



REPORT

**HIGHWAY 15 AND PERTH ROAD
INTERSECTION
IMPROVEMENTS PRELIMINARY DESIGN
AND CLASS ENVIRONMENTAL
ASSESSMENT STUDY (GWP 4030-22-00)**

**PUBLIC INFORMATION CENTRE #1
(MAY 22, 2025) SUMMARY REPORT**

Submitted to:

Ontario Ministry of Transportation

Submitted by:

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GWP 4030-22-00

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Distribution List

1 e-copy: Ontario Ministry of Transportation

1 e-copy: WSP Canada Inc.

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1 INTRODUCTION

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 kilometres south of Carleton Place, Ontario (GWP 4030-22-00).

The study includes a review of the operation of the intersection to address concerns such as traffic delays on Perth Road accessing northbound Highway 15. The study also includes a review of the sight distances, existing highway geometrics, entrances, utilities, and drainage features. Improvements to this intersection may include signalization or a roundabout, approach road realignments, new illuminations, new turning lanes, and/or closures.

The study is following the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024)* and will be documented in a Transportation Environmental Study Report (TESR).

This report documents the comments and questions received from local elected representatives, external agencies, Indigenous communities and members of the public during and following Public Information Centre (PIC) #1 held for the study on May 22, 2025, at the Brunton Community Hall in the Town of Carleton Place.

2 PURPOSE

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

The purpose of the PIC#1 was to provide interested parties, Indigenous communities, and the public an opportunity to review and comment on the following elements of the project:

- The purpose of the study and Class EA process being followed;
- Existing conditions in the study area;
- Existing and future transportation conditions;
- Problems and opportunities;
- The proposed Highway 15 and Perth Road intersection alternatives, including signalized intersection and roundabout options; and
- The evaluation process that will be used to determine the preferred Highway 15 and Perth Road intersection improvement alternative.

This is the first of two PICs to be held for the project. The second PIC will present the evaluation criteria and methodology used to determine the preferred intersection improvement alternative, and the results of the evaluation, including the Recommended Plan for the intersection improvements and preliminary mitigation measures.

3 LOCATION, DATE AND TIME

PIC #1 was held as follows:

Date Time	Thursday, May 22, 2025
Time	4:00 to 8:00 p.m.
Location / Address	Brunton Community Hall, 2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9

A session was offered from 3:00 pm to 4:00 pm in advance of PIC #1 for any interested local elected representatives, Indigenous community representatives, and external agency representatives.

4 METHODS OF NOTIFICATION

Public Notification

A 'Notice of Public Information Centre #1' was published in the following local online newspaper websites to inform the general public of the date, time and location of the PIC, and to provide an opportunity to submit information, comments or questions.

- Ottawa Citizen – May 8, 2025
- Smith Falls Record News – May 8, 2025

Copies of the online newspaper notices are included in **Appendix A**.

Stakeholder Notification

On April 11, 2025, a 'Notice of Public Information Centre #1' was distributed via email to the local elected representatives. On April 23, 2025, a presentation outlining the study was provided to the Lanark County Council by WSP. On May 14, 2025, the full PIC materials were presented to the Municipal Advisory Committee, which consists of municipal, county, fire, education, and Conservation Authority representatives. Indigenous Communities were notified of the PIC by the MTO Indigenous Liaison on April 24, 2025.

On May 1, 2025, notification letters were distributed by email or mail to contacts on the study mailing list including provincial government agencies, local municipality and county staff, emergency service providers, utility service providers, Conservation Authorities and interested stakeholder groups. On May 1, 2025, members of the public and property owners on the project contact list were sent an Ontario Government Notice (OGN) via email or mail.

A copy of the study contact list is provided in **Appendix B**. Copies of the letters and enclosures are included in **Appendix C**.

5 PROJECT TEAM REPRESENTATIVES

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

- Joanna Zhang – MTO, Project Manager
- TJ Lagat – MTO, Senior Designer
- Nathan Ellis – MTO, Senior Environmental Planner
- Chris Garlough – MTO, Traffic Specialist

- Erin Magilsen – MTO, Property Real Estate Officer
- Carmen Lapointe – WSP, Project Director
- David Gallimore – WSP, Project Manager
- Christine Vazz – WSP, Senior Environmental Planner
- Andrea Dorton – WSP, Environmental Planner

6 FORMAT AND MATERIAL DISPLAYED

PIC #1 was held in-person, as an informal “drop-in” style open house which allowed interested parties to review, discuss, and provide comments on any aspect of the study. Attendees were greeted upon arrival and were encouraged to sign the register and to submit written comments on comment forms provided.

The PIC provided an introduction to the Class EA process and provided an opportunity for stakeholders to review and comment on the proposed intersection alternatives and the evaluation process to be undertaken for the study. Display materials included:

- The purpose of the study and Class EA process being followed;
- Existing conditions in the study area;
- Existing and future transportation conditions;
- Problems and opportunities;
- Planning alternatives to the undertaking;
- Intersection improvement alternatives;
- Preliminary evaluation criteria; and
- Next steps.

The PIC display materials were posted on the project website on May 23, 2025. During the PIC, it was explained that the display materials would become available on the project website for online viewing and download. The project website address, project email address and Project Team contact information were provided on the “Next Steps” display board and comment sheets were provided at the PIC. They were also provided in the Notice of PIC #1 letters and online newspaper notices. Interested persons were encouraged to submit their comments via email to project-team@hwy15perthroadintersection.com or complete a comment form either in person or on the project website at www.hwy15perthroadintersection.com.

A copy of the PIC display materials is included in **Appendix D**.

7 ATTENDANCE

During the course of the advance session (3:00 PM – 4:00 PM) and the PIC (4:00 PM – 8:00 PM), a total of 46 individuals signed the register.

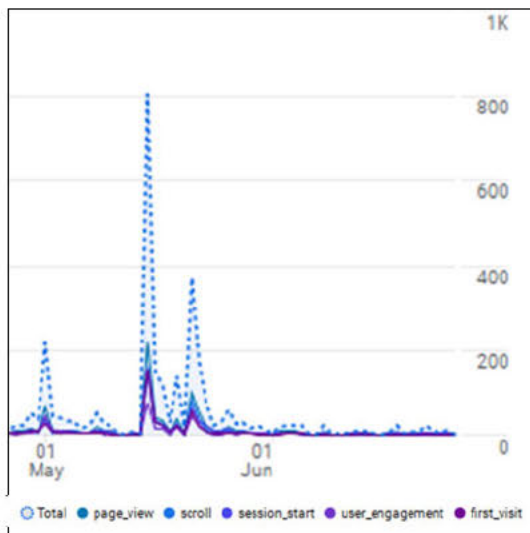
In addition to members of the public, the following elected official representatives, and external agencies and interest groups were present:

- Township of Beckwith Staff (Planning and Public Works)
- Township of Beckwith Council (Reeve and Clerk)
- Ontario Provincial Police (OPP)

8 WEBSITE

Following distribution of the Notices to the public on May 1, 2025 the project website (www.hwy15perthroadintersection.com) had approximately 25 visits. On the date of the PIC on May 22, 2025 the website had a peak in viewership with approximately 200 visits (**Figure 1**). Twelve comments were received through the project website comment form during the PIC comment period.

Figure 1: Summary Website Visitors (May 2025 to June 2025)



9 SUMMARY OF COMMENTS

A total 28 comments were received during the comment period (May 22, 2025 to June 19, 2025, inclusive). Eight additional comments were received outside the comment period between June 22, 2025 and January 6. In general, the comments received included:

- Concerns regarding property impacts and access restrictions
- Safety and speed concerns in the study area
- General inquiries about the study
- Intersection alternative preferences and suggestions
- Event feedback

Table 1 represents a summary of the comments received. Comments were received through email, phone calls, and comment sheets and are presented in the table in order of receipt. All comments have been given a reference number (top right corner) and are included in **Appendix E**.

All comments requiring a response were responded to via an email, letter or phone call, addressing the submitter's comments, questions and/or concerns.

Please Note: Personal information has been removed in all submitted comments, in accordance with the *Freedom of Information and Protection of Privacy Act*.

Table 1: Summary of Comments Received and Responses (May 22, 2025 to June 19, 2025)

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
Stakeholders / Public				
P-11	[REDACTED]	<p>Comment received on May 2, 2025, via Website.</p> <p>Comments:</p> <p>I have already submitted my comments however what I do not see in the description of the project is the need for "pedestrian crossing" to ensure the children/teens walking to and from the Christian Calvary School are safe and a top priority for the community.</p> <p>I walk regularly on Perth Road and crossing at that intersection is tricky (as an adult); it's last minute seeing cars turning right on to Perth Rd from Hwy 15, the increased traffic both on Perth Rd and Hwy 15. The speed is not adhered to most times on Hwy 15. Flashing crosswalk is needed for the community safety.</p>	Added to Contact List	<p>Response Sent August 26, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements located in Franktown, Ontario (GWP 4030-22-00).</p> <p>We appreciate your comments regarding the inclusion of a pedestrian crossing at the intersection. We would like to confirm that all intersection alternatives being considered for the project include either a signalized intersection or a roundabout and will be constructed to current design standards and will improve traffic safety. The first Public Information Center (PIC #1) was hosted on May 22, 2025, outlining the alternatives evaluated and carried forward. A copy of the PIC #1 boards are available at the project website. The preferred alternative and recommended plan for the intersection improvements will be presented at the second Public Information Centre (PIC #2) to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. The inclusion of pedestrian safety measures will also be reviewed as part of the study.</p> <p>You have been included on the study contact list and will be notified of future consultation opportunities by email, including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>We appreciate your continued participation in this study. Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-12	[REDACTED]	<p>Comment received on May 4, 2025, via Email.</p> <p>Definitely need traffic lights at Hwy 15 & Perth road. Traffic needs to be slowed down Round about would be more of a didaster. Need. Traffic lights!!!!</p> <p>Comment Received on August 26, 2025</p> <p>Thank you for the information.</p>	Added to Contact List	<p>Response Sent August 26, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your comments regarding the installation of a signalized intersection at the Highway 15 and Perth Road intersection. We would like to confirm that all intersection alternatives being considered for the project include either a signalized intersection or a roundabout and will be constructed to current design standards and will improve traffic safety. The first Public Information Center (PIC #1) was hosted on May 22, 2025, outlining the alternatives evaluated and carried forward. A copy of the PIC #1 boards are available at the project website. The preferred alternative and recommended plan for the intersection improvements will be presented at the second Public Information Centre (PIC #2) to be held for the study, where we will also present</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
				<p>how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures.</p> <p>You have been included on the study contact list and will be notified of future consultation opportunities by email, including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>We appreciate your continued participation in this study. Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-13	[REDACTED]	<p>Comment received on May 15, 2025, via Website.</p> <p>Comments:</p> <p>No comments at this time, I'd like to be added to the mailing list please.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? No</p>	Added to Contact List	<p><i>No response required</i></p>
P-14	[REDACTED]	<p>Comment received on May 15, 2025, via Website.</p> <p>Comments:</p> <p>Please add me to the email list</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? Yes</p>	Added to Contact List	<p>Response Sent August 26, 2025</p> <p>Hello [REDACTED]</p> <p>On behalf of the Ministry of Transportation, thank you for your interest in the Preliminary Design, and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We would like to confirm that you have been included on the study contact list. You will continue to be notified of future consultation opportunities by email, including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
P-15	[REDACTED]	<p>Comment received on May 15, 2025, via Website.</p> <p>Comments:</p> <p>I travel through this intersection heading to Carlton Place from Gillies corners on a regular basis. At certain times of day. (Commuting time am and pm) I go the long way around down McLachlin to Highway 15 as it's too dangerous and takes too long to turn onto Highway 15 from the old Perth Road. Generally the traffic on Highway 15 does not travel at 60 km an hour through the village of Franktown. The line of site on the curve for traffic travelling at 80 km an hour has probably been the cause of most of the accidents at this dangerous intersection. I would like to see a traffic light that is triggered by traffic waiting to make a turn at this intersection just like the one on the Franktown Road at the other end of town. I have heard about talk of putting in a roundabout and although those work well there is a lot of large transport truck traffic along 15 so it would need to be a large roundabout to accommodate those vehicles.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? Yes</p>	Added to Contact List	<p>Response Sent August 26, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate the concerns you have raised regarding travel speeds and safety of the intersection. We would like to confirm that all intersection alternatives being considered for the project include either a signalized intersection or a roundabout and will be constructed to current design standards and will improve traffic safety, as well as accommodate the truck traffic along Highway 15. The first Public Information Center (PIC #1) was hosted on May 22, 2025, outlining the alternatives evaluated and carried forward. A copy of the PIC #1 boards are available at the project website. The preferred alternative and recommended plan for the intersection improvements will be presented at the second Public Information Centre (PIC #2) to be held for the study, where we will also present how the alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures.</p> <p>You have been included on the study contact list and will be notified of future consultation opportunities by email, including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore</p>
P-16	[REDACTED]	<p>Comment received on May 19, 2025, via Website.</p> <p>Comments:</p> <p>I have lived in this area since May of 2004 and this intersection has always been bad to try and go North onto highway 15 from Perth Rd . It has got so much worse over the years with more people moving to the country and more cars on the road in this area . I have seen a few accidents at this intersection over the years . The speed limit on highway 15 is 60 kms but most cars are traveling at 80 kms to 100 kms and the corner to the north is blind to see cars coming at high speeds . This intersection is even worse in winters when we have lots of snow as the snowbanks make it even harder to see the cars coming at high from both directions . This intersection has always needs a set of traffic lights to make it safer for everyone and cause less accidents and hopefully prevent any fatalities . This intersection is long overdue for a set of traffic lights and I don't understand why this has taken so long for the province to finally address as people have been complaining for years for this to be fixed .</p> <p>Regards [REDACTED]</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? Yes</p>	Added to Contact List	<p>Response Sent August 26, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate the concerns you have raised regarding travel speeds and safety of the intersection. We would like to confirm that all intersection alternatives being considered for the project include either a signalized intersection or a roundabout and will be constructed to current design standards and will improve traffic safety. The first Public Information Center (PIC #1) was hosted on May 22, 2025, outlining the alternatives evaluated and carried forward. A copy of the PIC #1 boards are available at the project website. The preferred alternative and recommended plan for the intersection improvements will be presented at the second Public Information Centre (PIC) to be held for the study, where we will also present how the alternatives were evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures.</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
				<p>You have been included on the study contact list and will be notified of future consultation opportunities by email, including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-17	[REDACTED]	<p>Comment received on May 19, 2025, via Website.</p> <p>Comments:</p> <p>My household is [REDACTED] from the intersection. Can you add me to the emailed updates list?</p> <p>Thank you.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? Yes</p>	Added to Contact List	<p>Response Sent August 26, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your interest in the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We would like to confirm you have been included on the study contact list and you will be notified of future consultation opportunities by email including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-18	[REDACTED]	<p>Comment received on May 21, 2025, via Website.</p> <p>Comments:</p> <p>looking for information on the proposed changes to the intersection as I do live in the community and use these roads daily.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? No</p>	Added to Contact List	<p><i>No response required</i></p>
P-19	[REDACTED]	<p>Comment received on May 21, 2025, via Website.</p> <p>Comments:</p> <p>This will be a great improvement for safety.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? Yes</p>	Added to Contact List	<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED]</p> <p>On behalf of the Ministry of Transportation, thank you for your comment regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your feedback on the project and would like to confirm you have been included on the study contact list and will be notified of future consultation opportunities by email, including Public Information Centre PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
				Regards, David Gallimore
P-20	[REDACTED]	<p>Comment received on May 21, 2025, via Website.</p> <p>Comments:</p> <p>No comments right now</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? Yes</p>	Added to Contact List	<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your interest in the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We would like to that confirm you have been included on the study contact list. You will continue to be notified of future consultation opportunities by email, including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore</p>
P-21	[REDACTED]	<p>Comment received on May 21, 2025, via Email.</p> <p>Good afternoon,</p> <p>The website for this project mentions a slide deck to be used at the info session on May 22 in Beckwith, and that it will be available afterwards. Is it possible to see that before the session?</p> <p>Thanks,</p>	Added to Contact List	<p>Response Sent May 22, 2025</p> <p>Hello [REDACTED],</p> <p>The information presented at the public information centre today will be uploaded on the website tonight.</p> <p>Regards, The Project Team</p>
P-22	[REDACTED]	<p>Comment received on May 22, 2025, via Website.</p> <p>Comments:</p> <p>I'm a parent to a child at Calvary Christian Academy and I'm concerned about how this project will impact traffic in front of CCA. I'm shocked that the speed limit is 80km in front of a school! It is recommended that the scope of the project is widened through this entire corridor. Given its a private school, it differs from a public school in that most children are driven to the school contrary to most children being bus in a publicly funded school. Increased growth and traffic in this area is only putting the children and families at greater risk. As a concerned parent who has witnessed near accidents, I would like to see the speed limit decreased to be more aligned with other school zones. I've discussed my concern with the principal who advised there's another school south of Smiths Falls in an 80 km limit area. I don't think any school should be in an 80 km zone when we have busses, parents driving kids, and kids walking home - this is just so wrong and needs to be fixed before people get hurt.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? Yes</p>	Added to Contact List	<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED]</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your comments regarding the posted speed limit on Highway 15 near Calvary Christian Academy. We would like to acknowledge that adjustments to speed limits near the intersection will be considered as part of this study.</p> <p>We would like to confirm you have been included on the study contact list. You will continue to be notified of future consultation opportunities by email, including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
				<p>Regards, David Gallimore and the Project Team</p>
P-23,24	[REDACTED]	<p>Comment received on May 22, 2025, via Email.</p> <p>Dear Joanna and Hwy 15 Team,</p> <p>I appreciated the invitation and opportunity to drop-by Brunton Beckwith Community Hall. The format was easy to follow, everyone was accommodating and well-informed.</p> <p>I'm still very stressed out over the timeline. I have two-years way too extreme and unacceptable. Perth and Smiths Falls are growing at rapid rates, people work in Kanata, others have doctor appointments in Ottawa, many trucks and so much more that keep the corner so very busy.</p> <p>The corner is at its maximum of busy and must be address asap, please - thanks.</p> <p>May I have the date, please, of the next Public Information Centre #2, please - thank you!</p> <p>Sincerely, [REDACTED]/Perth ON</p> <p>Comment received on May 23, 2025, via Email.</p> <p>Dear Project-Team/Joanna,</p> <p>This intersection is too dangerous to not have a quick safety resolve. Please just quickly put up 4-way STOP signs , plus, an overhead Flashing Lights.</p> <p>This intersection cannot stay "as is" for one more day, one more minute, one more second.</p> <p>I am so sorry to hear that all the people who use that intersection almost daily have been badly let down. I'm so disappointed.</p> <p>It seems to me that 'they' (council?) chose to look at only the most expensive and difficult options and so of course they would be disruptive to home owners. Surely there is a simpler choice that would simply direct the traffic flow from Perth Road 10 to meet Hwy 15 at a 90 degree angle, while reviewing/studying the final solution? I feel about disrupting home owners is tough but it is a dangerous situation and yes, a quick resolve is of upmost importance and let the long, slow solution keep on as well.</p> <p>Doing nothing for the immediate future is unacceptable. Please, Please, Please!</p> <p>Best regard, [REDACTED]/Perth ON</p>	<p>Added to Contact List</p>	<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED]</p> <p>On behalf of the Ministry of Transportation, thank you for your attending Public Information Centre (PIC) #1 and for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your comments regarding the timeline for implementation of the intersection improvements. While we acknowledge the need for immediate improvements to the intersection, the Ministry must carry out the environmental assessment and design process prior to the implementation of any intersection improvements. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1. The preferred alternative and recommended plan for intersection improvements will be presented at the second PIC to be held for the study. Upon completion of the preliminary design study, the project will move into detail design phase to refine the design and prepare contract documents for construction, pending Ministry funding and approvals.</p> <p>Regarding the installation of the all-way stop signs. An all-way stop is not recommended at the existing intersection because there are predominantly more vehicles on Highway 15 than there are on CR 10/Perth Rd. A traffic analysis determined that a four-way stop will cause long delays for traffic on Highway 15 and potentially block entrances to homes and businesses along the highway.</p> <p>The installation of temporary overhead flashing lights prior to a permanent solution could be undertaken, however, to do so would require additional financial and personnel resources to undertake a new design assignment just for the installation of temporary overhead flashing lights. Timelines to hire an engineering consultant, undertake the design, acquire the necessary property to install the temporary poles for span wires, tender the work, and complete construction are estimated to be a minimum of 2 to 3 years from start to finish. Since this is duplicated effort and since a permanent solution is currently under design in an active design assignment, the benefit of installing temporary overhead flashing lights in advance of permanent solution at this intersection is expected to be greatly reduced. Undertaking this work also has the potential to remove resources from the work being completed on the permanent solution and it diverts very limited project budgets away from other highway improvements within the ministry.</p> <p>We appreciate your continued interest in this study. Please note you have been added to the study contact list and will be notified of future consultation opportunities by email including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
				Regards, David Gallimore and the Project Team
P-25	[REDACTED]	<p>Comment received on May 22, 2025, via PIC #1 Comment Sheet.</p> <p>Alternative 1B is our preferred option and we support alternative option 2 for Irvine Street.</p> <p>Considering the population growth we don't support a roundabout as it is a band-aid to an eventual bigger problem.</p> <p>Driving north the 60km/hr sign should be before (at the school) and the 50km/hr sig in Franktown should be pushed to the north of existing traffic lights (Richmond 10).</p>	Added to Contact List	<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #1 and for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your comments regarding your preferred alternative for the intersection improvements and suggestions regarding the reduction of speed limits within the study area. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1. We would like to confirm that all intersection alternatives being considered for the project include either a signalized intersection or a roundabout and will be constructed to current design standards and will improve traffic safety. The preferred alternative and recommended plan for the intersection improvements will be presented at the second PIC to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We would also like to acknowledge that adjustments to the speed limit at the Highway 15 and Perth Road intersection will be considered as part of this study.</p> <p>We appreciate your continued interest in this study. Please note you have been added to the study contact list and you will be notified of future consultation opportunities by email including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-26	N/A	<p>Comment received on May 22, 2025, via PIC #1 Comment Sheet.</p> <ol style="list-style-type: none"> 1) Could we see a roundabout turn lane onto Hwy 15? 2) Will a roundabout accommodate pedestrian traffic safety? 3) Moving SE coming home further down Third Line 		<i>No contact information was provided on comment sheet.</i>
P-27	[REDACTED]	<p>Comment received on May 22, 2025, via PIC #1 Comment Sheet.</p> <p>Great insight & explanation from Chris at the MTO, was hoping to hear more from the consultant, but understand they don't typically attend.</p> <ul style="list-style-type: none"> • Maintaining the snowmobile trail • My sons all attend the Christian Cavalry Academy (CCA) school! I would love to see accommodation for the school buses to turn in and out safer (dedicated lane?) as this occurs during peak traffic hours. • Concerns with pedestrians / bikes from the school accessing Franktown safely 	Added to Contact List	<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #1 and for your comments regarding in the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00). Please see responses to your comments received at PIC#1 below.</p> <p>We would like to confirm that the existing snow mobile trail will be considered and maintained as part of this study.</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		<ul style="list-style-type: none"> Slower speeds to ease merging into traffic, especially noting this intersection is a on a ramp <p>Response received on September 2, 2025, via email.</p> <p>Hello,</p> <p>Thank you for getting back to me.</p> <p>The school is right outside the project limits. Any left turns out of the school are directly within the project limits. How is this not being considered? Most schools have a speed limit of 30km/hour or 40km/hour. I would assume the MTO would be interested in ensuring school buses can safely make the turns. Can you please elaborate on this?</p> <p>Appreciate the information regarding safety and the snowmobile trail.</p> <p>████</p>		<p>We appreciate your suggestion to accommodate school buses turning into and out of Christian Cavalry Academy; however, modifications to Highway 15 south of the intersection are not being considered as part of this study.</p> <p>All intersection alternatives being considered for the project include either a signalized intersection or a roundabout and will be constructed to current design standards and will improve traffic safety. The inclusion of pedestrian safety measures and adjustments to the speed limit will also be reviewed as part of the study.</p> <p>Thank you for your continued interest in this study. Please note you have been added to the study contact list and you will be notified of future consultation opportunities by email including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p> <p>Response Sent November 14, 2025, via Joanna's Email:</p> <p>Hi █████,</p> <p>Thank you for your follow-up email regarding your safety concerns (including a speed limit reduction request) on Highway 15 south of Franktown. I am pleased to respond on behalf of the Ministry of Transportation (MTO).</p> <p>When considering speed limits, MTO attempts to set a realistic speed limit that the majority of drivers will obey. Our experience has found that most people travel at a rate of speed that feels comfortable to them, taking into consideration the characteristics of the roadway and surrounding conditions, and will ignore a speed limit that is artificially low. An artificially low speed limit creates highly variable operating speeds, as some motorists will make an effort to obey the speed limit while others will continue to travel at a speed that feels comfortable to them. Significant differences in vehicles speeds can lead to increased driver frustration and attempts at dangerous passing manoeuvres.</p> <p>Most road authorities in Canada, including MTO, also use the Transportation Association of Canada (TAC) publication "Canadian Guidelines for Establishing Posted Speed Limits" as a tool for determining posted speed limits their highways. The TAC warrant analysis takes into consideration factors such as design speed, horizontal and vertical geometry, roadside hazards, pedestrian and cyclist exposure, surrounding land use and number of entrances and intersections through the corridor.</p>

