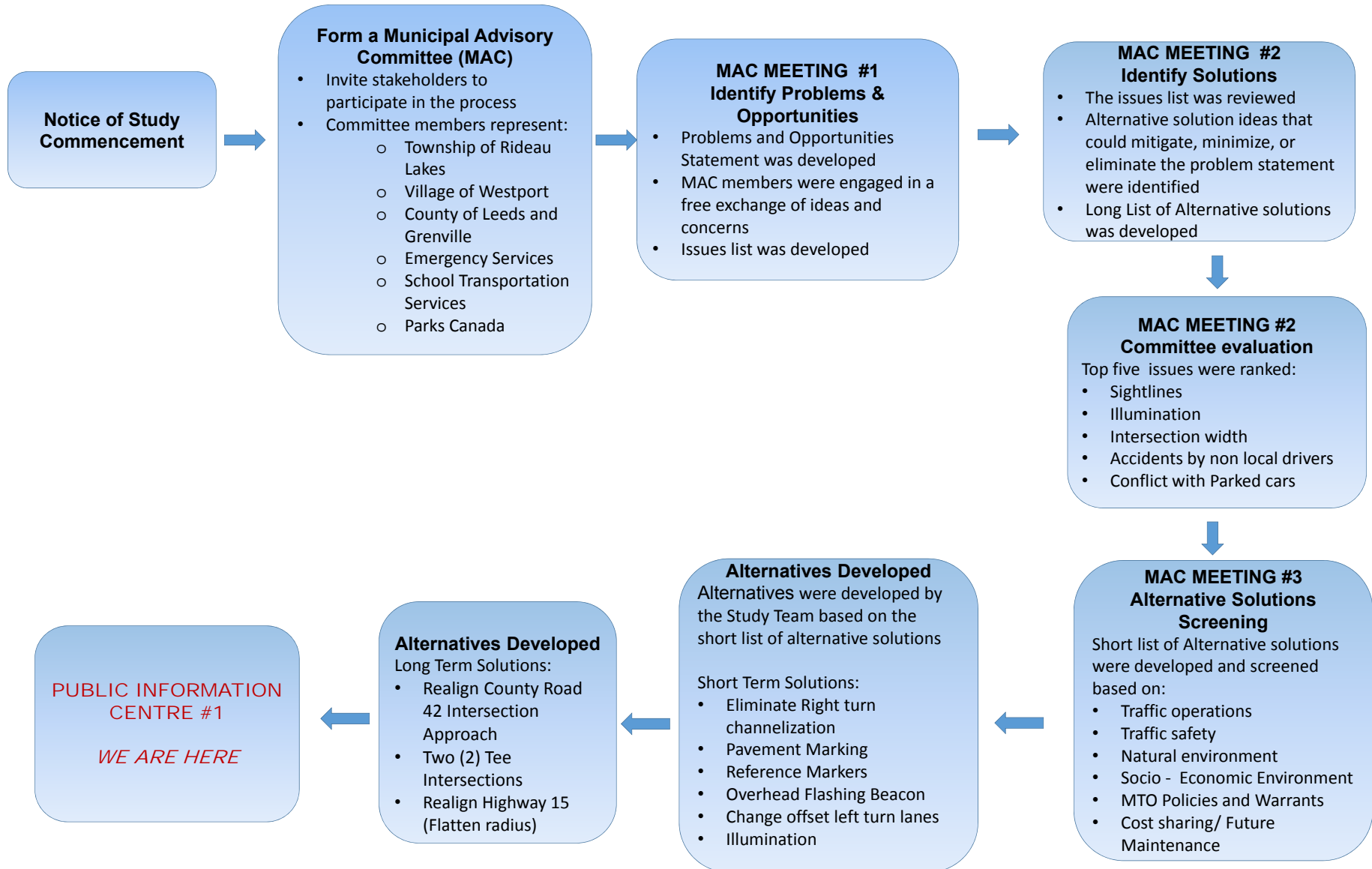


HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

MUNICIPAL ADVISORY COMMITTEE



PUBLIC INFORMATION CENTRE #1

SCREENING OF LONG LIST OF ALTERNATIVES

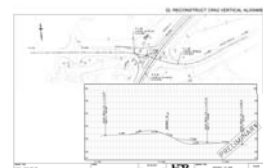
| No. | Alternative | Level of complexity for implementation | Improves Traffic Operations (X, √) | Improves Traffic Safety (X, √) | Impacts the Natural Environment (+), (-), NC | Impacts Socio-Economic Environment (+), (-), NC | In conformance with MTO Policies/ Meets all Warrants (X, √) | May require local agency cost sharing or future maintenance responsibility (X, √) | Initial Selection to be carried forward |
|-----|----------------------------------------------------------------------------------------|----------------------------------------|------------------------------------|--------------------------------|----------------------------------------------|-------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------|
| 1 | Enforcement | Low | X | √ | NC | NC | √ | X | |
| 2 | Reduce posted speed on Hwy 15 through Crosby | Low | X | √ | NC | (+) | X | X | |
| 3 | Routine pavement marking 2-times per year (currently 1-time per year) | Low | √ | √ | NC | NC | X | X | ★ |
| 4 | Maintain clear sight lines (keep sightline free from buildup/signs) | Low | √ | √ | (-) | (-) | √ | X | ★ |
| 5 | Create designated pedestrian route from existing parking areas to flea market/cemetery | Low | X | X | (-) | (+) | X | √ | |
| 6 | Adjust pavement markings to orient CR42 drivers to right angles | Low | √ | √ | NC | NC | √ | X | ★ |
| 7 | Shoulder hatching/ hatching adjacent to turn lanes (dead lanes) | Low | √ | √ | NC | NC | √ | X | ★ |
| 8 | Durable pavement markings (thermos plastic/epoxy) | Low | √ | √ | NC | NC | √ | X | |
| 9 | Install reference markers/chevrons on outside of Hwy 15 curve | Low | √ | √ | NC | NC | √ | X | ★ |
| 10 | Recessed pavement markings (cat's eye/reflectors) | Low | √ | √ | NC | NC | √ | X | |
| 11 | Eliminate right turn channelization on CR42 approaches, remove extra pavement | Low | √ | √ | (+) | NC | √ | X | ★ |
| 12 | Radar speed notification signs | Low | X | √ | NC | NC | X | √ | |
| 13 | Use old Hwy 15 roadbed (after bridge realignment) for cemetery parking | Low | X | X | (+) | (+) | X | √ | |
| 14 | Use mirrors to aid driver's sightlines on CR42 | Low | X | X | NC | NC | X | X | |
| 15 | Enhanced destination signage on Hwy 15 | Medium | X | X | NC | NC | X | √ | |
| 16 | Oversized advanced intersection warning signs on Hwy 15 | Medium | X | √ | NC | NC | X | X | |
| 17 | Gateway features/signing/banners – community/tourist/business oriented | Medium | X | X | (+) | (+) | X | √ | |
| 18 | Overhead flashing beacon at intersection location | Medium | √ | √ | NC | NC | √ | X | ★ |
| 19 | Overhead lane designation signs and to gateway features on Hwy 15 (max span width 24m) | Medium | √ | √ | NC | (+) | X | X | |



PUBLIC INFORMATION CENTRE #1

SCREENING OF LONG LIST OF ALTERNATIVES

| No. | | Level of complexity for implementation | Improves Traffic Operations (X, √) | Improves Traffic Safety (X, √) | Impacts Natural Environment (+), (-), NC | Impacts Socio-Economic Environment (+), (-), NC | In conformance with MTO Policies/ Meets all Warrants (X, √) | May require local agency cost sharing or future maintenance responsibility (X, √) | Initial Selection to be carried forward |
|-----|--------------------------------------------------------------------------------------------------------------------|----------------------------------------|------------------------------------|--------------------------------|------------------------------------------|-------------------------------------------------|-------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------|
| 20 | Change Offset left turns on Hwy 15 to Opposing left turn lanes (restripe existing pavement)/remove excess pavement | Medium | √ | X | (+) | NC | √ | X | ★ |
| 21 | Point illumination at intersection | Medium | √ | √ | (-) | (+) | √ | √ | |
| 22 | Corridor illumination on Hwy 15/point illumination on CR42 | Medium | √ | √ | (-) | (+) | √ | √ | ★ |
| 23 | Ornamental/gateway lighting | Medium | X | √ | (-) | (+) | X | √ | |
| 24 | Clean up gas station/acquire property/use as local parking area | Medium High | X | √ | (+) | (+) | X | √ | |
| 25 | Realign Crosby Road west of cemetery, use remnant for parking | Medium High | √ | √ | (-) | (+) | X | √ | |
| 26 | Reconstruct CR 42 approaches to create right angle approaches to Hwy 15 | Medium High | √ | √ | (-) | NC | √ | X | ★ |
| 27 | Construct 2 T intersections (relocate 1 or both CR42 approaches) | Medium High | √ | √ | (-) | NC | √ | X | ★ |
| 28 | Reduce superelevation on Hwy 15 – leave existing curve radii, reduce posted speed | Medium High | √ | √ | NC | NC | X | X | |
| 29 | Add private entrances/approaches on Hwy 15 (visual cue) | Medium High | X | X | (-) | (+) | X | √ | |
| 30 | Construct urban cross section on Hwy 15 (visual cue) | Medium High | X | √ | (-) | (+) | X | √ | |
| 31 | Reconstruct Hwy 15 to create right angle approach to CR42 | Medium High | √ | √ | (-) | NC | √ | X | |
| 32 | Reconstruct CR 42 & Hwy 15 vertical profiles to eliminate “roller coaster” ride | Medium High | √ | √ | (-) | NC | √ | X | |
| 33 | Reconstruct Hwy 15 with larger curve radii, flatter superelevation (3% max), maintain existing speed | Medium High | √ | √ | (-) | (+) | √ | √ | ★ |
| 34 | 4-way Stop (requires reduced superelevation on Hwy 15) | Medium High | √ | √ | (-) | NC | X | X | |
| 35 | Traffic signal (requires reduced superelevation on Hwy 15) | Medium High | √ | √ | (-) | (+) | X | √ | |
| 36 | Roundabout (required reduced superelevation on Hwy 15) | Medium High | √ | √ | (-) | (+) | X | √ | |
| 37 | Pedestrian overpass (requires structure across Hwy 15) | Medium High | X | √ | (-) | (+) | X | √ | |
| 38 | Overpass (requires structures, ramps) | Medium High | X | √ | (-) | (+) | X | X | |

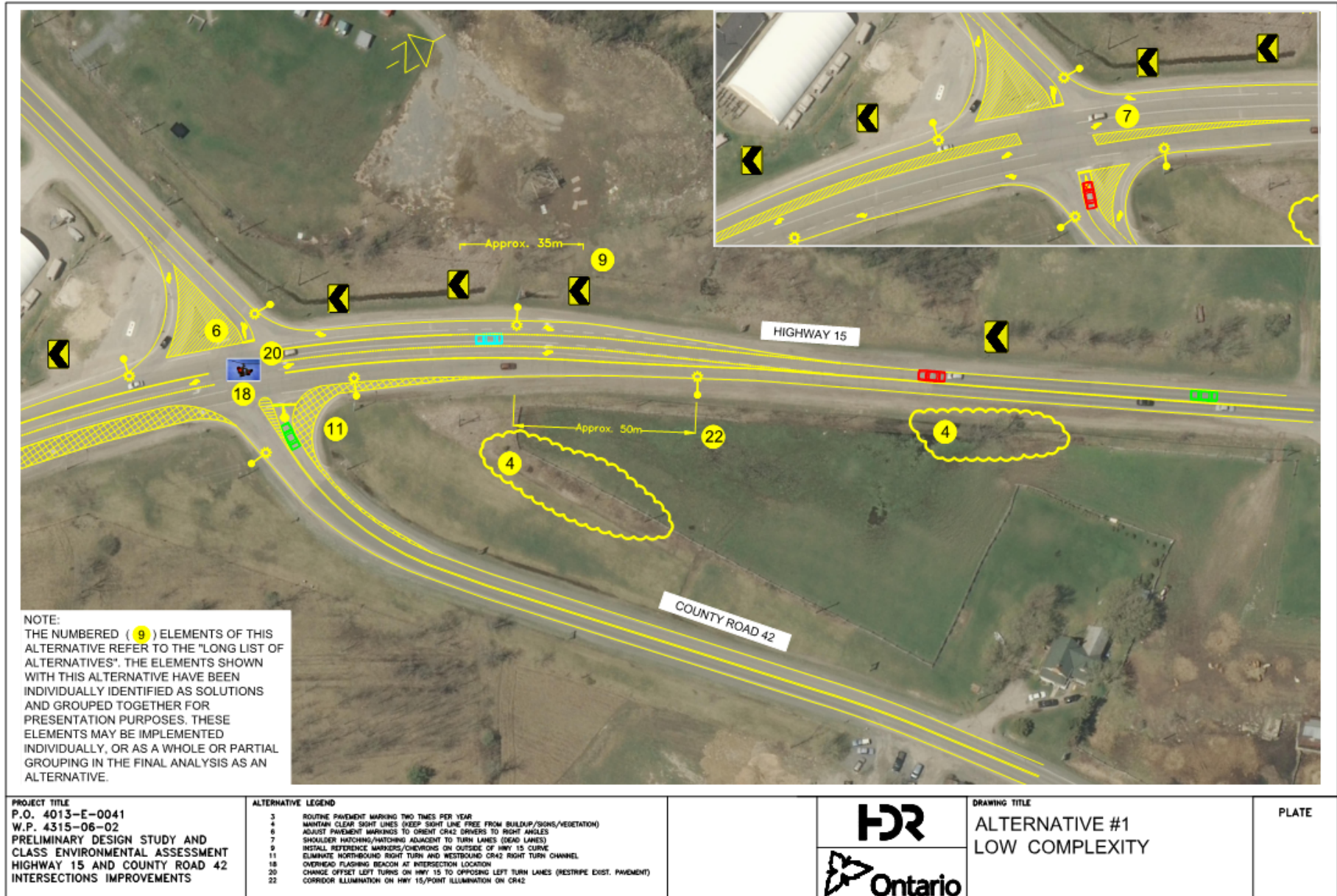


MAC Priority Ranking

★ Alternatives to be considered for further development and evaluation

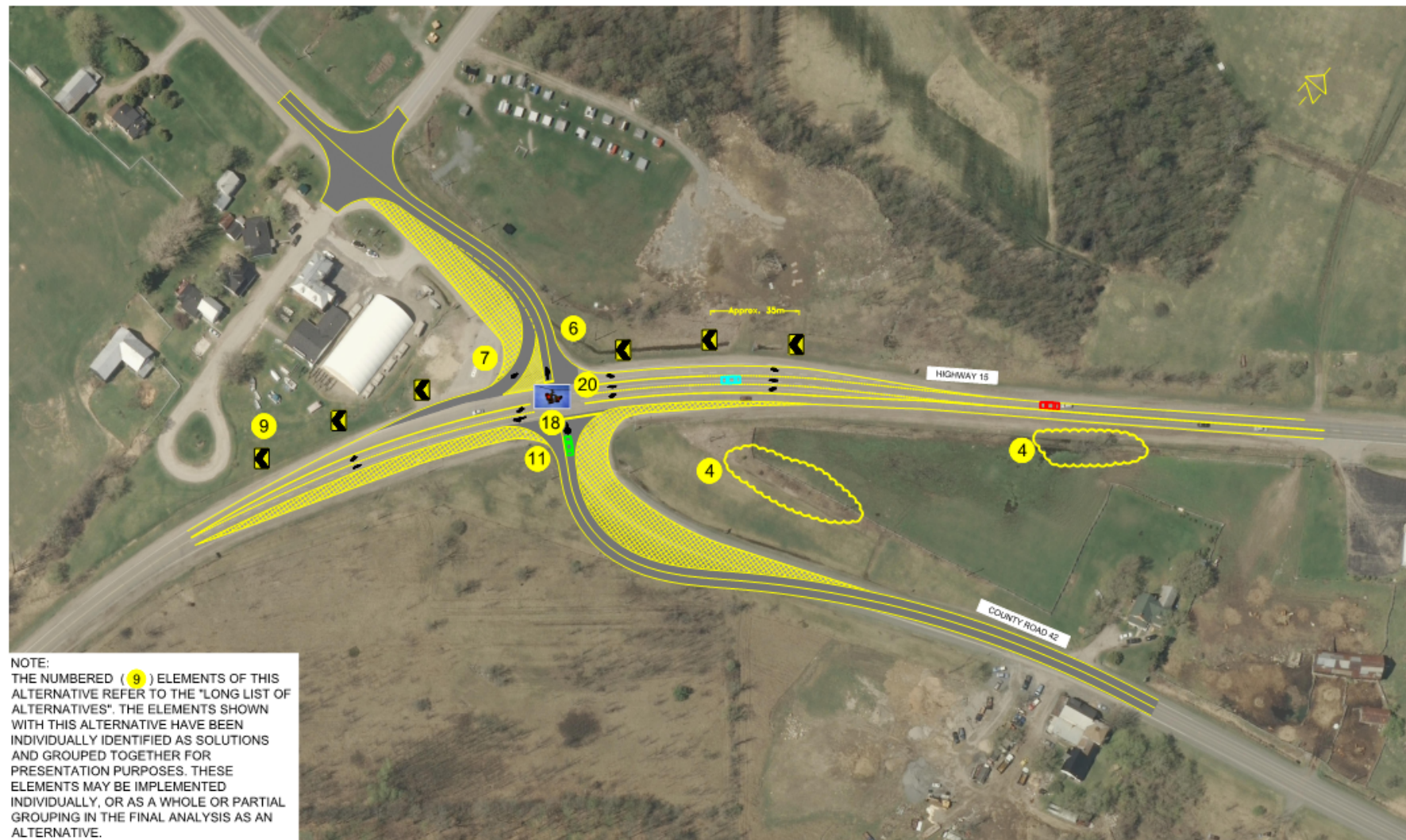
PUBLIC INFORMATION CENTRE #1

ALTERNATIVE 1: LOW COMPLEXITY



PUBLIC INFORMATION CENTRE #1

ALTERNATIVE 2: REALIGN COUNTY ROAD 42 INTERSECTION APPROACH

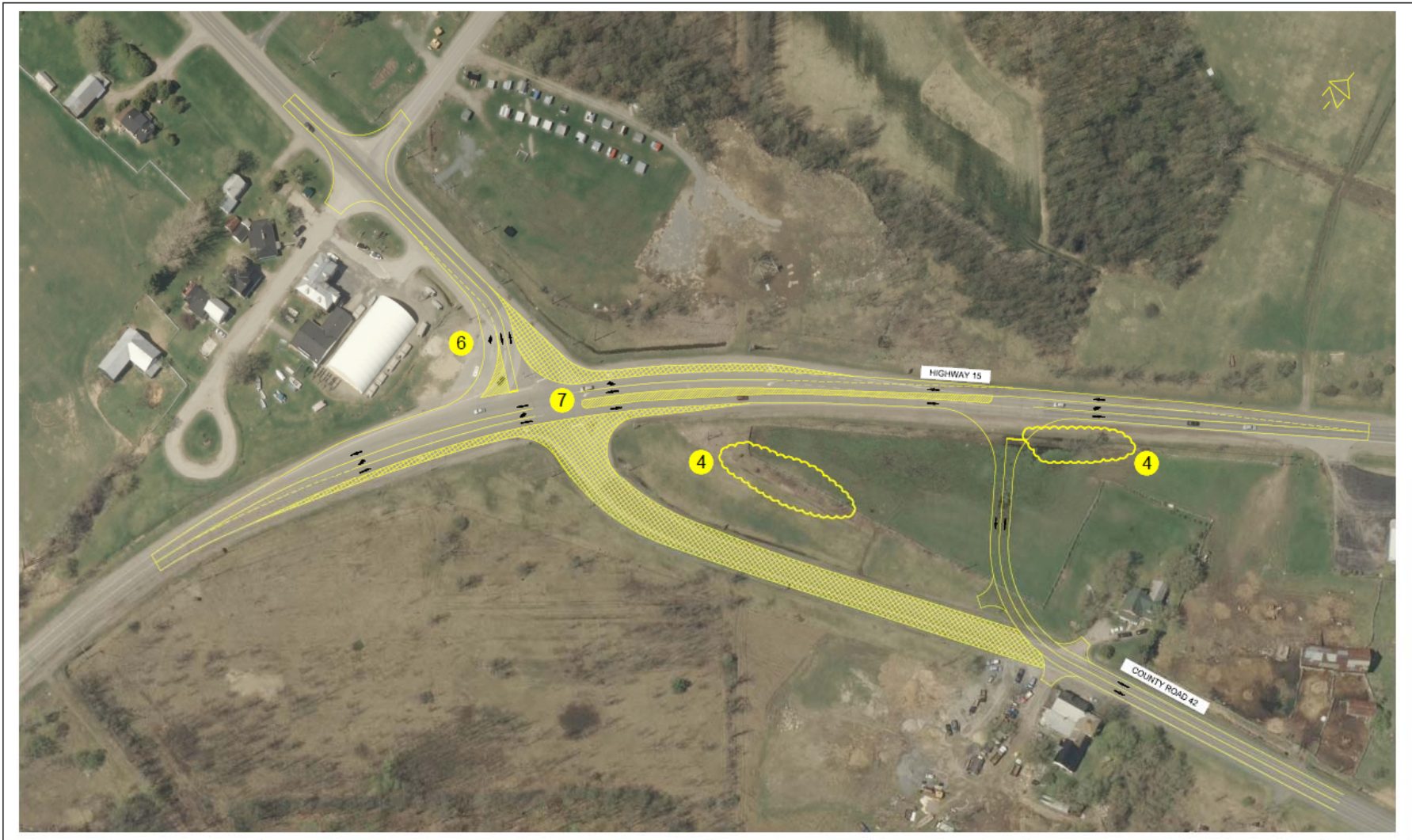


NOTE:
THE NUMBERED (9) ELEMENTS OF THIS ALTERNATIVE REFER TO THE "LONG LIST OF ALTERNATIVES". THE ELEMENTS SHOWN WITH THIS ALTERNATIVE HAVE BEEN INDIVIDUALLY IDENTIFIED AS SOLUTIONS AND GROUPED TOGETHER FOR PRESENTATION PURPOSES. THESE ELEMENTS MAY BE IMPLEMENTED INDIVIDUALLY, OR AS A WHOLE OR PARTIAL GROUPING IN THE FINAL ANALYSIS AS AN ALTERNATIVE.

| | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------|--------------|
| <p>PROJECT TITLE P.O. 4013-E-0041 W.P. 4315-06-02 PRELIMINARY DESIGN STUDY AND CLASS ENVIRONMENTAL ASSESSMENT HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTIONS IMPROVEMENTS</p> | <p>ALTERNATIVE LEGEND</p> <ul style="list-style-type: none"> 3 ROUTINE PAVEMENT MARKING TWO TIMES PER YEAR 4 MAINTAIN CLEAR SIGHT LINES (KEEP SIGHT LINE FREE FROM BUILDUP/SIGNS/VEGETATION) 6 ADJUST PAVEMENT MARKINGS TO ORIENT CR42 DRIVERS TO RIGHT ANGLES 7 SHOULDER HATCHING/PATCHING ADJACENT TO TURN LANES (DEAD LANES) 9 INSTALL REFERENCE MARKERS/CHEVRONS ON OUTSIDE OF HWY 15 CURVE 11 ELIMINATE NORTHBOUND RIGHT TURN AND WESTBOUND CR42 RIGHT TURN CHANNEL 18 OVERHEAD FLASHING BEACON AT INTERSECTION LOCATION 20 CHANGE OFFSET LEFT TURNS ON HWY 15 TO OPPOSING LEFT TURN LANES (RESTRIPE EXIST. PAVEMENT) | | <p>DRAWING TITLE ALTERNATIVE #2 REALIGN COUNTY ROAD 42 INTERSECTION APPROACH</p> | <p>PLATE</p> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------|--------------|

PUBLIC INFORMATION CENTRE #1

ALTERNATIVE 3: CONVERT TO TWO (2) TEE INTERSECTIONS



| | | | | |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|---------------------|
| <p>PROJECT TITLE P.O. 4013-E-0041 W.P. 4315-06-02 PRELIMINARY DESIGN STUDY AND CLASS ENVIRONMENTAL ASSESSMENT HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTIONS IMPROVEMENTS</p> | <p>ALTERNATIVE LEGEND</p> <ul style="list-style-type: none"> 3 ROUTE PAVEMENT MARKING TWO TIMES PER YEAR 4 MAINTAIN CLEAR SIGHT LINES (KEEP SIGHT LINE FREE FROM BULBUP/SIGNS) 6 ADJUST PAVEMENT MARKINGS TO ORIENT CRAZ DRIVERS TO RIGHT ANGLES 7 SHOULDER HATCHING/HATCHING ADJACENT TO TURN LANES (LEAD LANES) |  | <p>DRAWING TITLE ALTERNATIVE #3 CONVERT TO TWO (2) TEE INTERSECTIONS</p> | <p>PLATE</p> |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|---------------------|

PUBLIC INFORMATION CENTRE #1

ALTERNATIVE 4: REALIGN HIGHWAY 15



PROJECT TITLE
P.O. 4013-E-0041
W.P. 4315-06-02
PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 15 AND COUNTY ROAD 42
INTERSECTIONS IMPROVEMENTS

ALTERNATIVE LEGEND



DRAWING TITLE
ALTERNATIVE #4
REALIGNMENT OF
HIGHWAY 15

PLATE

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

DRAFT EVALUATION CRITERIA

| CRITERIA GROUP | CRITERIA | INDICATORS (UNITS OF MEASURE) |
|---------------------|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| TRANSPORTATION | Intersection Level of Service | AM Level of Service (2045) (A-F) |
| | Intersection Level of Service | PM Level of Service (2045) (A-F) |
| | Length of Intersection (crossing along side road) | Width of pavement: stop bar to stop bar (Length – m) |
| | Highway Geometry/ Sightlines | Available sight distance (Length – m) Meets MTO Standard (Yes or No) |
| | Night time Collisions | Ability to reduce night time collision |
| | Collision Frequency/ Severity | Ability to reduce severity of collisions (number of conflict points) |
| | Conflicts between parking and through traffic | Ability to reduce number/frequency of parking conflicts with through traffic (number and/ or length of conflict points) |
| | Conflicts between pedestrians and through traffic | Ability to reduce number of pedestrians with through traffic (number of conflict points) |
| | Seasonal vs. off season traffic volumes | Ability to accommodate high peak volumes due to seasonal fluctuations (Yes or No) |
| | Flexibility in solution to accommodate changing demographics (older population) | Ability to accommodate high peak volumes due to seasonal fluctuations (Yes or No) |
| NATURAL ENVIRONMENT | Fisheries and Aquatic Habitat | Potential impact on fisheries and aquatic habitat (Area – m ² or ha) |
| | Wildlife | Potential loss of wildlife and wildlife habitat (Area – m ² or ha) |
| | | Potential loss of species at risk habitat (Area – m ² or ha) |
| | | Impacts to known wildlife crossings (Yes or No) |
| | Groundwater | Potential interference with municipal/private water wells (# of wells) |
| | Vegetation | Potential loss of woodlots, trees/shrubs and hedgerows (Area – m ² or ha) |
| | | Potential loss of species at risk habitat (Area – m ² or ha) |
| | | Ability to control noxious/invasive weeds (i.e. wild parsnip) (Yes or No) |
| | Soil | Potential impact to agriculturally classified soils (Area - C1&C2 m ² , C3&C4 m ² , C5&C6 m ²) |
| | Surface Water | Potential impact to municipal drains, roadside ditches and storm sewers (Area of new pavement surface – m ²) |

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

DRAFT EVALUATION CRITERIA

| CRITERIA GROUP | CRITERIA | INDICATORS (UNITS OF MEASURE) |
|-------------------------------------------------------|---------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|
| SOCIO-ECONOMIC ENVIRONMENT | Community | Ability to accommodate future development (Yes or No) |
| | | Provision of additional parking (area – m ² or # vehicles) |
| | | Compatibility with Community Improvement Plan (Yes or No) |
| | | County Road 42 Geometrics: discourage excessive speeding (Yes or No) |
| | | Highway 15 Geometrics: discourage excessive speeding (Yes or No) |
| | | Impacts to EMS response time to Village of Crosby (minutes) |
| | | Wayfinding signage (# of new signs) |
| | | Active Transportation (m of trail/dedicated lanes, # of access points) |
| | Business/Commercial | Existing business directly impacted positively or negatively (#) |
| | | Additional business property required (Area – m ²) |
| | | Potential to displace businesses (#) |
| | | Impact on potential contaminated sites (#) |
| | Residential | Residents directly impacted (#) |
| | | Potential to displace residents (#) |
| Additional property required (Area – m ²) | | |
| Agricultural/Farming Operations | Number of agricultural / farming operations affected (#) | |
| | Potential to affect long term sustainability of agricultural/farming operations (Yes or No) | |
| Noise | Increased noise level at adjacent receivers (# increases) | |
| CULTURAL ENVIRONMENT | Archaeological Resources | Number of known archaeological sites affected (#) |
| | | Potential for new archaeological sites discoveries (Low, Medium, High) |
| | Cultural Heritage Resources | Number of cultural heritage features affected (#) |
| | | Number of built heritage features affected (#) |
| COST | General Description | Infrastructure required (Yes or No) |
| | Construction Costs | Total capital cost for road construction (\$) |
| | Operations and Maintenance Costs | Present value of future maintenance cost over 30 year period (\$) |
| | Utility Relocation | Potential impact on existing utilities (length of relocation – m, # of poles etc.) |
| | Property Acquisition | Additional right-of-way required (Area – m ² or ha) |

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ENVIRONMENTAL SENSITIVITY/SIGNIFICANCE

| Environmental Condition | Environmental Sensitivity/Significance |
|---------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Physiography and Soils | <ul style="list-style-type: none"> • During construction an erosion and sedimentation control plan will be implemented to mitigate potential impacts on water quality and fish habitat. |
| Groundwater | <ul style="list-style-type: none"> • No significant impacts to potable water sources within the project limits are anticipated. • No extensive excavation below the water table is expected; as such, there will be no significant lowering of the water table. |
| Vegetation and Vegetation Communities | <ul style="list-style-type: none"> • Efforts will be made during construction to minimize impacts to wetlands and open water features. • Efforts will be made to minimize vegetation removals, where possible. • Efforts will be made to minimize the removal of trees within the clear zone, where possible. • Install tree protection barriers in accordance with OPSS 801 (Construction Specification for the Protection of Trees) for trees to remain. |
| Fish and Fish Habitat | <ul style="list-style-type: none"> • No impacts to watercourse crossings of Sucker Creek are anticipated as all the alternatives end west of the creek. However, proper mitigation measures will be implemented to avoid any indirect impacts during construction. |
| Wildlife and Wildlife Habitat | <ul style="list-style-type: none"> • Prevent the harassment of wildlife species within the project limits during construction. • Perform work outside the nesting season to prevent disturbance of nesting migratory birds. • Where construction outside the nesting season is not possible, block nesting activity by impeding access to culverts/bridges by migratory birds before the nesting season begins (April 1st) in a manner that does not restrict the passage of mammals. |

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

ENVIRONMENTAL SENSITIVITY/SIGNIFICANCE

| Environmental Condition | Environmental Sensitivity/Significance |
|----------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Existing and Planned Land Use | <ul style="list-style-type: none"> Land use within and adjacent to the Highway 15 project limits is generally compatible with highway development. Consideration will need to be made for the vision and recommendations of the Village of Crosby Community Improvement Plan. |
| Residences and Communities, Businesses, and Recreational/Community/ Institutional Facilities | <ul style="list-style-type: none"> Efforts will be made to develop highway modifications that will minimize impacts to residences, businesses and farms. Impacts during construction include temporary access restrictions, noise, and pollutant emissions. During construction, efforts will be made to minimize traffic delays, road closures, construction noise and the emission of pollutants. |
| Property Waste and Contamination | <ul style="list-style-type: none"> All activities undertaken during construction including equipment maintenance and refueling will be controlled to prevent the introduction of petroleum products and other deleterious substances (debris, waste, concrete material and rubble) into open water surfaces and wetlands. MOE Standard contamination protection procedures will be maintained throughout the project limits. |
| Archaeology, Built Heritage and Cultural Landscapes | <ul style="list-style-type: none"> A Cultural Landscape Assessment was carried out during the previous study. Their findings have concluded that there are 23 built heritage and 13 cultural landscape sites within the study area associated with the community of Crosby. A Stage I and II Archaeological Assessment was conducted during the previous study. Their findings have concluded that there are no sites of archaeological significance/potential in the study area. |

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

STUDY SCHEDULE AND CONSULTATION ACTIVITIES

| Task/Milestone | Schedule/Milestone Date |
|--------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Study Commencement | |
| Initial Contact Letter | Issued to external agencies/stakeholders on February 20, 2015. |
| Notice of Study Commencement | Placed in the <i>Kingston Whig Standard</i> on February 25, 2015 and in the <i>Gananoque Reporter</i> and the <i>Westport Review Mirror</i> on February 26, 2015. |
| Public Information Centres (PICs) | |
| Notice of Public Information Centre #1 | Placed in the and in the <i>Smiths Falls Record News</i> and the <i>Westport Review Mirror</i> on June 11, 2015 and in the <i>Kingston Whig Standard</i> on June 13, 2015 . |
| PIC Notification Letter | Issued to external agencies/stakeholders on June 9, 2015. PIC #1 Brochure issued to property owners/residents on June 9, 2015. |
| PIC #1 | June 24, 2015 at the Portland Community Hall, 24 Water Street, Portland |
| PIC #2 | Late Fall 2015 |
| Transportation Environmental Study Report (TESR) Submission | |
| Submission of Final TESR | Winter 2015/2016 |
| Notice of TESR Submission | To be placed in the <i>Kingston Whig Standard</i> , the <i>Gananoque Reporter</i> and the <i>Westport Review Mirror</i> concurrent with the submission of the TESR. |
| Final Contact Letter/TESR Notification Letter | To be issued to external agencies/stakeholders, property owners, residents and PIC attendees with Notice of TESR Submission upon submission of TESR. |

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.

Comments and information regarding this study are being collected to assist the Study Team in meeting the requirements of the *Environmental Assessment Act*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.

You are encouraged to contact the project team if you have questions or concerns regarding this preliminary design study.

ONTARIANS WITH DISABILITIES ACT

If you have any accessibility requirements in order to participate in this study, please contact one of the Study Team members. Their contact information is available on the last display board, and each of the Study Team members are present at this PIC.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

NEXT STEPS AND COMMENTS

Input received at this PIC will be reviewed and incorporated into the preliminary design, where appropriate. The final preliminary design will be presented at the next PIC which is tentatively scheduled for winter 2015.



Your input is important. We invite you to complete the comment form provided and submit it to us by **July 27, 2015**. If you wish to be added to our mailing list, require further information, or wish to provide input to this project, please contact one of the following project team members:

Joseph Arcaro, P. Eng.
Consultant Project Manager

HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 1-888-860-1116
Fax: 289-695-4601
Email: joseph.arcaro@hdrinc.com

Constance Agnew, B.Sc.
Consultant Environmental Planner

LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
Email: cagnew@lgl.com

Glenn Higgins
MTO Project Manager

Ministry of Transportation
Eastern Region
1355 John Counter Boulevard
Postal Bag 4000, Kingston, ON K7L
5A3
Tel: 1-800-267-0295 ext. 4806
Fax: 613-540-5106
Email: glenn.higgins@ontario.ca

Thank you for your participation in this project.

Attachment H

PIC #1 Comments

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
(W.P. 4315-06-02)

Public Information Centre #1
June 24, 2015
Portland Community Hall, 24 Water Street, Portland, ON

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following by July 27, 2015:

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e-mail: glenn.higgins@ontario.ca

Highway 15 & Cty Rd 42 Intersection at Brody
① Alternative Rte # 2 may work slightly better in at a better angle for crossing traffic better - First Choice
② Alternative Rte # 2 - I don't think would be okay to have you would need to cut out in to traffic left to go straight maybe more confusing - 2nd choice

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [Redacted]
Address: [Redacted]
Postal Code: [Redacted] Telephone: [Redacted]
E-mail Address (optional): [Redacted]

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e-mail: glenn.higgins@ontario.ca

- option #2 is my favourite
- makes for best visibility, ease of use,
not invasive to other properties.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments?

Yes

No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code _____ Telephone: _____

E-mail Address (optional): _____

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e-mail: glenn.higgins@ontario.ca

I support ~~the~~ Alternative # 4.
I believe you must have some form
of realignment of this corner
based on feedback by the Mayor
and members of municipal council.
This alternative provides the best compromise
and is in the best interest of the
community.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code: _____ Telephone: _____
E-mail Address (optional): _____

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e-mail: glenn.higgins@ontario.ca

After reviewing the info, I would throw my support behind Alternative #3 - the T intersection. I would also suggest an increased separation to 300m from the current 200m - provides a better line of sight for vehicles coming from Farfar especially those turning left but also those turning right - also provides better visual cues to motorists traveling on #15 both SB & NB - increases the amount of visual info to assist in queuing speed - eliminates the need for traffic lights - which would be ineffective at this intersection - increased lighting at both T intersections would also help -

Thank you for your participation.



With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: K. L. Lamcraft
Address: Leeds City Off - 4009 Cty Rd #29 Rm 636 Brockville
Postal Code: K6V 5V8 Telephone: 613-345-6359-5200
E-mail Address (optional): Kevin.Lamcraft@opp.ca

This option decreases the width of
Hwy that requires crossing when
making left turns of both locations -
easier to estimate time req'd to
safely accomplish the turn in ~~safety~~

→ ~~idea~~ → we - the DPP - look forward to
assisting in making this a safer
intersection for local residents + visitors
a like

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
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e-mail: glenn.higgins@ontario.ca

Alternative of intersection approach + flashing red light

[Lined area for handwritten comments]

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [Redacted]
Address: [Redacted]
Postal Code: [Redacted] Telephone: [Redacted]
E-mail Address (optional): [Redacted]

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e-mail: glenn.higgins@ontario.ca

FURTHER MINIMIZATION OF OPTION 3
TO PROVIDE BATTERED NIGHT LIGHTS HAS
POTENTIAL.

ALTHOUGH TURNING MANEUVERS ARE LOW
ROAD TO REASSURE TURNING + VEHICLES
LEAVING HIGHWAY DO NOT STOP OR SLOW
THROUGH TRAFFIC.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED] (COUNCILLOR TWP RIDEAU LAKES)
Address: 2970 M'DONALD ROAD
Postal Code: K0G1V0 Telephone: 613-272-5070
E-mail Address (optional):

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e-mail: glenn.higgins@ontario.ca

I like what I saw in No. 3 options with a suggestion to further distant the approach on 42 rd east off of 15 Highway as well as move the curve on 15 highway in No. make the slope of highway more flattened which ultimately gives better visibility also make an off ramp off 15 to 42 east for safety reasons.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: Ron Rolland (COUNCILLOR) RIDEAU LAKES

Address: [REDACTED]

Postal Code [REDACTED] Telephone [REDACTED]

E-mail Address (optional): [REDACTED]

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
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e-mail: glenn.higgins@ontario.ca

Alternative no 4 is the only
safe and long term solution.
Any other option does not
allow for future roundabout
or lights based on elevations.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: R. HOWMAN

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]

E-mail Address (optional): [REDACTED]

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I think Alternative 4 is Best.
One of the main problems for southbound
highway 15 is an intersection that is
on an almost blind right angle turn.
Alternative 4 softens the right angle
turn on highway making it less blind
which will allow south bound highway¹⁵ drivers
to be more attentive to Highway 42 drivers entering

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [redacted]
Address: [redacted]
Postal Code [redacted] Telephone: [redacted]
E-mail Address (optional): [redacted]

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e-mail: glenn.higgins@ontario.ca

1. ALTERNATIVE # 3 SEEMS MOST SUITABLE
BUT I AGREE WITH THE OPP THAT THE
SOUTHERLY APPROACH SHOULD BE MOVED
FURTHER AWAY TO A LOCATION BESIDE THE
OLD FORD DEALERSHIP.

2. STORM WATER QUALITY MEASURES TO
HELP MINIMIZE CONTAMINANT FLOWS AND
NUTRIENT FLOWS TO NEWBORD LAKE
ARE A MAJOR ISSUE FOR ALL OF THE
ALTERNATIVES.

3. GROUND WATER CONTAMINATION FROM THE
FORMER GAS STATION IS ARE A WELL KNOWN
PROBLEM REQUIRING REMEDIATION AS
PART OF THIS PROJECT.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments?

Yes

No

WITH RESPECT TO #2 & 3

#1

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]

E-mail Address (optional): [REDACTED]

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e-mail: glenn.higgins@ontario.ca

ALTERNATIVE 3 appears to be the safest
and ties in the best to township's
community improvement plans. The connection
of 42 to 15 from Brockville should be
as far east as possible.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]

E-mail Address (optional): [REDACTED]

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① Speed reduction with warnings
for curve from hall to past
(60-70km) the ~~curve~~ dealership.

② Take out the stall (or move it)
and put highway thru
here or nearer this.

③ New intersection ^{for 42 on 15} ~~in 20 years~~
at dealership -
dangerous without
speed reduction past.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code [REDACTED] Telephone: [REDACTED]

E-mail Address (optional): [REDACTED]

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
(W.P. 4315-06-02)

Public Information Centre #1
June 24, 2015
Portland Community Hall, 24 Water Street, Portland, ON

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following by July 27, 2015:

Mr. Joseph Arcaro, P. Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
tel: 1-888-860-1116
fax: 289-695-4601
e-mail: joseph.arcaro@hdrinc.com

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
tel: 905-833-1244 (collect)
fax: 905-833-1255
e-mail: cagnew@lgl.com

Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
tel: 1-800-267-0295 ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca

At public info centre #1
Alternative #3 - 2 Tee intersection is the
best alternative in my opinion. At present the
intersection is unsafe, line of sight when travelling
west is terrible. Transport traffic on #15 seems
heavy + fast. Alternative #4 would be ideal but
I doubt if the cost would be approved + we
would be left with the existing corner for years.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____

E-mail Address (optional): _____

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① Safety - still remains priority - vehicles crossing:
- large tandem milk truck trying to get across from East to West at intersection - standards.
Angle is high risk - travelling east to west →
- Please check & address the angle at intersection - lights there with flashing.
My understanding is MTO traffic section will be doing new count in Aug 2015. I would like a copy of turning moving count once new counts completed. Hoping that it will be → like the ideal flashing lights perpendicular lane.

Immediate
Major concern: - re new marking at the stop sign from westport to Brockville. Has been changed since ripping up pavement → High risk for severe accidents

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]

E-mail Address (optional): _____

* Please address [REDACTED] home 15 highway - part of the road - falling in - south on Highway 42 between Crosby & Elgin.



14B

Re ~~are~~ accurate - ~~to~~ number of how many vehicles.

There is now better pavement - on what has been completed. - Vehicles it is a pleasure
My vehicle LOVES YOU!

re: you aware of 3 new vehicles business in
Crosby - Restaurant, Construction Business and
General Store

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My concerns are that from the south boundary of your project on Hwy 15. There is a increase in traffic speed. From Crosby Seminary to the top of my Drive, traffic excess 100 Km's per hour at time 130 Km/h. It is a safety issue for residents in my area as we have blind driveways. It is a safety issue for bus drivers picking up kids in morning. Currently there is a passing dotted line from shortly after seminary to near my house. I suggest with the build of ~~the~~ new bridge we make the lines solid (double) and install blind ~~restriction~~ driveway signs.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code _____ Telephone: _____
E-mail Address (optional): _____

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WRT 42/15 intersection I believe that the
east side intersection is by far the worst blind
side due to traffic flow, a softer corner
with a more square crossing would likely
soften the problem.


P.S. More modern way to contact local resident
E-mail / social media.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: 

Address: _____

Postal Code _____ Telephone: _____

E-mail Address (optional): _____

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Alternative #3.

- seems like the best option. I would strongly suggest that the joint ramp for 48 EIB be moved further south on Hwy 15 to give more distance between the intersection & ramp.

- lots more lighting: ways to see the intersections in all lighting & weather would be helpful.

- I wouldn't feel that there was a need to hit the gas with this redesign.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code _____ Telephone: _____

E-mail Address (optional): _____



42.



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
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e-mail: glenn.higgins@ontario.ca

SUGGESTION 1 - LOWER SPEED LIMIT @ INTERSECTION, EVEN
THOUGH ENFORCEMENT IS AN ISSUE, WITH ANY PERCENTAGE
OF TRAFFIC SLOWDOWN WILL POTENTIALLY REDUCE
INCIDENTS AT INTERSECTION

* WE ARE OWNERS OF THE [REDACTED] TO THE LAST OF
IS @ BRIDGE & INTERSECTION, HAS BEEN A FAMILY BUSINESS
SINCE 1827, INCLUDING A SUGARHOUSE BUILT IN 1892,
THAT WE IN NO WAY WOULD ALLOW ANYTHING TO
ALTER OUR BUSI OR SUGARHOUSE

- LOOK AT HWY 15 @ SWEET'S CORNERS ROAD, PASSING LANE
GOES THROUGH INTERSECTION

- SIGNAGE AT CROSBY ROAD HAS COMPLETERS CONFUSION, SIGN
FOR WESTPORT & NEWBORO POINTS INTO CROSBY ROAD MANY

Thank you for your participation. MISTAKELY TAKE ROAD, THEN BACK OUT ONTO 15
OR GET BOTTLENECKED ON CROSBY ROAD

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]
Address: [REDACTED]
Postal Code [REDACTED] Telephone: [REDACTED]
E-mail Address (optional): _____

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e-mail: glenn.higgins@ontario.ca

angle of hwy 42 & 15 very dangerous.
I drive a bus and do not like
crossing Hwy 15 as you can not see
clearly on the road.
No one wants to be behind a school
bus so they all race to beat the bus.
I actually have to almost stand to
clearly see if any traffic is coming
while still having my foot on the
brake.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]

E-mail Address (optional): _____

19A

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
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e-mail: glenn.higgins@ontario.ca

- Speed limit reduction should be considered
- slope @ intersection - hazardous coming from Westport
- Twp improvement plan will cause more safety issues unless the intersection is re-constructed
- #2 (alternative) is only a temporary solution
- #3 more dangerous due to location of commercial + residential entrances, plus not enough stretch of hwy before turning lane to westport
- #3A (alternative) - more viable - it has less points of impact (32 points presently @ 15 + 42)
- a definite improvement + a timely one due to my business + the fact that the Twp will not permit erection of my new 55x75' garage. It has been aging + depreciating for 3 years now, waiting on a decision for this intersection - causing my company (small business) set backs. → →

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments?

Yes

No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

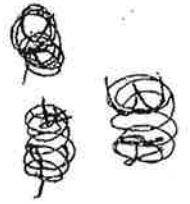
Postal Code: _____ Telephone: _____

E-mail Address (optional): _____

Jul. 7. 2015 2:52PM No. 0439 P. 2 (19B)
- Signage is required - identifying Fortar + Westport, Newboro further away from intersection.

- flashing beacon lights will help definitely

- Speed is my biggest concern - people need to be forced to slow down - being a major truck route, traffic is moving too fast for this scale of an intersection.



- Visibility due ^{to the} corner, + slope from Westport is a definite cause for concern.

- As a major part of the Crosby community with a growing business, this hazardous intersection causes confusion, safety issues, accidents, + should be re-aligned in the very near future.

- County Rd 42 speed limit should be reduced as well, due to my business - trucks turning in + out. I will be putting my request into the County.

- By the time vehicles get to my entrance they are travelling more than 80 km/hr.

- Again I reiterate that signage + speed reduction are a major factor towards intersection improvements.

19C

Katherine Bibby

From: Constance Agnew <cagnew@lgl.com>
Sent: July 7, 2015 4:10 PM
To: 'Higgins, Glenn (MTO)'; 'Michelle Jones'
Cc: [REDACTED]; Ogilvie, Kevin (MTO); 'Arcaro, Joseph'; Murray, Cheryl;
Anurita; Katherine Bibby
Subject: RE: Terry French - Crosby Intersection

Hi Michelle,

I received your two page fax earlier this afternoon.

Thanks to you and [REDACTED] for providing us with your comments following the public information centre held at the Portland Community Hall.

Your comments are important and we appreciate your participation in this preliminary design study.

Regards,

Constance J. Agnew, B.Sc., rcji
Manager, Senior Planning Ecologist
LGL Limited environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Telephone: 905-833-1244
Fax: 905-833-1255
Email: cagnew@lgl.com

From: Higgins, Glenn (MTO) [mailto:Glenn.Higgins@ontario.ca]
Sent: July-07-15 3:18 PM
To: Michelle Jones; cagnew@lgl.com
Cc: [REDACTED]
Subject: RE: Terry French - Crosby Intersection

Thanks, Michelle.

I haven't had a fax in years (had to ask where the machine was) so here's a scanned pdf if you want it.

Glenn Higgins

Project Manager, Planning & Design
Ontario Ministry of Transportation
1355 John Counter Boulevard, P.O.Box 4000
Kingston, Ontario, K7L 5A3
613-545-4806 (Office Line)
glenn.higgins@ontario.ca



Please consider the environment before printing this e-mail

19D

From: Michelle Jones [<mailto:michelle@twprideaulakes.on.ca>]
Sent: July-07-15 2:54 PM
To: Higgins, Glenn (MTO); cagnew@lgl.com
Cc: [REDACTED]
Subject: Terry French - Crosby Intersection

Hi,

I just sent a fax to you both from [REDACTED] re: PIC June 24. I am just confirming that you received his fax.

Michelle Jones
Crosby, ON



Constance Agnew

From: [REDACTED]
Sent: July-07-15 4:04 PM
To: cagnew@lgl.com
Cc: Glenn.Higgins@ontario.ca
Subject: Crosby Intersection - Hwy 14 & CR 42

PERSONAL EMAIL

Hi,

Please note that this is a personal email from landowners at Crosby and does in NO way reflect the Township of Rideau Lakes.

Glenn and Constance,

It was very nice to meet everyone at the PIC on June 24. Thank you for taking the extra time with us as greatly affected landowners of changes to this intersection.

Our comments from the June PIC at Portland Hall on June 24, 2015:

- Thank you for the PIC. We think that the information needing to be shared with the public is very important and doing so in this way is a great idea.
 - We will definitely be attending the one in the fall as we have a major interest in what the future holds for this intersection.
 - We would like to commend all Staff as they were very professional and helpful.
- We, as adjacent landowners, request that we be kept up to date with all that transpires regarding the intersection of 15 and 42, Crosby.

In the displays and information shared with us at the PIC, our property is not labelled as farm. Constance advised Michelle that she should label it farm. North side of 15 is crop and south side is pasture. Although it is not an active farm at this present time, it will be again soon once we have our fences repaired and re-built. Fencing is a costly project when situated between 2 major, busy highways.

- Speed is our first comment - we believe that a reduction in speed will help - we know that signs don't make people slow down, however it makes people think and eventually learn to slow down. It is one more way in showing the public that MTO is aware of the dangers of this intersection and are trying to reduce risk and hazards in this location. People drive way too fast on CR 42 so this speed limit should be reduced at the hamlet signs, just like they are in other hamlets/villages. We will be putting forth our request to the County. Speed reduction also advises drivers that something is ahead causing a reduction.
- The hamlet signs welcoming you to Crosby at all 4 entrances should be an indicator to reduce speed. Even though Crosby is not greatly built up on 15 Hwy, with the intersection, speed should be reduced to slow them down in all directions.

The intersection definitely requires new traffic counts as the ones referred to at the PIC are from 2012. With the establishment of a new business several years ago and now another one this month,

updates to the 2012 counts are required. [REDACTED] is a growing business and traffic is up as it grows. With the lumber store there for the past several years and now another new business traffic is increasing daily.

-We are curious to see the outcome of the new bridge and the new south approach to the intersection. It is going to cause even more sightline issues and incorporate another curve in 15? We are curious as to why you would not have built a new bridge to replace the old one in its present location?

What is the plan for the highway in conjunction with Crosby Hall - it will also be interesting to see where the highway lies once it leaves the bridge heading north.

-You can move 15 to the south through the MTO owned property at the corner. You may have to re-think the corner even further once the new bridge is open.

-We are hoping that closing access to Crosby Rd (from hwy 15) at the cemetery and the hall is never a topic of discussion. In that past we have farmed land on Crosby Rd and may again in the future. Travelling all the way down 15, across a bridge to Chaffey's Rd is not a preferred route of travel with a tractor, cattle truck or hay wagon loaded. We live in the country and this entrance / exit is a requirement for farming, cemetery/parking etc.

-Alternative #1 - we believe is a start and is a short term fix, requiring further rehabilitation in the very near future

-Alternative #2 - may help but won't fix the issues

-Alternative #3 - we are totally against and will fight against this unless MTO wants to purchase our entire property on the east side of 15. We will not be any closer to a main highway than we already are. We have one in our front yard and in our back yard, and will not tolerate one in our side yard, splitting our house off completely from the upper field, fence installation on both sides of CR 42, would eliminate a portion of our yard and a portion of our pasture. That westerly section is part of our lawn right now as we need to keep some of it mowed down to keep the weeds and poisonous parsnip from invading our lawn.

We cannot even begin to envision what it would look like or be like to have another highway in our yard. Plus it won't work when aligning up with 15 and cause an even greater danger than is there now. This alternative shouldn't even be considered due to safety reasons. It just won't work - there is not enough time/room to make a decision to turn right - get in the turning lane without being rear ended.

-Alternative #3A - If we have to choose between Alt. 3 and 3A, we would definitely chose 3A as it will have less impact on our house property, but at the same time have a great impact on our pasture. We have had cattle in the past and will again in the very near future. Our pasture sits east, north and west of our house. Our pasture land starts at the creek (municipal drain - just west of MTO garage) and continues to the most westerly corner of our property at the intersection.

Cutting our farm again, will cost of money as the responsibility of future fencing/repairs/upkeep will be downloaded on the landowner. Our farm was once an entire piece of property when Hwy 15 did not split it (some 50 years ago). If our property is split once again, it causes lot lines and road frontage issues if we chose to add a building. Eg. In 2008 we applied to the Twp to install an outdoor furnace and because of Hwy 15 and CR42 and where they lie, in order for us to install this outdoor furnace it would have had to have been installed

200

The cattails west of our house have grown up over the years. Not so many years ago, this area (west of our house) was all field/pasture and cattails did not exist. Due to standing water from Hwy 15 run off and improper ditching cattails are taking over and cutting our pasture size down immensely. Drainage must be reviewed and incorporated in to any plan for this section of highway.

We have a suggestion that we would like considered – call it Alternative #4 – County Rd 42, running east to west (Forfar to Crosby) – instead of 3A and having to construct an entirely new roadway, run CR42 on the old highway bed out to Hwy 15 adjacent to Crosby Storage. Intersect it with Hwy 15 on the northerly section just at Chant's Farm. This would give traffic lots of time to decide if they are going straight through at Crosby or turning right to Newboro.

We do not agree with traffic/stop lights unless the corner is removed as it would be dangerous to be sitting heading north on Hwy 15 at a red light when a tractor trailer comes around the corner at more than 80km/hr.

The slope of CR 42 on the west side where it intersects with 15 needs to be removed. 15 highway reminds of us a racetrack with the slope – you can really see it when travelling south on 15.

Additional signage is required and would be a welcomed improvement to this area. We agree with curve signs, light beacons over top of the intersection and any other signage required – especially speed reduction signs.

Definitely repainting of lines annually is MTO performing their due diligence and we believe this is a must!

We are presently considering our options as we have had solar contractors approach us. We will be now held in limbo until a decision is made regarding this intersection.

We do not believe that a round about will work – it will be confusing for all. And if you are not willing to even consider lowering the speed limit, this is not an option. Plus consideration needs to be given to the additional gas emissions that will be created with traffic slowing to 20 or 30 make the round about.

It's not the right location for a round-about.

Thank you for reviewing our comments.

Other suggestions to help direct people better –

Re-locate some signs along 15 –

Eg. 1. Move Crosby Rd sign (south) towards Elgin more, so people don't get that road confused with Chaffey's Lock Rd.

Or close this Crosby Rd entrance (the one closest to Elgin)

2. Move the Westport sign (when heading north on 15) past the Crosby Rd access (move it closer to the intersection).

People are constantly slowing down, going to turn, figure out almost too late that it's not CR42 to Westport and then they change their mind and continue on, causing major safety concerns, and that's before they get to the intersection and decide that they what to do.

20D

There is a lot of information here and we apologize for any duplication.
Thank you for taking the time to read our comments.

Look forward to hearing from you soon regarding this intersection and your future plans.

[REDACTED]

20E

Katherine Bibby

From: Constance Agnew <cagnew@lgl.com>
Sent: July 7, 2015 4:35 PM
To: [REDACTED]
Cc: Glenn.Higgins@ontario.ca; Ogilvie, Kevin (MTO); 'Arcaro, Joseph'; Murray, Cheryl; Anurita; Katherine Bibby
Subject: RE: Crosby Intersection - Hwy 14 & CR 42

Hi [REDACTED]

Thanks for your email comments following the June 24/15 PIC for improvements to Highway 15/County Rd 42. We recognize these comments were submitted by you as landowners.

The study team appreciated the opportunity to meet with you and [REDACTED] at the PIC and to discuss the various preliminary design options for future improvements to the intersection at Highway 15 and County Road 42. I have copied other members of the study team on this email, some you will have met, others were not in attendance, but all would like to stay in the communication loop post-PIC.

We will revise our mapping to reflect the farming designation of your property.

You and I spent a lot of time discussing Option 3 and 3A at the PIC so perhaps you didn't have a chance to look at the long-term Option 4. In order to keep things simple could we re-name your suggested Option 4 below to 3B? That will help keep things simple with the engineering folks.

You will be receiving a more formal response addressing all of your various ideas and concerns noted in your email, but I wanted to send a quick reply acknowledging receipt of your comments.

Thanks again for your participation in this study.

Regards,

Constance J. Agnew, B.Sc., rcji
Manager, Senior Planning Ecologist
 LGL Limited environmental research associates
 22 Fisher Street, P.O. Box 280
 King City, Ontario L7B 1A6
 Telephone: 905-833-1244
 Fax: 905-833-1255
 Email: cagnew@lgl.com

From: [REDACTED]
Sent: July-07-15 4:04 PM
To: cagnew@lgl.com
Cc: Glenn.Higgins@ontario.ca
Subject: Crosby Intersection - Hwy 14 & CR 42

PERSONAL EMAIL

Hi,

Please note that this is a personal email from landowners at Crosby and does in NO way reflect the Township of Rideau Lakes.

June 28

A proud supporter of The Ottawa Hospital Foundation

Dear Glenn,

I have enclosed letters as I promised. I enjoyed speaking with you at Portland, someone who had a grasp of what we really need at Ctochy. I know it will get fixed for the better for all road users here. I thank you again for the chance to voice my opinion.

[Redacted signature]



HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
(W.P. 4315-06-02)

Public Information Centre #1
June 24, 2015

Portland Community Hall, 24 Water Street, Portland, ON

Planning & Services
JUL 13 2015

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following by July 27, 2015:

Mr. Joseph Arcaro, P. Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
tel: 1-888-860-1116
fax: 289-695-4601
e-mail: joseph.arcaro@hdrinc.com

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
tel: 905-833-1244 (collect)
fax: 905-833-1255
e-mail: cagnew@lgl.com

Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
tel: 1-800-267-0295 ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca

We has had as 2010 and before ¹⁹⁸⁰ have maintained that as Highway 42 and 15 at Crosby should be serviced with a set of traffic lights. There are a set of lights at the junction of 15 and golf club and bay road near to Smiths Falls also a set of lights at the edge of Smiths Falls serving the government liquor store and a dead end street and highway 15. The highway 42 Hwy Falls onto 15 is a dangerous blind spot and this must be rectified as lives have been endangered by this stupid on ramp. To get a clear view one must place wheels toward Portland then when road is clear swing slightly to the left for clearance. This must be changed for all peoples safety. No one should have to tell a family that a member will not be coming home again. This problem can be solved now that the construction starts or has already. Let us all live good and productive lives in this great area we call Crosby. Small that it is.

Thank you for your participation. Any Solution will be welcomed.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [redacted]
Address: [redacted]
Postal Code: [redacted] Telephone: [redacted]
E-mail Address (optional): [redacted]

RECEIVED
22 7 15
BY LGL LIMITED

22A



July 20, 2015

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6

Dear Ms. Agnew

First of all, thank you for keeping me informed re Study for Hwy. 15 and County Road 42 intersection. I sincerely appreciate that.

Secondly, I have been writing letters to so many "Powers-that-Be" re this Study since April 2008. I have a very thick file of letters that I have written and received plus multiple newspaper accounts of same. I spent this past week reviewing these.

I really feel, as I have stated many times before, that changing that intersection in any way is not only unnecessary but a waste of taxpayers' money.

A headline reads in the Review-Mirror on Jan. 4, 2009 and I quote "Slowing Drivers Down is the Solution to Crosby Intersection"

A headline reads in the Review-Mirror on June 24, 2010 and I quote "Reducing the Speed Limit and Enforcement is the Solution to Hwy 15 at Crosby"

A headline reads in the Review-Mirror on Aug. 19, 1980 and I quote "Competent Driving, and Obeying the law is all the Intersection Needs"

The road doesn't cause the accidents, the drivers do!

[I've been driving and living in Toronto for 56 years. If you can't navigate through one intersection at Crosby safely, where there's both a flashing red light and a stop sign — please don't drive in Toronto! (and you really shouldn't have a licence!)]

Now, thirdly, the real problem with the Study regarding the Hwy 15 and County Road⁴² intersection is that it has caused the death of Crosby community with the Township's desire to tear down all Crosby had left — its Community Centre! When it started to look like that might not happen, people were brought in to condemn it — (as "not structurally sound" as stated in a May 2012 issue of the Recorder and Times) In my opinion, it could be fixed for less money than changing the intersection!

In fact, I have a copy of a letter from Robert W. Runciman dated Sept. 12, 2007 written to John Mackinnon — Project Engineer Planning and Design, Ministry of Transportation in Kingston and I quote "this Hall should remain and be designated as a historical site"

So, noting the fact that a celebrity such as Robert W. Runciman has been ignored, then how could I expect to even be heard

and such has been the case over the past 8 years.

I was born in a farm house in Crosby where I lived until I was 19. It has always been home to me - knowing I could always go back to events at the Crosby Community Centre to visit with my old friends. Now I go back to visit the Crosby Cemetery, across the road (Hwy. 15) from the Crosby Community Centre - where my son, husband, parents, and friends lie. - with only memories on both sides of the road.

Yours sincerely,

[Redacted signature]

c.c. Glenn Higgins, MTO Project Manager
Joseph Arcaro, P. Eng, Consultant Project Manager, HDR

23A

Katherine Bibby

From: Constance Agnew <cagnew@lgl.com>
Sent: June 26, 2015 10:50 AM
To: [REDACTED]
Cc: [REDACTED], Katherine Bibby
Subject: RE: W.P.4315-06-02
Attachments: Draft PIC Panels Hwy 15 CR 42 - 22June2015.pdf

Hi [REDACTED]

Thanks for your email.

I've attached a digital copy of the display panels we had at the public information centre on Wednesday evening.

Once you've had a chance to review, please feel free to let me know if you got any questions or comments.