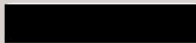
#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
				<p>An updated TAC warrant analysis was completed to confirm the appropriateness of the existing speed limit on Highway 15 south of Franktown. The results confirmed that the existing 80 km/h speed limit is appropriate for this section of Highway 15.</p> <p>In order to maintain provincial consistency, and for the reasons listed above, MTO does not recommend lowering the posted speed limit on Highway 15 south of Franktown at this time.</p> <p>Regarding the modifications to Highway 15 (i.e. dedicated turning lanes) near Christian Cavalry Academy, MTO is currently evaluating the alternatives carried forward from PIC#1. If the Preliminary Design identifies that additional highway improvements are recommended, then MTO will consider carrying these improvements forward into the Detail Design phase.</p> <p>Thank you for taking the time to share your concerns regarding this section of Highway 15.</p> <p>Thanks, Joanna Zhang, P. Eng.</p>
P-28	[REDACTED]	<p>Comment received on May 22, 2025, via PIC #1 Comment Sheet.</p> <p>Great study! I really like the round-about options presented and would fully support. Good work. [REDACTED]</p>	Added to Contact List	No response required
P-29	[REDACTED]	<p>Comment received on May 22, 2025, via PIC #1 Comment Sheet.</p> <p>Lights is your best option!!!</p> <p>Roundabout makes "No Sense"!!! Tell me where I am to walk with my grandson or myself across to "lilac lane" whiperlane.</p> <p>The traffic isn't a 3 minute wait on your board for 2024 existing conditions. Try on a Sunday starting around 3 pm in the summer on Perth road to turn on to 15 try 5 min or more. Try early morning at 7 am – 8:30am to go onto 15 to turn left. Truly Nuts! The lineups I invite all of you to witness the craziness on Sunday evening now until labor day.</p> <p>*Carmen I truly invite you to sit on my deck to watch how bad it is at our corner!!! The worst I have seem in my 35 years.</p>	Added to Contact List	<p>Response sent via Mail September 4, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #1 and for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your comments regarding your preference for a signalized intersection and the traffic issues within the study area. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1. The preferred alternative and recommended plan for the intersection improvements will be presented at the second PIC to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures.</p> <p>We appreciate your continued interest in this study. Please note you have been added to the study contact list and you will be notified of future consultation opportunities by email including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p>





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				Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang. Regards, David Gallimore and the Project Team
P-30	[REDACTED]	Comment received on May 22, 2025, via PIC #1 Comment Sheet. Thank you. Good job. Looking forward to the final solution!	Added to Contact List	No response required
P-31	[REDACTED]	Comment received on May 22, 2025, via PIC #1 Comment Sheet. <ul style="list-style-type: none">• We like option 1A + option 4• We would like to recommend a slower speed limit all the way through town - from the school to the traffic lights on 15/4th line<ul style="list-style-type: none">○ Our children get on the school bus and cars/ vehicles run the bus stop constantly when they are getting on/off the bus – we contribute some of this to the high rate of speed (80km limit) through that part of Franktown• Adding side walks would also be helpful for the community (especially kids)	Added to Contact List	Response Sent September 2, 2025 Hello [REDACTED] On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #1 and for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00). We appreciate your comments regarding your preferred alternatives for the intersection improvements. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1. The preferred alternative and recommended plan for the intersection improvements will be presented at the second PIC to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. All intersection alternatives being considered for the project include either a signalized intersection or a roundabout and will be constructed to current design standards and will improve traffic safety. The inclusion of pedestrian safety measures and adjustments to the speed limit will also be reviewed as part of the study. We thank you for your continued participation in this study. Please note you have been added to the study contact list and you will be notified of future consultation opportunities by email including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review. Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang. Regards, David Gallimore and the Project Team
P-32	[REDACTED]	Comment received on May 22, 2025, via PIC #1 Comment Sheet. It disturbs me that so much time and detail has produced these findings eg we identified stumps! The ministry yet ignores the hwy 7 and hwy 15 intersection that requires more attention I think more money is spent on studies than future (required) construction		Response Sent September 2, 2025 Hello [REDACTED] On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #1 and for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00). We would like to confirm that the ministry is currently undertaking the Detail Design and Environmental Assessment Study for improvements at the Highway 7 and Highway 15 intersection as a separate project (GWP 4084-16-00). Construction dates

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
				<p>for that project are currently unknown and subject to ministry funding and approvals as well as coordination with the Town of Carleton Place.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-33	[REDACTED]	<p>Comment received on May 22, 2025, via PIC #1 Comment Sheet.</p> <ul style="list-style-type: none"> • Cul-de-sac options would provide access issues for cottage and disc golf course that are accessed off Whippoorwill Road. Lilac Lane would be only option & not suitable for vehicle traffic (and lilac lane is culturally significant to the village) • High volume of winter snowmobile traffic should be considered where it crosses at current intersection • Historic home on NE corner does have a rear laneway that enters from Whippoorwill 		<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED]</p> <p>On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #1 and for your comments regarding in the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your insights regarding the local use of Whippoorwill Road and Lilac Lane. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1 and will take into consideration your comments. We would like to confirm that the existing snow mobile trail will be considered and maintained as part of this study.</p> <p>The preferred alternative and recommended plan for the intersection improvements will be presented at the second PIC to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures.</p> <p>We thank you for your continued participation in this study. Please note you have been added to the study contact list and you will be notified of future consultation opportunities by email including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-34	[REDACTED]	<p>Comment received on May 22, 2025, via PIC #1 Comment Sheet.</p> <p>Please forward all info from the survey to me. I have questions that I will send in the future.</p>		<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #1 and for your comments regarding in the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15/ Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>Could you please confirm what you are specifically looking for in your request for 'all info from the survey'.</p> <p>Regards,</p>

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				David Gallimore and the Project Team
P-35	[REDACTED]	<p>Comment received on May 22, 2025, via PIC #1 Comment Sheet.</p> <p>Alternative 4 looks the most promising however loss of a home is not great. Put a curve in perth rd away from franktown move the roundabout before the home and save someones home.</p> <p>Also, Basingstoke England is the capital of roundabouts, look @ that city + the planning. You can definitely find a better alterative than the removal of someone's home.</p>		<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED] i,</p> <p>On behalf of the Ministry of Transportation, thank you for attending PIC#1 and for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 and Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your comments regarding your preferred alternative for the intersection improvements. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1. As part of the evaluation, the layout of the alternatives will be refined to minimize impacts as much as possible, however the design of the roundabout is required to meet Canadian geometric standards which are based on environmental, transportation, and safety requirements. The preferred alternative and recommended plan for the intersection improvements will be presented at the second PIC to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures.</p> <p>We thank you for your continued participation in this study. Please note you have been added to the study contact list and you will be notified of future consultation opportunities by email including PIC #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-36	[REDACTED]	<p>Comment received on May 27, 2025, via Franca Sacchetti's Email (MTO, Regional Director, East Region):</p> <p>Comments:</p> <p>As a resident near this intersection, I believe that converting Irvine St into a cul-de-sac and installing lights would be highly beneficial, with minimal impact on the surrounding residential homes. It would also aid in ensuring safe pedestrian traffic and improve safety at the school by reducing traffic speeds on Highway 15.</p> <p>I am opposed to a roundabout as it would prohibit pedestrian access and significantly impact the current residents.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? No</p>		<p><i>No response required as indicated on comment form.</i></p>
P-37	[REDACTED]	<p>Comment received on May 31, 2025, via Website.</p> <p>Comments:</p> <p>Hi,</p>	Added to Contact List	<p><i>No response required as indicated on comment form.</i></p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		<p>I had the opportunity to review your plans. I saw that you have Irvine as a cul-de-sac; perhaps an alternative could include making it one way going north (depending on what you opt to do with the hwy15/hwy10 intersection). Irving is really only single lane width. This could be a first step that would require minimal investment and help with the traffic both cutting across Irvine (we often see people cut through to expedite a right turn south on hwy 15 when left turning traffic is backed up at the end of hwy10 turning onto 15) and the immediate left turns requires to access Irvine when turning onto hwy 10 from hwy 15. This could be an immediate or temporary intervention while you sort out long term plans. It would also reduce the speeding traffic in front of the residences as three of us have active children playing in the area (one of whom has a developmental delay and impulse control/flight concerns). Feel free to email if you have further questions.</p> <p>Thanks, [REDACTED]</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? No</p>		
P-38	[REDACTED]	<p>Comment received on June 22, 2025, via Email.</p> <p>I wish to express my sincere appreciation to all individuals involved in this significant and long-awaited project. As a resident of [REDACTED] for over 25 years, I have observed substantial changes in our local area, most notably the considerable increase in traffic volume on Perth Road. This has, regrettably, led to numerous near-miss incidents at the intersection in question.</p> <p>This intersection has consistently presented safety concerns. During winter months, obscured visibility due to snow banks poses a significant hazard. More recently, the heightened traffic volumes and the increased number of vehicles traveling from Smiths Falls through this intersection at 100km/hr have further exacerbated these concerns.</p> <p>I would like to submit the following suggestions for your consideration:</p> <p>a) I recommend including Calvary Christian Academy within the designated study zone.</p> <p>b) Furthermore, I propose establishing this area as a school zone, which would result in a reduction in the speed limit. It is unclear to me why this hasn't been done before – is it because this is a private school and not public?</p> <p>c) Implementing these changes would consequently ensure that vehicles approaching Franktown do so at a reduced speed of 60 km/hr, as opposed to the current 100 km/hr.</p> <p>d) As a former [REDACTED] employee one of my jobs was educating Ottawa residents on how to use roundabouts as well as teaching students traffic safety to all 4 Ottawa schoolboards. I also grew up in Europe and have witnessed many advantages of roundabouts compared to traffic light signalization. As such, I would suggest that a roundabout option be considered over traditional traffic lights for this intersection. Roundabouts offer a number of well-documented benefits that I believe would greatly improve the area for everyone.</p> <p>From a traffic perspective, they generally lead to a faster and smoother flow of vehicles, which can significantly reduce congestion. This, in turn, often results in less</p>	Added to Contact List	<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your comments and suggestions regarding traffic safety, and your preference for a roundabout alternative. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1. Your comments regarding the school zone and speed reductions will be taken into account and considered as part of this study. The preferred alternative and recommended plan for the intersection improvements will be presented at the second PIC to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures.</p> <p>We appreciate your continued interest in this study. Please note you have been added to the study contact list and will be notified of future consultation opportunities by email including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		<p>noise and gas pollution, making them a more environmentally friendly choice. Additionally, roundabouts tend to minimize long lineups, and should a collision occur, they are typically less severe, often avoiding the more dangerous T-bone accidents commonly associated with signalized intersections.</p> <p>I believe these advantages make roundabouts a compelling solution for enhancing both traffic efficiency and safety at this location.</p> <p>Sincerely, </p>		
Indigenous Communities				
IC-1	<p>Jim Meness Executive Director Algonquins of Ontario Consultation Office Email: jmeness@tanakiwin.com General Inquiries: algonquins@tanakiwin.com 31 Riverside Drive, Suite 101 Pembroke, Ontario K8A 8R6</p>	<p>Comment received on May 20, 2025, via email to Franca (Franca.Sacchetti@ontario.ca):</p> <p>Dear Franca,</p> <p>Please see the attached letter from the AOO regarding the Highway 15 / Perth Road intersection improvements.</p> <p>If you have any questions, please reach out.</p> <p>Thank you,</p> <p>Sincerely, Jim Meness</p> <p><u>Attached Letter:</u></p> <p>Thank you for sharing information with the Algonquins of Ontario Consultation Office (AOO) on the Notice of PIC #1 for Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00) Preliminary Design and Class Environmental Assessment Study.</p> <p>The AOO has no immediate concerns with the Highway 15 / Perth Road Intersection Improvements as described in the letter.</p> <p>The AOO wishes to be notified if there are any impacts or harm to Species at Risk or species of conservation concern, the AOO must be notified before applying any mitigation measures.</p> <p>Since there is always the potential to miss important information in archaeological surveys (depending on the stage of the AA); we would request that if any stage 2 or greater archaeological assessment needs to be completed for the Highway 15 / Perth Road Intersection, located in Franktown, Lanark County, that the AOO must have field monitors present to participate.</p> <p>If any artifacts of Indigenous interest or human remains are encountered during the Intersection Improvements Highway 15 / Perth Road Intersection, please contact:</p> <p>Algonquins of Ontario Consultation Office 31 Riverside Drive, Suite 101 Pembroke, Ontario K8A 8R6 Tel: 613-735-3759 Fax: 613-735-6307</p>	Update Contact List	<p>Response Sent June 24, 2025</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15/ Perth Road Intersection Improvements, located in Franktown, Ontario (GWP 4030-22-00). We would like to provide an overview of the environmental studies being completed as part of the study to address the Algonquins of Ontario (AOO) areas of interest mentioned in your letter, dated May 20, 2025.</p> <p>Species at Risk</p> <p>A Terrestrial Ecosystem Existing Conditions and Impact Assessment Report is being completed as part of the study to identify the existing environmental conditions, (including the potential presence of Species at Risk (SAR) and their habitat), identify potential impacts and determine mitigation measures to minimize and/or avoid impacts to the natural environment. The report will be appended to the Transportation Environmental Study Report (TESR) to be prepared for the study at the completion of Preliminary Design.</p> <p>Field investigations for the study were conducted in Fall 2024. No SAR were observed during field investigations; however, based on the review of background information, 17 SARs have a moderate to high potential for occurrence within the study area. The potential for SAR species and their habitat to be impacted by the proposed works will be assessed once the full footprint of the project is known. AOO will continue to be notified as the project progresses and will be made aware of any proposed mitigation measures to minimize and/or avoid impacts to SAR, should any impacts be identified.</p> <p>A summary of existing environmental conditions was presented during the Public Information Centre #1 held on May 22, 2025. For information sharing purposes, the materials shared at the PIC #1 have been attached to the corresponding email. They can be found on the project website at the following link: Public Information Centre #1. The location of identified potential SAR habitat is shown on Slide 5 of the PIC #1 materials.</p> <p>Archaeological Assessment</p> <p>A Stage 1 Archaeological Assessment (AA) was completed for the study area in Fall 2024 and was entered into the Ontario Public Register of Archaeological Reports on February 6, 2025. The Stage 1 AA recommended a Stage 2 AA be completed within certain areas of the study area. The Stage 2 AA will be completed once the full extent of the project footprint is known. MTO will contact the AOO when further information</p>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		E-mail: algonquins@tanakiwin.com Sincerely, Jim Meness Executive Director		regarding the completion of the Stage 2 AA and associated field work is known to ensure AOO can schedule field monitors to participate in the assessment. The ministry will continue to engage Algonquins of Ontario on this project as it continues, including in advance of PIC #2 and the notice of filing of the TESR for review. Should you have further questions or comments, please do not hesitate to contact myself or Peter Copping, Indigenous Liaison Specialist. Kind Regards, Franca Sacchetti
Comments Received Outside of the PIC Comment Period				
P-39		Comment received on July 6, 2025, via Website. Comments: speed limits on 15 are ignored. Sight lines for turning from Perth Rd. on to 15 are limited and turning with ag. equipment or trailers is often dangerous. How would you like to receive study notices? Email Do you need a response to your comment? Yes	Added to Contact List	Response Sent September 2, 2025 Hello  On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00). We appreciate your comments regarding traffic safety and will take into consideration your comments. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1. The preferred alternative and recommended plan for the intersection improvements will be presented at the second PIC to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. We appreciate your continued interest in this study. Please note you will continue to be notified of future consultation opportunities by email including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review. Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang. Regards, David Gallimore and the Project Team
P-40		Comment received on July 6, 2025, via Website. Comments: I personally use this intersection 4-6 time a day. Professionally I have at least 10 school buses that use that intersection How would you like to receive study notices? Email	Added to Contact List	Response Sent September 2, 2025 Hello  , On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 / Perth Road Intersection Improvements, located in Franktown, Ontario (GWP 4030-22-00).