Regards,

Constance J. Agnew, B.Sc., rcji
Manager, Senior Planning Ecologist
LGL Limited environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Telephone: 905-833-1244
Fax: 905-833-1255
Email: cagnew@lgl.com

From: [REDACTED]
Sent: June-24-15 6:43 PM
To: Constance Agnew (LGL Limited)
Cc: [REDACTED]
Subject: W.P.4315-06-02

Hi Constance,

Sorry I tried to have someone attend the PIC#1 in Portland tonight but was able to find a free individual. I would have come but I have to work. If you can find time to send me any site info that would be great.

Our only concern is the we still have the ability to cross on the old Abandoned Rail Line from Brockville to Westport just south of the intersection. In previous correspondence I showed concern about the number of lanes that MTO will allow the crossing. At Franks road we have to run the ditch up past the intersection to cross because of the number of lanes of traffic. Safety is our first and foremost concern and just hope that you take this into consideration.

Thanks,

[REDACTED]
Rideau Ridge Riders

23B



24A

Katherine Bibby

From: Constance Agnew <cagnew@lgl.com>
Sent: August 10, 2015 11:06 AM
To: [REDACTED]
Cc: glenn.higgings@ontario.ca; Ogilvie, Kevin (MTO); Katherine Bibby; Anurita; Murray, Cheryl
Subject: RE: Highway 15 / County Road 42, PD Study - GWP 4325-06-02
Attachments: Final PIC Panels Hwy 15 CR 42 - 22June2015.pdf

Hi [REDACTED]

Thank you very much for your email, and for taking the time to speak with me this morning. I have attached a copy of the PIC #1 display panels for your information. The closing period for PIC comments has passed, but please feel free to forward any comments you may have at your convenience.

Your name will be added to the project contact list, and you will be advised of upcoming public consultation events and the filing of the TESR on the public record. A second public information centre is tentatively scheduled for late Fall 2015, with the TESR submission scheduled for early winter 2016.

The summary reports for both PICs will be included in the TESR.

Thank you for your participation in this preliminary design study.

Regards,

Constance J. Agnew, B.Sc., rcji
Manager, Senior Planning Ecologist
 LGL Limited environmental research associates
 22 Fisher Street, P.O. Box 280
 King City, Ontario L7B 1A6
 Telephone: 905-833-1244
 Fax: 905-833-1255
 Email: cagnew@lgl.com

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

From: [REDACTED]
Sent: August-01-15 11:10 AM
To: cagnew@lgl.com
Cc: glenn.higgings@ontario.ca
Subject: Highway 15 / County Road 42, PD Study - GWP 4325-06-02

Constance,

Please add my contact information to the study mailing list as I wish to be informed about all stages of the project going forward including PIC#2 and filing of the TESR. Please send both hard copy and email notification.

[REDACTED]
[REDACTED]

248

[REDACTED]

Can you please let me know what the schedule is for the project?

Please email me a PDF of PIC#1 displays as well as a copy of the PIC Summary Report.

I would also like to receive an electronic copy of the TESR when it's available.

Thank you
Holly

Sent from my iPhone

Ministry of Transportation Ministère des Transports

Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 545-4806
Fax: 613-540-5106

Section de la planification et de la
conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4806
Télééc. 613 540-5106



November 25, 2015

Mr. Ron Holman, Mayor
Township of Rideau Lakes
22 Moran Road
KOG 1L0

Dear Mayor Holman:

**RE: *Preliminary Design Study and Class Environmental Assessment Highway 15 and
County Road 42 Intersection Improvements W.P. 4315-06-02***

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form you stated that Alternative #4 is the only safe and long-term solution since any other alternative does not allow for a future roundabout or traffic lights at the intersection.

The study team appreciates your comments and we are currently undertaking an evaluation of the short-listed alternatives using the evaluation criteria presented to the public (including new alternatives developed based on feedback received at PIC #1). The study team, along with feedback from this project's Municipal Advisory Committee, will consider all comments during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and this will be presented at PIC #2.

Sincerely,

Glenn Higgins, Project Manager
Eastern Region Planning & Design
(613) 545-4806
glenn.higgins@ontario.ca

c.c. Joseph Arcaro, P.Eng., Consultant Project Manager, HDR
Kevin Ogilvie, MTO Senior Environmental Planner
Constance Agnew, Consultant Environmental Planner



LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

Mr. Steve Clark
Member of Provincial Parliament
47 Waverly Drive
Brockville, Ontario K6V 1Z3

Dear Mr. Steve Clark:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.


On your comment form, you expressed support for Alternative #4 because you believe that some form of realignment of Highway 15 is needed based on feedback from the Township of Rideau Lakes Mayor and members of municipal council.

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates


Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

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Alaska Texas California Russia



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Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

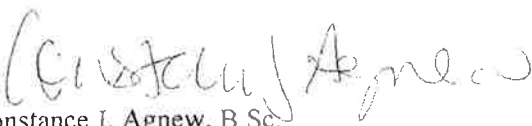
On your comment form, you indicated that Alternative #4 is best, given the existing almost blind right angle turn on Highway 15. You explained that Alternative #4 would soften the right angle turn on the highway.

The study team appreciates receiving your comments on the alternatives. The existing sight lines for the turning movements at the intersection have been evaluated, including the turning movement that you have noted. These turning movements and the sight lines needed to support the safe turning movements at the intersection will be included as part of the evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1). Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates


Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

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Alberta British Columbia Ontario Nova Scotia New Brunswick Saskatchewan Manitoba Ontario Quebec New York Texas California Hawaii



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King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you expressed concern regarding stormwater quality measures to minimize contaminant flows and nutrient flows to Newboro Lake. In addition, you asked about potential groundwater contamination from the former gas station.

The study team is currently undertaking an evaluation of alternatives for the intersection. Upon selection of the preferred alternative, recommendations regarding mitigating impacts to stormwater quality will be made. Erosion and sediment control measures will be recommended to ensure that no study area watercourse or waterbodies (Newboro Lake) will be impacted as a result of the project. Later, when the project nears construction, a detailed sediment and erosion control plan will be prepared as part of the contract package and will be implemented prior to, during, and post-construction.

In regards to potential groundwater contamination from the former gas station, evaluation of this issue is beyond the limitations of this Ministry study and we cannot provide you with specific additional information. This study will, however, consider opportunities to address potential contamination within the roadway rights of way disturbed during construction, and will consider the potential for contaminated groundwater to be exposed in the roadside ditch and/or be transported to nearby watercourses or waterbodies. The erosion and sediment control recommendations will include a discussion of this issue, and will provide recommendations related to the disposal of contaminated groundwater and soils.

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

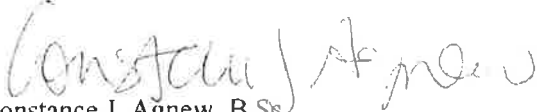
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Alaska Texas California Russia

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in cursive script that reads "Constance J. Agnew".

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR



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Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015



Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you provided the following three comments.

1. You recommended that speed reduction with warnings for the curve from the hall to past the car dealership be implemented.
Highway 15 is a major arterial route between Ottawa and Kingston. Localized speed reductions on an arterial route are provided when a safety analysis has shown that a significant accident history is present and related to the speeds. Based on the collision analysis conducted by the study team, the number of accidents attributed to the operation of the intersection was low and does not meet the Ministry's requirements to qualify for a localized speed reduction. The number of accidents that have occurred over the past few years were mainly attributed to human behaviour, weather conditions and that speed was not cited as a factor in the collision. The study area signage is being considered as part of the evaluation to determine if enhanced signage can better inform drivers of the approaching intersection.
2. You suggested that the Crosby Community Hall be removed or relocated in order for the highway to be realigned.
The study team has noted your comment related to the Crosby Community Centre. However, the Ministry does not have authority over the future use and planning of the Community Centre. The recommended alternatives do not solely avoid or impact the Community Centre, but address the safety needs of the study area. Impacts to the Community Centre will be assessed after the technically preferred alternative is selected.
3. In addition, you commented that the new intersection at County Road 42 and Highway 15 would be dangerous without speed reduction measures.
The study team is considering many safety factors when assessing the alternatives, including the influence of speeds through the intersection. These factors, including the posted speed limits, will be included as part of the evaluation of the short-listed alternatives.

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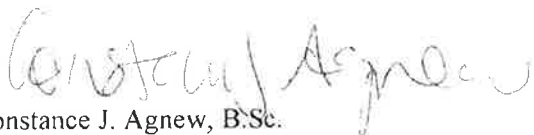
ALBERTA ARIZONA BRITISH COLUMBIA CALIFORNIA CANADA HAWAII ILLINOIS INDIANA IOWA KANSAS KENTUCKY LOUISIANA MARYLAND MASSACHUSETTS MICHIGAN MINNESOTA MISSISSIPPI MISSOURI MONTANA NEBRASKA NEVADA NEW JERSEY NEW YORK NORTH CAROLINA NORTH DAKOTA OHIO OKLAHOMA OREGON PENNSYLVANIA TEXAS UTAH VIRGINIA WISCONSIN WYOMING ALASKA TEXAS CALIFORNIA RUSSIA

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates



Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR



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Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you identified a number of issues/comments, including:

1. Concerns related to safety for vehicles crossing Highway 15 (angle is high risk when travelling east to west). You've requested that the angle be reviewed.
The existing sight lines for the turning movements at the intersection have been evaluated, including the turning movement that you have noted. These turning movements and the sight lines needed to support the safe turning movements at the intersection will be included as part of the evaluation of the short-listed alternatives. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.
2. You requested a copy of the results of the traffic count that is planned for August 2015.
A copy of the PIC#1 slide with the traffic count is attached to this letter for your information. Additional traffic count information is not yet available.
3. You explained that the new marking at the stop sign from Westport to Brockville has been changed since ripping up the pavement and that there is a high risk for severe accidents.
The pavement at the Highway 15 and CR 42 intersection was being milled and overlaid during the time of the Public Information Centre and the pavement markings that you noted were temporary. Your concerns were passed on to the construction contractor and field inspection personnel and has been resolved.
4. You requested that another resident's concern regarding part of the road falling in south of County Road 42 between Crosby and Elgin.
Thank you for your comment. This information has been provided to the contractor, and will be resolved.

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Alberta Yukon Northwest Territories British Columbia Alberta Saskatchewan Ontario Quebec New Brunswick Nova Scotia Prince Edward Island Newfoundland and Labrador

5. You've noted that the pavement is better now on the section of Highway 15 that has been completed.
The study team appreciates receiving this feedback.

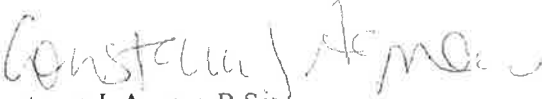
6. You've asked if the study team is aware that there are three new businesses in Crosby – restaurant, construction business, and general store.
The study team is aware of the new businesses in the Village of Crosby, and have updated the project mapping to reflect the new local businesses in the area. We have also completed additional public outreach since PIC #1 to engage these businesses.

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates


Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

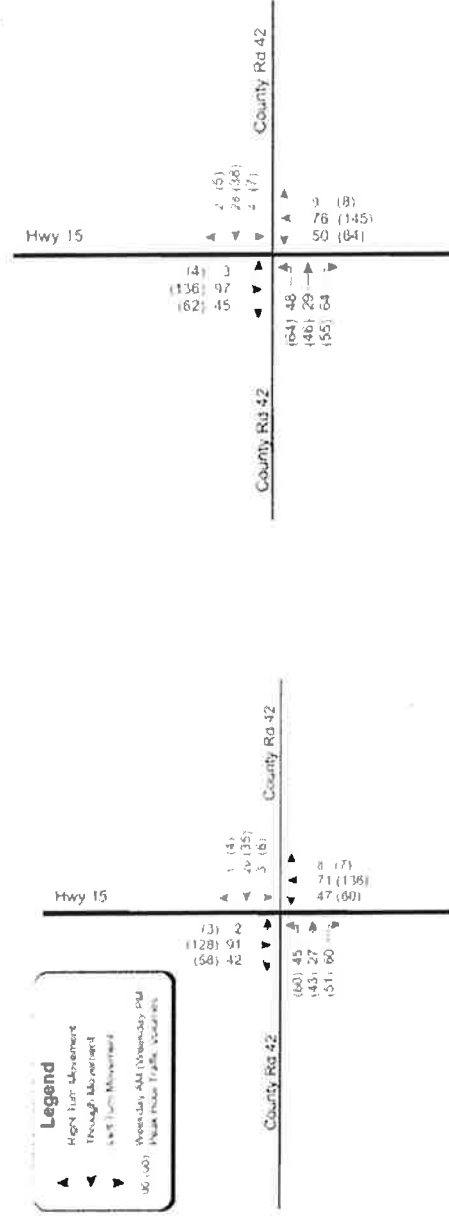
HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS (GWP 4315-06-02)

EXISTING HIGHWAY CONDITIONS

- The posted speeds on Highway 15 and County Road 42 is 80km/h
- Two - way stop controlled intersection with flashing beacons
- The left turn lanes on Highway 15 and County Road 42 are offset
- The right turn lanes are channelized on County Road 42

EXISTING COLLISION AND TRAFFIC OPERATIONS ANALYSIS

- 22 reported collisions within the study location (approximately a 500 m radius at the intersection) between January 1, 2009 and December 31, 2013
- The predominant impact type was single motor-vehicle (SMV) collisions that involved animals/wildlife during dark conditions.
- Five (5) of these collisions are attributable to the operation of the intersection
- Traffic signals are not warranted in the design year (2045)





LGL Limited
environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario Canada L7B 1A6
Tel: (905) 833-1244 Fax: (905) 833-1255
Email: kingcity@lgl.com web: www.lgl.com

November 26, 2015

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you provided the following comments

1. On your comment form, you expressed concern about speeding on Highway 15 within the study limits.

Highway 15 is a major arterial route between Ottawa and Kingston. Localized speed reductions on an arterial route are provided when a safety analysis has shown that a significant accident history is present and related to the speeds. Based on the collision analysis conducted by the study team, the number of accidents attributed to the operation of the intersection was low and does not meet the Ministry's requirements to qualify for a localized speed reduction. The number of accidents that have occurred over the past few years were mainly attributed to human behaviour, weather conditions and that speed was not cited as a factor in the collision. The Study area signage is being considered, however, as part of the evaluation to determine if enhanced signage can better inform drivers of the approaching intersection.

2. You've recommended that double lines (no passing) are painted on Highway 15 and that blind driveway signs are installed.

Your comment is noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives.

3. You also wrote that the east side of the intersection is the worst blind side due to traffic flow, and that a softer corner with a more square crossing would likely address the problem.

The intersection angles for Highway 15 and CR 42 intersection has been reviewed against Ministry standards. Opportunities to enhance visibility are being considered in the evaluation of alternatives. Your comments have been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives.

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ALBERTA YUKON NEW BRUNSWICK TEXAS CALIFORNIA KANSAS

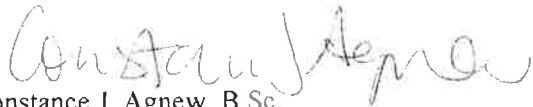
4. You also requested that the study team contact local residents using e-mail or social media. *To date, it has not been a general practice for the Ministry to notify property owners and members of the public using e-mail or social media. The Ministry typically sends letters via mail delivery directly to affected property owners and other members of the public with an interest in the study to ensure that they receive correspondence regarding environmental assessments. If there is a specific request made to be contacted using email or social media, we would accommodate the request, but also supplement communication with the Ministry's general practice of sending letters via mail.*

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates



Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR



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November 26, 2015

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you provided the following comments

1. You recommended that the speed limit be lowered at the intersection. Despite enforcement concerns, it would still reduce some of the traffic.
Highway 15 is a major arterial route between Ottawa and Kingston. Localized speed reductions on an arterial route are provided when a safety analysis has shown that a significant accident history is present and related to the speeds. Based on the collision analysis conducted by the study team, the number of accidents attributed to the operation of the intersection was low and does not meet the Ministry's requirements to qualify for a localized speed reduction. The number of accidents that have occurred over the past few years were mainly attributed to human behaviour, weather conditions and that speed was not cited as a factor in the collision. The Study area signage is being considered, however, as part of the evaluation to determine if enhanced signage can better inform drivers of the approaching intersection.
2. You explained that your family owns the Maple Bush east of Highway 15, and would not allow any alteration of the bush or sugarhouse. You requested that the study team look at Highway 15 and Sweets Corners Road where the passing lanes go through the intersection.
The study team is currently undertaking an evaluation of alternatives for the intersection, and we have noted your concern regarding impacts to your property. Upon selection of the preferred alternative, it will be determined if any direct impacts are anticipated to your property and the impacts will be summarized. The study team will host Public Information Centre #2, and you will receive an invitation to participate. At that time, the study team will have further details on the proposed improvements at the intersection and can further discuss any potential impacts to your property.

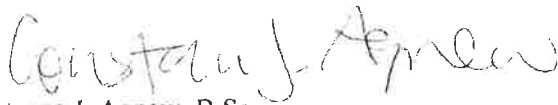
3. You've requested that the Ministry look at Highway 15 at Sweet's Corner because the passing lanes go through the intersection.
- The Ministry previously completed a Class Environmental Assessment Study for improvements to Highway 15 south of Crosby, including the intersection at Sweet Corner's Road, in partnership with ADI Limited. Recommendations for passing lanes was determined as part of this study. During detail design, the location and length of passing lanes were further evaluated based on engineering decisions including: distance to passing lane locations in neighbouring sections of Highway 15 and highway geometrics. The locations selected by the analysis did consider the implications of allowing the passing lane through an intersection and the passing lanes meet Ministry standards. In this instance, a passing lane at this location has the following advantages:*
- *A passing lane in the intersection helps improve safety by passing safely clear of the vehicle being passed*
 - *Any vehicle which is going slower than the normal speed of traffic must be driven in the right hand side of the road, unless it is passing traffic moving in the same direction or preparing for a left turn*
4. You also explained that signage at Crosby Road confuses commuter traffic, and turn at the wrong road, resulting in traffic backing up onto Highway 15 or causing a bottleneck on Crosby Road.
- The Study area signage is being considered as part of the evaluation to determine if enhanced signage can better inform drivers of the approaching intersection.*

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates



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November 26, 2015

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

The study team appreciates receiving your comments on the alternatives. On your comment form, you made a number of comments, including:

- 1) Speed limit reduction should be considered along both Highway 15 and County Road 42
Highway 15 is a major arterial route between Ottawa and Kingston. Localized speed reductions on an arterial route are provided when a safety analysis has shown that a significant accident history is present and related to the speeds. Based on the collision analysis conducted by the study team, the number of accidents attributed to the operation of the intersection was low and does not meet the Ministry's requirements to qualify for a localized speed reduction. The number of accidents that have occurred over the past few years were mainly attributed to human behaviour, weather conditions and that speed was not cited as a factor in the collision. The Study area signage is being considered, however, as part of the evaluation to determine if enhanced signage can better inform drivers of the approaching intersection.
- 2) The slope at the intersection is hazardous when traveling from Westport
The intersection grades (slopes) have been reviewed by the study team and will be considered during the evaluation of alternatives for the intersection.
- 3) The Village of Crosby Community Improvement Plan will cause more safety issues unless the intersection is re-constructed
The evaluation of alternatives is considering The Village of Crosby Community Improvement Plan. Upon selection of the preferred alternative, it will be determined if any direct impacts are anticipated to prevent the implementation of the plan and the impacts will be summarized.
- 4) Alternative #2 is a temporary solution
Alternative #2 was not developed as a temporary solution. It is a set of solutions that can be implemented, if selected as the preferred alternative, that address many of the safety deficiencies identified by the study team. A range of alternatives was developed and presented at PIC #1 to provide multiple alternatives that considers safety improvements, impacts to the environment, and

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Alaska Texas California Russia

cost. The study team is currently evaluating the short-listed alternatives presented at PIC #1 (including new alternatives developed based on feedback received at PIC #1). Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

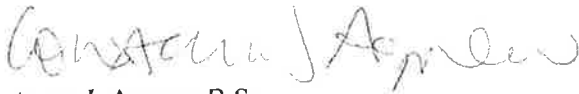
- 5) Alternative #3 is more dangerous due to the location of commercial and residential entrances, and not enough stretch of highway before turning lane to Westport
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives and will be incorporated into the technically preferred alternative if applicable.
- 6) Alternative #3A is more viable, it has less points of impact (32 points presently at the intersection)
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives and will be incorporated into the technically preferred alternative if applicable.
- 7) The Township will not permit erection of a new garage for your business until a decision on this intersection is made. This has caused setbacks for your company/small business.
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives and will be incorporated into the technically preferred alternative if applicable.
- 8) Signage is required identifying Forfar, Westport and Newboro further away from the intersection.
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives and will be incorporated into the technically preferred alternative if applicable.
- 9) Flashing beacon lights will help
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives and will be incorporated into the technically preferred alternative if applicable.
- 10) Speed is your biggest concern, with the highway being a major truck route
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives and will be incorporated into the technically preferred alternative if applicable.
- 11) Visibility due to the corner and the slope from Westport are a cause for concern
The intersection grades (slopes) have been reviewed by the study team and will be considered during the evaluation of alternatives for the intersection. Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives and will be incorporated into the technically preferred alternative if applicable.
- 12) The hazardous intersection causes confusion, safety issues, and accidents and should be realigned in the very near future.
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives and will be incorporated into the technically preferred alternative if applicable.

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates



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Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
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November 26, 2015

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

The study team appreciates receiving your comments on the alternatives. Below are the responses to the comments we received in your email:

1. Concerns regarding speeding at the intersection, recommended speed reduction.
Highway 15 is a major arterial route between Ottawa and Kingston. Localized speed reductions on an arterial route are provided when a safety analysis has shown that a significant accident history is present and related to the speeds. Based on the collision analysis conducted by the study team, the number of accidents attributed to the operation of the intersection was low and does not meet the Ministry's requirements to qualify for a localized speed reduction. The number of accidents that have occurred over the past few years were mainly attributed to human behaviour, weather conditions and that speed was not cited as a factor in the collision. The Study area signage is being considered, however, as part of the evaluation to determine if enhanced signage can better inform drivers of the approaching intersection.
2. Recommended updating the traffic count given changes to local businesses in recent years (establishment of a new business several years ago, another new business, and the increase in traffic associated with [REDACTED] and the more recently opened businesses).
MTO is in the process of obtaining updated traffic counts for the study location. Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives. Updated traffic count data will reflect recent changes to businesses in the area and will be incorporated into the technically preferred alternative, where possible.
3. Concern that the new bridge location at Crosby Creek will introduce more sightline issues. You've asked why the bridge was not replaced at its existing location.
The location of the new bridge is being incorporated into the development of alternatives at the intersection to understand the impact to sight lines. The bridge was located adjacent to the existing bridge for staging purposes and to keep traffic flowing during construction.

4. Asked about the plan for the highway and Crosby Hall, as the alignment of Highway 15 north of the bridge will shift to accommodate the new bridge.
The study team has noted your comments related to the Crosby Community Centre. However, the Ministry does not have authority over the future use and planning of the Community Centre. Based on the study team's review of the construction drawings, the new alignment (for the bridge) does not appear to impact the community hall.
5. Suggested moving Highway 15 to the south through the MTO owned property at the corner.
Moving Highway 15 to the south will be considered as part of the evaluation process of the short-listed alternatives.
6. The Crosby Road access at the cemetery is important for moving farming equipment, and you would not support closure of this access.
The study team is currently undertaking an evaluation of alternatives for the intersection, and upon selection of the preferred alternative, it will be determined if any impacts are anticipated to Crosby Road. Your concerns regarding access and ability to mobilize farming equipment from this access point is noted by the study team.
7. Alternative #1 is a start and a short term fix
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1). Alternatives were developed and presented that addressed a range of safety needs, environmental impacts, costs, and timelines to implement. The study team is currently evaluating these alternatives based on the criteria presented at PIC #1. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2. The study team appreciates your opinion of this alternative.
8. Alternative #2 may help but won't fix the issues
Alternative #2 is a set of solutions that address many of the safety deficiencies identified by the study team. A range of alternatives was developed and presented at PIC #1 to provide multiple alternatives that consider safety improvements, impacts to the environment, cost and timelines to implement. The study team is currently evaluating the short-listed alternatives. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2. The study team appreciates your opinion of this alternative.
9. Concerns regarding Alternative #3 as it would result in the highway being closer and would split your house from the upper field, and would eliminate a portion of your yard and a portion of the pasture. The westerly section of the lawn keeps weeds and poisonous parsnip from invading your lawn. This alternative also shouldn't be considered due to safety concerns.
Alternative #3 is a solution that addresses many of the safety deficiencies identified by the study team. A range of alternatives was developed and presented at PIC #1 to provide multiple alternatives that considers safety improvements, impacts to the environment, cost and timelines to implement. The study team is currently evaluating the short-listed alternatives. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2. At this time, we will better understand if any impacts are anticipated to your property, and will be able to discuss these with you further.

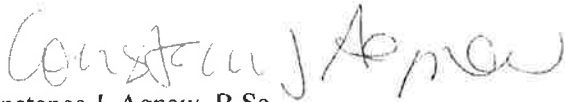
10. Prefer Alternative #3A over #3 but there would still be a great impact on the pasture and divide the property.
The study team is considering how modifications, such as presented in Alternative #3A and in comment #12 below, that meet the safety improvements that a tee intersection can provide, while addressing the property concerns that you have noted in the previous comment. These modifications will be evaluated with the study.
11. Requested a review of the drainage to address standing water from Highway 15 run off and the spread of cattails onto your property.
Your comment has been noted by the study team. A drainage report was prepared as part of the previous detail design study for this section of Highway 15. The findings of the drainage report will be reviewed with respect to the alternatives being developed as part of this Preliminary Design Study.
12. Recommended a new alternative – realign County Road 42 from Forfar to Crosby from its current location to the old highway bed adjacent to Crosby Storage and connect to Highway 15 near Chant's Farm.
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives.
13. Concerns about a traffic light at this intersection unless the curve is removed.
Your concern regarding a traffic light is noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.
14. The slope of County Road 42 on the west side of Highway 15 needs to be removed.
The intersection grades (slopes) have been reviewed by the study team and will be considered during the evaluation of alternatives for the intersection.
15. Recommend additional signage, for example, curve signs, light beacons, speed reduction signs. Recommended moving signs for Westport past the Crosby Road access and the Crosby Road sign (south) towards Elgin.
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives.
16. Recommend annual repainting of the roadway lines by MTO.
Your comment has been noted by the study team and will be considered as part of the evaluation process of the short-listed alternatives. Alternative 1 includes regular review and maintenance of lane markings to ensure visibility, and this will be considered for all alternatives. In addition, this comment has been forwarded to MTO maintenance staff who perform routine reviews of provincial highways to determine maintenance requirements.
17. Concerns about a roundabout being considered at this intersection.
In accordance with the Ministry policies and procedures, a roundabout will be considered as an alternative when the intersection meets the warrants for a traffic signal. Based on the current traffic volumes and project growth, it is not anticipated that these warrants would be met within the timeline of this study. However, this study is considering the longer term needs, beyond these timelines, when evaluating alternatives so as not to preclude the future construction of a signalized intersection or roundabout when the warrants are met.

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

Thank you for your participation in this study.

Yours sincerely,

LGL Limited
environmental research associates



Constance J. Agnew, B.Sc.
Consultant Environmental Planner

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November 26, 2015

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for attending Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

The study team appreciates receiving your comments on the alternatives. Below are the responses to the comments we received:

1. You recommended that traffic lights be installed at this intersection, given that they have been installed at other intersections in the region (including Highway 15 and Bay Road/Golf Club Road, near Smith Falls, and at Highway 15 in Smith Falls, providing access to a commercial plaza (LCBO, Dollarama, Pet Value) and business (Napa Auto Parts)).
The study team has reviewed the other intersections you described that have traffic lights, and these intersections have very different highway conditions, that make the implementation of traffic lights feasible. Due to the curve and banking of Highway 15 at County Road 42, significant changes to the layout of the intersection would be required to accommodate traffic signals. In addition, the study team has assessed the traffic volumes, including the projected growth, and has determined that the intersection will not meet the Ministry's signal warrant requirements within the study period, and does not recommend signals as an alternative at this time. However, this study is considering the longer term needs, beyond the study timelines, when evaluating alternatives so as not to preclude the future construction of a signalized intersection or roundabout when the warrants are met.
2. You also identified a dangerous blind spot when travelling west on County Road 42 onto Highway 15.
The Ministry of Transportation has undertaken recent improvements to the intersection, including a field placement of the westerly approach to Highway 15 from County Road 42 to improve driver comfort. Recent feedback from the public has indicated that this has been an improvement from the prior condition. As part of this study, the existing sight lines for the turning movements at the intersection have been evaluated, including the turning movement that you have noted. These turning movements and the sight lines needed to support the safe turning movements at the intersection will be included as part of the evaluation of the short-listed alternatives.

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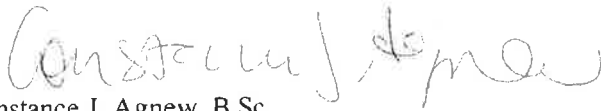
Alberta British Columbia Manitoba Ontario Saskatchewan Yukon

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

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November 26, 2015

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02**

Thank you for providing comments in response to our notification of the Public Information Centre (PIC) #1 held on June 24, 2015 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

The study team appreciates receiving your comments on the alternatives. Below are the responses to the comments we received:

1. You explained your past experience related to this project and how improvements to this intersection are not required, and driver behaviour is the cause of many of the accidents. *The study team has noted your insight of the local community, and appreciates your continued participation in this, and previous studies. The study team has identified many of the human behaviors that you described in your letter as contributing local factors. Alternatives have been developed to address some of these behaviors, as an opportunity to explore options that could minimize cost or impacts to the natural environment, or be implemented very quickly. These alternatives are currently being evaluated by the study team as well as longer-term options to address future growth needs and improve geometry.*
2. You said that the real problem is the intent to tear down the Crosby Community Centre and explained the history related to the Hall and your family's use of the Crosby Community Centre. *The study team has noted your insight related to the Crosby Community Centre. However, the Ministry does not have authority over the future use and planning of the Community Centre. Recommendations of alternatives have not been made to solely avoid or impact the Community Centre by the study team, but to address the safety needs to the study area. Impacts to the Community Centre will be assessed after the technically preferred alternative is selected.*

The study team appreciates receiving your comments on the alternatives. The study team is undertaking an evaluation of the short-listed alternatives (including new alternatives developed based on feedback received at PIC #1), using the evaluation criteria presented at PIC #1. The study team along with feedback from the project Municipal Advisory Committee will consider the comments received from participants at PIC #1, during the evaluation process. Upon completion of the evaluation of the alternatives, a technically preferred alternative will be selected and will be presented at PIC #2.

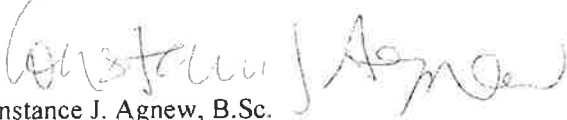
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Alaska Texas California Russia

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Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in cursive script, appearing to read "Constance J. Agnew".

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
Kevin Ogilvie, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

APPENDIX G

PIC#2 SUMMARY REPORT

PUBLIC INFORMATION CENTRE #2 SUMMARY REPORT

**PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT**

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION
IMPROVEMENTS, TOWNSHIP OF RIDEAU LAKES,
UNITED COUNTIES OF LEEDS AND GRENVILLE**

**G.W.P. 4315-06-00
Agreement No. 4013-E-0041**

prepared for:

**MINISTRY OF TRANSPORTATION
EASTERN REGION**

prepared by:



JULY 2017

PUBLIC INFORMATION CENTRE #2 SUMMARY REPORT

PRELIMINARY DESIGN STUDY AND CLASS ENVIRONMENTAL ASSESSMENT

**HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION
IMPROVEMENTS, TOWNSHIP OF RIDEAU LAKES,
UNITED COUNTIES OF LEEDS AND GRENVILLE**

**G.W.P. 4315-06-00
Agreement No. 4013-E-0041**

prepared by:



**KATHERINE BIBBY, MCIP, RPP
ENVIRONMENTAL PLANNER**



**CONSTANCE J. AGNEW, B.Sc., RCJI
SENIOR PLANNING ECOLOGIST**

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**JULY 2017
LGL Project TA 8484**

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|---------------|----------------------------------------------------------------|
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| Attachment B. | PIC #2 Brochure |
| Attachment C. | PIC #2 Invitation Letter to External Agencies/Stakeholders |
| Attachment D. | PIC #2 Invitation Letter to Aboriginal Communities and the MPP |
| Attachment E. | PIC #2 Display Materials |
| Attachment F. | PIC #2 Comments |

1.0 INTRODUCTION

The purpose of this report is to summarize the preparation and results of the second Public Information Centre (PIC #2) for the Preliminary Design Study and Class Environmental Assessment for the intersection improvements to Highway 15 and County Road 42 in the Township of Rideau Lakes, United Counties of Leeds and Grenville. HDR Corporation (HDR) is conducting the study on behalf of the Ministry of Transportation (MTO). LGL Limited (LGL) is providing environmental planning services on behalf of HDR.

This study is following the planning process for Group “B” projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000), which is approved under the Ontario *Environmental Assessment Act*, with opportunities for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for a minimum 30-day public review period.

2.0 PURPOSE AND DETAILS OF PIC #2

The purpose of the preliminary design study is to identify and evaluate the preliminary design alternatives for improvements to the Highway 15 and County Road 42 intersection, and to identify and develop a preferred interim and long term alternative for the intersection.

A total of two PICs have been planned in association with this study. The purpose of PIC #2 was to present the evaluation methodology and preliminary design alternatives developed for the project through an informal drop-in session and to provide further opportunities for public involvement. MTO staff and their consultants were on hand to answer questions and receive public input. Input received from external agencies, property owners and members of the general public at PIC #2 will be reviewed and incorporated into the preliminary design, where appropriate.

PIC #2 was held on Thursday, March 23, 2017 at the Portland Community Hall (24 Water Street, Portland, Ontario). PIC #2 was open to the public from 4:00 p.m. to 8:00 p.m.

3.0 NOTIFICATION

The Notice of PIC #2 was advertised in the *Kingston Whig Standard* on Saturday, March 11, 2017 and in the *Westport Review Mirror* and *Smith Falls Record News* on Thursday, March 16, 2017. A copy of the Ontario Government Notice is presented in **Attachment A**.

A PIC Brochure was prepared and mailed directly to all members of the general public on the study contact list and mailed or e-mailed to the cottage associations during the week of March 9, 2017. In response to a comment that was received from the Township of Rideau Lakes prior to PIC #2, a revised brochure was circulated to all members of the general public and external agencies during the week of March 13, 2017. Additional copies of the revised PIC #2 Brochure were available at the PIC. A copy of the PIC #2 Brochure is presented in **Attachment B**.

4.0 PRE-SESSION

Project stakeholders, including Aboriginal communities and organizations, municipal staff, elected officials, government agencies, members of the project’s Municipal Advisory Committee, and other interested agencies were invited by letter to attend a pre-PIC #2 meeting from 3:00 p.m. to 4:00 p.m. Invitations to the pre-PIC #2 meeting (along with copies of the PIC #2 Brochure) were mailed to agencies and stakeholders during the week of March 9, 2017. In response to a comment that was received from the

Township of Rideau Lakes prior to the PIC, a revised brochure was circulated to all members of the general public and external agencies during the week of March 13, 2017. Invitation letters were sent to Aboriginal communities and the MPP and MP by MTO on March 9, 2017. A copy of the invitation letter to external agencies/stakeholders is presented in **Attachment C**. A copy of the invitation letter to Aboriginal communities and organizations and the MPP is presented in **Attachment D**.

The purpose of the pre-PIC #2 meeting was to provide an opportunity for affected stakeholders, Aboriginal community members, and elected officials to review the evaluation methodology and preliminary design alternatives prior to the public and to communicate any issues or concerns to the study team in a candid manner.

5.0 PRESENTATION AND MATERIALS

Displays and exhibits available during PIC #2 included:

- copies of the revised PIC #2 brochure with information about the PIC and the study;
- drawings of the preliminary design alternatives, including the technically preferred alternatives for the interim and long-term scenarios;
- various text display panels describing the purpose of PIC #2, the study area, the study process, the existing highway conditions, the short listed alternatives, evaluation methodology, the results of the evaluation of the alternatives, the technically preferred interim and long-term solutions, summary of impacted property owner meetings, technically preferred alternatives, next steps, study schedule, information regarding the *Freedom of Information and Protection of Privacy Act* and *Accessibility for Ontarians with Disabilities Act*, and an invitation to provide comments on the study.

A copy of the display panels from PIC #2 is presented in **Attachment E**.

6.0 PIC ATTENDANCE

Representatives from the MTO and their consultants were in attendance at PIC #2 to present materials and answer questions (**Table 1**).

TABLE 1
STUDY TEAM STAFF IN ATTENDANCE AT PIC #2

| Organization | Staff | Study Role |
|--------------|-------------------------------------------|--------------------------------------------------------------------------|
| MTO | Glenn Higgins John Hanna Rob Beatty | Project Manager Acting Head, Environmental Unit Traffic Specialist |
| HDR | Joseph Arcaro Cheryl Murray | Project Manager Project Engineer |
| LGL | Constance Agnew | Consultant Environmental Planner |

A total of 18 people attended PIC #2, including 10 members of the public, and eight representatives from external agencies including: the Cataraqui Region Conservation Authority, Parks Canada, Township of Rideau Lakes (three Councillors), United Counties of Leeds and Grenville, Lanark County and the Mayor of Westport/Elected Warden of the United Counties of Leeds and Grenville.

7.0 SUMMARY OF COMMENT SHEETS/E-MAILS

Comment sheets were available at PIC #2 for participants to record their comments and concerns. Participants were encouraged to complete a comment sheet at the PIC, or mail a comment sheet to the study team by April 26, 2017. A total of 10 comments were received by the study team; seven of these were submitted at the PIC, and the remaining three were received after the PIC via e-mail or mail. Two of the comments were received from external agencies (Cataraqui Region Conservation Authority and the Ministry of Tourism, Culture and Sport). A summary of comments received from external agencies is presented below. A summary of the written comments from members of the public received is presented in **Table 2**. Copies of all the comments received are provided in **Attachment F**.

TABLE 2
SUMMARY OF ISSUES IDENTIFIED IN PIC #2 COMMENTS

| Comment | Number of Responses | Comment Sheet Cross Reference |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|--------------------------------------|
| Preference for Alternative 3-1. | 3 | 1, 4, 7 |
| Expressed concerns regarding the past 15 years and the results of the study and suggested that Alternative 2 is the closest answer. | 1 | 3 |
| Preference for Alternative 2 as it makes the intersection 90°, and has the potential to turn the intersection into a roundabout in the future. | 1 | 2 |
| Concern the alternatives do not include the option that was presented as part of the original Highway 15 redesign. Noted Alternative 1 is a viable option if implemented in 2017, and Option 3-1 and 3-2 are valid options if they are implemented within 5 years. The commenter explained that this intersection was removed from the Highway 15 improvements to the south so that the Township could complete the Community Improvement Plan for Crosby, and we are still at this stage. | 1 | 5 |
| Preference for Alternative 4-2 because the curve already has too short a radius for the intersection, and there is a lot of speeding which poses a safety concern. | 1 | 6 |
| Noted that safety is the key issue, and that driver behaviour is the problem, not the design of the intersection. Recommended that the speed limit be reduced and that signage be installed similar to Highway 15 through Morton, and that the lowered speed limit be enforced. | 1 | 8 |

An e-mail was received from the Cataraqui Region Conservation Authority on March 24, 2017. The resource planner appreciated the explanations provided at the PIC, and supports the preferred alternatives since they would have little to no impact to the natural features present in the area.

A letter was e-mailed to the study team by the Ministry of Tourism, Culture and Sport (MTCS) on April 28, 2017. The letter included a summary of the MTCS's interests in this study, with respect to archaeological resources, built heritage resources and cultural heritage landscapes. New contact information was provided for the heritage planner at MTCS.

A letter was sent by MTO to the Township of Rideau Lakes on May 3, 2017 providing a summary of PIC #2, requesting any comments on the PIC #2 materials, and requesting the Township's support for Alternative 3-1 (Convert to Two T-Intersections) based on the feedback received from members of the public. A copy of this letter is presented in **Attachment F**.

8.0 KEY ISSUES

Most of the PIC #2 attendees were interested in reviewing and gaining an understanding of the design alternatives for the intersection. Participants had a range of comments, three individuals preferred Alternative 3-1, two individuals preferred Alternative 2, one individual preferred Alternative 1 if implemented in 2017, and Alternative 3-1 and 3-2 if they are implemented within 5 years, and another commenter preferred Alternative 4-2. During the PIC, attendees were encouraged to review the evaluation of alternatives and to discuss any questions about the evaluation with members of the study team. The PIC #2 attendees were encouraged to provide written comments to the study team.

Following PIC #2, a letter was e-mailed to the Township of Rideau Lakes Chief Administrative Officer by MTO on May 3, 2017. The letter provided a summary of the participants that attended PIC #2, and the comments that were received by the study team. Information regarding the TESR submission was provided. Comments from the Township on the evaluation of the alternatives was requested. It was explained that the participants at PIC #2 generally supported Alternative 3-1 (Convert to Two T-Intersections), and MTO requested support from the Council of the Township of Rideau Lakes for the preferred alternative for the long term solution. A copy of this letter is presented in **Attachment F**.

Specific responses to all formal comments provided prior to, during and following PIC #2 will be prepared and forwarded to MTO as required to the commenting party prior to study completion.

9.0 CONCLUSIONS

PIC #2 effectively served its purpose: to present the technically preferred alternatives for the improvements to the Highway 15 and County Road 42 intersection to stakeholders and the general public, and to provide an opportunity for stakeholders and the general public to submit comments on the study. Input received from external agencies, property owners and the public at PIC #2 will be reviewed and incorporated into the preliminary design, where appropriate. A TESR will be prepared to document the results of this study.

Attachment A

Notice of PIC #2

NOTICE OF PUBLIC INFORMATION CENTRE #2

Preliminary Design Study and Class Environmental Assessment Highway 15 and County Road 42 Intersection Improvements Township of Rideau Lakes, United Counties of Leeds and Grenville W.P. 4315-06-02

THE STUDY

The **Ministry of Transportation (MTO)** has retained **HDR Corporation (HDR)** to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville. The study area is presented below.

A number of preliminary design alternatives for improvements to the Highway 15 and County Road 42 intersection were generated and evaluated, with input from the Municipal Advisory Committee, agencies and members of the public. The results of this evaluation and the technically preferred alternatives will be presented.

THE PROCESS

The study is following the approved planning process for Group "B" projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, with the opportunity for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment. Notification of submission of the TESR will be published in this newspaper.

PUBLIC INFORMATION CENTRE

This is the second PIC being held for this project, and is scheduled for:

Date: Thursday, March 23, 2017
Time: 4:00 p.m. to 8:00 p.m.
Location: Portland Community Hall
24 Water Street, Portland, ON

The PIC will consist of an informal drop-in centre with displays showing the technically preferred interim and long-term preliminary design alternative for the intersection. MTO staff and their consultants will be on hand to answer any questions and receive your input.

COMMENTS

We are interested in any comments you may have about the study. Comments and information regarding this study are being collected to assist the study team in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record. Comments would be appreciated by **April 26, 2017**.

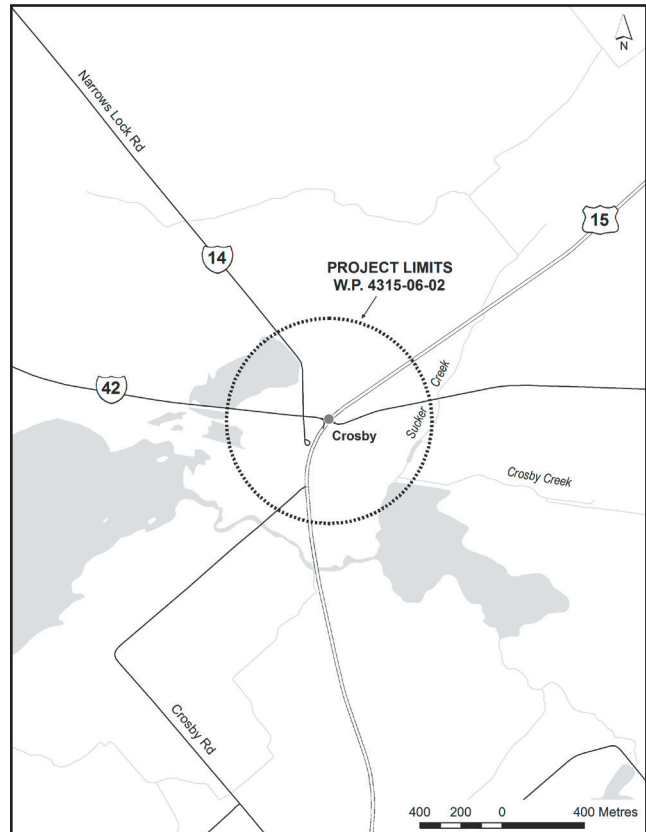
Please send any comments or requests to any of the following:

Mr. Joseph Arcaro, P.Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
tel: 1-888-860-1116
fax: 289-695-4601
e-mail: joseph.arcaro@hdrinc.com

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
tel: 905-833-1244 (collect)
fax: 905-833-1255
e-mail: cagnew@lgl.com

Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard, Postal Bag 4000
Kingston, ON K7L 5A3
tel: 1-800-267-0295, ext. 4806
fax: 613-540-5106
e-mail: glenn.higgins@ontario.ca

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



Attachment B

PIC #2 Brochure

Public Information Centre #2

You are invited to attend the Public Information Centre (PIC) #2 to be held on:

Date: Thursday, March 23, 2017

Time: 4:00 p.m. to 8:00 p.m.

**Location: Portland Community Hall
24 Water Street, Portland,
Ontario**

The purpose of PIC #2 is to present the results of the preliminary design evaluation, and to provide further opportunities for public involvement. This PIC will have an informal drop-in format with display panels and other materials.

Representatives from the Ministry of Transportation and their consultants will be on hand to answer any questions related to this study.

Freedom of Information and Protection of Privacy Act

Information is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Comments

Your input is important. If you have any questions or comments regarding this study, but are unable to attend the PIC, please contact one of the following:

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail : cagnew@lgl.com

Mr. Joseph Arcaro, P. Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 1-888-860-1116
Fax: 289-695-4601
E-mail: joseph.arcaro@hdrinc.com

Mr. Glenn Higgins
MTO Project Manager
Ministry of Transportation, Eastern Region
1355 John Counter Boulevard
Postal Bag 4000
Kingston, ON K7L 5A3
Tel: 1-800-267-0295 ext. 4806
Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca

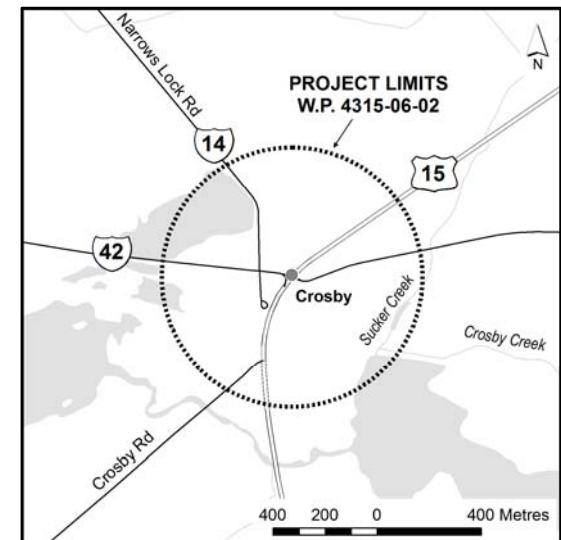
Comments would be appreciated by
April 26, 2017.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS

TOWNSHIP OF RIDEAU LAKES,
UNITED COUNTIES OF LEEDS AND
GRENVILLE W.P. 4315-06-02

Notice of Public Information Centre #2

**Thursday, March 23, 2017
4:00 P.M. to 8:00 P.M.
Portland Community Hall
24 Water Street, Portland, Ontario**



The Study

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of HDR.

Class Environmental Assessment

This study followed the approved planning process for Group “B” projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). All requirements of the Class EA for Provincial Transportation Facilities (MTO 2000) have been met.

Opportunities for public consultation have been provided throughout the study and this is the second and final Public Information Centre planned for this study.

A Municipal Advisory Committee comprised of local representatives was formed for this project and met several times to discuss project updates and to provide input to the study team. This committee provided feedback to the study team on the evaluation methodology, and the evaluation and selection of the technically preferred alternative.

Preliminary Design

The purpose of this study was to identify and evaluate preliminary design alternatives for improvements to the Highway 15 and County Road 42 intersection, and to identify and develop a short term and long term technically preferred preliminary design alternative for the intersection.

Environmental protection and mitigation measures will be documented in the Transportation Environmental Study Report (TESR) and will be further refined during detail design.

Technically Preferred Preliminary Design Alternative

At PIC #1 a short list of alternatives for the intersection were presented for public input that was used to revise the preliminary design alternatives and develop new preliminary design alternatives. An evaluation of these revised and new alternatives was carried out by the project team, with input from the Municipal Advisory Committee. The results of the evaluation of the alternatives will be presented at PIC #2 for public review.

Next Steps

Input received from external agencies, property owners and the public at PIC #2 will be reviewed and incorporated into the preliminary design, where appropriate.

The Ministry of Transportation believes that the short term improvements meet all needs as currently identified by the Township of Rideau Lakes to address traffic operations and safety concerns. MTO has implemented some of these improvements already and will implement more of the improvements in the short term following PIC#2.

The long term improvements will be developed to the design implementation level at such time as conditions warrant (currently projected to be 2045).

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment. Notification of submission of the TESR will be published in the *Kingston Whig Standard*, *Smiths Falls Record News*, and *Westport Review Mirror* newspapers and mailed to those on the study contact lists.

Attachment C

PIC #2 Invitation Letter to External Agencies/Stakeholders

March 9, 2017

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville (a key plan of the study area is presented in the enclosed brochure). The purpose of this study was to consider interim and long term design improvements for the intersection. The study team has completed the evaluation of the preliminary design alternatives and will be presenting the recommended interim and long-term solutions.

The purpose of this letter is to invite you to the second Public Information Centre (PIC) that will be held for this study. Representatives from external agencies (including municipal staff and elected officials) are cordially invited to attend an informal drop-in session prior to the PIC to review study details and to provide comments. This session will be held at **3:00 p.m. on Thursday March 23, 2017** at the **Portland Community Hall** (24 Water Street, Portland, Ontario). The PIC will be open to the public from **4:00 p.m. to 8:00 p.m.** Details of PIC #2 are presented in the enclosed brochure.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of HDR. The study is following the approved planning process for Group "B" projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000), with the opportunity for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of the preliminary design and will be released for public review and comment. Notification of submission of the TESR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the TESR.

If you are unable to attend the drop-in session or the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts indicated in the enclosed brochure.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Yours sincerely,

LGL Limited
environmental research associates

A handwritten signature in black ink that reads "Constance J. Agnew". The signature is written in a cursive, flowing style.

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
John Hanna, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR

Attach

Public Information Centre #2

You are invited to attend the Public Information Centre (PIC) #2 to be held on:

Date: Thursday, March 23, 2017

Time: 4:00 p.m. to 8:00 p.m.

**Location: Portland Community Hall
24 Water Street, Portland,
Ontario**

The purpose of PIC #2 is to present the results of the preliminary design evaluation, and to provide further opportunities for public involvement. This PIC will have an informal drop-in format with display panels and other materials.

Representatives from the Ministry of Transportation and their consultants will be on hand to answer any questions related to this study.

Freedom of Information and Protection of Privacy Act

Information is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Comments

Your input is important. If you have any questions or comments regarding this study, but are unable to attend the PIC, please contact one of the following:

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
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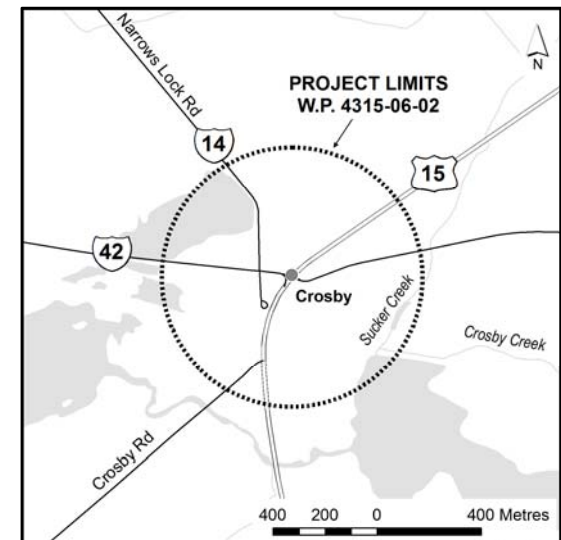
Comments would be appreciated by
April 26, 2017.

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS

TOWNSHIP OF RIDEAU LAKES,
UNITED COUNTIES OF LEEDS AND
GRENVILLE W.P. 4315-06-02

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Environmental protection and mitigation measures will be documented in the Transportation Environmental Study Report (TESR) and will be further refined during detail design.

Technically Preferred Preliminary Design Alternative

At PIC #1 a short list of alternatives for the intersection were presented for public input that was used to revise the preliminary design alternatives and develop new preliminary design alternatives. An evaluation of these revised and new alternatives was carried out by the project team, with input from the Municipal Advisory Committee. The results of the evaluation of the alternatives will be presented at PIC #2 for public review.

Next Steps

Input received from external agencies, property owners and the public at PIC #2 will be reviewed and incorporated into the preliminary design, where appropriate.

The Ministry of Transportation believes that the short term improvements meet all needs as currently identified by the Township of Rideau Lakes to address traffic operations and safety concerns. MTO has implemented some of these improvements already and will implement more of the improvements in the short term following PIC#2.

The long term improvements will be developed to the design implementation level at such time as conditions warrant (currently projected to be 2045).

Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of preliminary design and will be released for public review and comment. Notification of submission of the TESR will be published in the *Kingston Whig Standard*, *Smiths Falls Record News*, and *Westport Review Mirror* newspapers and mailed to those on the study contact lists.

Green highlight = Member of the MAC

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|-------|-----------|-----------|-------------------------------------------------|--------------------------------------------------------------------------|---------------------------------|-----------------|--------------|----------|-------------|-------------------------|--------------|------------------------------|
| Ms. | Madeline | Austen | Head, Species at Risk | Environment Canada, Canadian Wildlife Service | 4905 Dufferin Street | | Downsview | Ontario | M3H 5T4 | 416-739-4214 | 416-739-4560 | madeline.austen@ec.gc.ca |
| Ms. | Susan | Millar | Planner, Ontario Waterways Parks Canada | Rideau Canal National Historic Site | 34 Beckwith Street South | | Smiths Falls | ON | K7A 2A8 | 613-283-7199 Ext 242 | | susan.millar@pc.gc.ca |
| Ms. | Vicki | Mitchell | Environmental Assessment Co-ordinator | Ministry of the Environment and Climate Change, Kingston District Office | 1259 Gardiners Road, Unit 3 | P.O. Box 22032 | Kingston | Ontario | K7M 8S5 | 613-540-6852 | 613-548-6908 | vicki.mitchell@ontario.ca |
| Mr. | Peter | Taylor | Manager, Technical Support Section | Ministry of the Environment and Climate Change, Kingston District Office | 1259 Gardiners Road, Unit 3 | P.O. Box 22032 | Kingston | Ontario | K7M 8S5 | 613-540-6884 | 613-548-6920 | peter.g.taylor@ontario.ca |
| Mr. | Dan | Thompson | District Manager | Ministry of Natural Resources and Forestry, Kemptville District | 10 Campus Drive, 1st Floor | P.O. Bag 2002 | Kemptonville | Ontario | K0G 1J0 | 613-258-8201 | 613-258-3920 | dan.l.thompson@ontario.ca |
| Ms. | Kerry | Reed | SAR Biologist | Ministry of Natural Resources and Forestry, Kemptonville District | 10 Campus Drive, 1st Floor | P.O. Bag 2002 | Kemptonville | Ontario | K0G 1J0 | 613-258-8508 | 613-258-3920 | kerry.reed@ontario.ca |
| Ms. | Bev | McCreight | BPI Project Coordinator | Ministry of Natural Resources and Forestry, Kemptonville District | 10 Campus Drive, 1st Floor | P.O. Bag 2002 | Kemptonville | Ontario | K0G 1J0 | 613-258-8614 | 613-258-3920 | beverly.mccreight@ontario.ca |
| Ms. | Laura | Melvin | District Planner | Ministry of Natural Resources and Forestry, Kemptonville District | 10 Campus Drive, 1st Floor | P.O. Bag 2002 | Kemptonville | Ontario | K0G 1J0 | 613-258-8470 | 613-258-3920 | laura.melvin@ontario.ca |
| Ms. | Laura | Hatcher | Team Lead - Heritage Land Use Planning (Acting) | Ministry of Tourism, Culture and Sport, Culture Services Unit | 401 Bay Street | Suite 1700 | Toronto | Ontario | M7A 0A7 | 416-314-3108 | 416-212-1802 | laura.e.hatcher@ontario.ca |
| Mr. | Jim | Sherratt | Team Lead, Archaeology Program | Ministry of Tourism, Culture and Sport, Archaeology Programs Unit | 401 Bay Street | Suite 1700 | Toronto | Ontario | M7A 0A7 | 416-314-7132 | 416-314-7175 | jim.sherratt@ontario.ca |
| Mr. | David | Cooper | Manager, Environmental and Land Use Policy | Ministry of Agriculture, Food and Rural Affairs | Ontario Government Bldg 3rd Flr | 1 Stone Rd West | Guelph | Ontario | N1G 4Y2 | 519-826-3117 | 519-826-3109 | david.cooper@ontario.ca |

Green highlight = Member of the MAC

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|-------|-----------|----------|--------------------------------------------------------------|-------------------------------------------------|------------------------|----------------|------------|----------|-------------|----------------------------|--------------|----------------------------------------------------------------------------------------------------|
| Ms. | Lisa | Myslicki | Environmental Advisor, Environmental Management | Infrastructure Ontario | 1 Dundas StreetWest | Suite 2000 | Toronto | Ontario | M5G 2L5 | 416-212-3768 | | lisa.myslicki@infrastructureontario.ca |
| Mr. | Richard | Noel | General Manager, East | Infrastructure Ontario, Asset Management | Suite 1010 | 333 Preston St | Ottawa | Ontario | K1S5N4 | 613-530-4526 | n/a | richard.noel@infrastructureontario.ca |
| Mr. | Andy | Brown | Chief Administrative Officer | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V 4N6 | 613-342-3840 x2301 | 613-342-2101 | n/a |
| Mr. | Leslie | Shepherd | Director of Works, Planning Services and Asset Management | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V 4N6 | 613-342-9246 ext 2412 | n/a | les.shepherd@uclg.on.ca |
| | Lesley | Todd | County Clerk | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V 4N6 | 613-342-3840 x2454 | 613-342-2101 | n/a |
| Ms. | Ann | Weir | Economic Development Officer | Leeds and Grenville Economic Development Office | 32 Wall Street | Suite 300 | Brockville | Ontario | K6V 4R9 | 613-342-3840 | 613-342-3298 | ann.weir@uclg.on.ca |
| Ms. | Dianna | Bresee | Clerk | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 224 | 613-928-3097 | dianna@twprideaulakes.on.ca |
| Ms. | Linda | Carr | Councillor, Ward 3 – South Crosby | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-272-2227 | 613-928-3097 | councillorlinda@gmail.com |
| Mr. | Dan | Chant | Roads Coordinator & Drainage Superintendent | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 Ext.227 | 613-928-3097 | dchant@twprideaulakes.on.ca |

Green highlight = Member of the MAC

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|-------|-----------|------------|------------------------------------------------------------|--------------------------|---------------------|----------|----------|----------|-------------|-------------------------|--------------|---------------------------------|
| Mr. | Jay | DeBernardi | Fire Chief | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 237 | 613-928-3097 | fire.j@twprideaulakes.on.ca |
| Mr. | Mike | Dwyer | C.A.O. | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 231 | 613-928-3097 | mdwyer@twprideaulakes.on.ca |
| Mayor | Ron | Holman | | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-349-9355 | 613-928-3097 | mayor@twprideaulakes.on.ca |
| Mr. | Doug | Good | Councillor | Township of Rideau Lakes | 2970 MacDonald | | Portland | Ontario | K0G 1V0 | 613-272-5078 | | doug.good.rideaulakes@gmail.com |
| Ms. | Claire | Gunnewiek | Councillor, Ward 3 – South Crosby | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-359-5324 | 613-928-3097 | claire.gunnewiek@hotmail.com |
| Ms. | Cathy | Monck | Councillor, Ward 5, Newboro and Deputy Mayor (March 2017) | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-272-3453 | | monck.cathy@kingston.net |
| Mr. | Ron | Pollard | Councillor, Ward 4 North Crosby | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-273-5491 | | pollard.ron@kingston.net |
| Ms. | Michelle | Jones | Municipal Properties and Environmental Services Supervisor | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-928-2251 - Ext. 230 | 613-928-3097 | michelle@twprideaulakes.on.ca |
| Ms. | Brittany | Mulhern | A/Manager of Development Services | Township of Rideau Lakes | 1439 County Road 8 | | Delta | Ontario | K0E 1G0 | 613-283-2251 | 613-928-3097 | bmulhern@twprideaulakes.on.ca |
| Mr. | Bob | Lavoie | Councillor | Township of Rideau Lakes | 20 Upper Rideau Dr. | | Westport | Ontario | K0G 1X0 | 613-273-8177 | | |

Green highlight = Member of the MAC

| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|-----------|-----------|------------------|----------------------------|-----------------------------------------------|------------------------|-----------------|------------|----------|-------------|--------------------------------|----------------|--------------------------------------------------------------------|
| Mr. | Scott | Bryce | C.A.O. | Village of Westport | 30 Bedford Street | | Westport | Ontario | K0G 1X0 | 613-273-2191 | | sbryce@villageofwestport.ca |
| Mr. | Andrew | Schmidt | Development Review Manager | Cataraqui Conservation Authority | 1641 Perth Road | P.O. Box 160 | Glenburnie | Ontario | K0H 1S0 | (613) 546-4228 x244 | (613) 547-6474 | aschmidt@crca.ca |
| Inspector | June | Dobson | Detachment Commander | O.P.P. – Leeds County | 4109 County Road 29 | Box 636 | Brockville | Ontario | K6V 5V8 | 613-345-1790 | 613-345-3202 | |
| P.C | Kevin | Lamacraft, #9661 | Traffic Management Officer | O.P.P. - Leeds County | 4109 County Road 29 | Box 636 | Brockville | Ontario | K6V 5V8 | | | Kevin.lamacraft@opp.ca |
| Chief | Chris | Lloyd | Paramedic Services | United Counties of Leeds and Grenville | 25 Central Avenue West | Suite 100 | Brockville | Ontario | K6V 4N6 | 613-342-3840 | n/a | n/a |
| Ms. | Brenda | Chalk | Transportation Supervisor | Tri Board Student Transportation Services | 81 Dairy Avenue | | Napanee | Ontario | K7R 1M5 | 613-354-1981 | n/a | chalkb@triboard.ca |
| M. | Alain | Martel | Supervisor | Consortium de transport scolaire d'Ottawa | 700, avenue Industrial | suite 210 | Ottawa | Ontario | K1G 0Y9 | 613-746-3654 | n/a | amartel@ctso.ca |
| Mr. | Chris | Lavallee | Transportation Planner | Student Transportation of Eastern Ontario | 104 Commerce Boulevard | P.O. Box 1179 | Prescott | Ontario | K0E 1T0 | 613-925-0022 or 1-855-925-0022 | 613-925-0024 | chris.lavallee@steo.ca |
| Ms. | Ann Marie | Forcier | Executive Director | The Rideau Heritage Route Tourism Association | 1671 Chaffeys Lock Rd | | Elgin | ON | K0G 1E0 | 613-583-4783 | | amharbec911@sympatico.ca info@rideauheritageroute.ca |
| Ms. | Cindy | Cassidy | General Manager | Eastern Ontario Trails Alliance | 255 Metcalf Street | Postal Bag 1444 | Tweed | Ontario | K0K 3J0 | 613-478-1444 | 613-478-2235 | info@thetrail.ca |
| Mr. | Remi | Sauve | President | Ontario Federation of Snowmobile Clubs | 501 Welham Road | Unit 9 | Barrie | Ontario | L4N 8Z6 | 705-739-7669 | 705-739-5005 | n/a |

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| Title | FirstName | LastName | JobTitle | Company | Address1 | Address2 | City | Province | Postal Code | Phone | Fax | Email |
|--------------|------------------|-----------------|-----------------|----------------------------------------------------------------|-----------------|-----------------|-------------|-----------------|--------------------|--------------|--------------|-----------------------|
| Mr. | Shaun | Bennett | President | Rideau Ridge Riders Snowmobile Club | 38 Kelly Road | | Lombardy | Ontario | K0G 1L0 | 613-913-1497 | n/a | n/a |
| Mr. | John | Boals | Office Manager | Ontario Federation of Snowmobile Clubs, District 1 Association | P.O. Box 1432 | | Morrisburg | Ontario | K0C 1X0 | 613-534-0374 | 866-278-3140 | info@district1ofsc.ca |

| Title | FirstName | LastName | Job Title | Cottage Association | Address1 | City | Province | Postal Code | Phone | email |
|--------------|------------------|-----------------|------------------|---------------------------------|-------------------------|-------------|-----------------|--------------------|----------------|--------------------------------------------------------------------------------------------------|
| | | | | Big Rideau Lake Association | Highway 15, P.O. Box 93 | Portland | Ontario | K0G 1V0 | 1-613-272-3629 | brla@brla.on.ca http://www.brla.on.ca/index.cfm |
| Ms. | Wendy | Stewart | President | Upper Rideau Lake Association | Box 67 | Westport | Ontario | K0E 1X0 | | wendystewart@rogers.com http://www.urla.ca/ |
| Mr. | Robert | Smyth | | Wolfe Lake Association | P.O. Box 142 | Westport | Ontario | K0G 1X0 | 613-273-5550 | wolfeassociation@p rimus.ca |
| Ms. | Lynne | Jeffries | President | Lower Beverley Lake Association | 12 Ridgewood Road | Plaistow | NH | 03865 USA | 1-603-382-4134 | lynne.jeffries@com cast.net http://lbla.net/ |

Attachment D

**PIC #2 Invitation Letter to
Aboriginal Communities and the MPP**

Ministry of Transportation

Planning and Design Section
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613 545-4806
1-800-267-0295
Fax: 613-540-5106

Ministère des Transports

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conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4795
1-800-267-0295
Télééc. 613 540-5106



March 9, 2017

Chief R. Donald Maracle
Mohawks of the Bay of Quinte
R. R. #1
24 Meadow Drive
Tyendinaga Mohawk Territory, Ontario
K0K 1X0

Dear Chief Maracle:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville (a key plan of the study area is presented in the enclosed brochure). The purpose of this study was to consider interim and long term design improvements for the intersection. The study team has completed the evaluation of the preliminary design alternatives and will be presenting the recommended interim and long-term solutions.