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		Do you need a response to your comment? Yes		<p>We appreciate your continued interest in this study. Please note you have been added to the study contact list and will be notified of future consultation opportunities by email including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-41	[REDACTED]	<p>Comment received on July 6, 2025, via Website.</p> <p>Comments:</p> <p>I would love to be informed on this project and updated on the direction taken and progress, as well as the timelines.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? No</p>	Added to Contact List	<i>No response required as indicated on comment form.</i>
P-42	[REDACTED]	<p>Comment received on July 6, 2025, via Website.</p> <p>Comments:</p> <p>Put traffic lights there. Also coming to the intersection from Perth to Franktown there is a large tree to the left making it hard to see oncoming traffic.</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? Yes</p>	Added to Contact List	<p>Response Sent September 2, 2025</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>We appreciate your comments and suggestions regarding traffic safety. We are currently evaluating the alternatives carried forward for further review as presented at PIC #1. The preferred alternative and recommended plan for the intersection improvements will be presented at the second PIC to be held for the study, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures.</p> <p>We appreciate your continued interest in this study. Please note you have been added to the study contact list and will be notified of future consultation opportunities by email including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p>
P-43	[REDACTED]	<p>Comment received on July 6, 2025, via Website.</p> <p>Comments:</p>	Added to Contact List	<i>No response required as indicated on comment form.</i>

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		<p>We live on the North side of the village ,so much traffic now on this hyw it needs to be slowed down going into the villsg, and going out ,when trying to exit county rd onto hyw15 going North is life risking most of the time ,people need to slow down there ,</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? No</p>		
P-44	[REDACTED]	<p>Comment received on July 10, 2025, via Website.</p> <p>Comments: I would like to be added to the mailing list for information on the project</p> <p>How would you like to receive study notices? Email</p> <p>Do you need a response to your comment? No</p>	Added to Contact List	No response required as indicated on comment form.
P.45	[REDACTED]	<p>Comment received on January 5, 2026 via project team email</p> <p>Hi, Joanna and David.</p> <p>My name is [REDACTED] and I'm a resident near Gillies Corners Side Road and Highway 10/Perth Road.</p> <p>My family and neighbours, etc., frequent the intersection of of Hwy 15 and Perth Road, daily, and have ongoing concerns with safety and wait times, especially turning north onto Hwy 15.</p> <p>I've read through the study (Preliminary Design and Class Environmental Assessment Study GWP 4030-22-00) and agree with either signaling or a roundabout to help control the speed of cars on Hwy 15, provide opportunity to turn left onto Hwy 15 during peak hours.</p> <p>Can you provide a status update, next steps and timelines for any improvements to be undertaken?</p> <p>Thank you,</p> <p>[REDACTED]</p>	Added to contact list	<p>Response sent from project team email March 13, 2026</p> <p>Hello [REDACTED],</p> <p>On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00).</p> <p>Thank you for your comments and suggestions regarding traffic safety. We are currently evaluating the alternatives carried forward for further review as presented at Public Information Centre (PIC) #1. The next step will be to present the preferred alternative and recommended plan for the intersection improvements at the second PIC, where we will also present how the alternatives are evaluated, the anticipated environmental impacts and preliminary environmental mitigation measures. PIC #2 will likely be held in Spring/Summer of 2026.</p> <p>We appreciate your continued interest in this study. Please note you have been added to the study contact list and will be notified of future consultation opportunities by email including Public Information Centre (PIC) #2 and the notice of filing of the Transportation Environmental Study Report (TESR) for public review.</p> <p>Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.</p> <p>Regards, David Gallimore and the Project Team</p> <p>[REDACTED]</p>

10 NEXT STEPS

The next steps in the study process include:

- Evaluating the intersection improvement alternatives;
- Identifying a Recommended Plan for intersection improvements, including preliminary mitigation measures; and
- Presenting the Recommended Plan for intersection improvements at PIC #2.

APPENDIX A

NEWSPAPER NOTICES

Notice of Public Information Centre #1

Environmental Assessment Study
(GWP 4030-22-00)
Carleton Place, Ontario

[Learn More](#)

Ontario



Notice of Public Information Centre #1

Preliminary Design and Class Environmental Assessment Study Highway 15/Perth Road Intersection Improvements (GWP 4030-22-00)

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15/Perth Road Intersection Improvements, located in Franktown, approximately 12 kilometres south of Carleton Place, Ontario, as shown in the key plan.

The study will include a review of the operation of this intersection to address concerns such as traffic delays on Perth Road accessing northbound Highway 15. The study may also include a review of the sight distances, existing highway geometrics, entrances, utilities, and drainage features. Improvements to this intersection may include signalization or a roundabout, approach road realignments, new illuminations, new turning lanes, and/or closures.

THE PROCESS

This study follows the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024)* and includes undertaking environmental and engineering field investigations and seeking input from the public, local municipalities, external agencies, Indigenous Communities, and stakeholders. This study will include reviewing existing conditions, developing and evaluating alternatives, identifying appropriate improvements, and developing environmental protection/mitigation measures.

PUBLIC INFORMATION CENTRE

Public Information Centres (PICs) provide the community an opportunity to share information and seek input regarding the project and the alternatives being considered. The first of two Public Information Centres (PIC #1) is being held as a **drop-in-style, open house format**. The purpose of the first PIC is to provide interested parties, Indigenous Communities, and the public an opportunity to review and provide input on the existing environmental conditions and to comment on the preliminary list of alternatives, the evaluation criteria which will be used to assess the alternatives, and the study process and next steps. A slide deck of the materials presented at PIC #1 will also be available on the project website at www.hwy15perthroadintersection.com following the PIC. Comments regarding the PIC #1 are kindly requested by **June 19, 2025**, and can be submitted through the online comment form available on the website or by contacting one of the project team members listed below. A second PIC will be held in the study to present the recommended plan, summary of anticipated environmental issues, proposed mitigation measures, and commitments to future work.

PIC #1 will be held as follows:

Date: Thursday, May 22, 2025

Time: 4:00 p.m. to 8:00 p.m.

Location: Brunton Community Hall
2022 Beckwith Pk Ln,
Carleton Place, ON K7C 0V9



CONSULTATION AND COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the Project Team. If you wish to have your name added to the project mailing list or if you have any comments, questions or concerns about the study, please contact one of the following Project Team members:

David Gallimore, P.Eng.

Project Manager
WSP Canada Inc.
2611 Queensview Drive, Suite 300
Ottawa, ON K2B 8K2
tel: 613-690-1091
e-mail: project-team@hwy15perthroadintersection.com

Joanna Zhang, P.Eng.

Senior Project Engineer
Ministry of Transportation
1355 John Counter Boulevard,
P.O. Box 4000
Kingston, ON K7L 5A3
tel: 613-539-7564
e-mail: project-team@hwy15perthroadintersection.com

You are encouraged to visit the project website at www.hwy15perthroadintersection.com, where project information including study notices, background information, PIC displays, and the TESR will be made available as the study progresses. You can also submit comments and questions to the Project Team on the project website.

If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *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.

APPENDIX B

CONTACT LIST

Highway 15 Perth Road Intersection Improvements - Federal and Provincial Agencies, Local Government and Stakeholders (GWP 4030-22-00)

WSP to Email													
Salutation	First Name	Last Name	Organization	Department	Title	Email	Phone	Address	City	Prov	Postal Code	Preferred Contact Method	Notes
Federal Agencies													
Elected Officials - MTO to send via Email													
	John	Jordan	Lanark—Frontenac—Kingston	Government of Ontario	MPP - Parliamentary Assistant to the Minister of Agriculture, Food and Agribusiness	john.jordan@pc.ola.org	613-284-1630	91 Cornelia Street W.	Smiths Falls	ON	K7A 5L3	Removed per MTO comment	
Sir / Madam													
Wagdy	Gaigis	Ministry of Agriculture, Food and Agribusiness	Capital Planning Facilities and Capital Planning Branch	Manager(A)	amir.gais@ontario.ca	547-201-6169	1 Stone Road West	Guelph	ON	N1G 4Y2		Prefers electronic version of reports and notifications	
Amorette	Rodrigues	Ministry of the Solicitor General	Facilities and Capital Planning Branch	Manager(A), P3 Delivery and Operations	amorette.rodrigues@ontario.ca	647-244-6341	25 Grosvenor Street	Toronto	ON	M7A 1Y6			
Erika	Lecterc	Ministry of Citizenship and Multiculturalism	Heritage Planning Unit	Heritage Planner	erika.lecterc@ontario.ca	416-305-0757	600 University Ave, 6 th Floor	Toronto	ON	M7A 2R9		Electronic / email copy only	
Jennifer	Chown	Ontario Provincial Police	Facilities Section	Facilities Environmental Consultant	jennifer.chown@opp.ca	705-330-2746	777 Memorial Avenue, 2nd Floor	Orillia	ON	L3V 7V3		Download and email preferred	
Nicole	Rodaro	Ontario Provincial Police	Facilities Section	Facilities Coordinator	nicole.rodaro@opp.ca	705-238-7008	777 Memorial Avenue, 2nd Floor	Orillia	ON	L3V 7V3			
Gillan	Hartman	Ministry of Natural Resources	Land Use Planning and Strategic Issues Section	Supervisor (A)	gillan.hartman@ontario.ca		300 Water Street, Box 7000, 4th	Peterborough	ON	K9J 8M5		Prefers electronic version of reports and notifications	
Cara	Hobby	Ministry of Natural Resources	Land Use Planning and Strategic Issues Section	Regional Planning Coordinator	cara.hobby@ontario.ca		300 Water Street, Box 7000, 4th	Peterborough	ON	K9J 8M5		Prefers electronic version of reports and notifications	
MCEP EA Notification	Katherine	Ministry of Environment, Conservation and Parks	Infrastructure Ontario	Director	katherine.holtun@mecp.gov.on.ca	647-264-4573	1 Dundas Street W., 20th Floor	Toronto	ON	M5G 1Z3		Electronic version only	MCEP East Region and South Region
Municipalities													
	Glenn	Ritoul	Township of Beckwith	Public Works Superintendent	glenn.ritoul@wp.beckwith.on.ca	613-257-1810	2022 Beckwith Park Lane	Beckwith	ON	K7C 3P2			
	Enam	Hogue	Township of Beckwith	Planning Administrator	enam.hogue@wp.beckwith.on.ca	613-257-1539 ext. 202	2022 Beckwith Park Lane	Beckwith	ON	K7C 3P2			
	Cassandra	McGregor	Township of Beckwith	CAO/Clerk, Recreation Director	cassandra.mcgregor@wp.beckwith.on.ca	613-257-1539 ext. 207	2022 Beckwith Park Lane	Beckwith	ON	K7C 3P2			
	Kurt	Greaves	CAO County of Lanark	CAO	kgreaves@lanarkcounty.ca	613-267-4225 ext. 1101	115 Christie Lake Rd	Perth	ON	K7H 3C6			
	Tony	McCann	Lanark County	Director of Public Works	tony.mccann@lanarkcounty.ca	613-267-1353 ext. 3190	89 Christie Lake Road	Perth	ON	K7H 3C6			
	Sean	Deruin	Lanark County	Public Works Manager	sean.deruin@lanarkcounty.ca	613-267-4200 x3194	89 Christie Lake Road	Perth	ON	K7H 3C6			
	Megan	Beson	Lanark County	Deputy Clerk	megan.beson@lanarkcounty.ca	613-267-4200 ext. 1102	89 Christie Lake Road	Perth	ON	K7H 3C6			
Conservation Authorities													
	Dan	Cooper	Rideau Valley Conservation Authority (RVCA)	Conservation Lands and Stewardship	dan.cooper@rvca.ca	613-692-3571 x 1124	3889 Rideau Valley Drive	Manotick	ON	K4M 1A5			
School Boards													
	April	Scott-Clarke	Upper Canada District School Board (UCDSB)	Communications & Relationship Management	communications@ucdsb.on.ca	613-342-0371	225 Central Ave W	Brockville	ON	K6V 5X1			
	Laurie	Corigan	Catholic District School Board of Eastern Ontario (CDESO)	Director	laurie.corigan@cdsbo.on.ca	613-258-7757	2755 Highway 43	Kemptville	ON	K0G 1J0			
	Christian-Charle	Bouchard	Conseil des écoles publiques de l'Est de l'Ontario (CEPEO)	Director of Education and Secretary-Treasurer of the CEE	info@cepeo.on.ca	613-742-8960	2445 St-Laurent Boulevard	Ottawa	ON	K1G 6C3			
	Marc	Bertrand	Conseil des écoles catholiques du Centre-Est (CECCE)	Director of Education and Secretary-Treasurer	bertrand@cecce.on.ca	613-744-2955 ext. 0	4000 Labelle Street	Ottawa	ON	K1J 1A1			
	Tom	Bourne	Catholic Christian Academy	Principal/ CEO	tom.bourne@ccca.on.ca	613-283-5089	9749 Hwy 15, R.R. # 6	Smiths Falls	ON	K7A 4S7			
Emergency Services													
	Marc	Gosset	Student Transportation of Eastern Ontario (STEO)	Operations Manager	marc.gosset@steo.ca	613-925-0022	P.O. Box 1178, 104 Commerce Drive	Prescott	ON	K0E 1T0			
Emergency Services													
	Travis	Meltema	Lanark County Paramedic Service	Chief	travis@lcpss.com	613-205-1021	84 Lorne Street	Smiths Falls	ON	K7A 3K8			
	Ian	Jackson	Ontario Provincial Police (OPP) - Lanark County Detachment	Fire Chief	ian.jackson@opp.ca	888-310-1122	75 Dufferin St	Perth	ON	K7H 3A5			
	Ian	Jackson	Beckwith Township Fire Department	Beckwith Fire Department	ian.jackson@wp.beckwith.on.ca	613-257-1749	1654 9th Line	Beckwith	ON	K7C 3P2			
Utilities - letter													
	Jeffrey	Deans	Hydro One		jeffrey.deans@hydroone.com		1620 One Schudjaling@hydroone.com						
	Jeffrey	Deans	Beil		jeffrey.deans@beil.ca								undeliverable May 1 2025
	Mark	Upson	Enbridge		mark.upson@enbridge.com								
Notice of Study Commencement - External Agencies													
	Jody	Marks	Ministry of Natural Resources		jody.marks@ontario.ca								To be cc'd on emails to original Agency Contact
	Jon	Orpana	Ministry of Environment, Conservation and Parks		jon.orpana@ontario.ca								To be cc'd on emails to original Agency Contact
	Abigail	Frank	HydroOne		abigail.frank@hydroone.com								To be cc'd on emails to original Utility Contact
	Mike	Dwyer			mdwyer@lanarkcounty.ca								Added May 14, 2025
PIIC #1													
	Tim	Plus			timothy.plus@opp.ca	613-640-1210	75 Dufferin St	Perth	ON				Added May 22, 2025
	Jessica	McKenna-Kelso			jkennak@wp.beckwith.on.ca								Added May 22, 2025
	Brian	Dowdall			brian.dowdall@wp.beckwith.on.ca								Added May 22, 2025
	Elin	Rose			elin.rose@wp.beckwith.on.ca								Added May 22, 2025
	Richard	Kidd			rick.kidd@wp.beckwith.on.ca	613-257-1539 Ext. 213							Added May 22, 2025