The purpose of this letter is to invite you to the second Public Information Centre (PIC) that will be held for this study. Representatives from Aboriginal communities and Métis Nation are cordially invited to attend an informal drop-in session prior to the PIC to review study details and to provide comments. This session will be held at **3:00 p.m. on Thursday March 23, 2017** at the **Portland Community Hall** (24 Water Street, Portland, Ontario). The PIC will be open to the public from **4:00 p.m. to 8:00 p.m.** Details of PIC #2 are presented in the enclosed brochure.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of HDR. The study is following the approved planning process for Group "B" projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000), with the opportunity for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of the preliminary design and will be released for public review and comment. Notification of submission of the TESR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the TESR.

If you are unable to attend the drop-in session or the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts indicated in the enclosed brochure.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins, Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, P.Eng., Consultant Project Manager, HDR
Constance Agnew, Consultant Environmental Planner, LGL Limited
John Hanna, MTO Environmental Planner

Attach

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March 9, 2017

Chief Kirby Whiteduck
Algonquins of Pikwakanagan
1657 A Mishomis Anamo Pikwakanagan First Nation
Golden Lake, Ontario
K0J 1X0

Dear Chief Whiteduck:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, P.Eng., Consultant Project Manager, HDR
Constance Agnew, Consultant Environmental Planner, LGL Limited
John Hanna, MTO Environmental Planner

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March 9, 2017

Mr. Jim Hunton
Algonquin Consultation Office
c/o Jp2g Consultants Inc.
12 International Drive
Pembroke, Ontario
K8A 6W5

Dear Mr. Hunton:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, P.Eng., Consultant Project Manager, HDR
Constance Agnew, Consultant Environmental Planner, LGL Limited
John Hanna, MTO Environmental Planner

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March 9, 2017

Grand Chief Michael Mitchell
Mohawks of Akwesasne
P.O. Box 579
Cornwall, Ontario
K6H 5T3

Dear Grand Chief Mitchell:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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March 9, 2017

Ms. Peggy Pyke-Thompson
Mohawks of Akwesasne
P.O. Box 579
Cornwall, Ontario
K6H 5T3

Dear Ms. Pyke-Thompson:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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Télééc. 613 540-5106



March 9, 2017

Ms. Karry Sandy-Mackenzie
Barrister/Solicitor
Coordinator Williams Treaty First Nations
8 Creswick Court
Barrie, Ontario
L4M 2J7

Dear Ms. Sandy-Mackenzie:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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March 9, 2017

Chief James Robert Marsden
Alderville First Nation
PO Box 46
Roseneath, Ontario
K0K2X0

Dear Chief Marsden:

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Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Yours sincerely,

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Glenn Higgins, Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, P.Eng., Consultant Project Manager, HDR
Constance Agnew, Consultant Environmental Planner, LGL Limited
John Hanna, MTO Environmental Planner

Attach

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Fax: 613-540-5106

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Télééc. 613 540-5106



March 9, 2017

Chief Gregory Lloyd Cowie
Hiawatha First Nation
RR 2
Keene, Ontario
K0L2G0

Dear Chief Cowie:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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March 9, 2017

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, N13
Sutton West, Ontario
L0E 1R0

Dear Chief Big Canoe:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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March 9, 2017

Chief Rodney Noganosh
Chippewas of Mnjikaming (Rama) First Nation
5884 Rama Road
Suite 200
Rama, Ontario
L0K 1T0

Dear Chief Noganosh:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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March 9, 2017

Chief Roland Monague
Beausoleil First Nation
1 O-Gema Street
Christian Island
Cedar Point, Ontario
L0K 1C0

Dear Chief Monague:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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March 9, 2017

Chief Bryan LaForme
Mississaugas of the New Credit
2789 Mississauga Road
RR# 6
Hagersville, Ontario
N0A 1H0

Dear Chief LaForme:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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March 9, 2017

Chief Barron King
Moose Deer Point
3719 Twelve Mile Bay Road
P.O. Box 119
Mactier, Ontario
POC 1T0

Dear Chief King:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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March 9, 2017

Chief Phillip Franks
Wahta Mohawk
(Mohawks of Gibson)
2664 Muskoka Road
P.O. Box 260
Bala, Ontario
POC 1A0

Dear Chief Franks:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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March 9, 2017

President Benny Michaud
Ottawa Region Métis Council
500 Old St. Patrick Street, Unit D
Ottawa, Ontario
K1N 9G4

Dear President Michaud:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

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March 9, 2017

Chief Phyllis Williams
Curve Lake First Nation
Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario
K0L 1R0
Email: dutytoconsult@curvelakefn.ca

Dear Chief Williams:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Fax: 613-540-5106

Section de la planification et de la
conception
1355, boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4795
1-800-267-0295
Télec. 613 540-5106



March 9, 2017

Mr. Steve Clark
MPP
101-100 Strowger Blvd.
Brockville, Ontario
K6V 5J9

Dear Mr. Clark:

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2 Invitation Letter**

The Ontario Ministry of Transportation (MTO) has retained HDR Corporation (HDR) to conduct a Preliminary Design Study and Class Environmental Assessment for improvements to the Highway 15 and County Road 42 intersection in the Township of Rideau Lakes, United Counties of Leeds and Grenville (a key plan of the study area is presented in the enclosed Notice of Public Information Centre #2). The purpose of this study was to consider interim and long term design improvements for the intersection. The study team has completed the evaluation of the preliminary design alternatives and will be presenting the recommended interim and long-term solutions.

The purpose of this letter is to invite you to the second Public Information Centre (PIC) that will be held for this study. Representatives from external agencies (including elected officials) are cordially invited to attend an informal drop-in session prior to the PIC to review study details and to provide comments. This session will be held at **3:00 p.m. on Thursday March 23, 2017** at the **Portland Community Hall** (24 Water Street, Portland, Ontario). The PIC will be open to the public from **4:00 p.m. to 8:00 p.m.** Details of PIC #2 are presented in the Notice of Public Information Centre #2.

HDR is managing the study on behalf of MTO. LGL Limited is providing environmental design and planning services on behalf of HDR. The study is following the approved planning process for Group "B" projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000), with the opportunity for public input throughout. Upon completion of the study, a Transportation Environmental Study Report (TESR) will be prepared to document the results of the preliminary design and will be released for public review and comment. Notification of submission of the TESR will be advertised in local newspapers and you will be mailed a final contact letter to inform you of opportunities to review the TESR.

If you are unable to attend the drop-in session or the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts indicated in the enclosed Notice of Public Information Centre #2.

Information regarding this study is being collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Yours sincerely,

A handwritten signature in cursive script that reads "Glenn Higgins".

Glenn Higgins, Project Manager
Ministry of Transportation, Eastern Region

c.c. Joseph Arcaro, P.Eng., Consultant Project Manager, HDR
John Hanna, MTO Environmental Planner
Constance Agnew, Consultant Environmental Planner, LGL Limited

Attach

Attachment E

PIC #2 Display Materials

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS G.W.P. 4315-06-02



MARCH 23, 2017, 4:00 P.M. TO 8:00 P.M.
PORTLAND COMMUNITY HALL
24 WATER STREET, PORTLAND

PUBLIC INFORMATION CENTRE

Welcome to the second of two Public Information Centres (PICs) for the Class Environmental Assessment and Preliminary Design Study for the intersection of Highway 15 and County Road 42, Township of Rideau Lakes, United Counties of Leeds and Grenville.

The purpose of the PIC is to present the results of the preliminary design evaluation. The following display boards present:

- the short-listed alternatives,
- evaluation methodology and results, and
- the technically preferred alternatives.

Please review the information and displays presented here and discuss any aspects of the project with the Study Team members in attendance. We invite you to complete the comment form provided at this PIC and drop it in the Comment Form box provided or submit it to us by **April 26, 2017**.

INTRODUCTION

The Ministry of Transportation has undertaken a preliminary design study to identify interim and long-term improvements at the Highway 15/County Road 42 intersection in the Village of Crosby.

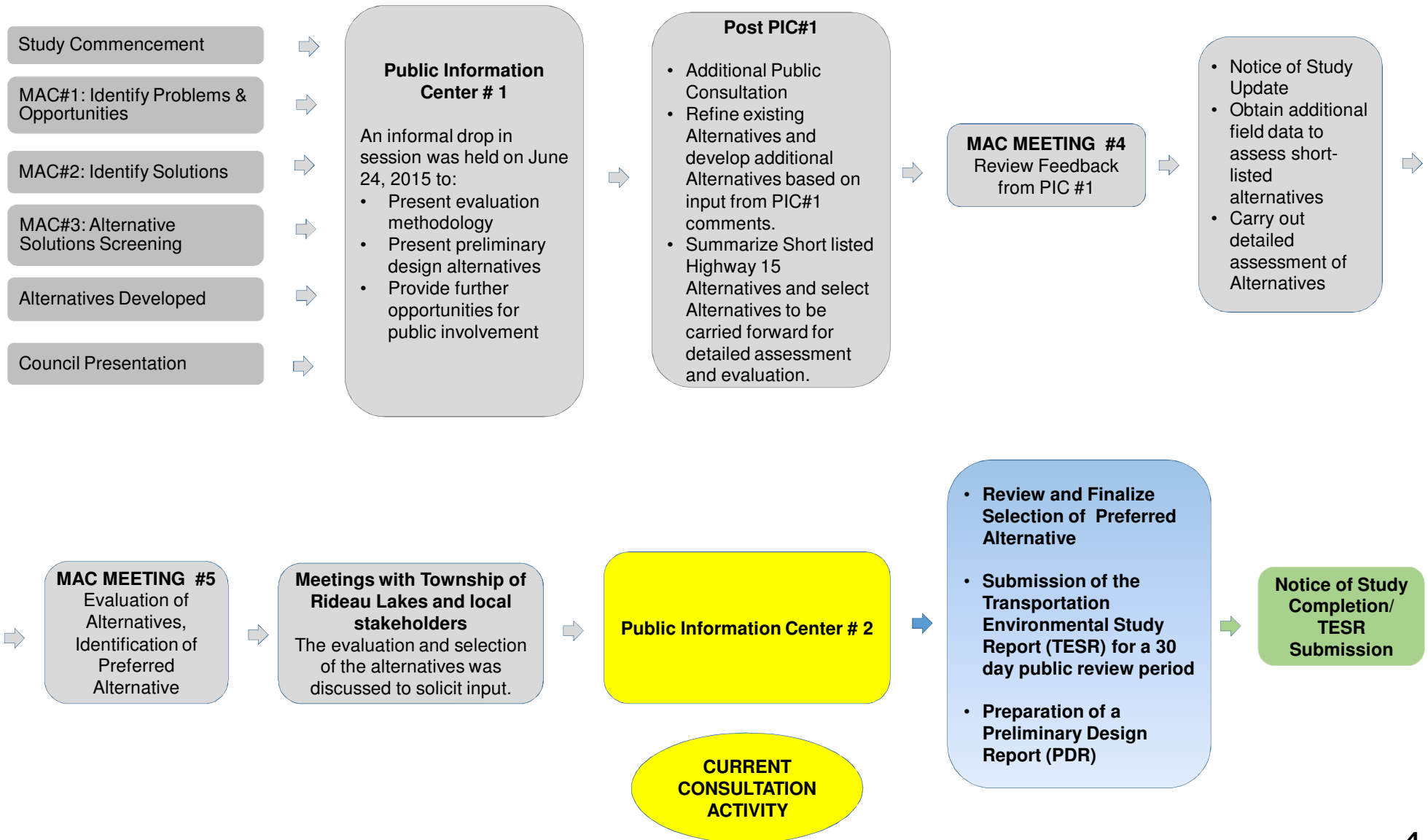
STUDY AREA

The study area is located at Highway 15 at County Road 42 in the Village of Crosby, Township of Rideau Lakes, United Counties of Leeds and Grenville.



PUBLIC INFORMATION CENTRE #2

STUDY PROCESS SUMMARY



EXISTING TRAFFIC CONCERNS

- Collision history
- Restricted Sight Distance
- Width of intersection
- Insufficient illumination approaching the intersection along either Hwy 15 or CR 42
- Poor signage approaching intersection
- Conflicts with cars parked for flea market and/or cemetery

TRAFFIC CONDITIONS (2009 to 2013)

- 22 reported collisions within the study location (approximately a 500 m radius at the intersection)
- The predominant impact type was single motor-vehicle (SMV) collisions that involved animals/wildlife during dark conditions.
- The collision data along Highway 15 is supported with the OPP collision data
- Five (5) of these collisions are attributable to the operation of the intersection

TRAFFIC CONDITIONS (2014 to 2016)

- 3 reported collisions within the study location (approximately 300 m south of the intersection)
 - 2 of the reported collisions were angle collisions that involved vehicles.
 - Driver error: Failed to yield
 - 1 single motor-vehicle (SMV) collision
 - Driver Error while reversing
- The collisions have no impact triggering the traffic signal or roundabout warrants
- The collision data is supported with the OPP collision data

FUTURE TRAFFIC CONDITIONS

- Neither the collision experience, nor the projected traffic volumes trigger the need for traffic signals or roundabout within the 20 Year Environmental Assessment Planning Horizon (2035).

That is, the warrant for traffic signals is not met within the next 20 years.

- Traffic signal warrants were also assessed beyond the Environmental Assessment Planning Horizon for the years 2040 and 2045.

The projected traffic volumes suggest that traffic control (traffic signal or roundabout) may be warranted in 2040-2045.

Note: The further out the horizon year, the less reliable the traffic volume projections.

SHORT LISTED ALTERNATIVES

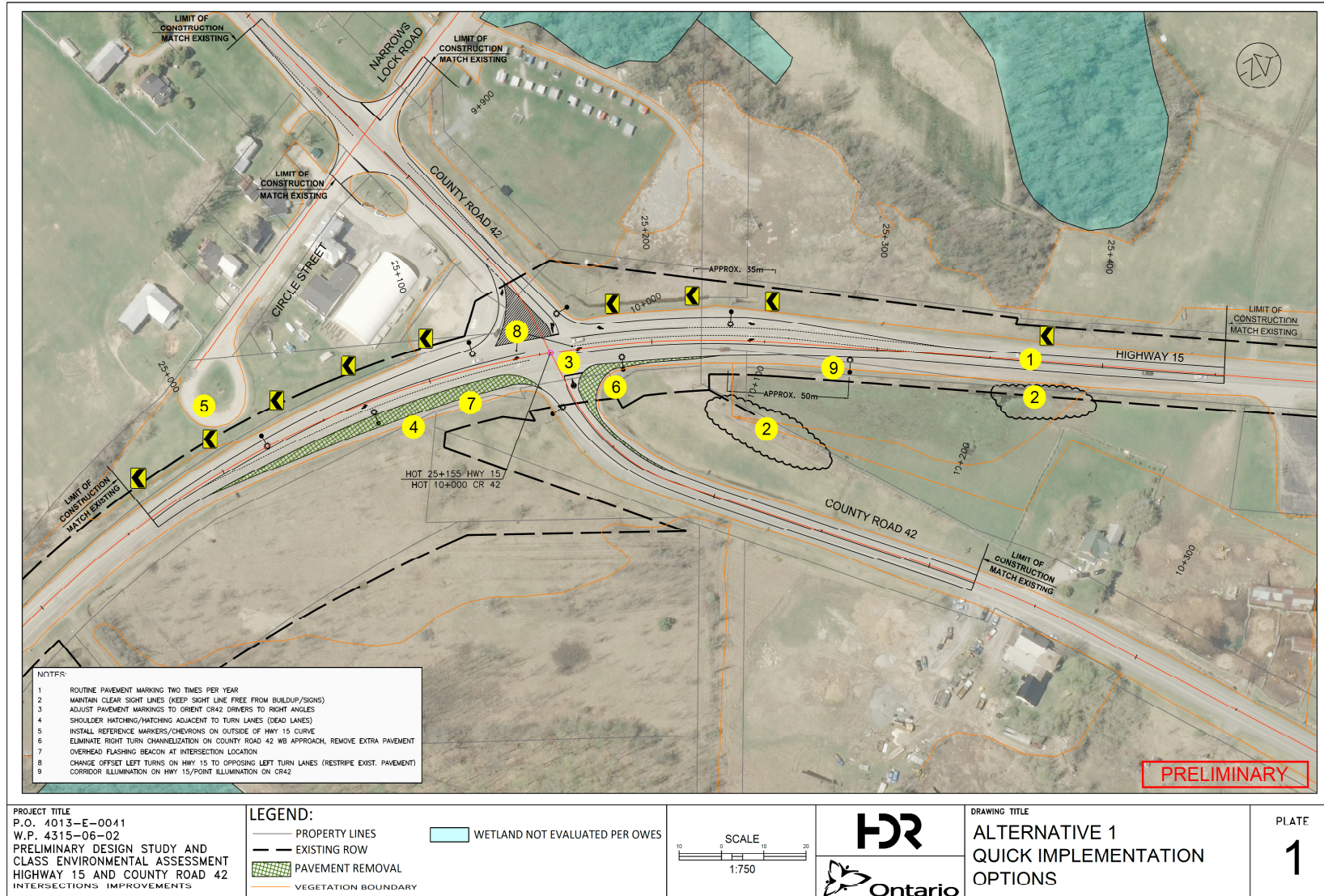
The following alternatives were short listed from the screening of the long list of alternatives. Some of these alternatives were refined based on input received at Public Information Centre (PIC) #1:

| Alternative No. | Description | |
|-----------------|---------------------------------------------------------------------------------------------------------|--------------------------------------------|
| 1 | Low complexity pavement marking and signage improvements to existing intersection | Presented at PIC#1 |
| 2 | Realign County Road 42 to 90 Degree Intersection Approaches | Refined based on input from PIC#1 |
| 3-1 | Convert to 2 tee-intersections with CR-42 east leg located \pm 430 m north of existing intersection | New-Developed based on PIC#1 Comments |
| 3-2 | Convert to 2 Tee-Intersections with CR-42 east leg located \pm 950 m north of existing intersection | New-Developed based on PIC#1 Comments |
| 4-2 | Realign Highway 15 with 1200 m Radius through CR-42 intersection and tie into new bridge south of CR-42 | New-Developed to allow for Traffic Signals |

The alternatives address identified deficiencies, improve safety, accommodate future projected traffic operations (2045), and support the Village of Crosby Community Improvement Plan.

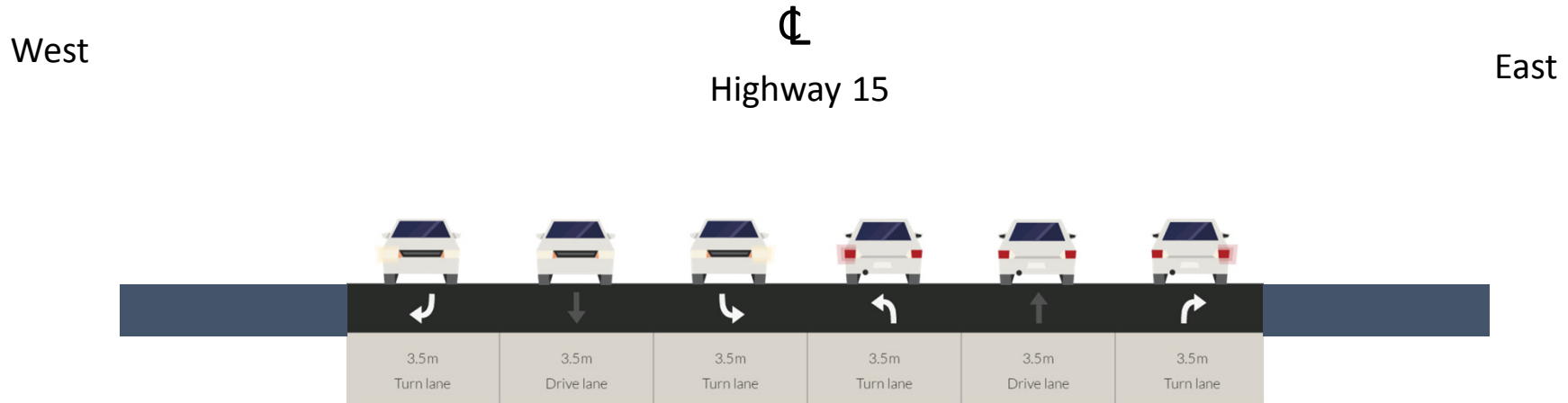
PUBLIC INFORMATION CENTRE #2

ALTERNATIVE 1: LOW COMPLEXITY (PRESENTED AT PIC #1)

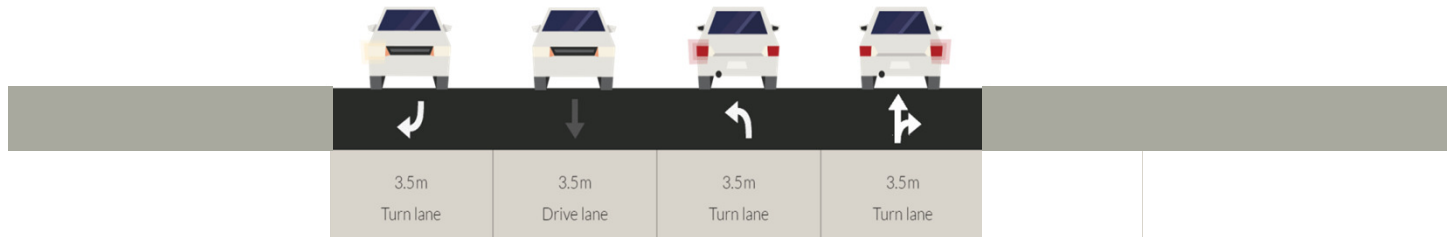


PUBLIC INFORMATION CENTRE #2

ALTERNATIVE 1: LOW COMPLEXITY Reduced Pavement Width at Intersection



Highway 15: Existing Intersection Lane Layout at County Road 42

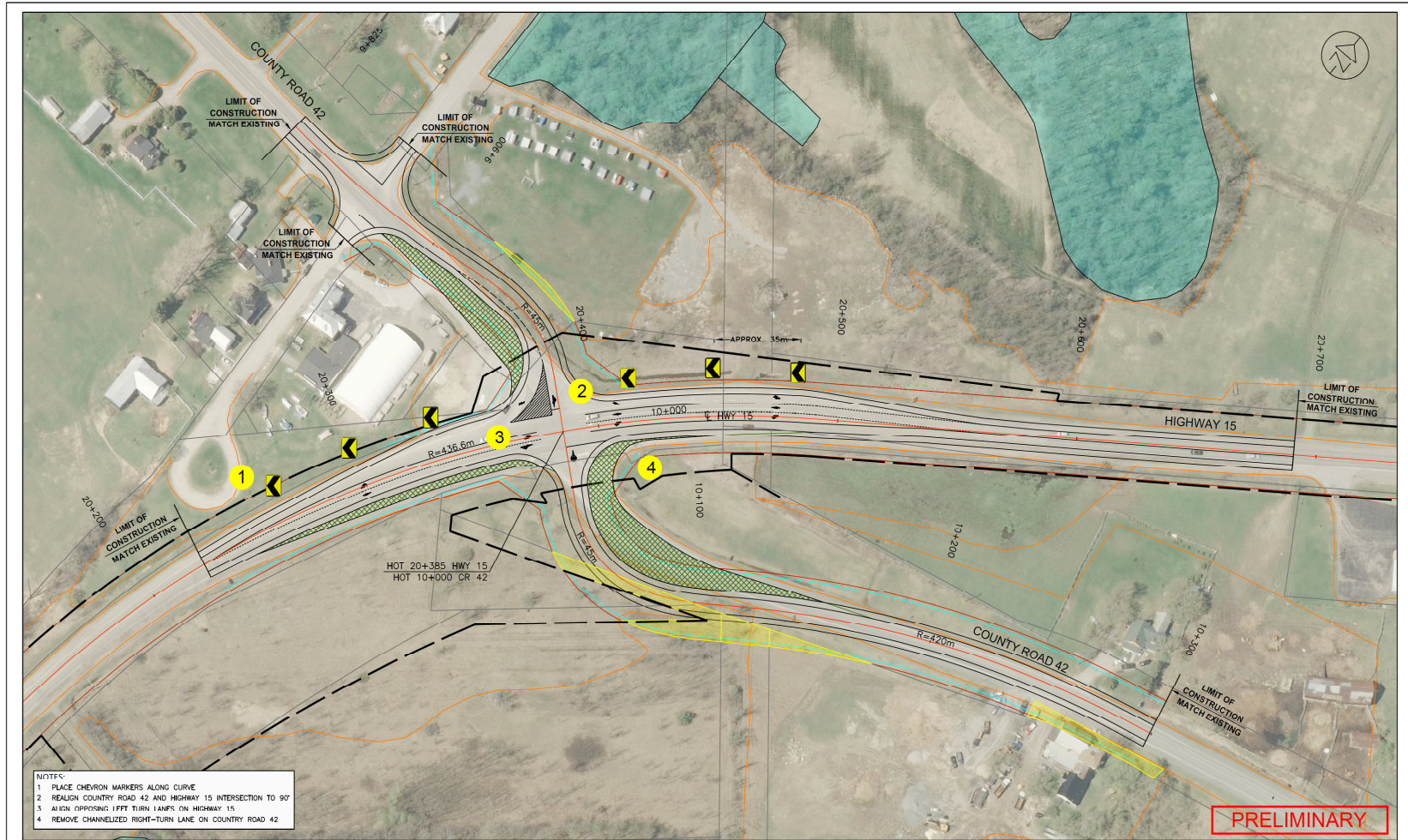


Highway 15: Proposed Intersection Lane Layout at County Road 42

(Looking North)

PUBLIC INFORMATION CENTRE #2

ALTERNATIVE 2: REALIGN COUNTY ROAD 42 INTERSECTION APPROACH (REFINED BASED ON INPUT FROM PIC#1)

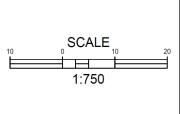


- NOTES:
- 1 PLACE CHEVRON MARKERS ALONG CURVE
 - 2 REALIGN COUNTY ROAD 42 AND HIGHWAY 15 INTERSECTION TO 90°
 - 3 ALIGN OPPOSING LEFT TURN LANES ON HIGHWAY 15
 - 4 REMOVE CHANNELIZED RIGHT-TURN LANE ON COUNTY ROAD 42

PRELIMINARY

PROJECT TITLE
P.O. 4013-E-0041
W.P. 4315-06-02
PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 15 AND COUNTY ROAD 42
INTERSECTIONS IMPROVEMENTS

| LEGEND: | |
|---------|--------------------------------|
| | 30m PROPOSED ROW |
| | EXISTING ROW |
| | GRADING LIMITS - CUT |
| | GRADING LIMITS - FILL |
| | PAVEMENT REMOVAL |
| | PROPERTY LINES |
| | WATERCOURSES |
| | VEGETATION BOUNDARY |
| | WETLAND NOT EVALUATED PER OWES |
| | PROPERTY REQUIREMENT |