APPENDIX C

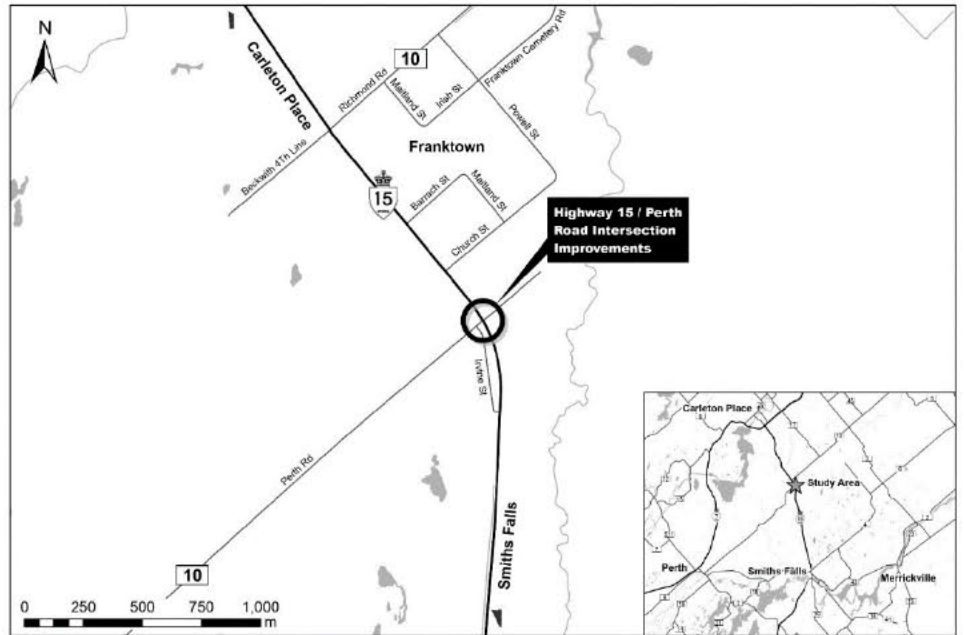
NOTIFICATION MATERIALS

NOTICE OF PUBLIC INFORMATION CENTRE #1
Preliminary Design and Class Environmental Assessment Study
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)

THE STUDY

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 kilometres south of Carleton Place, Ontario, as shown in the key plan.

The study will include a review of the operation of this intersection to address concerns such as traffic delays on Perth Road accessing northbound Highway 15. The study may also include a review of the sight distances, existing highway geometrics, entrances, utilities, and drainage features. Improvements to this intersection may include signalization or a roundabout, approach road realignments, new illuminations, new turning lanes, and/or closures.



THE PROCESS

This study follows the approved environmental planning process for Group 'B' projects under the *Class Environmental Assessment for Provincial Transportation Facilities and Municipal Expressways (2024)* and includes undertaking environmental and engineering field investigations and seeking input from the public, local municipalities, external agencies, Indigenous Communities, and stakeholders. This study will include reviewing existing conditions, developing and evaluating alternatives, identifying appropriate improvements, and developing environmental protection/mitigation measures.

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PIC #1 will be held as follows:

Date: Thursday, May 22, 2025
Time: 4:00 p.m. to 8:00 p.m.
Location: Brunton Community Hall
2022 Beckwith Pk Ln,
Carleton Place, ON K7C 0V9

CONSULTATION AND COMMENTS

You are encouraged to participate in the study and to provide comments in writing to the Project Team. If you wish to have your name added to the project mailing list or if you have any comments, questions or concerns about the study, please contact one of the following Project Team members:

David Gallimore, P.Eng.
Project Manager
WSP Canada Inc.
2611 Queensview Drive, Suite 300
Ottawa, ON K2B 8K2
Tel: 613-690-1091
Email: project-team@hwy15perthroadintersection.com

Joanna Zhang, P.Eng.
Senior Project Engineer
Ministry of Transportation
1355 John Counter Boulevard, P.O. Box 4000
Kingston, ON K7L 5A3
Tel: (613) 539-7564
Email: project-team@hwy15perthroadintersection.com

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If you have any accessibility requirements in order to participate in this project, please contact one of the Project Team members listed above. Comments and information are being collected to assist the MTO in meeting the requirements of the Ontario *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.



May 1, 2025

Distributed to: Agencies and Stakeholders

**RE: Notice of Public Information Centre #1
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study**

To Whom it May Concern,

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 km south of Carleton Place, Ontario. Study details and a key plan showing the study area are available in the enclosed key map.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities and Municipal Expressways* (2024).

The purpose of this letter is to notify you of the first of two Public Information Centres (PICs) will be held **in-person** on **May 22, 2025** at the **Brunton Community Hall** (2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9). We invite you to attend the Preview Session for external agencies, Indigenous Communities, and municipalities scheduled from **3:00 pm to 4:00 pm**, or the separate public session which will be held from **4:00 pm to 8:00 pm**. PIC #1 displays will also be available in virtual format on the project website at **www.hwy15perthroadintersection.com** following the PIC.

The purpose of PIC #1 is to provide interested stakeholders, Indigenous Communities, and the public an opportunity to review and comment on the existing environmental conditions, preliminary list of alternatives, the evaluation criteria which will be used to assess the alternatives, and the study process and next steps.

Please provide any information, comments or questions that you may have regarding information presented at PIC 1 by **June 19, 2025**. Should you require further information regarding this study, please visit the project website at **www.hwy15perthroadintersection.com** or contact one of the individuals noted on the project website.

2611Queensview Drive, Suite 300
Ottawa, ON K2B 8K2
T +1 613-829-2800

wsp.com



Comments and information will be collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

Sincerely,

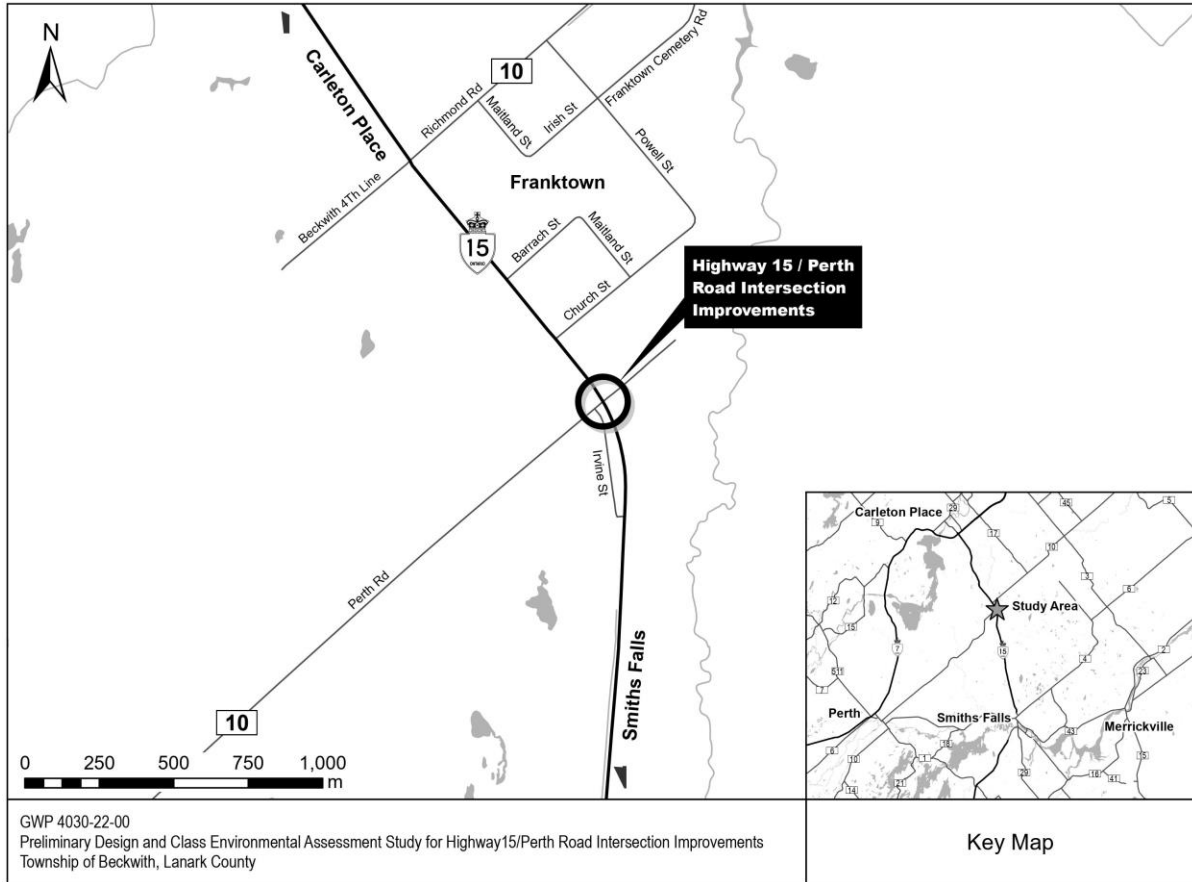
A handwritten signature in black ink, appearing to read 'David Gallimore'.

David Gallimore, P.Eng.
Project Manager
WSP Canada Inc.
2611 Queensview Drive, Suite 300
Ottawa, ON K2B 8K2
Tel: 613-690-1091
Email: project-team@hwy15perthroadintersection.com

cc: Joanna Zhang, MTO, Senior Project Engineer
Nathan Ellis, MTO, Senior Environmental Planner
Carmen Lapointe, WSP, Consultant Project Director
Christine Vazz, WSP, Consultant Senior Environmental Planner

Encl. Key Map
Notice of PIC#1

Key Map

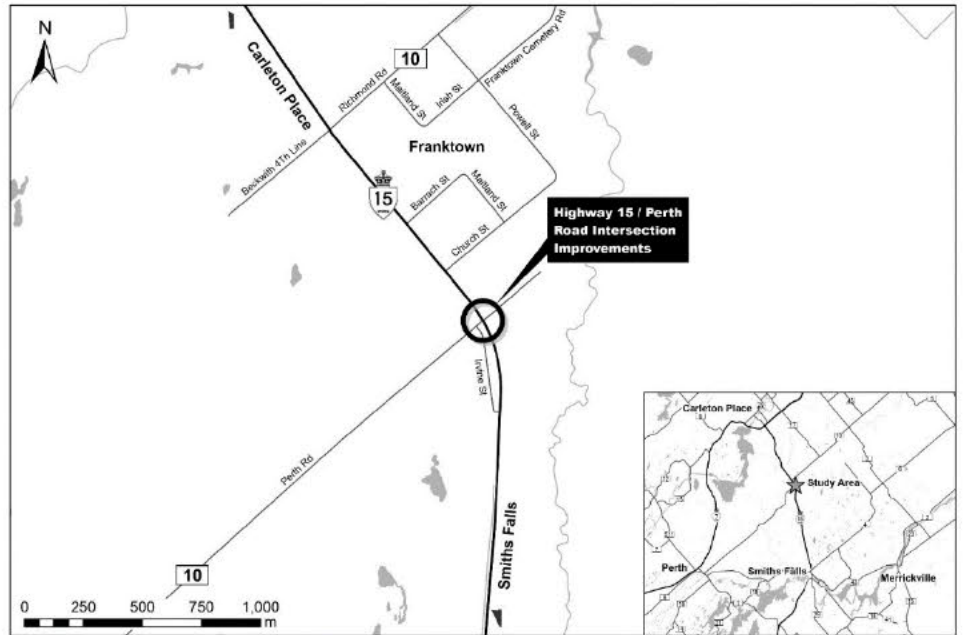


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2022 Beckwith Pk Ln,
Carleton Place, ON K7C 0V9

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David Gallimore, P.Eng.
Project Manager
WSP Canada Inc.
2611 Queensview Drive, Suite 300
Ottawa, ON K2B 8K2
Tel: 613-690-1091
Email: project-team@hwy15perthroadintersection.com

Joanna Zhang, P.Eng.
Senior Project Engineer
Ministry of Transportation
1355 John Counter Boulevard, P.O. Box 4000
Kingston, ON K7L 5A3
Tel: (613) 539-7564
Email: project-team@hwy15perthroadintersection.com

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Ministry of Transportation**Ministère des Transports**

Engineering Program
Delivery East

Livraison du programme
d'ingénierie dans l'Est
Zone d'exécution du projet
de l'Est

Project Delivery East

1355 John Counter
Boulevard
Postal Bag 4000
Kingston ON K7L 5A3

1355, boulevard John
Counter CP/Service de
sacs 4000
Kingston ON K7L 5A3

Tel: 613-328-2423

Tél : 613-328-2423

April 11, 2025

John Jordan
MPP, Lanark-Frontenac-Kingston
Unit 207-91 Cornelia Street West
Smith Falls, ON K7A 5L3

Attention: John Jordan, MPP

**RE: Notice of Public Information Centre #1
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study**

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 kilometres south of Carleton Place, Ontario. A key plan showing the study area, and an Ontario Government Notice (OGN) that will be available to the public are attached.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the *MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities and Municipal Expressways* (2024). For more information on this process, please visit: <https://www.ontario.ca/page/class-ea-provincial-transportation-facilities>.

The purpose of this letter is to inform you that the first of two Public Information Centres (PICs) will be held **in-person** on **May 22, 2025**, at the **Brunton Community Hall** (2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9). We invite you to attend the Preview Session for external agencies, Indigenous Communities, and municipalities scheduled from **3:00 pm to 4:00 pm**, or the separate public session which will be held from **4:00 p.m. to 8:00 p.m.** PIC #1 displays will also be available in virtual format on the project website at **www.hwy15perthroadintersection.com** following the PIC.

The purpose of PIC #1 is to provide interested stakeholders, Indigenous Communities, and the public an opportunity to review and comment on the existing environmental conditions, preliminary list of alternatives, the evaluation criteria which will be used to assess the alternatives, and the study process and next steps.

A notification letter will be delivered to adjacent property owners to inform them directly of the first PIC.

Please be advised that the enclosed Ontario Government Notice (OGN) advertising PIC #1 will be published in the local newspaper, the Ottawa Citizen, on Thursday, May 8, 2025 (hardcopy and online).

Should you require further information regarding this study, please contact one of the Project Managers listed on the notice or visit the project website at www.hwy15perthroadintersection.com.

Comments and information will be collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

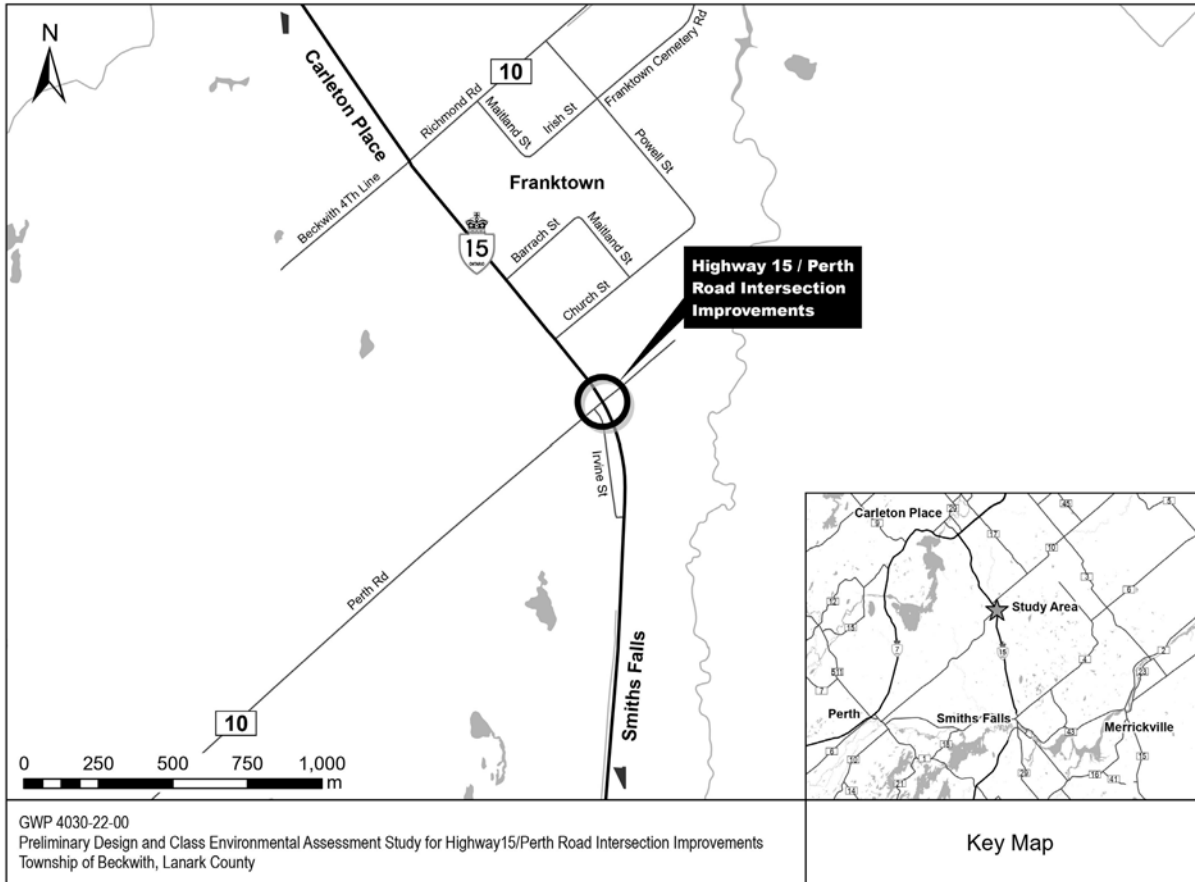
Sincerely,

Joanna Zhang
Senior Project Engineer
Tel: 613-539-7564 or
Email: Joanna.zhang2@ontario.ca

Enclosures: Key Map
Ontario Government Notice (OGN)

c: Krystal Lacan, Environmental Planner, Ministry of Transportation
David Gallimore, WSP, Consultant Project Manager
Carmen Lapointe, WSP, Consultant Project Director
Christine Vazz, WSP, Consultant Senior Environmental Planner

Key Map



Ministry of Transportation

Regional Services & Relationships
East Operations Branch
1355 John Counter Boulevard
Postal Bag 4000
Kingston, Ontario K7L 5A3
Tel.: 613-545-4600
Fax: 613-547-1777

Ministère des Transports

Services Régionales & Relations
Opérations de l'Est
1355 Boulevard John Counter
CP/Service de sacs 4000
Kingston (Ontario) K7L 5A3
Tél.: 613-545-4600
Télé. 613-547-1777



<<PLACEHOLDER - DATE>>

«Title» «First_Name» «Last_Name»
«Company»
«Branch»
«Address_1»
«Address_2»
«City», «Province» «Postal_Code»

Attention: «Title» «First_Name» «Last_Name»

**RE: Notice of Public Information Centre #1
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study**

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 km south of Carleton Place, Ontario. Study details and a key map showing the study area are provided below.

This project is being carried out in accordance with the approved environmental planning process for Group 'B' projects under the MTO *Class Environmental Assessment (Class EA) for Provincial Transportation Facilities and Municipal Expressways* (2024) and will be documented in a Transportation Environmental Study Report (TESR).

The purpose of this letter is to inform <<INSERT INDIGENOUS COMMUNITY NAME>> that the first of two Public Information Centres (PICs) will be held **in-person** on **March 24, 2025** at the Bruton Community Hall (2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9). We invite you to attend the Preview Session for external agencies, Indigenous Communities, and municipalities scheduled from **3:00 pm to 4:00 pm**, or the separate public session which will be held from **4:00 pm to 8:00 pm**. PIC #1 displays will also be available in virtual format on the project website at **www.hwy15perthroadintersection.com** following the PIC.

The purpose of PIC #1 is to provide interested stakeholders, Indigenous Communities, and the public an opportunity to review and comment on the existing environmental conditions, preliminary list of alternatives, the evaluation criteria which will be used to assess the alternatives, and the study process and next steps.

If you wish to obtain additional information about the project or provide input at any point during the study, please visit the study website at www.hwy15perthroadintersection.com, which will be updated regularly, or contact me, Franca Sacchetti, Director of East Operations at franca.sacchetti@ontario.ca, or Peter Copping, Indigenous Liaison Specialist at peter.a.copping@ontario.ca.

Comments and information will be collected to assist the MTO in meeting the requirements of the *Ontario Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

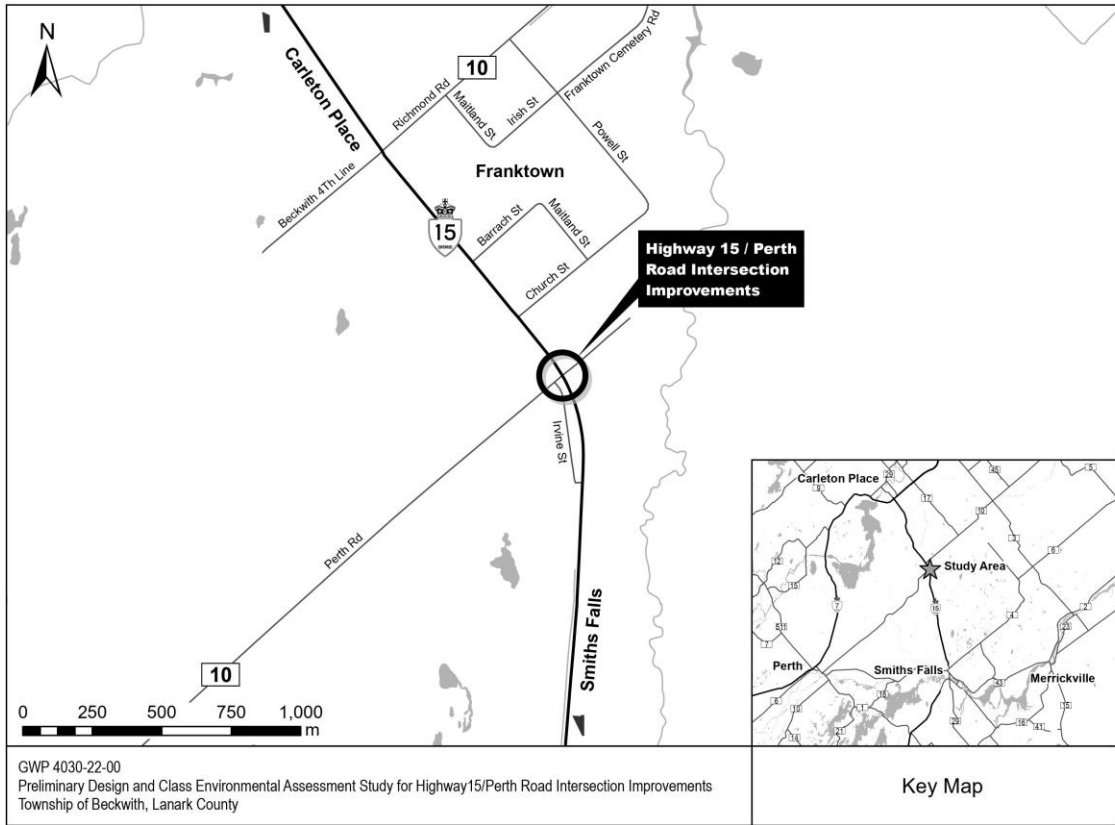
Sincerely,

Franca Sacchetti
Director, East Operations

Cc: Joanna Zhang, Senior Project Engineer, MTO
Krystal Lacan, Environmental Planner, MTO
Peter A. Copping Indigenous Liaison Specialist, MTO
Carmen Lapointe, Project Director, WSP
David Gallimore, Project Manager, WSP
Christine Vazz, Senior Environmental Planner, WSP

Encl Key Map

Key Map



Dorton, Andrea

From: Gallimore, David
Sent: May 1, 2025 9:12 AM
To: Beckwith Public Works; planning@twp.beckwith.on.ca; Cassandra McGregor; kgreaves@lanarkcounty.ca; Megan Beson; Sean Derouin; communications@ucdsb.on.ca; director@cdsbeo.on.ca; info@cepeo.on.ca; bertrma@ecolecatholique.ca; tom.bourne@calvaryca.com; transportation@steo.ca; info@lcps.care; OPP.Lanark.County@opp.ca; fire@twp.beckwith.on.ca; dan.cooper@rvca.ca; jennifer.chown@opp.ca; nicole.rodaro@opp.ca
Cc: Zhang, Joanna (MTO); Lagat, TJ (MTO); Ellis, Nathan (MTO); Vazz, Christine; Dorton, Andrea; Lapointe, Carmen; George-Hiebert, Rhonda
Subject: GWP 4030-22-00 Hwy 15 Perth Road Intersection Improvements, Preliminary Design - Municipal Advisory Committee Meeting #1

Hello All,

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 km south of Carleton Place, Ontario (GWP 4030-22-00). More information about the project is available on the project website www.hwy15perthroadintersection.com

As part of this study, we are inviting you (or a designated member of your agency) to participate in the Municipal Advisory Committee (MAC) meeting, which will involve meetings over the course of the study. The first MAC meeting will take place from 10:00 to 11:00 am on May 14, 2025, via Teams. A supplemental meeting invitation will be sent via Outlook out at the same time as this notice and we ask that you confirm your attendance by responding to the meeting invitation, or this email in the event that the invitation is not received.

The purpose of this MAC #1 is to introduce the project and the preliminary list of alternatives being considered, and to identify problems and opportunities associated with the project. We are interested in receiving comments from your agency regarding technical considerations and projects or studies which may affect the selection of a preferred solution.

Should you require further information regarding this study, please contact one of the Project Managers.

David Gallimore, P.Eng. Project Manager WSP Canada Inc. 2611 Queensview Drive, Suite 300 Ottawa, ON K2B 8K2 Tel: 613-690-1091 Email: project-team@hwy15perthroadintersection.com	Joanna Zhang, P.Eng. Senior Project Engineer Ministry of Transportation 1355 John Counter Boulevard, P.O. Box 4000 Kingston, ON K7L 5A3 Tel: (613) 539-7564 Email: project-team@hwy15perthroadintersection.com
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Thanks,
David Gallimore

project-team@hwy15perthroadintersection.com

From: project-team@hwy15perthroadintersection.com
Sent: May 1, 2025 3:37 PM
Cc: 'Zhang, Joanna (MTO)'; 'Ellis, Nathan (MTO)'; Gallimore, David; Vazz, Christine
Subject: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 1 - Public and Property Owners
Attachments: GWP 4030-22-00_Notice of Public Information Centre 1.pdf

Good Afternoon,

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 km south of Carleton Place, Ontario .

Please find attached a notice advising of the upcoming Public Information Centre for this study on May 22nd at Brunton Community Hall (2022 Beckwith Pk Ln) in Carleton Place. Further details are provided in the attached notice.

Sent on behalf of the Project Team

project-team@hwy15perthroadintersection.com

From: project-team@hwy15perthroadintersection.com
Sent: May 1, 2025 3:36 PM
Cc: 'Zhang, Joanna (MTO)'; 'Ellis, Nathan (MTO)'; Gallimore, David; Vazz, Christine
Subject: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 1 - Agencies and Stakeholders
Attachments: GWP 4030-22-00_Hwy 15 Perth Rd Intersection PD_Notice of PIC 1_Agency and Stakeholder Letter.pdf

Good Afternoon,

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 km south of Carleton Place, Ontario .

Please find attached a letter advising of the upcoming Public Information Centre for this study on May 22nd at Brunton Community Hall (2022 Beckwith Pk Ln) in Carleton Place. Further details are provided in the attached letter.

Sent on behalf of the Project Team

APPENDIX D

PIC DISPLAY MATERIALS



Highway 15 at Perth Road Intersection Improvements

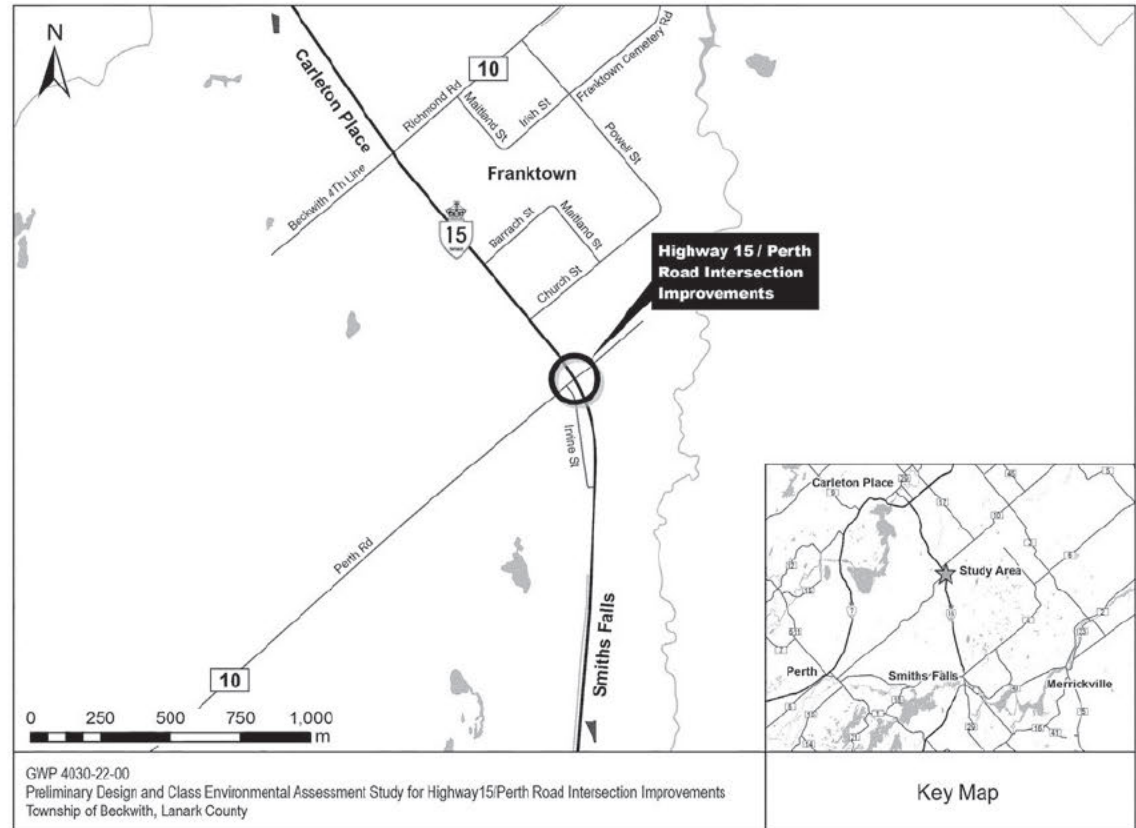
Preliminary Design and Class Environmental Assessment Study
GWP 4030-22-00

Public Information Centre #1
May 22, 2025



Study Overview

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 km south of Carleton Place, Ontario.

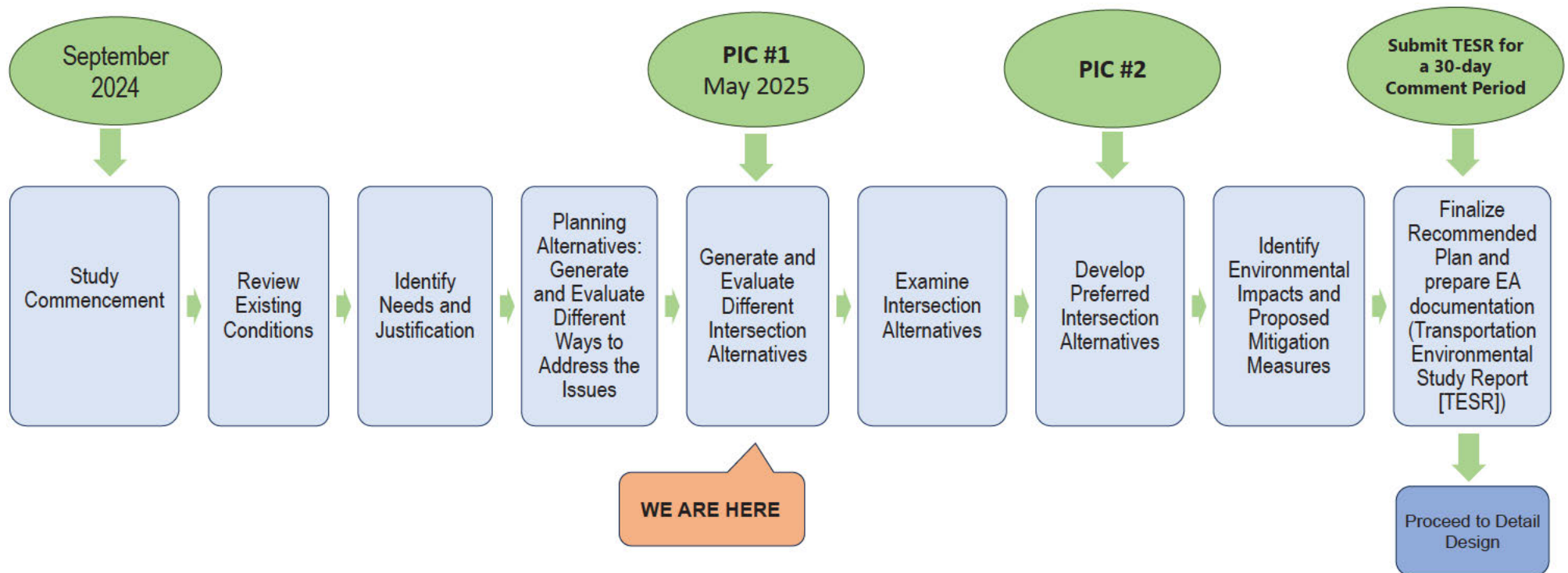


There is an adjacent separate project that MTO has also retained WSP Canada Inc. to undertake the Detail Design and Class Environmental Assessment (Class EA) Study for Highway 15 Rehabilitation from Franktown to Carleton Place in Lanark County, for approximately 10.2 km. This project is being carried out in accordance with the approved environmental planning process for Group 'C' projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities (2000). Timing of construction will be determined based on the completion of the design, the environmental assessment, the availability of funding, and approvals.



Class Environmental Assessment Process

This project is being carried out in accordance with the approved environmental planning process for Group ‘B’ projects under the MTO Class Environmental Assessment (Class EA) for Provincial Transportation Facilities and Municipal Expressways (2024).