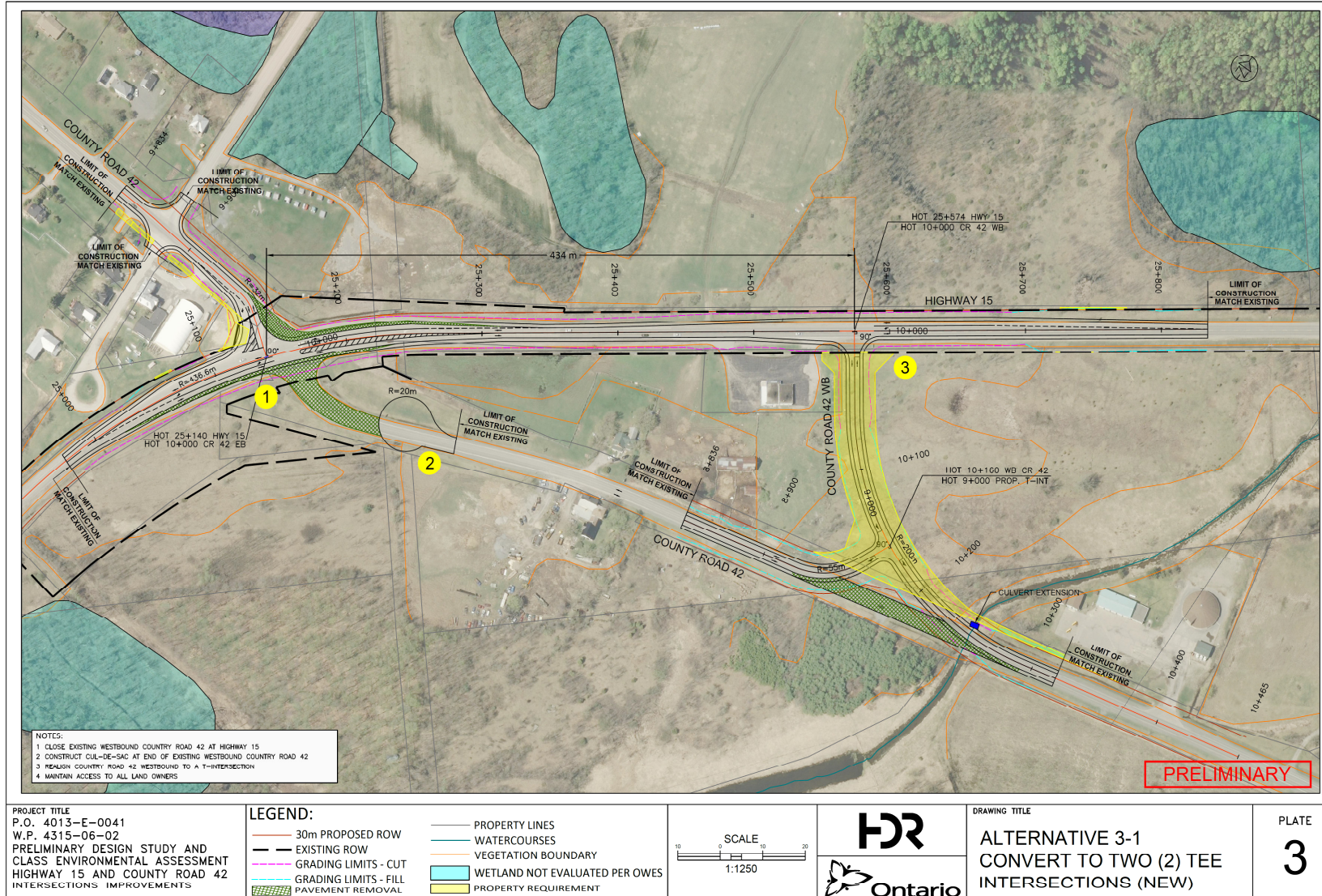


DRAWING TITLE
**ALTERNATIVE 2
REALIGN CR 42
INTERSECTION APPROACH**

PLATE
2

PUBLIC INFORMATION CENTRE #2

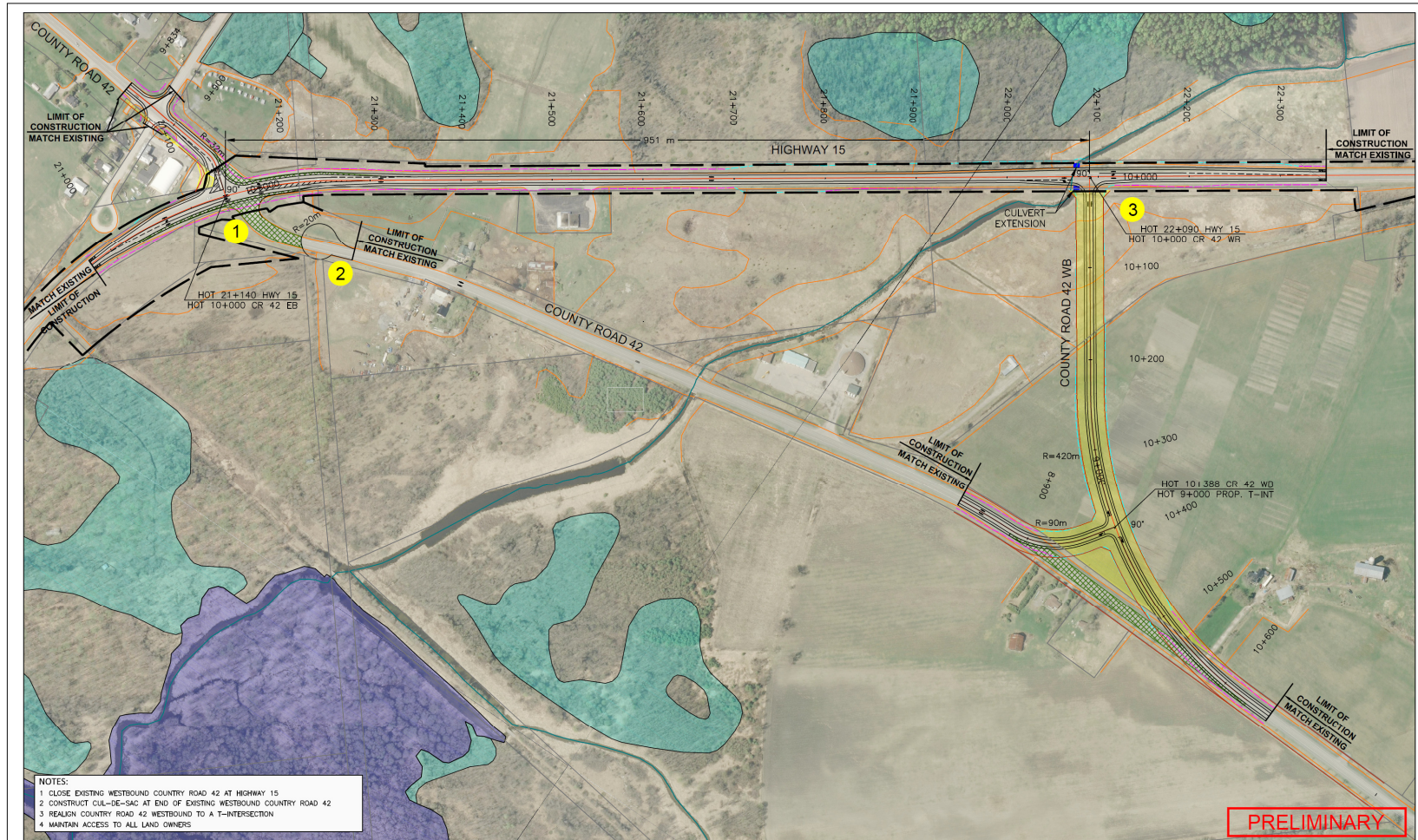
ALTERNATIVE 3-1: CONVERT TO TWO (2) T INTERSECTIONS ± 435m NORTH OF EXISTING INTERSECTION (NEW-DEVELOPED BASED ON PIC#1 COMMENTS)



PUBLIC INFORMATION CENTRE #2

ALTERNATIVE 3-2: CONVERT TO TWO (2) T INTERSECTIONS

+950m NORTH OF INTERSECTION (NEW-DEVELOPED BASED ON PIC#1 COMMENTS)



NOTES:
 1 CLOSE EXISTING WESTBOUND COUNTY ROAD 42 AT HIGHWAY 15
 2 CONSTRUCT CUL-DE-SAC AT END OF EXISTING WESTBOUND COUNTY ROAD 42
 3 REALIGN COUNTY ROAD 42 WESTBOUND TO A T-INTERSECTION
 4 MAINTAIN ACCESS TO ALL LAND OWNERS

PRELIMINARY

| | | | | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| <p>PROJECT TITLE P.O. 4013-E-0041 W.P. 4315-06-02 PRELIMINARY DESIGN STUDY AND CLASS ENVIRONMENTAL ASSESSMENT HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTIONS IMPROVEMENTS</p> | <p>LEGEND:</p> <ul style="list-style-type: none"> — 30m PROPOSED ROW — EXISTING ROW — GRADING LIMITS - CUT — GRADING LIMITS - FILL PAVEMENT REMOVAL — PROPERTY LINES — WATERCOURSES — VEGETATION BOUNDARY WETLAND NOT EVALUATED PER OWES PROPERTY REQUIREMENT PROVINCIALY SIGNIFICANT WETLAND | <p>SCALE 1:2000</p> | | <p>DRAWING TITLE ALTERNATIVE 3-2 CONVERT TO TWO (2) TEE INTERSECTIONS (NEW)</p> | <p>PLATE 4</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--|------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|

PUBLIC INFORMATION CENTRE #2

ALTERNATIVE 4-2: REALIGNMENT OF HIGHWAY 15 WITH 1200m RADIUS AND TIE INTO NEW BRIDGE SOUTH OF COUNTY ROAD 42 (NEW-DEVELOPED TO ALLOW FOR TRAFFIC SIGNALS)

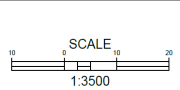


NOTES:
1 TRAFFIC SIGNALS WILL BE CONSIDERED WHEN WARRANTS ARE MET

PRELIMINARY

PROJECT TITLE
P.O. 4013-E-0041
W.P. 4315-06-02
PRELIMINARY DESIGN STUDY AND
CLASS ENVIRONMENTAL ASSESSMENT
HIGHWAY 15 AND COUNTY ROAD 42
INTERSECTIONS IMPROVEMENTS

| LEGEND: | |
|---------|---------------------------------|
| | 30m PROPOSED ROW |
| | EXISTING ROW |
| | GRADING LIMITS - CUT |
| | GRADING LIMITS - FILL |
| | PAVEMENT REMOVAL |
| | PROPERTY LINES |
| | WATERCOURSES |
| | VEGETATION BOUNDARY |
| | WETLAND NOT EVALUATED PER OWES |
| | PROPERTY REQUIREMENT |
| | PROVINCIALY SIGNIFICANT WETLAND |



DRAWING TITLE
ALTERNATIVE 4-2
REALIGNMENT OF HWY 15
RADIUS 1200m (NEW)

PLATE
5

TRAFFIC CONTROL AT THE INTERSECTION

- Neither the collision data, nor the traffic volumes trigger the need for traffic signals or a roundabout at the intersection within the 20 year Environmental Planning Horizon (2035) (i.e. warrant for traffic signals is not met)
- Side road stop control on County Road 42 to be maintained
- The current Highway 15 curvature with a radius of 436.6 m is less than the desirable minimum radius of 1200 m for traffic signal installation. As such, traffic signal installation under existing geometric conditions is not recommended
- The existing intersection geometry may accommodate a future roundabout when warrants are met

EVALUATION METHODOLOGY OVERVIEW

- A Pairwise Comparison was used to evaluate the short-listed alternatives against each other
- Criteria and indicators were developed in consultation with the Municipal Advisory Committee (MAC) and Public from PIC#1
- Criteria weighting was developed by the Project Team in consultation with the MAC and public from PIC#1
- A criteria weighting sensitivity analysis was conducted with input from the MAC (discussed in further detail on following display panels)

CRITERIA GROUP WEIGHTING

- Initial Criteria Weighting was developed with the MAC and refined by Project Team using public input from PIC #1:
 - Transportation received the largest weighting as safety is a significant concern
 - Socio-Economic Environment received the second largest weighting to reflect importance of local economic development
 - Cost assessment was completed outside of the Pairwise Comparison (to seek best solution before cost was considered)

| Criteria Group | Weighting used for Evaluation (as determined by Project Team) |
|----------------------------|------------------------------------------------------------------|
| Transportation | 45% |
| Natural Environment | 20% |
| Socio-Economic Environment | 25% |
| Cultural Environment | 10% |
| Cost | 0% |

PUBLIC INFORMATION CENTRE #2

EVALUATION CRITERIA AND INDICATOR WEIGHTING

| CRITERIA GROUP | WEIGHTING | CRITERIA | WEIGHTING | INDICATORS (Units of Measure) |
|---------------------|-----------|----------------------------------------------------------------------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------------------|
| TRANSPORTATION | 45% | Intersection Level of Service | 15% | Level of Service AM (2045) (A-F) |
| | | Intersection Level of Service | 15% | Level of Service PM (2045) (A-F) |
| | | Length of intersection crossing alongside road | 10% | Width of pavement: Stop bar to Stop bar (Length – m) |
| | | Highway Geometry / Sightlines | 20% | Available sight distance (Length – m) |
| | | Night time Collision | 15% | Ability to reduce night-time collision |
| | | Collision Frequency | 15% | Ability to reduce severity of collisions (number of conflict points) |
| | | Conflicts between pedestrians and through traffic | 10% | Ability to reduce number of pedestrian conflicts with through traffic (number of conflict points) |
| NATURAL ENVIRONMENT | 20% | Fisheries and Aquatic Habitat | 20% | Potential Impact on Fisheries and Aquatic Habitat (Area – m ² or ha) |
| | | Wildlife | 20% | Potential Loss of Wildlife and Wildlife Habitat (Area) |
| | | | | Potential Loss of species at risk habitat (Area – m ² or ha) |
| | | | | Impacts to wildlife crossings (#) |
| | | Groundwater | 15% | Potential interference with municipal/private water wells (# of wells) |
| | | Vegetation | 20% | Potential Loss of Woodlots, Trees/Shrubs and Hedgerows (Area – m ² or ha) |
| | | | | Potential Loss of species at risk habitat (Area – m ² or ha) |
| Soil | 15% | Potential impact to agriculturally classified soils (Area - C1&C2 m ² , C3&C4 m ² , C5&C6 m ²) | | |
| Surface Water | 10% | Potential impact to municipal drains, roadside ditches and storm sewers (Area of new pavement surface – m ²) | | |

PUBLIC INFORMATION CENTRE #2

EVALUATION CRITERIA AND INDICATOR WEIGHTING

| CRITERIA GROUP | WEIGHTING | CRITERIA | WEIGHTING | INDICATORS (Units of Measure) |
|---------------------------------|-----------|---------------------------------------------------------------------------------------|-----------|---------------------------------------------------------------------------------------|
| SOCIO-ECONOMIC ENVIRONMENT | 25% | Community | 25% | Ability to accommodate future development (Y/N) |
| | | | | Traffic calming (Y/N) |
| | | | | Impacts to EMS response time to Village of Crosby (minutes) |
| | | | | Can active transportation be accommodated (Y/N) |
| | | | | Distance of intersection from village hub/land parcels with development potential (m) |
| | | Business/Commercial | 25% | Existing Business Directly Impacted (#) |
| | | | | Additional Business Property required (Area – m ²) |
| | | | | Potential to Displace Businesses (#) |
| | | | | Impact on potential contaminated sites (Area – m ² or ha) |
| | | Residential | 25% | Residents Directly Impacted (#) |
| | | | | Potential to Displace Residents (#) |
| | | | | Additional property Required (Area – m ²) |
| Agricultural/Farming Operations | 25% | Number of Agricultural / Farming Operations Affected (#) | | |
| | | Potential to Affect Long Term Sustainability of Agricultural/Farming Operations (Y/N) | | |
| CULTURAL ENVIRONMENT | 10% | Archaeological Resources | 40% | Number of Known Archaeological Sites Affected (#) |
| | | | | Potential for New Archaeological Sites Discoveries (Low, Medium, High) |
| | | Cultural Heritage Resources | 40% | Number of Cultural Heritage Features Affected (#) |
| | | | | Number of Built Heritage Features Affected (#) |
| | | Noise | 20% | Increased noise level at adjacent receivers (Yes or No) |

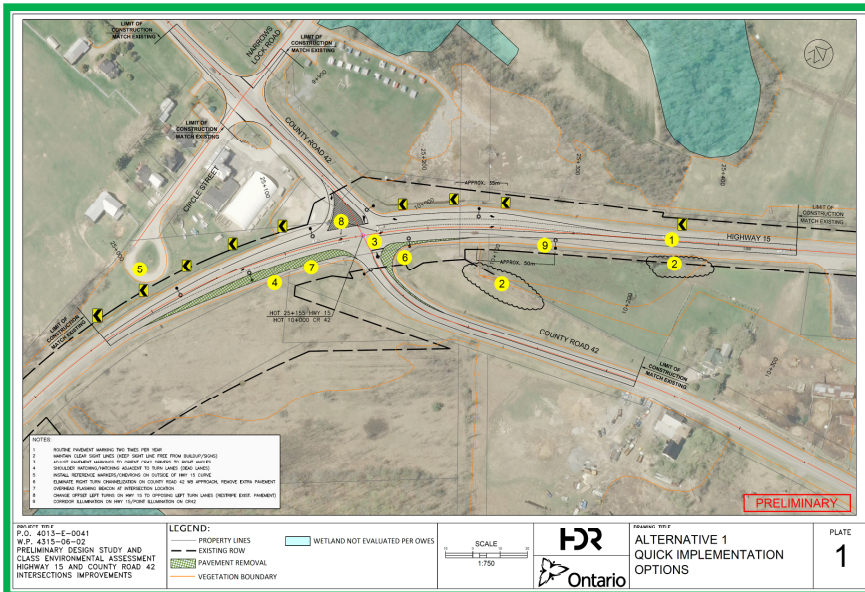
PUBLIC INFORMATION CENTRE #2

PAIRWISE COMPARISON EVALUATION RESULTS – SHORT TERM ALTERNATIVES

ALTERNATIVE 1

VS

ALTERNATIVE 2



- Addresses safety concerns
- No property taking involved. All proposed work is within existing MTO Right-of-Way
- Lower cost

Alternative 1 is preferred (55.1%):

- **Addresses identified safety concerns**
- **Meets need for current traffic operations**
- **Less property impact**
- **Lower cost**

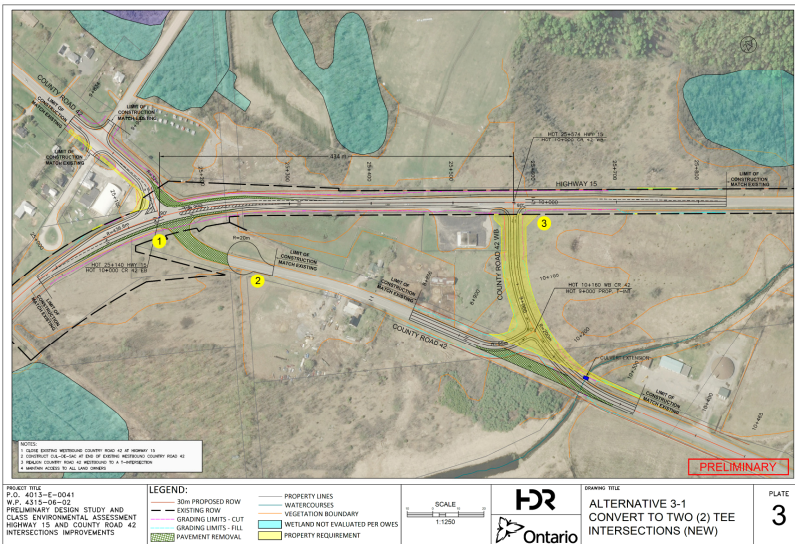
- Addresses safety concerns
- Property taking required to accommodate the realignment of County Road 42, east of Highway 15 to improve intersection angle
- If circumstances change (e.g. traffic volume, economic development) and the warrant for traffic signals is met in the future, potential to modify to a roundabout

• May be considered for long-term solution

PUBLIC INFORMATION CENTRE #2

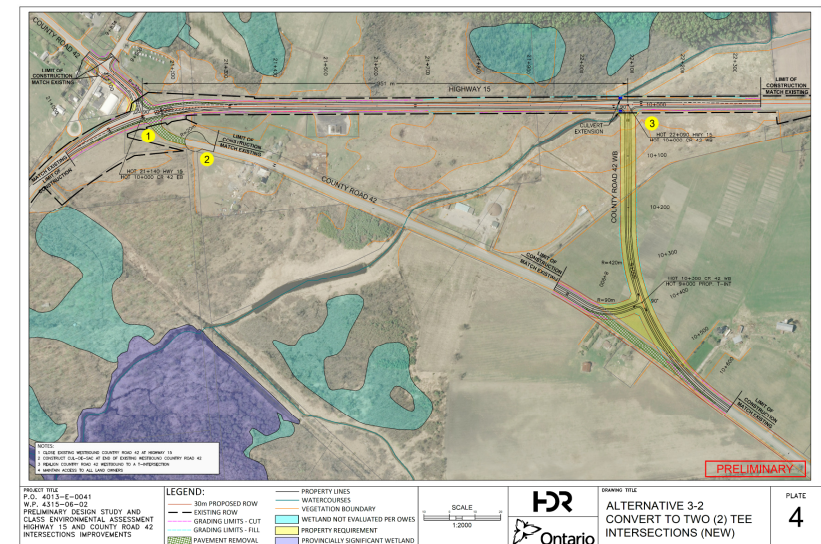
PAIRWISE COMPARISON: EVALUATION RESULTS – LONG TERM ALTERNATIVES

ALTERNATIVE 3-1



VS

ALTERNATIVE 3-2



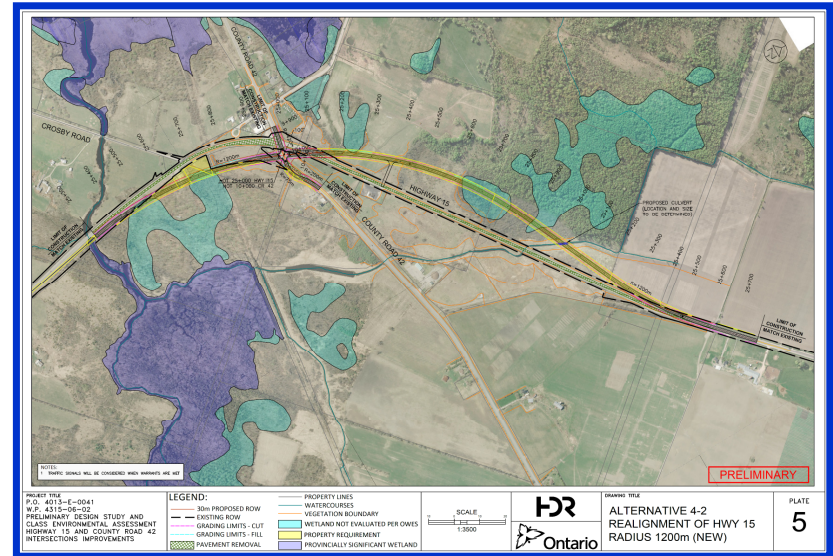
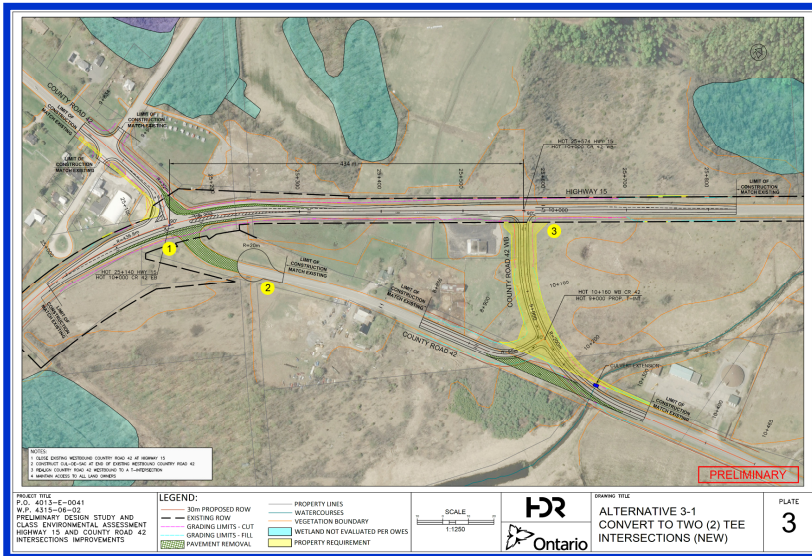
- Addresses safety concerns
- Less property taking involved
- If circumstances change in the future and the warrant for traffic signals is met, potential to add traffic signals
- Fewer impacts to Natural Environment than Alternative 3-2
- Township/County may protect property through development approval applications and/or request MTO to designate lands
- Supports Village of Crosby Community Improvement Plan
- Lower cost than Alternative 3-2

- Addresses safety concerns
- When the warrant for traffic signals is met, potential to add traffic signals if circumstances change
- Township/County may protect property through development approval applications and/or request MTO to designate lands

- **Alternative 3-1 is preferred (54.1%):**
 - **Less property impact**
 - **Supports the Village of Crosby Community Improvement Plan**
 - **Lower cost**
- **Alternative 3-2 was screened from further consideration at this decision point**

PUBLIC INFORMATION CENTRE #2

PAIRWISE COMPARISON EVALUATION RESULTS – LONG TERM ALTERNATIVES Alternative 3-1 Alternative 4-2



- Addresses safety concerns – fewer conflict points than Alternative 4-2
- Less property taking involved
- If circumstances change in the future and the warrant for traffic signals is met, potential to add traffic signals
- Fewer impacts to Natural Environment than Alternative 4-2
- Supports Village of Crosby CIP
- Township/County may protect property through development approval applications and/or request MTO to designate lands
- Lower cost

- Addresses safety concerns
- Greater property taking is required
- Impacts at watercourse crossing and vegetated areas
- If circumstances change in the future and the warrant for traffic signals is met, potential to add traffic signals
- Township/County may protect property through development approval applications and/or request MTO to designate lands

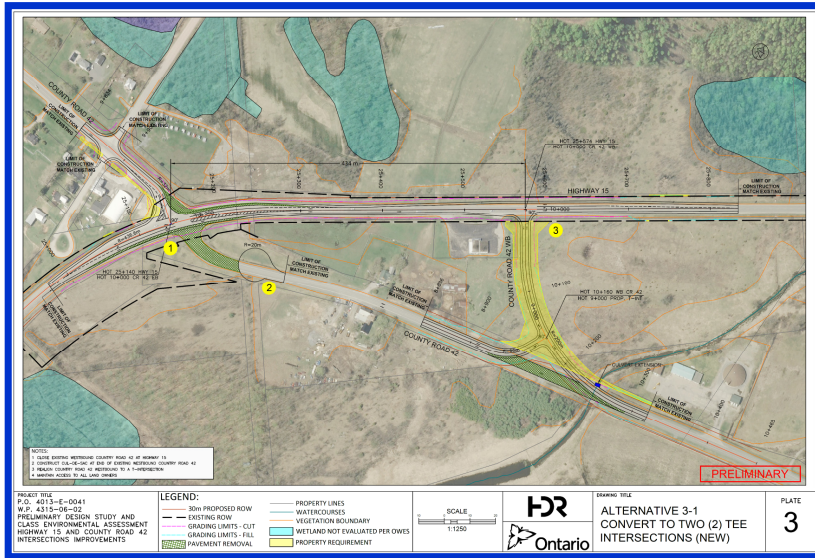
Alternative 3-1 is preferred (66.7%):

- **No need to compare Alternative 3-2 with Alternative 4-2**
- **Alternative 4-2 was screened from further consideration at this decision point**
- **However, Alternative 3-1 should be compared with Alternative 2 as a long-term improvement**

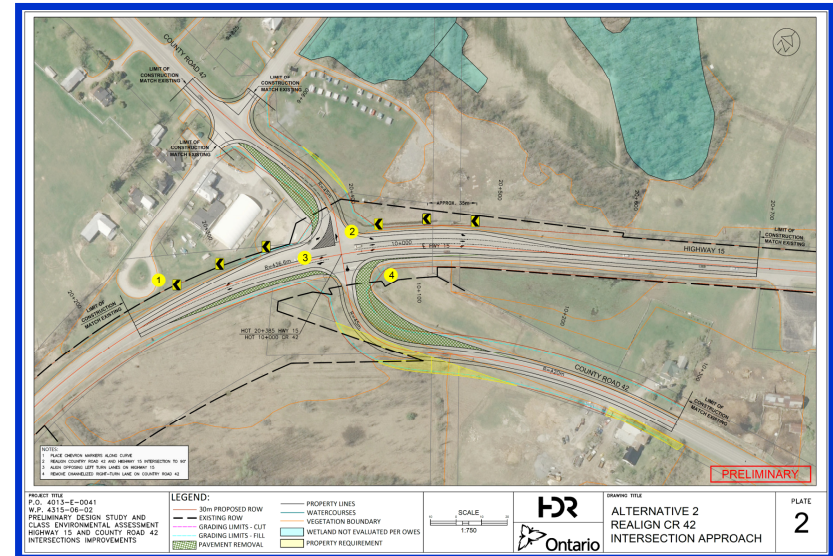
PUBLIC INFORMATION CENTRE #2

PAIRWISE COMPARISON - LONG TERM ALTERNATIVES

Alternative 3-1



Alternative 2



- Addresses safety concerns
- If circumstances change in the future and the warrant for traffic signals is met, potential to add traffic signals
- Township/County may protect property through development approval applications and/or request MTO to designate lands
- Supports Village of Crosby Community Improvement Plan

- Addresses safety concerns
- If circumstances change (e.g. traffic volume, economic development) and the warrant for traffic signals is met in the future, potential to modify to a roundabout
- Property taking required to accommodate the realignment of County Road 42, east of Highway 15 to improve intersection angle
- Supports Village of Crosby Community Improvement Plan

| CRITERIA GROUP | WEIGHTING (%) | ALTERNATIVE 3-1 | ALTERNATIVE 2 |
|----------------------------|---------------|-----------------|---------------|
| Transportation | 45 | 37 | 8 |
| Natural Environment | 20 | 5 | 15 |
| Socio-Economic Environment | 25 | 7 | 18 |
| Cultural Environment | 10 | 1 | 9 |
| Total Score | 100 | 50 | 50 |

PUBLIC INFORMATION CENTRE #2

PAIRWISE COMPARISON EVALUATION RESULTS

- **Pairwise Comparison** of [Alternative 3-1 vs Alternative 2](#) resulted in equal scores
- A sensitivity analysis was carried out
- Alternative 3-1 is more influenced by increasing the weighting on Transportation Criteria
- Alternative 2 is more influenced by increasing the weighting on Socio-Economic Criteria

Pairwise Evaluation Table: Increasing the weighting on Transportation Criteria

| CRITERIA GROUP | WEIGHTING (%) | ALTERNATIVE 3-1 | ALTERNATIVE 2 |
|----------------------------|---------------|-----------------|---------------|
| Transportation | 51 | 42 | 9 |
| Natural Environment | 20 | 5 | 15 |
| Socio-Economic Environment | 19 | 5 | 14 |
| Cultural Environment | 10 | 1 | 9 |
| Total Score | 100 | 53 | 47 |

Pairwise Evaluation Table: Increasing the weighting on Socio-Economic Environment Criteria

| CRITERIA GROUP | WEIGHTING (%) | ALTERNATIVE 3-1 | ALTERNATIVE 2 |
|----------------------------|---------------|-----------------|---------------|
| Transportation | 36 | 29 | 6 |
| Natural Environment | 20 | 5 | 15 |
| Socio-Economic Environment | 34 | 9 | 25 |
| Cultural Environment | 10 | 1 | 9 |
| Total Score | 100 | 45 | 55 |

IMPACTED PROPERTY OWNERS MEETING

- Members of the Project Team met with potentially impacted property owners in November 2016
- The purpose of this meeting was to provide property owners in the vicinity of Highway 15 and County Road 42 an update on the results of the preliminary design evaluation, and solicit their input on their various options considered
- These were kitchen table meetings with a total of five impacted parties, with a constructive exchange of ideas shared amongst meeting participants
- As a result of these kitchen table meetings the Project Team understands that local property owner stakeholders favour **Alternative 3-1** as a long-term solution for the intersection

TECHNICALLY PREFERRED ALTERNATIVES

Short Term

➤ Alternative 1: Low Complexity

- Meets all needs as currently identified to address safety concerns and traffic operations
- MTO has implemented some of these improvements already

Long Term (2045)

➤ Alternative 2: Realign CR 42 intersection approach; or Alternative 3-1: Convert to Two (2) T Intersections

- Provides flexibility for Township to implement Village of Crosby Community Improvement Plan
- While projected traffic volumes do not meet signal warrants, both alternatives are scalable to allow permitted traffic control installation (roundabout for Alternative 2 or traffic signals at T intersection for Alternative 3-1) when warranted.
- MTO is providing Township/County with intersection traffic control planning tools to determine how to best develop and implement the Village of Crosby Community Improvement Plan.