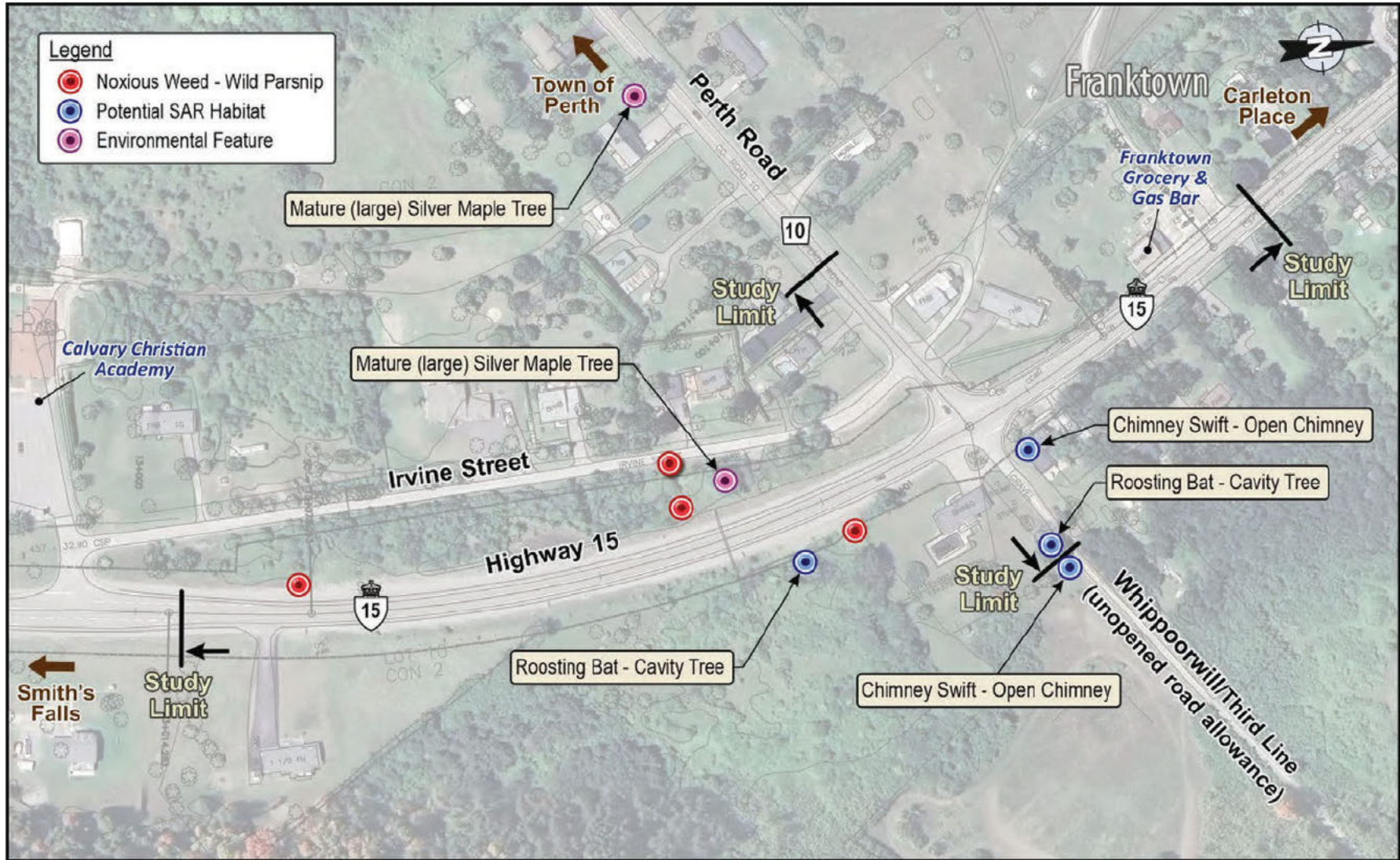
External agency, Indigenous Community engagement and public consultation has, and will continue to, take place throughout the project.



Related Policies

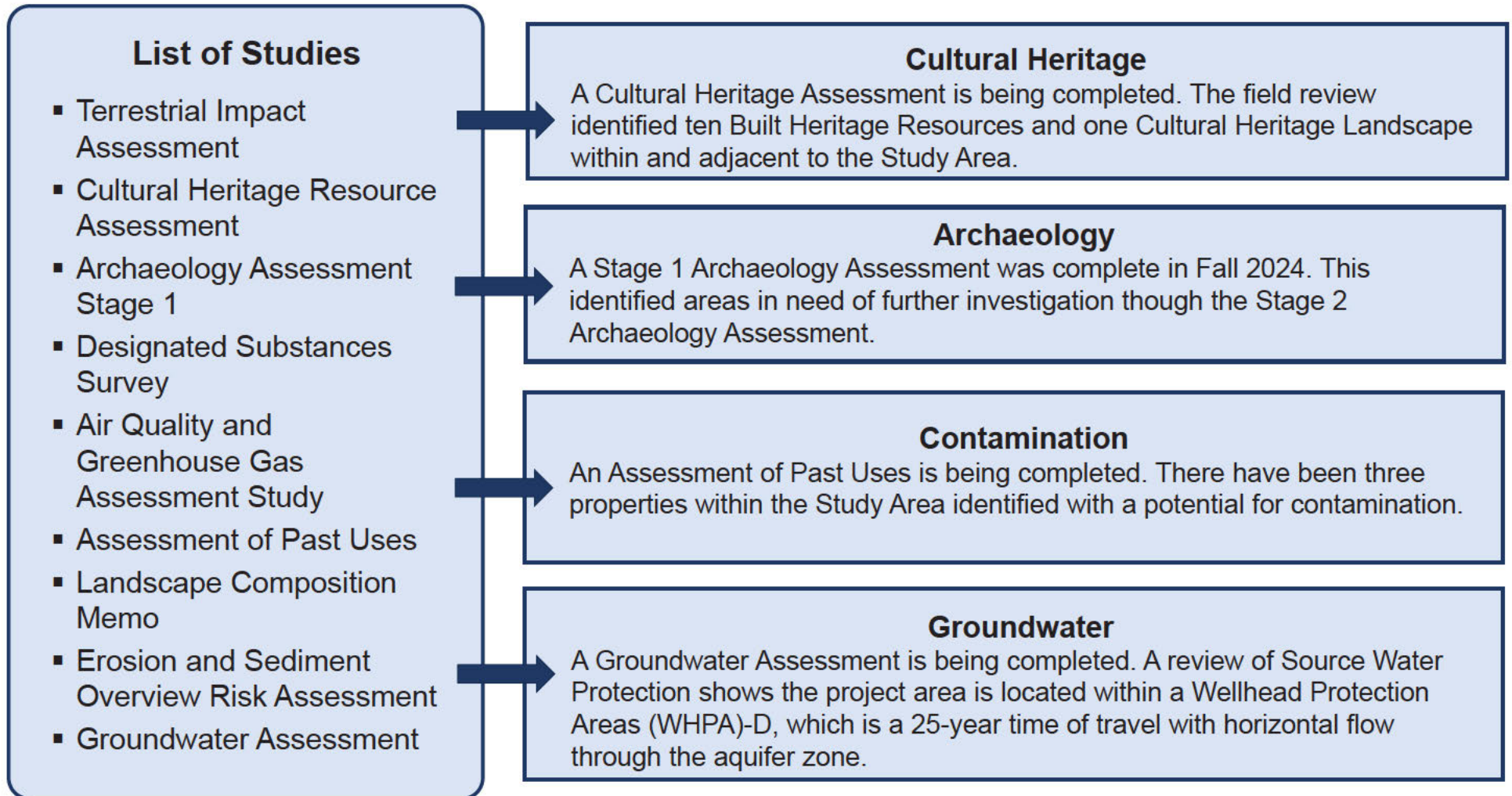
Beckwith Township Official Plan (OP) - September 2017	County of Lanark Transportation Master Plan (TMP) - November 2010
	
<p>The Beckwith Township OP was approved in November 1989 with OP amendments completed in 2017.</p> <p>Future development of the Township will be primarily focused on the settlement centres of Black’s Corners, Franktown, Prospect, Ashton and Gilles Corners. The growth of these communities will provide a population base to support higher levels of services and facilities.</p> <p>One of the initiatives that may be undertaken as part of the OP are the completion of the Franktown plan which includes primarily residential development.</p>	<p>The County of Lanark TMP was completed in November 2010. The TMP aims to address the long-term transportation needs of the county over a 20-year period. It focuses on improving road safety, enhancing connectivity, and promoting sustainable transportation options such as cycling and walking. The plan includes upgrading existing infrastructure, implementing new traffic management strategies, and ensuring accessibility for all residents.</p> <p>The Lanark TMP does not outline any specific improvements to the municipal roads within the study, however the following are of interest and related to this study:</p> <ul style="list-style-type: none"> • Perth Road from Perth to Franktown has been identified as one of the county roads where farm vehicles are more prevalent. • It was identified that cycling network off-road recreational paths and existing paved shoulders on Perth Road near Franktown should be considered.

Existing Natural Environment Conditions

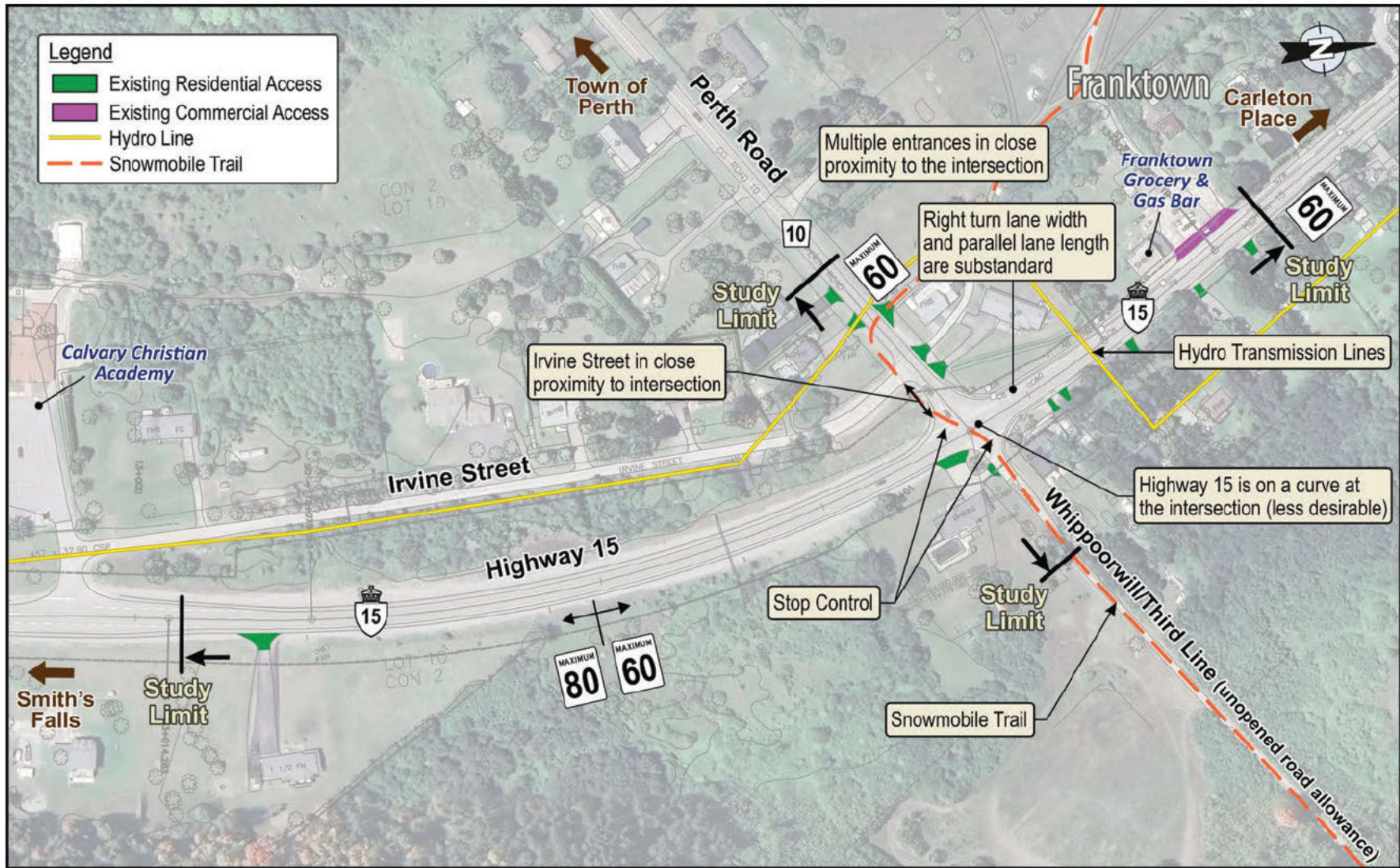


Overview of Environmental Studies

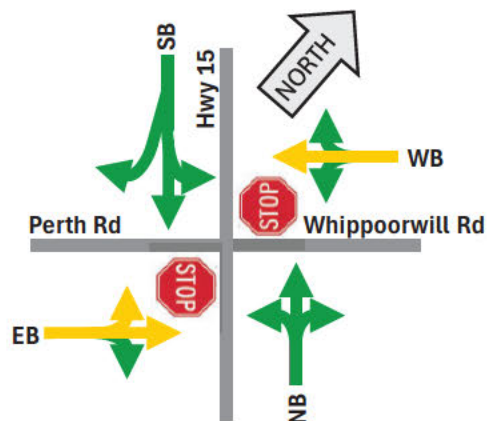
The Environmental Assessment includes the following studies and preliminary findings:



Existing Transportation Conditions



Intersection Traffic Operations

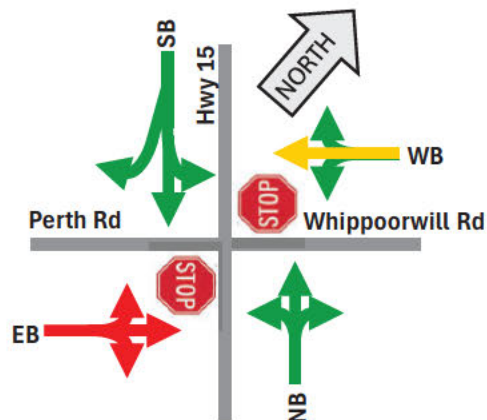


2024 Afternoon Peak Hour Existing Conditions

Performance Indicator	Intersection Movement											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Traffic Volume	5	419	1	1	474	151	141	1	7	1	1	1
95th Percentile Queue Length (Queue length longer only 5% of the time)	10 m			2 m		8 m	30 m			5 m		
Average Delay	6 s	1 s	1 s	0 s	2 s	2 s	16 s	22 s	8 s	0 s	26 s	8 s
Level of Service	A	A	A	A	A	A	C	C	A	A	D	A

Traffic Signal Control Warrants are satisfied under existing conditions

MTO policy is to consider roundabouts as an alternative to traffic signal controlled intersections



2049 Afternoon Peak Hour Do Nothing

Performance Indicator	Intersection Movement											
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Traffic Volume	7	589	1	1	666	212	198	1	10	1	1	1
95th Percentile Queue Length (Queue length longer only 5% of the time)	20 m			5 m		12 m	203 m			5 m		
Average Delay	8 s	2 s	2 s	0 s	3 s	3 s	195 s	176 s	160 s	0 s	35 s	5 s
Level of Service	A	A	A	A	A	A	F	F	F	A	D	A

LEGEND  Excellent Operations  Operating Adequately  Operating near capacity; unstable conditions  Operating over capacity; breakdown of flow

Summary of Problems and Opportunities

PROBLEMS

Intersection Design



- Traffic volumes at the intersection of Highway 15 and Perth Road (County Rd. 10) in Franktown have met the warrant for signalization.
- Alignment of the north and south approaches of the intersection have been identified as possible concerns due to poor sight distances for vehicles entering from Perth Road.
- The existing configuration does not meet the current Ministry geometric design standards.

Intersection Delays



- There are traffic delays on Perth Road to the northbound of Highway 15.
- Safety and operational concerns with the current design of the intersection.

OPPORTUNITIES

Improve Future Traffic Operations



- Improve road alignments, resulting in safer operation.
- Provide better sightlines to the intersection.
- Reduce near misses and intersection conflicts.
- Opportunity to look at signalization or a roundabout approach road realignments, adding turning lanes or illumination.

Intersection Safety



- Improve road alignments, resulting in safer operation.
- Provide better sightlines to the intersection.
- Reduce near misses and intersection conflicts.

Planning Alternatives

Alternative	Description	Recommendation
Do Nothing	<ul style="list-style-type: none"> •Maintain existing roadway and access conditions (i.e. no new infrastructure) •Includes routine maintenance (e.g. resurfacing within existing footprint). 	<ul style="list-style-type: none"> •Does not address any identified problems or opportunities at the intersection. <p>Not Carried Forward</p>
Transportation Demand Management	<ul style="list-style-type: none"> •Reduce, shift, or eliminate transportation demand (e.g. flex work hours to shift demand outside of rush hours, carpooling, alternate modes of transportation). 	<ul style="list-style-type: none"> •On its own, does not improve operations and safety of the intersection or meet the needs of future area development. <p>Not Carried Forward</p>
Active Transportation Improvements	<ul style="list-style-type: none"> •Measures to improve pedestrian and cycling facilities such as sidewalks and/or bike lanes. 	<ul style="list-style-type: none"> •On its own, does not improve operations and safety of the intersection or meet the needs of future area development. <p>Not Carried Forward</p>
Improve Adjacent Road Systems	<ul style="list-style-type: none"> •Upgrade adjacent roads and intersections to reduce travel demand at the intersection. 	<ul style="list-style-type: none"> •There is significant distance between the Highway 15 and Perth Road intersection and the nearest alternative intersection. <p>Not Carried Forward</p>
Intersection Improvements at the Existing Location	<ul style="list-style-type: none"> •Improve operations at the existing location by either signaling the intersection (and associated work on Irvine Street) or construction of a roundabout. 	<ul style="list-style-type: none"> •Operational improvements to the intersection will sufficiently add capacity at the intersection and address the problem. <p>Carried Forward</p>
New/Improved Provincial Transportation Facility	<ul style="list-style-type: none"> •Improve existing provincial highway facilities , service, maintenance, and operations, or construct a new by-pass facility. 	<ul style="list-style-type: none"> •Would result in significant economic implications for businesses in the hamlet, and high construction costs. <p>Not Carried Forward</p>

The Project Team is recommending that Intersection Improvements at the Existing Location be carried forward for further consideration.

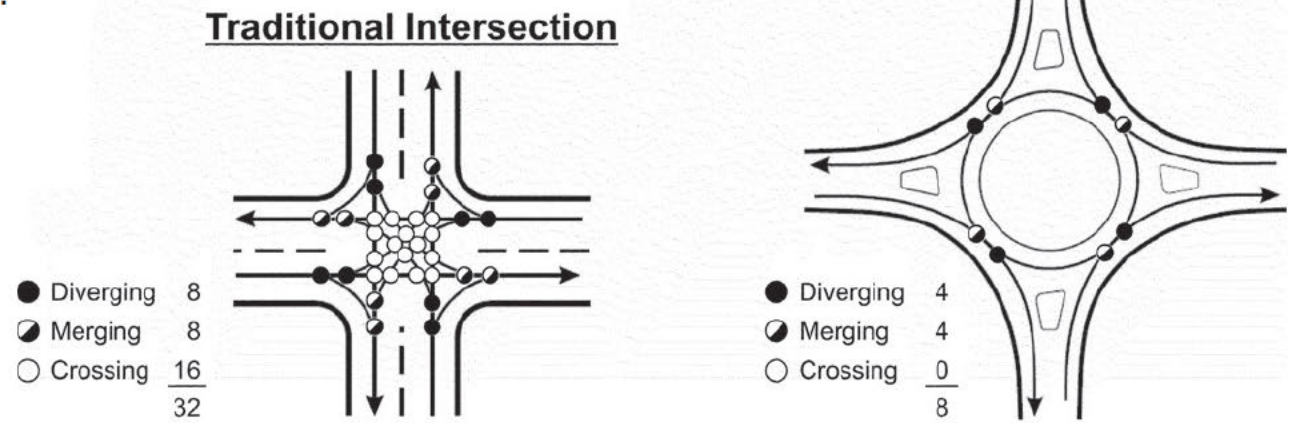
Development of Alternatives: Roundabout

A roundabout is an alternative form of intersection traffic control that is a circular intersection with yield at entry. Roundabouts promote safe, efficient traffic flow.