Note: MTO supports both Alternative 2 and Alternative 3-1 for long term improvements but will implement only one of the alternatives, when the traffic signal warrants are met.

NEXT STEPS

- Input from the Public, Township and County will inform MTO direction for long-term intersection improvements and corridor protection
- Comments received at PIC#2 will be reviewed with Town Council. MTO will seek Council's support for a **single** recommended long-term highway planning solution
- The results of the evaluation of the alternatives, the technically preferred alternative, results of the impact assessment, and the environmental protection and mitigation measures will be documented in the Transportation (TESR)
- The TESR will be made available for a 30-day public review period. Notification of the TESR submission will be published in local newspapers and mailed to those on the study contact lists. Locations where the TESR can be reviewed will be provided.
- Interested persons are encouraged to review the TESR. If, after consulting with the Ministry's staff and consultants, you have serious unresolved concerns, you have the right to request the Minister of the Environment to issue a Part II Order ("bump-up") for this study. A Part II Order may lead to preparation of an Individual Environmental Assessment. If there are no outstanding concerns at the end of the 30-day review period, the study will be considered to have met the requirements of the Class EA, and the study can then proceed to detail design.



STUDY SCHEDULE AND CONSULTATION ACTIVITIES

| Task/Milestone | Schedule/Milestone Date |
|--------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Study Commencement | |
| Initial Contact Letter | Issued to external agencies/stakeholders on February 20, 2015. |
| Notice of Study Commencement | Placed in the <i>Kingston Whig Standard</i> on February 25, 2015 and in the <i>Gananoque Reporter</i> and the <i>Westport Review Mirror</i> on February 26, 2015. |
| Public Information Centres (PICs) | |
| PIC #1 | June 24, 2015 at the Portland Community Hall, 24 Water Street, Portland |
| Community Engagement | Members of the study team visited Crosby Flea Market, left a project poster and/or post cards at local businesses and local points of interest (grocery stores, businesses and marinas), and visited the Delta Fair on July 25, 2015. |
| Notice of Study Update | December 2015 |
| Notice of Public Information Centre #2 | Placed in the <i>Kingston Whig Standard</i> on March 11, 2017 and in the <i>Smiths Falls Record News</i> and the <i>Westport Review Mirror</i> on March 16, 2017. |
| PIC #2 Notification Letter | Issued to external agencies/stakeholders on March 9, 2017. PIC #2 Brochure issued to property owners/residents on March 9, 2017. |
| PIC #2 | March 23, 2017 at the Portland Community Hall, 24 Water Street, Portland |
| Transportation Environmental Study Report (TESR) Submission | |
| Submission of Final TESR | Spring 2017 |
| Notice of TESR Submission | To be placed in the <i>Kingston Whig Standard</i> , the <i>Smiths Falls Record News</i> and the <i>Westport Review Mirror</i> concurrent with the submission of the TESR. |
| Final Contact Letter/TESR Notification Letter | To be issued to external agencies/stakeholders, property owners, residents and PIC attendees with Notice of TESR Submission upon submission of TESR. |

COMMENTS

Input received at this PIC will be reviewed and incorporated into the preliminary design, where appropriate.

Your input is important. We invite you to complete the comment form provided and submit it to us by **April 26, 2017**. If you wish to be added to our mailing list, require further information, or wish to provide input to this project, please contact one of the following project team members:



Joseph Arcaro, P. Eng.
Consultant Project Manager

HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 1-888-860-1116
Fax: 289-695-4601
Email: joseph.arcaro@hdrinc.com

Constance Agnew, B.Sc.
Consultant Environmental Planner

LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
Email: cagnew@lgl.com

Glenn Higgins
MTO Project Manager

Ministry of Transportation Eastern Region
1355 John Counter Boulevard
Postal Bag 4000, Kingston, ON K7L 5A3
Tel: 1-800-267-0295 ext. 4806
Fax: 613-540-5106
Email: glenn.higgins@ontario.ca

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY ACT

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*.

Comments and information regarding this study are being collected to assist the Study Team in meeting the requirements of the *Environmental Assessment Act*. This material will be maintained on file for use during the project and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.

ONTARIANS WITH DISABILITIES ACT

If you have any accessibility requirements in order to participate in this study, please contact one of the Study Team members at this PIC or at the contact information above.

Attachment F

PIC #2 Comments

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
(W.P. 4315-06-02)

Public Information Centre #2
Thursday, March 23, 2017
Portland Community Hall

Please fill in this comment form and drop your completed comment sheet in the box provided, or mail, fax or e-mail your comments to any of the following study team members by **April 26, 2017**:

Mr. Joseph Arcaro, P. Eng.
Consultant Project Manager
HDR Corporation
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Tel: 1-888-860-1116
Fax: 289-695-4601
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Fax: 905-833-1255
E-mail: cagnew@lgl.com

Mr. Glenn Higgins
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Ministry of Transportation, Eastern Region
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Postal Bag 4000
Kingston, ON K7L 5A3
Tel: 1-800-267-0295 ext. 4808
Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca

Local property owner
J. Like 3-1 on the map

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]

E-mail Address (optional): _____

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
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E-mail: glenn.higgins@ontario.ca

I like the second alternative
which makes the intersection
into a 90 degree
The opportunity to turn
it into a roundabout
in the future would seem
like that alternative is an
investment in the future.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code _____ Telephone: _____
E-mail Address (optional): _____

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
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E-mail: glenn.higgins@ontario.ca

My "personal opinion", after 15 years of political football on this subject, is that it is now down to a VERY EXPENSIVE CHARADE!

15 yrs ago, Mayor Ron Holman was assured that the Hwy 15/42 Intersection had Top priority. 15 yr later we are still being given a huge smoke screen. Alternative #2 is the ONLY close answer!

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code _____ Telephone: _____
E-mail Address (optional): _____

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
(W.P. 4315-06-02)

Public Information Centre #2
Thursday, March 23, 2017
Portland Community Hall

Please fill in this comment form and drop your completed comment sheet in the box provided, or mail, fax or e-mail your comments to any of the following study team members by April 28, 2017:

Mr. Joseph Arcaro, P. Eng.
Consultant Project Manager
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Richmond Hill, ON L4B 1J8
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Fax: 289-695-4601
E-mail: joseph.arcaro@hdrinc.com

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Kingston, ON K7L 5A3
Tel: 1-800-267-0295 ext. 4806
Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca

Solution should be 3-1
which takes safety transportation
; Great needs into
consideration.

Good job

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____
Address: _____
Postal Code _____ Telephone: _____
E-mail Address (optional): _____

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
PRELIMINARY DESIGN AND CLASS ENVIRONMENTAL ASSESSMENT
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- As expected this session is a rehash of what was provided to Council in December. The options do not include one option which was presented as part of the original Highway 15 redesign. That is a generous swing to the south from the bridge to meet 15 much further east.
- Alternative 1 is a viable option only if it is done in 2017. Option 3-1 or 3-2 are valid options but only if done within 5 years. Longer than that will require a completely new review.
- This intersection was taken out of the Highway 15 rebuild with the understanding that work would be initiated after the Township completed the Crosby Community Improvement Plan and we're still at this stage. Disgusting and illegal.

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [Redacted]

Address: [Redacted]

Postal Code: [Redacted] Telephone: [Redacted]

E-mail Address (optional): [Redacted]

HIGHWAY 15 AND COUNTY ROAD 42 INTERSECTION IMPROVEMENTS
TOWNSHIP OF RIDEAU LAKES, UNITED COUNTIES OF LEEDS AND GRENVILLE
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Tel: 1-800-267-0295 ext. 4806
Fax: 613-540-5106
E-mail: glenn.higgins@ontario.ca

I prefer Alternative 4-2.

The curve already has too short a radius for an intersection to be on the middle of it. Some people drive north to south on this section of road at 90-100 km/hr (not use of course) and watching oncoming traffic and traffic wanting to cross or enter from highway 42 can be an adventure.

Fix it once and for all with 4-2

Thank you for your participation.

With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]
Address: [REDACTED]
Postal Code [REDACTED] Telephone: [REDACTED]
E-mail Address (optional): [REDACTED]



Ms. Constance Agnew.
22 Fisher St. P.O. Box 280,
King City, Ont. L7B 1A6

RECEIVED

APR 25 2017

BY LGL LIMITED

Dear Ms. Agnew.

Thank you again, for keeping me informed about the meeting re "Highway 15 and County Rd. 42 Intersection". I was very disappointed I could not attend the March 23, 2017 meeting, but appreciate the opportunity to "have my voice heard" in this manner.

My letter writing re this matter has now been extended to ten years and an even thicker file!

I, basically, feel the same way as my July 20, 2015 letter stated, so I'm enclosing a copy of it to be re-read. I'm also giving permission for my personal information in that letter and this letter, as well as the comments, to become part of the public record as to me, "personal" is important, as this whole situation involves people - especially the people of Crosby.

As I am reading various letters from different people in my file, I have noticed the word 'SAFETY' used a lot. Yes, I totally agree. SAFETY is the key issue. To me, the intersection is safe, as it is, but to make it safer, what needs to be done?

From the Review-Mirror on Jan. 4, 2009, I quote the headline, "Slowing Drivers Down is the Solution to the Crosby Intersection"

From the Review-Mirror on June 27, 2010, I quote the headline "Reducing the Speed Limit and Enforcement is the Solution to Hwy. 15 at Crosby"

From the Review Mirror on Aug. 19, 2010, I quote the headline "Competent Driving and Obeying the law is All the Intersection Needs"

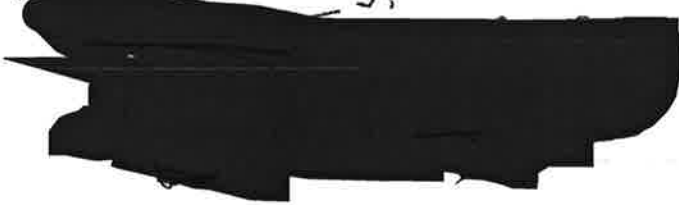
I now realize I need to add suggestions as to how that can be accomplished. Reduce the speed limit through that area by putting up signs showing a speed limit reduction, e.g. as on Hwy. 15 in Morton, and have the lowered speed limit enforced

Hwy. 15 through Crosby has become a speedway, so with money taking the forefront these days in so many ways, obey the speed reduction signs or pay with money.

If anyone can't get through that intersection driving safely, please keep it safe by not driving.

LOOK ALL WAYS

Yours Sincerely,

A large black rectangular redaction covers the signature area.

[REDACTED]

July 20, 2015

Ms. Constance Agnew, B.Sc.
Consultant Environmental Planner
WGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6

Dear Ms. Agnew

First of all, thank you for keeping me informed re Study for Hwy. 15 and County Road 42 intersection. I sincerely appreciate that.

Secondly, I have been writing letters to so many "Powers-that-Be" re this Study since April 2008. I have a very thick file of letters that I have written and received plus multiple newspaper accounts of same. I spent this past week reviewing these.

I really feel, as I have stated many times before, that changing that intersection in any way is not only unnecessary but a waste of taxpayers' money.

A headline reads in the Review-Mirror on Jan. 4, 2009 and I quote "Slowing Drivers Down is the Solution to Crosby Intersection"

A headline reads in the Review-Mirror on June 24, 2010 and I quote "Reducing the Speed Limit and Enforcement is the Solution to Hwy 15 at Crosby"

A headline reads in the Review-Mirror on Aug. 19, 2010 and I quote "Competent Driving, and Obeying the law is all the Intersection Needs"

The road doesn't cause the accidents, the drivers do!

[I've been driving and living in Toronto for 56 years. If you can't navigate through one intersection at Crosby safely, where there's both a flashing red light and a stop sign — please don't drive in Toronto! (and you really shouldn't have a licence!)]

Now, thirdly, the real problem with the Study regarding the Hwy 15 and County Road⁴² intersection is that it has caused the death of Crosby community with the Township's desire to tear down all Crosby had left — its Community Centre! When it started to look like that might not happen, people were brought in to condemn it — (as "not structurally sound" as stated in a May 2012 issue of the Recorder and Times) In my opinion, it could be fixed for less money than changing the intersection!

In fact, I have a copy of a letter from Robert W. Runciman dated Sept. 12, 2007 written to John Mackinnon — Project Engineer Planning and Design, Ministry of Transportation in Kingston and I quote "this Hall should remain and be designated as a historical site"

So, noting the fact that a celebrity such as Robert W. Runciman has been ignored, then how could I expect to even be heard

3

and such has been the case over the past 8 years.

I was born in a farm house in Crosby where I lived until I was 19. It has always been home to me - knowing I could always go back to events at the Crosby Community Centre to visit with my old friends. Now I go back to visit the Crosby Cemetery, across the road (Hwy. 15) from the Crosby Community Centre - where my son, husband, parents, and friends lie. - with only memories on both sides of the road.

Yours sincerely,

A large black rectangular redaction covers the signature area.

c.c. Glenn Higgins, MTO Project Manager
Joseph Arcaro, P. Eng., Consultant Project Manager, HDR

Katherine Bibby

From: Constance Agnew <cagnew@lgl.com>
Sent: March 24, 2017 10:22 AM
To: Higgins, Glenn (MTO); 'Hanna, John (MTO)'; 'Beatty, Rob (MTO)'
Cc: 'Arcaro, Joseph'; Murray, Cheryl; Anurita; Katherine Bibby
Subject: FW: W.P. 4315-06-02 Hwy 15 and CRD 42 Intersection Improvements

Comment received from Christine Woods, Cataraqui Region Conservation Authority.

Constance J. Agnew, B.Sc., rcji
Vice-President, Senior Planning Ecologist
LGL Limited environmental research associates
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Telephone: 905-833-1244
Fax: 905-833-1255
Email: cagnew@lgl.com

From: Christine Woods [mailto:Cwoods@crca.ca]
Sent: March-24-17 9:18 AM
To: cagnew@lgl.com
Subject: W.P. 4315-06-02 Hwy 15 and CRD 42 Intersection Improvements

Connie,

Thank you for providing the CRCA with notice of the second public information centre on the proposed Highway 15 and County Road 42 intersection improvements. I appreciate the explanations that the team provided at the PIC. CRCA staff support the preferred alternatives (1 – asphalt reductions and markings, 2 – reconfiguring the intersection long term, and 3-1 creating two T-intersections for County Rod 42 long term) since they would have little to no impact on the natural features present in the area.



Christine Woods MCIP, RPP
Resource Planner
Cataraqui Region Conservation Authority
1641 Perth Road, PO Box 160, Glenburnie ON, K0H 1S0
Phone: (613) 546-4228 ext. 235 - Fax: (613) 547-6474
Toll Free for Area code (613): 1-877-956-2722

Visit us on the web: www.crca.ca
www.cleanwatercataraqui.ca
www.cataraquitrail.ca

Follow us on: 

**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314-7159
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314-7159
Télééc: 416 212 1802



April 28, 2017 (EMAIL ONLY)

Ms Constance Agnew
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
E: cagnew@lgl.com

RE: MTCS file #: 015H013
Proponent: Ministry of Transportation
Subject: Notice of PIC#2 – Class EA
Project: Highway 15 and County Road 42 Intersection Improvements
(W.P. 4315-06-02)
Location: Township of Rideau Lakes

Dear Ms. Agnew

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of PIC#2 for the above-noted project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources, including land-based and marine;
- built heritage resources, including bridges and monuments; and,
- cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

Please note that the *Standards and Guidelines for Conservation of Provincial Heritage Properties* (S&G), prepared pursuant to Section 25.2 of the *Ontario Heritage Act (OHA)*, came into effect on July 1, 2010. All Ontario government ministries and public bodies that are prescribed under Ontario Regulation 157/10 must comply with the S&Gs. They apply to property that is owned or controlled by the Crown in right of Ontario or by a prescribed public body.

Cultural Heritage Resources

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Would you please whether an archaeological assessment has been undertaken for this project area? It may have been completed in connection with a previous complete but related project.

If the project area has not been previously assessed then, you should screen the project with the MTCS *Criteria for Evaluating Archaeological Potential* to determine if an archaeological assessment is needed. MTCS archaeological sites data are available at archaeologicalsites@ontario.ca. If the EA project area exhibits archaeological potential, then an archaeological assessment (AA) should be undertaken by an archaeologist licenced under the OHA, who is responsible for submitting the report directly to MTCS for review.

Built Heritage and Cultural Heritage Landscapes

Similarly, if cultural heritage resources were identified and evaluated by a previous technical study then please advise us and/or provide a copy of the technical study.

If the project area has not been previously assessed, then the MTCS *Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes* should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk/s for the municipality can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's *Info Sheet #15: Heritage Impact Assessments and Conservation Plans* outlines the scope of HIAs. Please send the HIA to MTCS and the municipality for review, and make it available to local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If the screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank-you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Rosi Zirger
Heritage Planner
rosi.zirger@ontario.ca

Copied to: Glenn Higgins, MTO Project Manager

If is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Ministry of Transportation

Engineering Office
Planning & Design Section
Eastern Region
1355 John Counter Blvd
PO Box 4000
Kingston, ON K7L 5A3
Tel.: 613 545-4806
Fax: 613-540-5106

Ministère des Transports

Bureau d'ingénierie
Section de la planification et de la conception
Région de l'est
1355, boulevard John Counter
Case postale 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4806
Télééc. 613 540-5106



May 3, 2017

Michael Dwyer
Chief Administrative Officer
Township of Rideau Lakes
1439 County Road 8
Delta, Ontario K0E 1G0

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Mr. Dwyer:

During my last presentation to the Township of Rideau Lakes Council I requested that the Township review the results of the evaluation of the alternatives, particularly the long-term solutions as two options have been identified with equal scores. Council preferred to wait until the final Public Information Centre (PIC) to review the responses from members of the public before making a choice. The purpose of this letter is to share the input received at the final PIC and seek your support for one of these long-term solutions.

The second Public Information Centre (PIC) for this study was held on March 23, 2017 from 4:00 p.m. to 8:00 p.m. A total of eighteen people attended the PIC, including ten members of the public, and eight representatives from agencies/stakeholders, including the Cataraqui Region Conservation Authority, Parks Canada, Township of Rideau Lakes (three Councillors), United Counties of Leeds and Grenville, Lanark County and the Mayor of Westport/Elected Warden of the United Counties of Leeds and Grenville.

There were fewer participants than the first PIC, which had a total of 40 participants, and overall the feedback received during PIC #2 was positive. The written comments received at PIC #2 included:

- Preference for Alternative 3-1 (three commenters).
- Concerns regarding the past 15 years and the results of the study and suggested that Alternative 2 is the closest answer.
- Preference for Alternative 2 as it makes the intersection 90 degrees, and has the potential to turn the intersection into a roundabout in the future.
- Concern regarding the fact that the alternatives do not include the option that was presented as part of the original Highway 15 redesign. Noted Alternative 1 is a viable option if implemented in 2017, and Option 3-1 and 3-2 are valid options if they are implemented within 5 years. Explained that this intersection was removed from the Highway 15 improvements to

the south so that the Township could complete the Community Improvement Plan for Crosby, and we are still at this stage.

- Preference for Alternative 4-2 because the curve already has too short a radius for the intersection, and there is a lot of speeding which poses a safety concern.
- Noted that safety is the key issue, and that driver behaviour is the problem, not the design of the intersection. Recommended that the speed limit be reduced and that signage be installed similar to Highway 15 through Morton, and that the lowered speed limit be enforced.

The results of PIC #2 are currently being summarized in a document which will be included in the Transportation Environmental Study Report (TESR), in accordance with the *Freedom of Information and Protection of Privacy Act* (personal information removed). If the Township would like to have a copy of the PIC #2 Summary Report, please let me know and I will share it with you once it is available.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, a Transportation Environmental Study Report (TESR) will be prepared to document the results of this study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period. If, after consulting with the Ministry's consultants and staff, you have serious unresolved concerns, you have the right to request the Minister of the Environment to make a Part II Order (i.e. "bump-up") for this project which may lead to the preparation of an individual environmental assessment. If there are no outstanding concerns after the 30 day public review period, the project will be considered to have met the requirements of the Class EA and construction can be considered.

I am interested in receiving any comments from the Township of Rideau Lakes on the evaluation of the alternatives. Based on the responses received at PIC #2, there appears to be general support for Alternative 3-1 (Convert to Two T-Intersections, see attached PIC display material) and at this time I request the Council's support in moving forward with Alternative 3-1 as the preferred alternative for the long-term solution.

Sincerely,



Glenn Higgins, Project Manager
Ministry of Transportation, Eastern Region

cc John Hanna, MTO Environmental Planner
Joseph Arcaro, Consultant Project Manager, HDR
Constance Agnew, Consultant Environmental Planner, LGL



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July 13, 2017

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Thank you for attending Public Information Centre (PIC) #2 held on March 23, 2017 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you expressed support for Alternative 3-1. Thank you for your feedback on the evaluation of the alternatives presented at PIC #2.

You contacted Glenn Higgins from the Ministry of Transportation on May 1, 2017 to inquire when the chevrons will be added to the outside of the intersection to help direct traffic away from the Crosby Cemetery. The Transportation Environmental Study Report (described below), will be placed on the public record for a 30-day review period. Once environmental clearance has been secured, MTO will begin the detail design and tendering process, to implement the short-term recommended improvements, including installation of the chevrons.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period.

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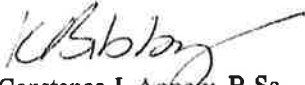
Please do not hesitate to contact me if you have any further questions.

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Yours sincerely,

LGL Limited
environmental research associates



for

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
John Hanna, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR





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July 13, 2017

[REDACTED]

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Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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On your comment form, you indicated that you prefer Alternative 2 as it makes the intersection 90 degrees, and has the potential to turn the intersection into a roundabout in the future. In order for traffic signals or a roundabout to be implemented, certain collision and traffic volume criteria (warrants) need to be met. Based on current data and projections, the warrants will not be met for the next 20 years. The existing geometry (layout) at the intersection may accommodate a roundabout in the future, in the event that traffic volume warrants (criteria) are met.

Thank you for your feedback on the evaluation of the alternatives presented at PIC #2. Please do not hesitate to contact me if you have any further questions.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period.

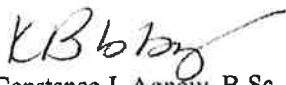
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Yours sincerely,

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for 
Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
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July 13, 2017



**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Thank you for attending Public Information Centre (PIC) #2 held on March 23, 2017 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you expressed concerns regarding the amount of time the Ministry has spent over the past 15 years studying this intersection and presenting the results of this study. You recommended that Alternative 2 is the closest answer.

The intersection at Highway 15 and County Road 42 was included in a previous detail design study for improvements to Highway 15 between Seeley's Bay and Crosby. At the request of the Township of Rideau Lakes, this intersection was removed from the larger project and it was decided that further study was required. This decision allowed for highway improvements to be implemented along the remaining sections of Highway 15, and for the Township of Rideau Lakes to prepare a Community Improvement Plan (CIP) for the Village of Crosby. The CIP was completed in 2012, and the CIP was taken into consideration when evaluating the preliminary design alternatives for this study.

Thank you for your feedback on the evaluation of the alternatives presented at PIC #2. Please do not hesitate to contact me if you have any further questions.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period.

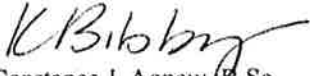
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NFLD & Labrador Ontario British Columbia Alberta Yukon NWT Alaska Texas California Russia

Yours sincerely,

LGL Limited
environmental research associates



CA Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
John Hanna, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR





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July 13, 2017

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Thank you for attending Public Information Centre (PIC) #2 held on March 23, 2017 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you expressed support for Alternative 3-1. Thank you for your feedback on the evaluation of the alternatives presented at the PIC. Please do not hesitate to contact me if you have any further questions.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period.

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Yours sincerely,

LGL Limited
environmental research associates


for Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
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July 13, 2017

[REDACTED]

Dear [REDACTED]

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Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Thank you for attending Public Information Centre (PIC) #2 held on March 23, 2017 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you expressed concern that the alternatives presented at PIC#2 did not include the option that was presented as part of the original Highway 15 redesign. You noted Alternative 1 is, in your opinion, a viable option if implemented in 2017, and Option 3-1 and 3-2 are valid options if they are implemented within 5 years. You also noted that this intersection was removed from the Highway 15 improvements to the south so that the Township could complete the Community Improvement Plan for Crosby, and you noted that we are still at this stage.

Thank you for your feedback on the evaluation of the alternatives presented at the PIC. MTO completed some work at the intersection in 2016 including pavement rehabilitation and pavement markings. MTO is currently working towards the implementation of the short term recommendations.

The Township of Rideau Lakes Community Improvement Plan for the Village of Crosby was completed in 2012. The Community Improvement Plan was taken into consideration when evaluating the preliminary design alternatives for this study.

The collision history at the intersection and the projected traffic volumes do not meet the requirements (warrant) for traffic signals or a roundabout at the intersection at this time. Two alternatives for long-term solution have been recommended for implementation in 2045, and will be further assessed in the future prior to implementation to assess how traffic and highway conditions have changed since the completion of this study.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local

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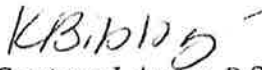
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Please do not hesitate to contact me if you have any further questions.

Yours sincerely,

LGL Limited
environmental research associates


By Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
John Hanna, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR



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July 13, 2017

[REDACTED]

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Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Thank you for attending Public Information Centre (PIC) #2 held on March 23, 2017 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you expressed preference for Alternative 4-2 and noted the curve already has too short a radius for the intersection, and there is a lot of speeding which poses a safety concern. Thank you for your feedback on the evaluation of the alternatives presented at the PIC. Please do not hesitate to contact me if you have any further questions.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period.

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July 13, 2017

[REDACTED]

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Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
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Thank you for attending Public Information Centre (PIC) #2 held on March 23, 2017 regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment. The purpose of this letter is to address the concerns and/or comments you made on this study.

On your comment form, you expressed preference for Alternative 3-1. Thank you for your feedback on the evaluation of the alternatives presented at the PIC. Please do not hesitate to contact me if you have any further questions.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities (2000)*, a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period.

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environmental research associates

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July 13, 2017

[REDACTED]

Dear [REDACTED]

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Thank you for your continued interest and for providing comments regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment, in response to our invitation to the Public Information Centre (PIC) #2. The purpose of this letter is to address the concerns and/or comments you made on this study.

In your letter, you indicated that you were unable to attend PIC #2. You have participated in this study over the years, and noted a number of news articles that have described concerns regarding the intersection. You noted that safety is the key issue, and that driver behaviour is the problem, not the design of the intersection. You recommended that the speed limit be reduced and that signage be installed similar to Highway 15 through Morton, and that the lowered speed limit be enforced. You attached your previous letter to the study team dated July 20, 2015 for the study team's information.

Thank you for your comments on this study, we appreciate the thoughtful feedback to the Ministry and their consultant team over the years. The decision to lower the speed within this study area is not within the scope of this assignment. However, the Ministry of Transportation Traffic Operations section will review your request for speed reductions and signage.

Please do not hesitate to contact me if you have any further questions.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of the study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period.


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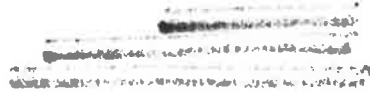
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Yours sincerely,

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for 
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July 13, 2017

Ms. Rosi Zirger
Heritage Planner
Ministry of Tourism, Culture and Sport
Heritage Programs Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7

Dear Ms. Zirger,

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Thank you for providing comments regarding the Highway 15 and County Road 42 intersection improvements Preliminary Design and Class Environmental Assessment, in response to our invitation to the Public Information Centre (PIC) #2. The purpose of this letter is to address the concerns and/or comments you made on this study.

In your letter, you provided a summary of the MTCS's interests in this study, with respect to archaeological resources, built heritage resources and cultural heritage landscapes. The Ministry of Transportation initiated the previous Class EA Study for improvements to Highway 15 from 1.07 km south of Leeds and Grenville Road 42 northerly to 0.25 km south of Young's Hill Road, Township of Rideau Lakes, United Counties of Leeds and Grenville. An archaeological assessment and built heritage and cultural heritage landscape assessment was completed for the entire study area, and were submitted to the MTCS at that time for acceptance into the provincial register of archaeological reports, review and comments.

The pavement condition of Highway 15 required timely implementation of improvements to Highway 15 south and north of Crosby. As a result, the study was divided into two separate projects (see attached maps). This study is for the intersection of Highway 15/County Road 42, and the documentation completed previously for the study area noted above addresses all concerns with respect to archaeological resources, built heritage resources and cultural heritage landscapes.

The recommended short-term alternative (Alternative 1) does not include any work outside the existing Highway 15 and County Road 42 rights of way. No sites of archaeological significance, built heritage features or cultural heritage landscapes will be displaced or impacted by the proposed improvements. A copy of the display panels from PIC #2 are attached for your information.

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Two alternatives have been recommended for the long term solution; however, implementation of these alternatives would not take place for another 20 years. As such, any changes to the built and cultural environment would need to be reviewed at that time prior to implementation of any improvements to the intersection.

Further assessment of archaeological resources, built heritage and cultural heritage landscapes will be conducted during the detail design study prior to construction. A commitment to undertake additional assessment of archaeological resources, built heritage and cultural heritage landscapes during detail design will be included in the Transportation Environmental Study Report being prepared to document this preliminary design assignment. During detail design, any changes to existing conditions and impacts to these resources will be assessed.

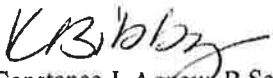
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Yours sincerely,

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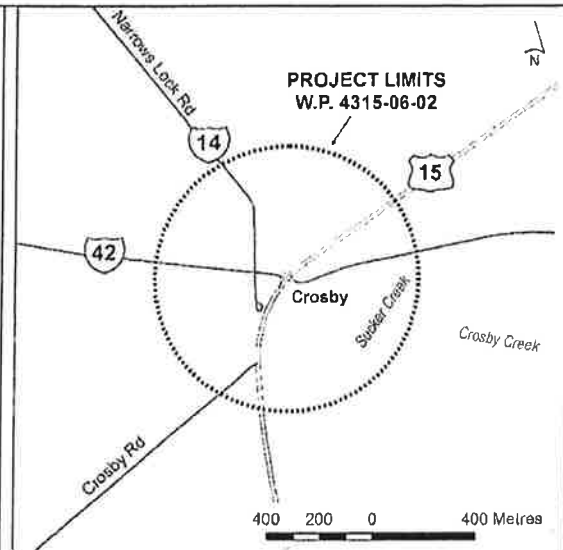

Constance J. Agnew, B.Sc.
Consultant Environmental Planner

c.c. Glenn Higgins, MTO Project Manager
John Hanna, MTO Environmental Planner
Joseph Arcaro, P.Eng., Consultant Project Manager, HDR



Previous Study Area

- WP 4315-06-00
- Did not include the intersection of Highway 15/County Road 42



Current Study Area

- WP4315-06-02
- Includes the intersection of Highway 15/County Road 42

Ministry of Transportation

Engineering Office
Planning & Design Section
Eastern Region
1355 John Counter Blvd
PO Box 4000
Kingston, ON K7L 5A3
Tel.: 613 545-4806
Fax: 613-540-5106

Ministère des Transports

Bureau d'ingénierie
Section de la planification et de la conception
Région de l'est
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Case postale 4000
Kingston (Ontario) K7L 5A3
Tél.: 613 545-4806
Télééc. 613 540-5106



May 3, 2017

Michael Dwyer
Chief Administrative Officer
Township of Rideau Lakes
1439 County Road 8
Delta, Ontario K0E 1G0

**RE: Preliminary Design Study and Class Environmental Assessment
Highway 15 and County Road 42 Intersection Improvements W.P. 4315-06-02
Public Information Centre #2**

Mr. Dwyer:

During my last presentation to the Township of Rideau Lakes Council I requested that the Township review the results of the evaluation of the alternatives, particularly the long-term solutions as two options have been identified with equal scores. Council preferred to wait until the final Public Information Centre (PIC) to review the responses from members of the public before making a choice. The purpose of this letter is to share the input received at the final PIC and seek your support for one of these long-term solutions.