Points of conflict occur when vehicles cross paths. As shown in the diagram, a traditional four-legged intersection has 32 points of conflict. A roundabout has only eight points of conflict, reducing the opportunity for collision. Roundabouts also reduce the severity of collisions by lowering vehicle speeds and eliminating right angle collisions.

Roundabouts:

- Increases intersection capacity by reducing delays and queues;
- Reduces air and noise pollution, and fuel consumption;
- Reduces severity of collisions; and
- Provides a traffic calming effect.



Alternatives Screening

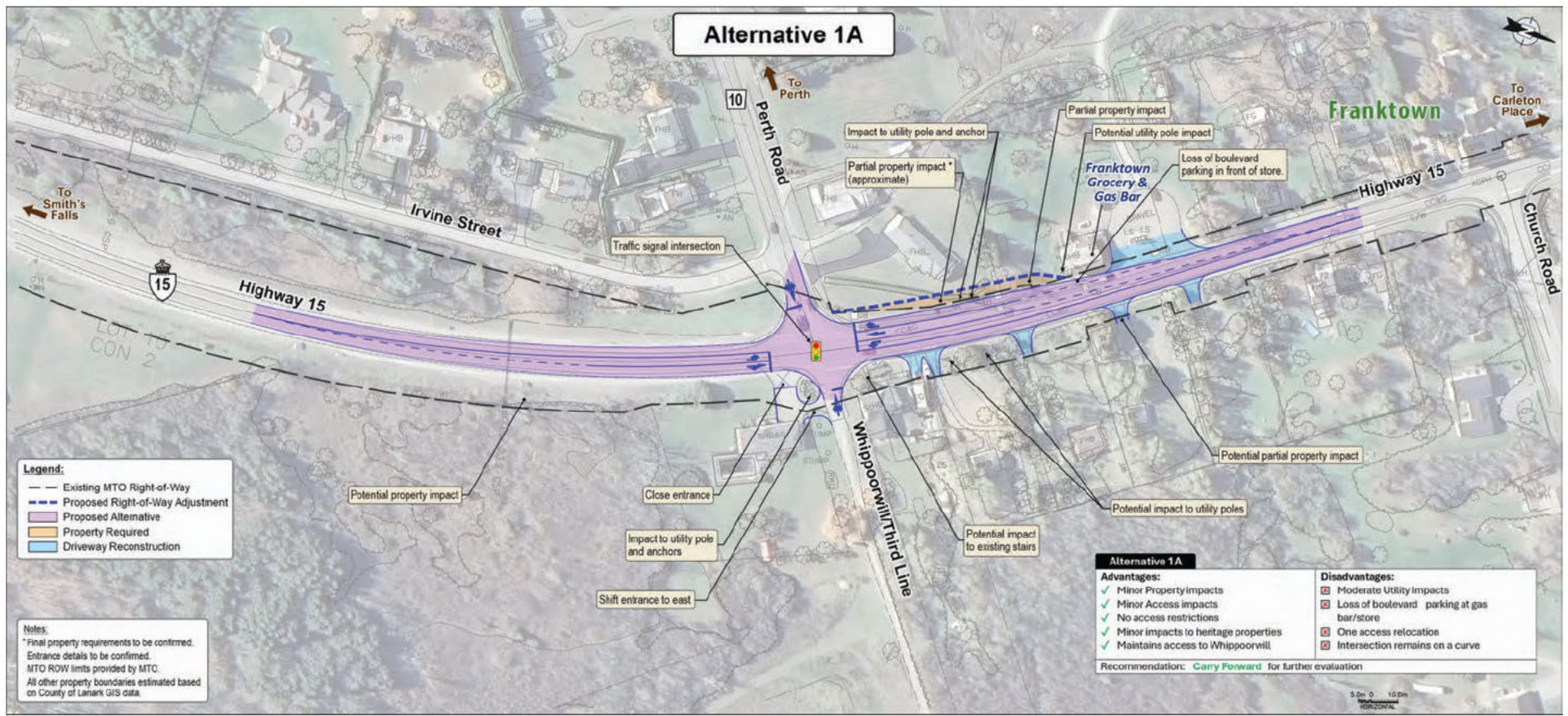
The Project Team developed a long list of a range of signalized intersection and roundabout options (“Alternatives”) with different layouts and alignments. These alternatives address the identified problems and opportunities at the Highway 15 and Perth Road intersection and have different advantages and disadvantages.

Following the development of alternatives, the Project Team screened each alternative to determine which should be carried forward for further consideration. Factors the Project Team considered included:

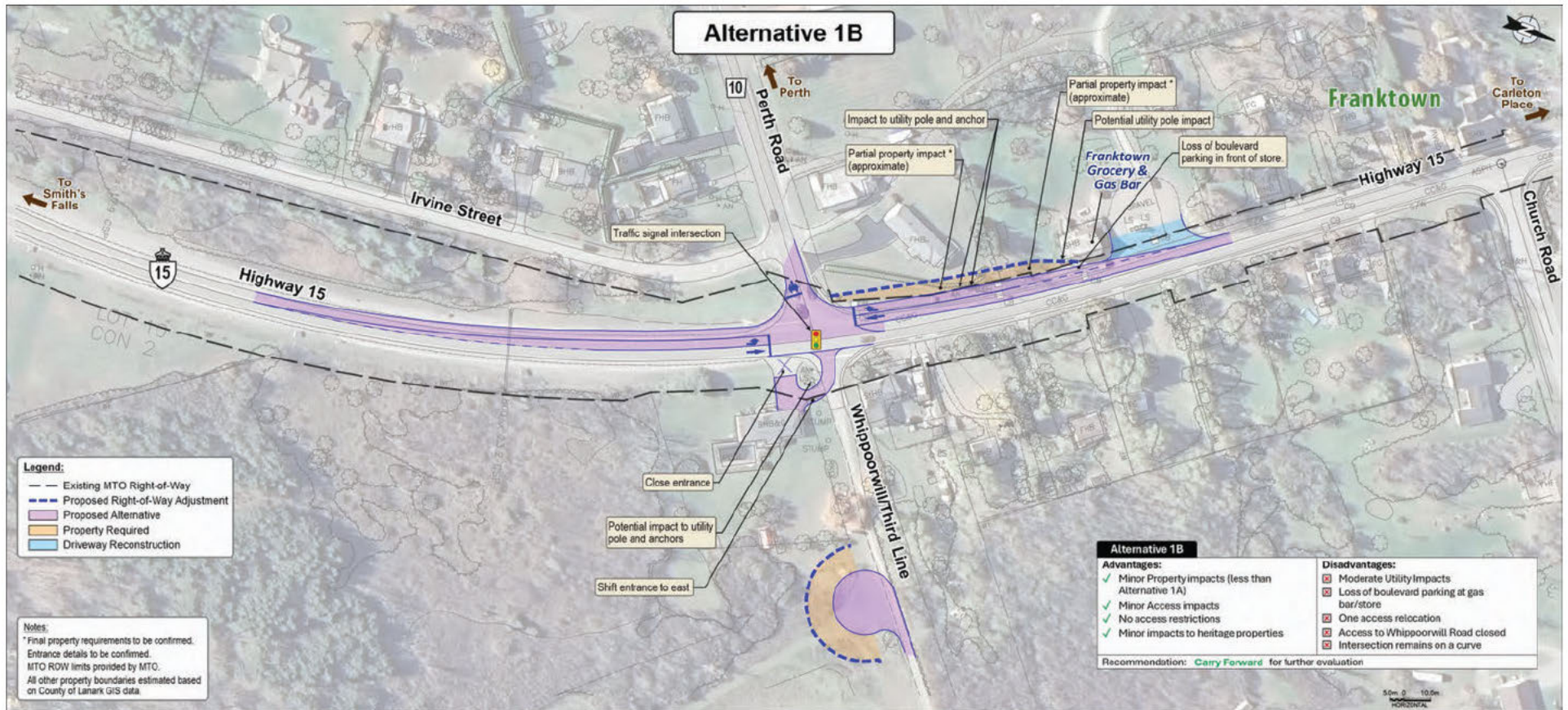
- Technical Feasibility (e.g. MTO standards);
- Intersection Safety;
- Property Impacts;
- Environmental Impacts;
- Access Impacts; and
- Traffic Operations.



Alternative 1A (Carried Forward)

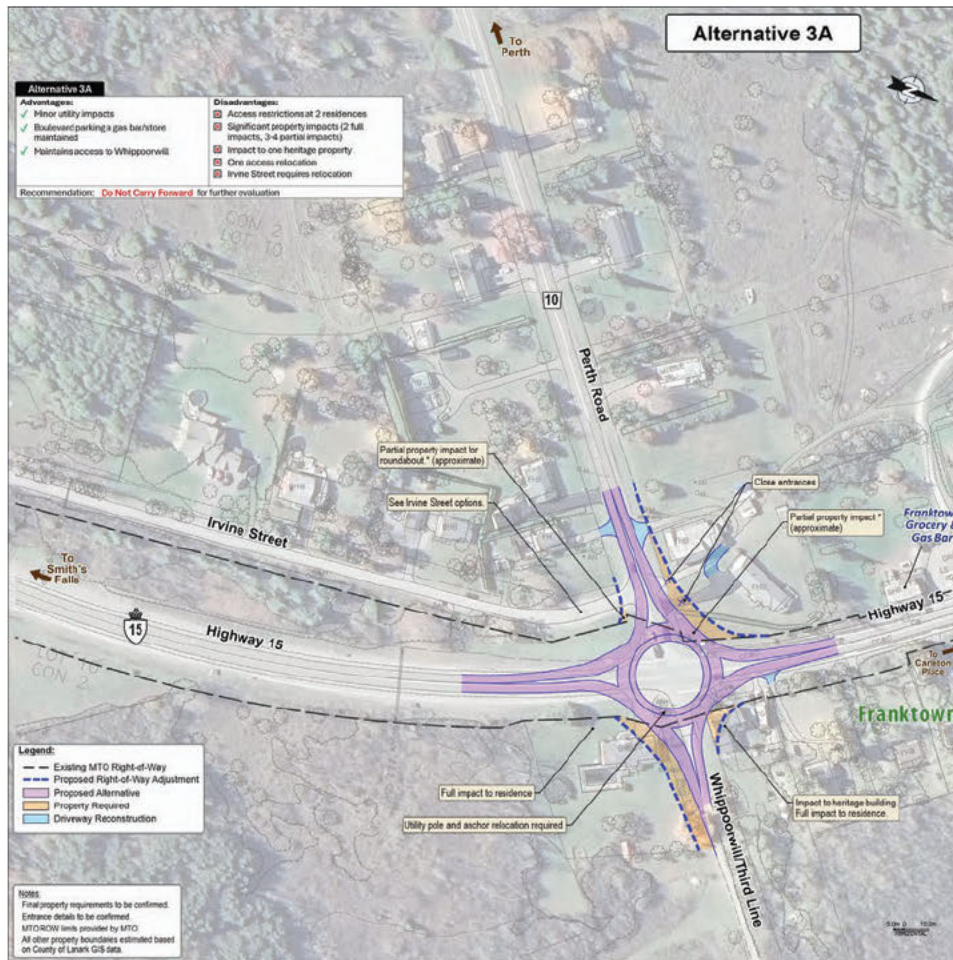


Alternative 1B (Carried Forward)



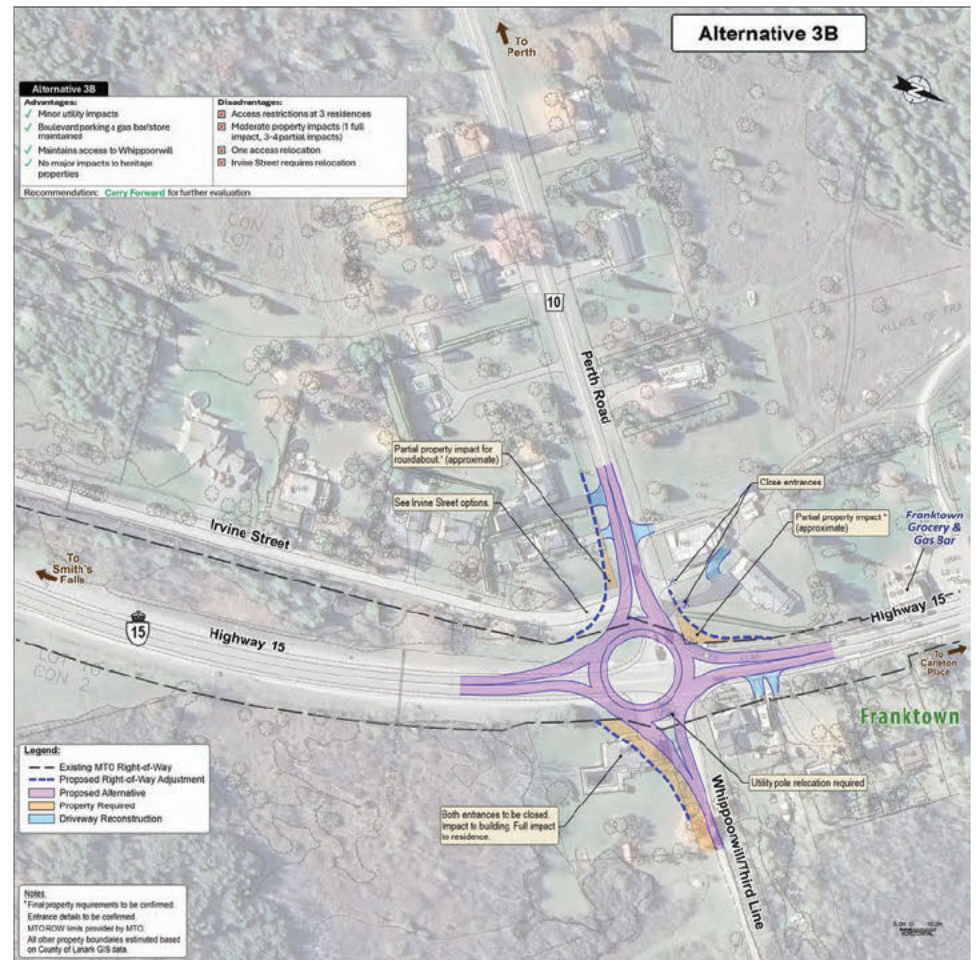
Alternative 3A

(Not Carried Forward)



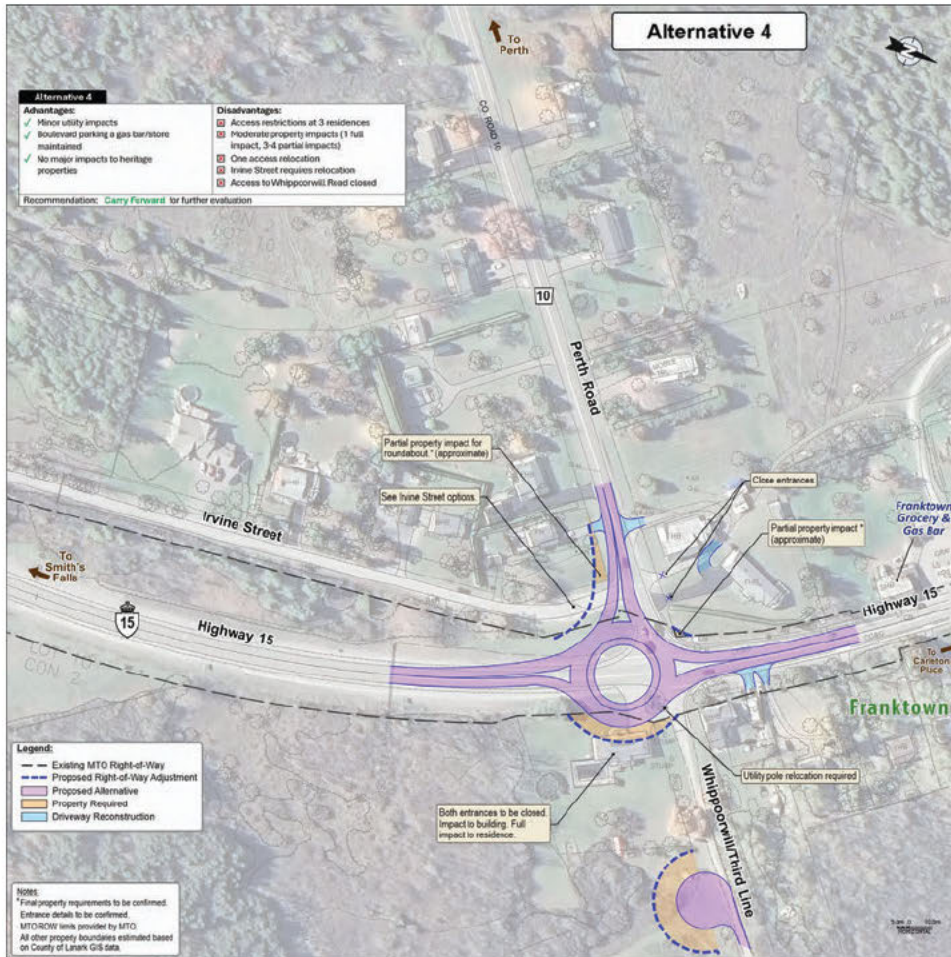
Alternative 3B

(Carried Forward)