The second Public Information Centre (PIC) for this study was held on March 23, 2017 from 4:00 p.m. to 8:00 p.m. A total of eighteen people attended the PIC, including ten members of the public, and eight representatives from agencies/stakeholders, including the Cataraqui Region Conservation Authority, Parks Canada, Township of Rideau Lakes (three Councillors), United Counties of Leeds and Grenville, Lanark County and the Mayor of Westport/Elected Warden of the United Counties of Leeds and Grenville.

There were fewer participants than the first PIC, which had a total of 40 participants, and overall the feedback received during PIC #2 was positive. The written comments received at PIC #2 included:

- Preference for Alternative 3-1 (three commenters).
- Concerns regarding the past 15 years and the results of the study and suggested that Alternative 2 is the closest answer.
- Preference for Alternative 2 as it makes the intersection 90 degrees, and has the potential to turn the intersection into a roundabout in the future.
- Concern regarding the fact that the alternatives do not include the option that was presented as part of the original Highway 15 redesign. Noted Alternative 1 is a viable option if implemented in 2017, and Option 3-1 and 3-2 are valid options if they are implemented within 5 years. Explained that this intersection was removed from the Highway 15 improvements to

the south so that the Township could complete the Community Improvement Plan for Crosby, and we are still at this stage.

- Preference for Alternative 4-2 because the curve already has too short a radius for the intersection, and there is a lot of speeding which poses a safety concern.
- Noted that safety is the key issue, and that driver behaviour is the problem, not the design of the intersection. Recommended that the speed limit be reduced and that signage be installed similar to Highway 15 through Morton, and that the lowered speed limit be enforced.

The results of PIC #2 are currently being summarized in a document which will be included in the Transportation Environmental Study Report (TESR), in accordance with the *Freedom of Information and Protection of Privacy Act* (personal information removed). If the Township would like to have a copy of the PIC #2 Summary Report, please let me know and I will share it with you once it is available.

In accordance with the requirements for a Group "B" project under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), a Transportation Environmental Study Report (TESR) will be prepared to document the results of this study. A notice will be published in local newspapers and all individuals on the study contact list will be notified of the submission of the TESR for a 30 day public review period. If, after consulting with the Ministry's consultants and staff, you have serious unresolved concerns, you have the right to request the Minister of the Environment to make a Part II Order (i.e. "bump-up") for this project which may lead to the preparation of an individual environmental assessment. If there are no outstanding concerns after the 30 day public review period, the project will be considered to have met the requirements of the Class EA and construction can be considered.

I am interested in receiving any comments from the Township of Rideau Lakes on the evaluation of the alternatives. Based on the responses received at PIC #2, there appears to be general support for Alternative 3-1 (Convert to Two T-Intersections, see attached PIC display material) and at this time I request the Council's support in moving forward with Alternative 3-1 as the preferred alternative for the long-term solution.

Sincerely,



Glenn Higgins, Project Manager
Ministry of Transportation, Eastern Region

cc John Hanna, MTO Environmental Planner
Joseph Arcaro, Consultant Project Manager, HDR
Constance Agnew, Consultant Environmental Planner, LGL

Katherine Bibby

Subject:

From: Mike Dwyer [mailto:mdwyer@twprideaulakes.on.ca]
Sent: May 3, 2017 10:58 AM
To: 'Higgins, Glenn (MTO)' <Glenn.Higgins@ontario.ca>
Cc: 'Arcaro, Joseph' <Joseph.Arcaro@hdrinc.com>; 'Anurita, .' <Anurita@hdrinc.com>; 'Murray, Cheryl' <Cheryl.Murray@hdrinc.com>; 'Constance Agnew' <cagnew@lgl.com>; Katherine Bibby <kbibby@lgl.ca>; 'Hanna, John (MTO)' <John.Hanna@ontario.ca>; 'Beatty, Rob (MTO)' <Robert.Beatty@ontario.ca>; 'Buelow, Melissa (MTO)' <Melissa.Buelow@ontario.ca>
Subject: RE: Highway 15 Intersection Improvement - Crosby

Thanks Glenn,

I'll get this in front of Council – likely at the May 23rd meeting.

Mike

From: Higgins, Glenn (MTO) [mailto:Glenn.Higgins@ontario.ca]
Sent: May-03-17 10:39 AM
To: Michael Dwyer (mdwyer@twprideaulakes.on.ca) <mdwyer@twprideaulakes.on.ca>
Cc: Arcaro, Joseph <Joseph.Arcaro@hdrinc.com>; Anurita, . <Anurita@hdrinc.com>; Murray, Cheryl <Cheryl.Murray@hdrinc.com>; Constance Agnew <cagnew@lgl.com>; Katherine Bibby <kbibby@lgl.ca>; Hanna, John (MTO) <John.Hanna@ontario.ca>; Beatty, Rob (MTO) <Robert.Beatty@ontario.ca>; Buelow, Melissa (MTO) <Melissa.Buelow@ontario.ca>
Subject: Highway 15 Intersection Improvement - Crosby

Mike:

Attached please find a copy of a letter I have mailed to you this morning asking for Council's support in selecting a long-term solution for the intersection of Highway 15 and County Road 42 in the Township of Rideau Lakes. The original letter, and a copy of the PIC display boards (too big to email) is on its way.

On behalf of my project team, I want to thank you for your valuable assistance over the past two years and look forward to the support of your Council.

Glenn Higgins

Project Manager, Planning & Design
Ontario Ministry of Transportation
1355 John Counter Boulevard, P.O.Box 4000
Kingston, Ontario, K7L 5A3
613-545-4806 (Office Line)
613-583-2112 (Mobile)

glenn.higgins@ontario.ca



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APPENDIX H
VASCULAR PLANT CHECKLIST

Vascular Plant List

| Scientific Name | Common Name | GRank | SRank | MNR | COSEWIC | Center- Frontenac | CUM1-1 | CUT1 | CUW1 | FOD7-2 | MAS2-1 |
|-----------------------------------|-------------------------------|-------|-------|-----|---------|-------------------|--------|------|------|--------|--------|
| EQUISETACEAE | HORSETAIL FAMILY | | | | | | | | | | |
| <i>Equisetum arvense</i> | field horsetail | G5 | S5 | | | 3 | X | | | | |
| DRYOPTERIDACEAE | WOOD FERN FAMILY | | | | | | | | | | |
| <i>Onoclea sensibilis</i> | sensitive fern | G5 | S5 | | | 3 | | | | X | |
| PINACEAE | PINE FAMILY | | | | | | | | | | |
| * <i>Pinus sylvestris</i> | scotch pine | G? | SE5 | | | 1 | | X | | | |
| CUPRESSACEAE | CEDAR FAMILY | | | | | | | | | | |
| <i>Juniperus virginiana</i> | eastern red cedar | G5 | S5 | | | | X | X | | | |
| RANUNCULACEAE | BUTTERCUP FAMILY | | | | | | | | | | |
| <i>Thalictrum pubescens</i> | tall meadow-rue | G5 | S5 | | | 3 | | | X | | |
| BERBERIDACEAE | BARBERRY FAMILY | | | | | | | | | | |
| <i>Caulophyllum thalictroides</i> | blue cohosh | G | S5 | | | 3 | | | | X | |
| ULMACEAE | ELM FAMILY | | | | | | | | | | |
| <i>Ulmus americana</i> | white elm | G5? | S5 | | | 3 | | | X | X | |
| FAGACEAE | BEECH FAMILY | | | | | | | | | | |
| <i>Quercus macrocarpa</i> | bur oak | G5 | S5 | | | 3 | | | | X | |
| BETULACEAE | BIRCH FAMILY | | | | | | | | | | |
| <i>Alnus incana spp. rugosa</i> | speckled alder | G5T5 | S5 | | | 3 | | | | X | |
| <i>Betula papyrifera</i> | white birch | G5 | S5 | | | 3 | | | | X | |
| CARYOPHYLLACEAE | PINK FAMILY | | | | | | | | | | |
| * <i>Lychnis chalconica</i> | scarlet cockle | G? | SE1 | | | - | X | | | | |
| * <i>Silene vulgaris</i> | catchfly | G? | SE5 | | | 3 | | X | | | |
| GUTTIFERAE | ST. JOHN'S-WORT FAMILY | | | | | | | | | | |
| * <i>Hypericum perforatum</i> | common St. John's-wort | G? | SE5 | | | 3 | | X | X | | |
| CUCURBITACEAE | GOURD FAMILY | | | | | | | | | | |
| <i>Echinocystis lobata</i> | prickly cucumber | G5 | S5 | | | 3 | X | | | | |

Vascular Plant List

| Scientific Name | Common Name | GRank | SRank | MNR | COSEWIC | Center- Frontenac | CUM1-1 | CUT1 | CUW1 | FOD7-2 | MAS2-1 |
|-----------------|--------------------------------------------|----------------------------|-------|-----|---------|-------------------|--------|------|------|--------|--------|
| | SALICACEAE | WILLOW FAMILY | | | | | | | | | |
| | <i>Populus tremuloides</i> | trembling aspen | G5 | S5 | | 3 | | X | | | |
| * | <i>Salix alba</i> | white willow | G5 | SE4 | | - | | | | X | |
| | <i>Salix bebbiana</i> | long-beaked willow | G5 | S5 | | 3 | | | | X | |
| | BRASSICACEAE | MUSTARD FAMILY | | | | | | | | | |
| * | <i>Thlaspi arvense</i> | field penny-cress | G? | SE5 | | 2 | | X | | | |
| | GROSSULARIACEAE | GOOSEBERRY FAMILY | | | | | | | | | |
| | <i>Ribes cynosbati</i> | prickly gooseberry | G5 | S5 | | 3 | | | | X | |
| | ROSACEAE | ROSE FAMILY | | | | | | | | | |
| | <i>Fragaria virginiana ssp. virginiana</i> | scarlet strawberry | G5T? | SU | | 3 | X | | | | |
| | <i>Malus sp.</i> | apple | | | | | | X | | | |
| | <i>Prunus serotina</i> | black cherry | G5 | S5 | | 3 | | | | X | |
| * | <i>Rubus idaeus ssp. idaeus</i> | red raspberry | G5T5 | SE1 | | | | | X | | |
| | <i>Rubus occidentalis</i> | thimble-berry | G5 | S5 | | 2 | | X | X | | |
| | <i>Spiraea alba</i> | narrow-leaved meadow-sweet | G5 | S5 | | 3 | X | | | X | |
| | FABACEAE | PEA FAMILY | | | | | | | | | |
| * | <i>Medicago lupulina</i> | black medick | G? | SE5 | | 3 | X | | | | |
| * | <i>Medicago sativa ssp. sativa</i> | alfalfa | G?T? | SE5 | | 2 | X | | | | |
| * | <i>Melilotus alba</i> | white sweet-clover | G? | SE5 | | 3 | X | | | | |
| * | <i>Vicia cracca</i> | tufted vetch | G? | SE5 | | 3 | X | X | X | | |
| | LYTHRACEAE | LOOSESTRIFE FAMILY | | | | | | | | | |
| * | <i>Lythrum salicaria</i> | purple loosestrife | G5 | SE5 | | 3 | X | X | | X | X |
| | CORNACEAE | DOGWOOD FAMILY | | | | | | | | | |
| | <i>Cornus alternifolia</i> | alternate-leaved dogwood | G5 | S5 | | 3 | | | | X | |
| | <i>Cornus sericea ssp. sericea</i> | red-osier dogwood | G5 | S5 | | 3 | | X | | X | |

Vascular Plant List

| Scientific Name | Common Name | GRank | SRank | MNR | COSEWIC | Center- Frontenac | CUMI-1 | CUTI | CUW1 | FOD7-2 | MAS2-1 |
|-----------------|--------------------------------------|----------------------------|-------|-----|---------|-------------------|--------|------|------|--------|--------|
| | RHAMNACEAE | BUCKTHORN FAMILY | | | | | | | | | |
| * | <i>Rhamnus cathartica</i> | common buckthorn | G? | SE5 | | 3 | | X | X | X | |
| | VITACEAE | GRAPE FAMILY | | | | | | | | | |
| | <i>Parthenocissus vitacea</i> | inserted Virginia-creeper | G5 | S5 | | 3 | | X | X | X | |
| | <i>Vitis riparia</i> | riverbank grape | G5 | S5 | | 3 | | X | X | X | |
| | ACERACEAE | MAPLE FAMILY | | | | | | | | | |
| | <i>Acer negundo</i> | manitoba maple | G5 | S5 | | 2 | X | X | | | |
| | <i>Acer rubrum</i> | red maple | G5 | S5 | | 3 | | | | X | |
| | <i>Acer saccharum var. saccharum</i> | sugar maple | G5T? | S5 | | 3 | | X | X | | |
| | <i>Acer X freemanii</i> | freeman's maple | | | | | | | | X | |
| | ANACARDIACEAE | SUMAC FAMILY | | | | | | | | | |
| | <i>Rhus hirta</i> | staghorn sumac | G5 | S5 | | 3 | | X | X | | |
| | <i>Toxicodendron rydbergii</i> | western poison-ivy | G5T | S5 | | 3 | | | X | | |
| | BALSAMINACEAE | TOUCH-ME-NOT FAMILY | | | | | | | | | |
| | <i>Impatiens capensis</i> | spotted touch-me-not | G5 | S5 | | 3 | | | | X | |
| | APIACEAE | PARSLEY FAMILY | | | | | | | | | |
| * | <i>Daucus carota</i> | wild carrot | G? | SE5 | | 3 | X | X | X | | |
| * | <i>Pastinaca sativa</i> | wild parsnip | G? | SE5 | | 2 | | X | | | |
| | SOLANACEAE | POTATO FAMILY | | | | | | | | | |
| * | <i>Solanum dulcamara</i> | bitter nightshade | G? | SE5 | | 3 | | X | | | |
| | BORAGINACEAE | BORAGE FAMILY | | | | | | | | | |
| * | <i>Echium vulgare</i> | blueweed | G? | SE5 | | 3 | | X | X | | |
| | OLEACEAE | OLIVE FAMILY | | | | | | | | | |
| | <i>Fraxinus pennsylvanica</i> | red ash | G5 | S5 | | 3 | X | X | X | X | |
| * | <i>Syringa vulgaris</i> | common lilac | G? | SE5 | | 2 | | | X | | |

Vascular Plant List

| Scientific Name | Common Name | GRank | SRank | MNR | COSEWIC | Center- Frontenac | CUMI-1 | CUTI | CUW1 | FOD7-2 | MAS2-1 |
|--------------------------------------|---------------------|--------|-------|-----|---------|-------------------|--------|------|------|--------|--------|
| POACEAE | GRASS FAMILY | | | | | | | | | | |
| * <i>Bromus inermis ssp. inermis</i> | awnless brome | G4G5T? | SE5 | | | 3 | X | | X | | |
| * <i>Dactylis glomerata</i> | orchard grass | G? | SE5 | | | 3 | X | | X | | |
| * <i>Elymus repens</i> | quack grass | G? | SE5 | | | 3 | X | | | | |
| <i>Panicum capillare</i> | witch grass | G5 | S5 | | | 3 | X | | | | |
| <i>Phalaris arundinacea</i> | reed canary grass | G5 | S5 | | | 3 | X | X | X | X | |
| * <i>Phleum pratense</i> | timothy | G? | SE5 | | | 3 | | X | | | |
| <i>Phragmites australis</i> | common reed | G5 | S5 | | | 2 | | | | | X |
| <i>Poa compressa</i> | Canada blue grass | G? | S5 | | | | | X | | | |
| <i>Poa pratensis ssp. pratensis</i> | Kentucky bluegrass | G5T | S5 | | | 3 | X | X | X | | |

| Scientific Name | Common Name | GRank | SRank | SARA | SARO | Center-Frontenac | ELC Community | | | | | | | | | | |
|----------------------------------------------------|----------------------------------|-------|-------|------|------|------------------|---------------|--------|--------|------|--------|---------|--------|--------|--------|---|---|
| | | | | | | | CUM1-1 | CUP3-2 | CUS1-2 | CUW1 | FOD7-2 | MAM2-10 | MAM2-2 | MAS2-1 | SWD3-1 | | |
| EQUISETACEAE | HORSETAIL FAMILY | | | | | | | | | | | | | | | | |
| <i>Equisetum arvense</i> | field horsetail | G5 | S5 | | | 3 | | | | | | X | | | | | X |
| DRYOPTERIDACEAE | WOOD FERN FAMILY | | | | | | | | | | | | | | | | |
| <i>Onoclea sensibilis</i> | sensitive fern | G5 | S5 | | | 3 | | | | | | X | | | | X | X |
| PINACEAE | PINE FAMILY | | | | | | | | | | | | | | | | |
| <i>Pinus strobus</i> | eastern white pine | G5 | S5 | | | 3 | | | X | | | | | | | | |
| CUPRESSACEAE | CEDAR FAMILY | | | | | | | | | | | | | | | | |
| <i>Juniperus virginiana</i> var. <i>virginiana</i> | red cedar | G5T | S5 | | | | | | | | | X | | | | | |
| NYMPHAEACEAE | WATER-LILY FAMILY | | | | | | | | | | | | | | | | |
| <i>Nuphar variegata</i> | bulhead pond-lily | G5 | S5 | | | 3 | | | | | | | | X | | | |
| BERBERIDACEAE | BARBERRY FAMILY | | | | | | | | | | | | | | | | |
| * <i>Berberis vulgaris</i> | common barberry | G? | SE5 | | | 2 | | | | | X | | | | | | |
| ULMACEAE | ELM FAMILY | | | | | | | | | | | | | | | | |
| <i>Ulmus americana</i> | white elm | G5? | S5 | | | 3 | | | | X | X | X | X | | | | X |
| <i>Ulmus rubra</i> | slippery elm | G5 | S5 | | | 3 | | | | | | | X | | X | | |
| URTICACEAE | NETTLE FAMILY | | | | | | | | | | | | | | | | |
| <i>Laportea canadensis</i> | wood nettle | G5 | S5 | | | 3 | | | | | | X | | | | | X |
| FAGACEAE | BEECH FAMILY | | | | | | | | | | | | | | | | |
| <i>Quercus macrocarpa</i> | bur oak | G5 | S5 | | | 3 | | | | | | X | | X | | | |
| CARYOPHYLLACEAE | PINK FAMILY | | | | | | | | | | | | | | | | |
| * <i>Dianthus armeria</i> | deptford pink | G? | SE5 | | | 2 | | | | | X | | | | | | |
| POLYGONACEAE | SMARTWEED FAMILY | | | | | | | | | | | | | | | | |
| <i>Polygonum amphibium</i> | water smartweed | G5 | S5 | | | 3 | | | | | | | | X | | | |
| * <i>Rumex crispus</i> | curly-leaf dock | G? | SE5 | | | 3 | | X | | | X | | | | | | |
| GUTTIFERAE | ST. JOHN'S-WORT FAMILY | | | | | | | | | | | | | | | | |
| * <i>Hypericum perforatum</i> | common St. John's-wort | G? | SE5 | | | 3 | | | | | X | | | | | | |
| SALICACEAE | WILLOW FAMILY | | | | | | | | | | | | | | | | |
| <i>Populus deltoides</i> | cottonwood | | | | | | | | | | | | | X | | | |
| <i>Salix bebbiana</i> | long-beaked willow | G5 | S5 | | | 3 | | | | | | | | X | | | |
| <i>Salix</i> sp. | willow | | ? | | | | | | | | | X | | | | | |
| GROSSULARIACEAE | GOOSEBERRY FAMILY | | | | | | | | | | | | | | | | |
| <i>Ribes</i> sp. | currant | | | | | | | | | | | | X | | | | |
| ROSACEAE | ROSE FAMILY | | | | | | | | | | | | | | | | |
| <i>Fragaria vesca</i> ssp. <i>americana</i> | woodland strawberry | G5T? | S5 | | | 3 | | | | | | X | | | | | |
| <i>Geum canadense</i> | white avens | G5 | S5 | | | 2 | | | | | | X | | | | | |
| * <i>Prunus avium</i> | sweet cherry | G? | SE4 | | | | | | | | | X | | | | | |
| <i>Rubus</i> sp. | raspberry | | | | | | | | | | | | X | | | | |
| <i>Spiraea alba</i> | narrow-leaved meadow-sweet | G5 | S5 | | | 3 | | | | | X | | | | | X | |
| FABACEAE | PEA FAMILY | | | | | | | | | | | | | | | | |
| * <i>Amphicarpaea bracteata</i> | hog peanut | G5 | S5 | | | 3 | | | | | | X | | | | | X |
| * <i>Trifolium pratense</i> | red clover | G? | SE5 | | | 3 | | | | | X | | | | | | |
| * <i>Vicia cracca</i> | tufted vetch | G? | SE5 | | | 3 | | | | | X | | | | X | | |
| LYTHRACEAE | LOOSESTRIFE FAMILY | | | | | | | | | | | | | | | | |
| * <i>Lythrum salicaria</i> | purple loosestrife | G5 | SE5 | | | 3 | | | | | X | | | X | X | X | |
| ONAGRACEAE | EVENING-PRIMROSE FAMILY | | | | | | | | | | | | | | | | |
| <i>Circaea lutetiana</i> ssp. <i>canadensis</i> | yellowish enchanter's nightshade | G5T5 | S5 | | | 3 | | | | | | X | | | | | X |
| <i>Oenothera biennis</i> | common evening-primrose | G5 | S5 | | | 3 | | | | | X | | | | | | |
| CORNACEAE | DOGWOOD FAMILY | | | | | | | | | | | | | | | | |
| <i>Cornus racemosa</i> | red paniced dogwood | G5? | S5 | | | 3 | | | | X | X | | | | | | |
| RHAMNACEAE | BUCKTHORN FAMILY | | | | | | | | | | | | | | | | |
| * <i>Rhamnus cathartica</i> | common buckthorn | G? | SE5 | | | 3 | | X | X | X | | X | | | | | |
| VITACEAE | GRAPE FAMILY | | | | | | | | | | | | | | | | |
| <i>Parthenocissus vitacea</i> | inserted Virginia-creeper | G5 | S5 | | | 3 | | | | X | | X | | | | | |
| <i>Vitis riparia</i> | riverbank grape | G5 | S5 | | | 3 | | X | X | X | X | | | | X | | |
| ACERACEAE | MAPLE FAMILY | | | | | | | | | | | | | | | | |
| <i>Acer negundo</i> | manitoba maple | G5 | S5 | | | 2 | | X | | | X | | | X | | | |
| <i>Acer rubrum</i> | red maple | G5 | S5 | | | 3 | | | | | | X | | | | | X |
| <i>Acer saccharinum</i> | silver maple | G5 | S5 | | | 3 | | | | X | | | | | | | |
| ANACARDIACEAE | SUMAC FAMILY | | | | | | | | | | | | | | | | |
| <i>Toxicodendron rydbergii</i> | western poison-ivy | G5T | S5 | | | 3 | | | | | | X | | | | | |

| Scientific Name | Common Name | GRank | SRank | SARA | SARO | Center-Frontenac | ELC Community | | | | | | | |
|---------------------------|-----------------------|-------|-------|------|------|------------------|---------------|--------|--------|------|--------|---------|--------|--------|
| | | | | | | | CUM1-1 | CUP3-2 | CUS1-2 | CUW1 | FOD7-2 | MAM2-10 | MAM2-2 | MAS2-1 |
| <i>Typha angustifolia</i> | narrow-leaved cattail | G5 | S5 | | | 3 | | | | | X | X | X | |
| <i>Typha latifolia</i> | broad-leaved cattail | G5 | S5 | | | 3 | | | | | X | X | X | |

APPENDIX I

ACRONYMS AND DEFINITIONS USED IN SPECIES LISTS

ACRONYMS AND DEFINITIONS USED IN SPECIES LISTS

Species Status

COSEWIC

Committee on the Status of Endangered Wildlife in Canada

The Committee on the Status of Endangered Wildlife in Canada (COSEWIC) assesses the national status of wild species that are considered to be at risk in Canada.

| | |
|----------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Extinct (X) | A wildlife species that no longer exists. |
| Extirpated (XT) | A wildlife species no longer existing in the wild in Canada, but occurring elsewhere. |
| Endangered (E) | A wildlife species facing imminent extirpation or extinction. |
| Threatened (T) | A wildlife species likely to become endangered if limiting factors are not reversed. |
| Special Concern (SC) | A wildlife species that may become a threatened or an endangered species because of a combination of biological characteristics and identified threats. |
| Not at Risk (NAR) | A wildlife species that has been evaluated and found to be not at risk of extinction given the current circumstances. |
| Data Deficient (DD) | A category that applies when the available information is insufficient (a) to resolve a wildlife species' eligibility for assessment or (b) to permit an assessment of the wildlife species' risk of extinction. |

COSSARO/OMNR

Committee on the Status of Species at Risk in Ontario/Ontario Ministry of Natural Resources

The Committee on the Status of Species at Risk in Ontario (COSSARO)/Ontario Ministry of Natural Resources (OMNR) assesses the provincial status of wild species that are considered to be at risk in Ontario.

| | |
|--------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| Extinct (EXT) | A species that no longer exists anywhere. |
| Extirpated (EXP) | A species that no longer exists in the wild in Ontario but still occurs elsewhere. |
| Endangered (Regulated) (END-R) | A species facing imminent extinction or extirpation in Ontario which has been regulated under Ontario's <i>Endangered Species Act</i> . |
| Endangered (END) | A species facing imminent extinction or extirpation in Ontario which is a candidate for regulation under Ontario's <i>Endangered Species Act</i> . |
| Threatened (THR) | A species that is at risk of becoming endangered in Ontario if limiting factors are not reversed. |
| Special Concern (SC) | A species with characteristics that make it sensitive to human activities or natural events. |
| Not at Risk (NAR) | A species that has been evaluated and found to be not at risk. |
| Data Deficient (DD) | A species for which there is insufficient information for a provincial status recommendation. |

Species Rank

GRANK Global Rank

Global ranks are assigned by a consensus of the network of Conservation Data Centres, scientific experts, and The Nature Conservancy to designate a rarity rank based on the range-wide status of a species, subspecies or variety.

The most important factors considered in assigning global ranks are the total number of known, extant sites world-wide, and the degree to which they are potentially or actively threatened with destruction. Other criteria include the number of known populations considered to be securely protected, the size of the various populations, and the ability of the taxon to persist at its known sites. The taxonomic distinctness of each taxon has also been considered. Hybrids, introduced species, and taxonomically dubious species, subspecies and varieties have not been included.

- G1 **Extremely rare;** usually 5 or fewer occurrences in the overall range or very few remaining individuals; or because of some factor(s) making it especially vulnerable to extinction.
- G2 **Very rare;** usually between 5 and 20 occurrences in the overall range or with many individuals in fewer occurrences; or because of some factor(s) making it vulnerable to extinction.
- G3 **Rare to uncommon;** usually between 20 and 100 occurrences; may have fewer occurrences, but with a large number of individuals in some populations; may be susceptible to large-scale disturbances.
- G4 **Common;** usually more than 100 occurrences; usually not susceptible to immediate threats.
- G5 **Very common;** demonstrably secure under present conditions.
- GH Historic, no records in the past 20 years.
- GU Status uncertain, often because of low search effort or cryptic nature of the species; more data needed.
- GX Globally extinct. No recent records despite specific searches.
- ? Denotes inexact numeric rank (i.e. G4?).
- G A "G" (or "T") followed by a blank space means that the NHIC has not yet obtained the Global Rank from The Nature Conservancy.
- G? Unranked, or, if following a ranking, rank tentatively assigned (e.g. G3?).
- Q Denotes that the taxonomic status of the species, subspecies, or variety is questionable.
- T Denotes that the rank applies to a subspecies or variety.

SRANK Provincial Rank

Provincial (or Sub-national) ranks are used by the Ontario Ministry of Natural Resources Natural Heritage Information Centre (NHIC) to set protection priorities for rare species and natural communities. These ranks are not legal designations. Provincial ranks are assigned in a manner similar to that described for global ranks, but consider only those factors within the political boundaries of Ontario. By comparing the global and provincial ranks, the status, rarity, and the urgency of conservation needs can be ascertained. The NHIC evaluates provincial ranks on a continual basis and produces updated lists at least annually.

- S1 **Critically Imperiled** in Ontario because of extreme rarity (often 5 or fewer occurrences) or because of some factor(s) such as very steep declines making it especially vulnerable to extirpation.
- S2 **Imperiled** in Ontario because of rarity due to very restricted range, very few populations (often 20 or fewer occurrences) steep declines or other factors making it very vulnerable to extirpation.
- S3 **Vulnerable** in Ontario due to a restricted range, relatively few populations (often 80 or fewer), recent and widespread declines, or other factors making it vulnerable to extirpation.
- S4 **Apparently Secure**—Uncommon but not rare; some cause for long-term concern due to declines or other factors.
- S5 **Secure**—Common, widespread, and abundant in Ontario.
- SX **Presumed Extirpated** – Species or community is believed to be extirpated from Ontario.

| | |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SH | Possibly Extirpated – Species or community occurred historically in Ontario and there is some possibility that it may be rediscovered. |
| SNR | Unranked —Conservation status in Ontario not yet assessed |
| SU | Unrankable —Currently unrankable due to lack of information or due to substantially conflicting information about status or trends. |
| SNA | Not Applicable —A conservation status rank is not applicable because the species is not a suitable target for conservation activities. |
| S## | Range Rank —A numeric range rank (e.g., S2S3) is used to indicate any range of uncertainty about the status of the species or community. Ranges cannot skip more than one rank (e.g., SU is used rather than S1S4). |

Regulated Species

SARA Species at Risk Act

The Canada *Species at Risk Act* provides a framework for actions across Canada to ensure the survival of wildlife species and the protection of our natural heritage. It sets out how to decide which species are a priority for action and what to do to protect a species. It identifies ways governments, organizations and individuals can work together, and it establishes penalties for a failure to obey the law. Regulated species are listed in Schedules 1, 2 and 3 of the Act.

Schedule 1 SARA (1) Species that are currently covered under the Act.

Schedule 2 SARA (2) Species that are endangered or threatened that have not been re-assessed by COSEWIC for inclusion on Schedule 1.

Schedule 3 SARA (3) Species that are of special concern that have not yet been re-assessed by COSEWIC for inclusion on Schedule 1.

ESA Endangered Species Act

The Ontario *Endangered Species Act* provides for the conservation, protection, restoration and propagation of species of fauna and flora of the Province of Ontario that are threatened with extinction. Regulated species are listed in Ontario Regulation 338.

Schedule 1 ESA (1) The species of fauna listed in Schedule 1 are declared to be threatened with extinction.

Schedule 2 ESA (2) The species of flora listed in Schedule 2 are declared to be threatened with extinction.

Regional Species Status

- 1 - Rare
- 2 - Uncommon
- 3 - Common

Frontenac Axis (Cuddy, D.G. 1991)