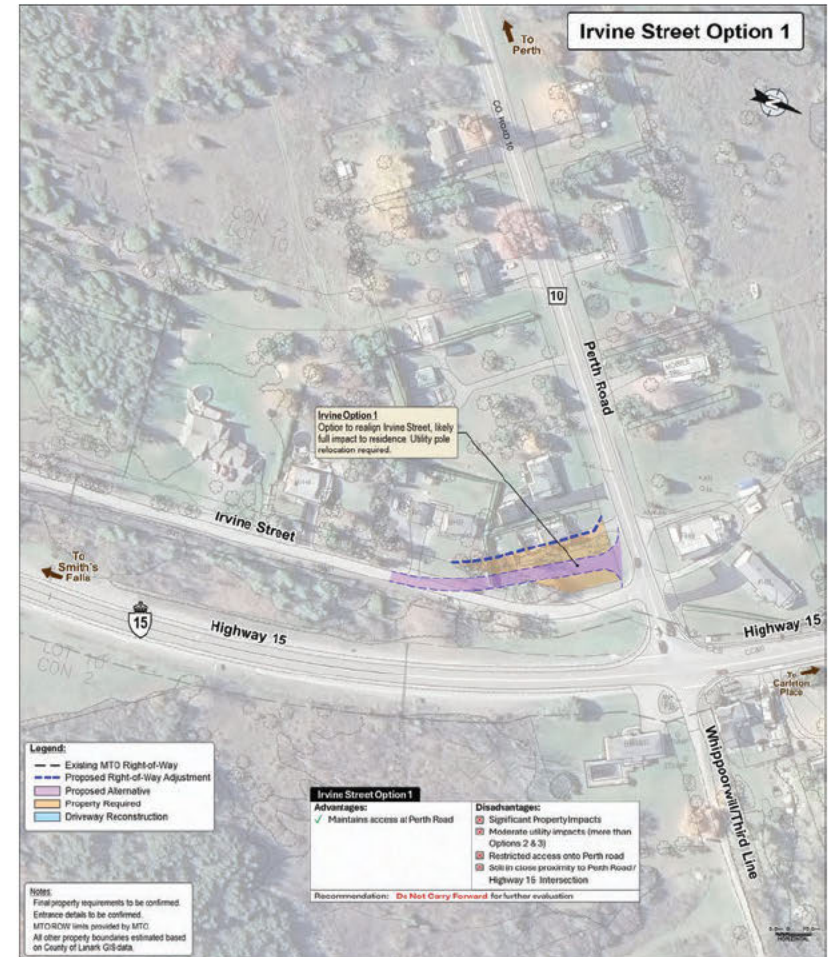
Alternative 4

(Carried Forward)



Irvine St Option 1

(Not Carried Forward)

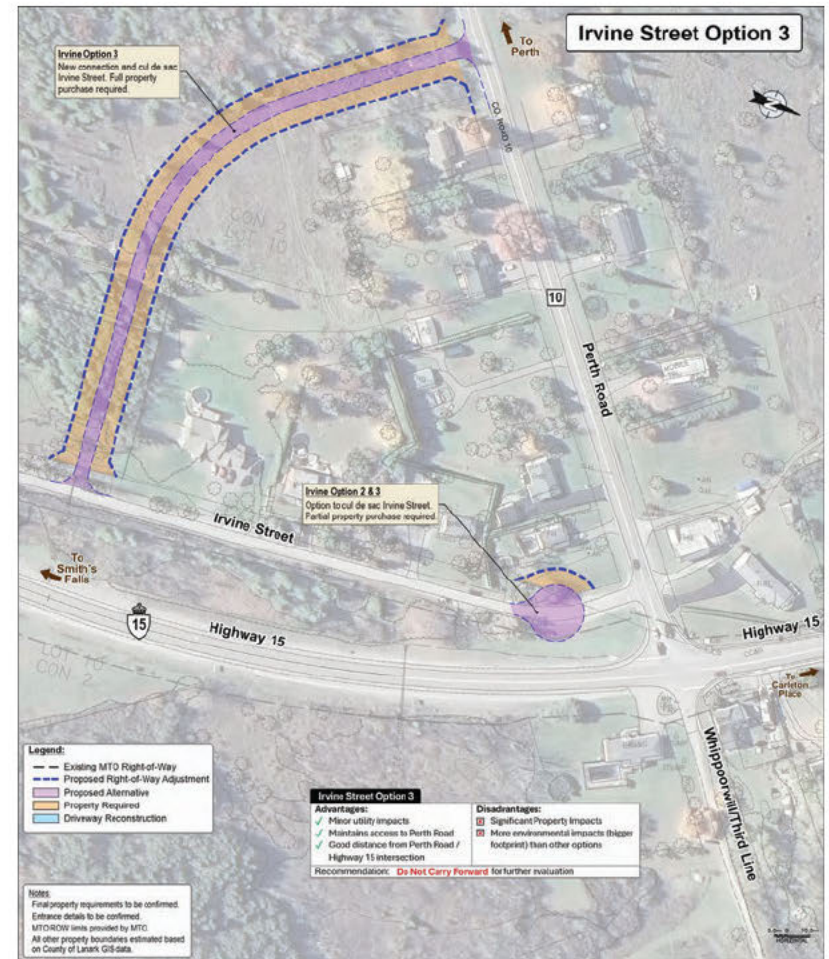
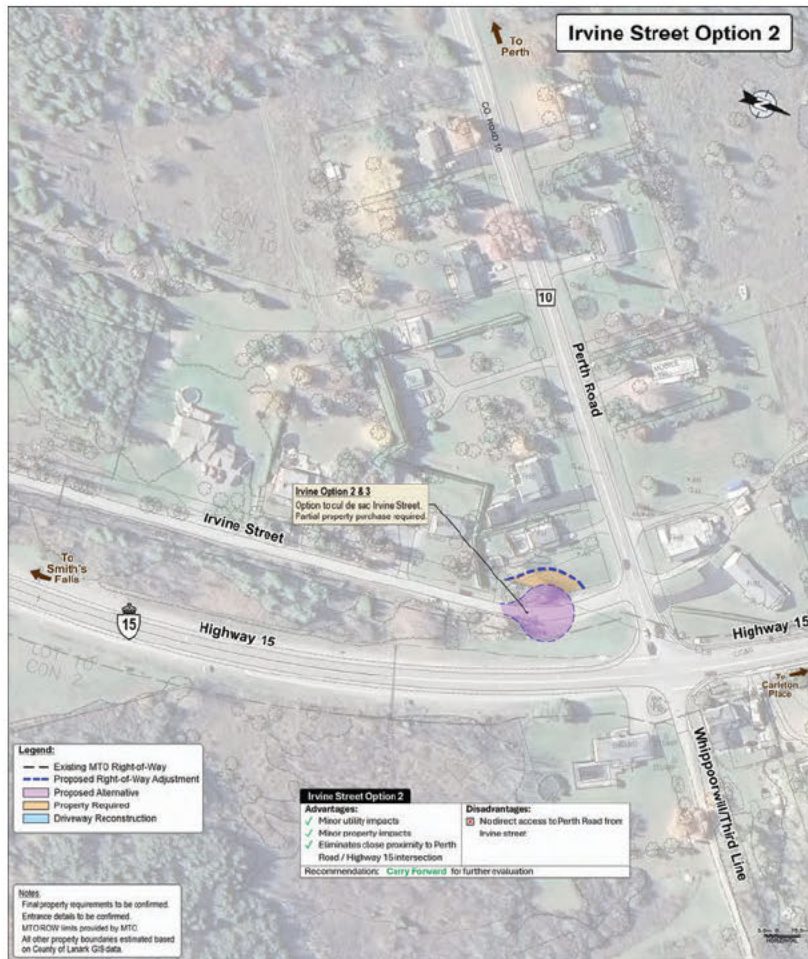


Irvine St Option 2

(Carried Forward)

Irvine St Option 3

(Not Carried Forward)






Long List of Alternatives - Intersection

Alternative	Carry Forward?
Alternative 1A: Four-legged signalized intersection with southbound and northbound left turn lanes and southbound right turn lane.	✓ Yes
Alternative 1B: Three-legged signalized intersection with northbound left turn lane and southbound right turn lane. Whippoorwill/Third Line is not directly connected to Highway 15 and ends as a cul-de-sac at the west end.	✓ Yes
Alternative 2A: Four-legged signalized intersection with southbound and northbound left turn lanes and southbound right turn lane. Highway 15 is realigned to the south to accommodate a tangent through the intersection.	✗ No
Alternative 2B: Three-legged signalized intersection with northbound left turn lane and southbound right turn lane. Highway 15 is realigned to the south to accommodate a tangent through the intersection.	✗ No
Alternative 3A: Four-legged roundabout centred about the centre of the existing intersection.	✗ No
Alternative 3B: Four-legged roundabout shifted slightly to the south of the centred of the existing intersection.	✓ Yes
Alternative 4: Three-legged roundabout shifted slightly to the south of the centred of the existing intersection. Whippoorwill/Third Line is not directly connected to Highway 15 and ends as a cul-de-sac at the west end.	✓ Yes

Alternatives 1A, 1B, 3B and 4 will be carried forward for consideration to the Short List of Alternatives for the Intersection.

Long List of Alternatives – Irvine Street

Alternative	Carry Forward?
Irvine St Option 1: Realign Irvine Street to shift the connection to Perth Road approximately 20 m to the west.	 No
Irvine St Option 2: Terminate Irvine Street at the north end with a new cul-de-sac so there is no direct connection to Perth Road.	 Yes
Irvine St Option 3: Terminate Irvine Street at the north end with a new cul-de-sac (which is shown in Option 2) and build a new connection road from the mid point of Irvine Street to Perth Road approximately 250 m west of the Perth Road and Highway 15 Intersection.	 No

The ‘Do Nothing’ and Option 2 will be carried forward for consideration at Irvine Street.

Note: The ‘Do Nothing’ option for Irvine Street will be carried forward for the signalized intersection only. This option is not feasible for the roundabout option.

Next Steps: Approach to Evaluating the Short list of Alternatives



Refine Evaluation Criteria established through public input, similar projects, provincial guidelines, and existing conditions. Refer to the following slide for preliminary criteria.



Identify potential impacts on the natural, cultural and socio-economic environments, and technical and financial criteria.



Rank alternative designs according to their relative advantages and disadvantages.







Identify a **preferred alternative**.



PIC #2 will present the evaluation of the short-list of alternatives and a preferred plan for this project.

Next Steps: Preliminary Evaluation Criteria

The qualitative evaluation of the short-list of alternatives will identify the **preferred alternative** that best meets future transportation needs of the intersection, while minimizing negative impacts to the social, economic and natural environments. The below preliminary evaluation criteria will be refined and used to evaluate the short-list of alternatives.

Evaluation Criteria			
Socio-Economic	Natural Environment	Cultural Heritage	Transportation / Technical
 <ul style="list-style-type: none"> • Impacts to private properties. • Direct and indirect impacts to residents and businesses. • Access for local residents, school buses and emergency vehicles. • Traffic noise effects on adjacent residential areas. • Relocation and/or closure of existing entrances 	 <ul style="list-style-type: none"> • Direct and indirect impacts on wetlands. • Direct and indirect impacts on species at risk. • Direct and indirect impacts on terrestrial ecosystems. • Storm water drainage. 	 <ul style="list-style-type: none"> • Direct and indirect impacts to built heritage features. • Direct and indirect impacts to cultural landscapes. • Impacts to archaeological resources. 	 <ul style="list-style-type: none"> • Ability to accommodate future traffic forecasts. • Forecasted traffic performance. • Improvements to substandard geometrics and intersection design. • Cost. • Constructability/traffic staging.

What's Next?



Review the comments received following PIC #1 and respond to comments;



Incorporate any refinements into the planning alternatives based on public and agency input;



Complete the analysis and evaluation of the planning alternatives and select the preferred alternative; and



Hold PIC #2 later in the study to present and receive feedback on the results of the evaluation process and the preferred alternative.

We'd love to hear from you!

Please feel free to submit comments through the project website or by sending your comments to one of the Project Team members listed below. Comments would be appreciated by June 21, 2025.

David Gallimore, P.Eng.

Project Manager

WSP Canada Inc.

2611 Queensview Drive, Suite 300

Ottawa, ON K2B 8K2

Tel: 613-690-1091

Joanna Zhang, P.Eng.

Senior Project Engineer

Ministry of Transportation (MTO)

1355 John Counter Blvd, PO Box 4000

Kingston, ON K7L 5A3

Tel: 613-539-7564

Email: Project-team@hwy15perthroadintersection.com

Thank you for your time and participation
Information presented today is available online at the study website:
www.hwy15perthroadintersection.com



APPENDIX E

COMMENTS RECEIVED

STAKEHOLDER /
PUBLIC



PUBLIC INFORMATION CENTRE #1 – COMMENT SHEET

We would appreciate your comments with respect to the material presented today or in regards to any other issues which you feel are relevant to this study.

Please drop your completed comment sheet in the box provided or mail it or send an email by June 21, 2025 to:

David Gallimore, P.Eng. Project Manager WSP Canada Inc. 2611 Queensview Drive, Suite 300 Ottawa, ON K2B 8K2 Tel: 613-690-1091 Email: Project-team@hwy15perthroadintersection.com

Joanna Zhang, P.Eng. Senior Project Engineer Ministry of Transportation 1355 John Counter Boulevard, P.O. Box 4000 Kingston, ON K7L 5A3 Tel: 613-539-7564 Email: Project-team@hwy15perthroadintersection.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED

COMMENTS:

- 1. [Redacted]: Preferred roundabout for safety purposes Public:
2. [Redacted]: Why is it not a speed limit on Hwy 15 next to the Christian School? No one drives 60 km through the area unless the opp are there.
3. [Redacted]: Necessary project, there are many accidents at this intersection.
Franktown Gas Station has temporarily closed

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Form with fields for NAME, ADDRESS, POSTAL CODE, and EMAIL.

PREFERRED METHOD OF CONTACT: MAIL EMAIL

For more information, please visit the project website: www.hwy15perthroadintersection.com



MINISTRY OF TRANSPORTATION

Highway 15 at Perth Road Intersection Improvements

Preliminary Design and Class Environmental Assessment Study GWP 4030-22-00

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Email: Project-team@hwy15perthroadintersection.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED [checkbox checked]

COMMENTS: ALTERNATIVE 1B IS OUR PREFERRED OPTION AND WE SUPPORT ALTERNATIVE OPTION 2 FOR IRVINE STREET.

CONSIDERING THE POPULATION GROWTH WE DON'T SUPPORT A ROUNDABOUT AS IT IS A BAND-AID TO AN EVENTUAL BIGGER PROBLEM.

DRIVING NORTH THE 60KM/HR SIGN SHOULD BE BEFORE (AT THE SCHOOL) AND THE 80KM/HR SIGN IN FRANKTOWN SHOULD BE PUSHED TO THE NORTH OF EXISTING TRAFFIC LIGHTS (RICHMOND RD)

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PREFERRED METHOD OF CONTACT: MAIL [checkbox] EMAIL [checkbox checked]

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MINISTRY OF TRANSPORTATION
 Highway 15 at Perth Road Intersection
 Improvements
 Preliminary Design and Class
 Environmental Assessment Study
 GWP 4030-22-00

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 Email: Project-team@hwy15perthroadintersection.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED

COMMENTS:

1) Could we see a (R) Turn lane onto Hwy 15?

2) Will a roundabout accomodate pedestrian traffic safely?

3) Moving SB corner some further down Third line

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

NAME:			
ADDRESS:			POSTAL CODE:
EMAIL:			

PREFERRED METHOD OF CONTACT: MAIL EMAIL

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MINISTRY OF TRANSPORTATION

Highway 15 at Perth Road Intersection Improvements

Preliminary Design and Class Environmental Assessment Study GWP 4030-22-00

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PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

COMMENTS: Great insight & explanation from Chris at the MTO, was hoping to hear more from the consultants, but understand they don't typically attend. - Maintaining the snowmobile trail - My sons all attend the Christian Cavalry Academy (CCA) school. I would love to see accommodations for the school buses to turn in and out safer (dedicated lane?) as this occurs during peak traffic hours. - Concerns with pedestrians/bikes from the school accessing Franktown safely - Slower speeds to ease merging into traffic, especially noting this intersection is on a curve.

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Form with fields for NAME, ADDRESS, POSTAL CODE, and EMAIL. All fields are currently redacted with black boxes.

PREFERRED METHOD OF CONTACT: MAIL [] EMAIL [X]

For more information, please visit the project website: www.hwy15perthroadintersection.com



MINISTRY OF TRANSPORTATION
 Highway 15 at Perth Road Intersection
 Improvements
 Preliminary Design and Class
 Environmental Assessment Study
 GWP 4030-22-00

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 Email: Project-team@hwy15perthroadintersection.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED

COMMENTS:

Great study!

I really like the round-about options presented and would fully support.

Good work

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

NAME:	[Redacted]		
ADDRESS:	[Redacted]		
		POSTAL CODE:	[Redacted]
EMAIL:	[Redacted]		

PREFERRED METHOD OF CONTACT: MAIL EMAIL

For more information, please visit the project website: www.hwy15perthroadintersection.com

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PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED

COMMENTS: lights is your best option!!! Round about makes "No Sense"!!! Tell me where I am to walk with my grandson or myself across to "lila lane" whiperlane. The traffic isn't a 3 minute wait on your board for 2024 existing conditions Try on a Sunday starting around 3pm in the summer on Perth road to turn on to 15 try 5mi or more. Try early morning at 7am - 8:30am to go on to 15 to turn left Truly Wuts! the lineups I invite all of you to witness the craziness on Sunday evening now until Labour day. * Carmen I truly invite you to sit on my deck to watch how bad it is at our corner!!! The worst I have seen in my 35 years

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MINISTRY OF TRANSPORTATION

Highway 15 at Perth Road Intersection Improvements

Preliminary Design and Class Environmental Assessment Study GWP 4030-22-00

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Email: Project-team@hwy15perthroadintersection.com

PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

COMMENTS:

- We like option 1A + option 4.
- We would like to recommend a slower speed limit ALL the way through town - from the school to the traffic lights on 15/4th line.
- Our children get on the school bus and cars/vehicles run the bus stop constantly when they are getting on/off the bus.
- We contribute some of this to the high rate of speed (80km limit) through that part of Franktown.
- Adding side walks would also be helpful for the community (especially kids)

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MINISTRY OF TRANSPORTATION

Highway 15 at Perth Road Intersection Improvements

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PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

COMMENTS:

IT DISTURBS ME THAT SO MUCH TIME AND DETAIL HAS PRODUCED THESE FINDINGS E.G. WE IDENTIFIED STUMPS!

THE MINISTRY YET IGNORES THE HWY 7 AND HWY 15 INTERSECTION THAT REQUIRES MORE ATTENTION

I THINK MORE MONEY IS SPENT ON STUDIES THAN FUTURE (REQUIRED) CONSTRUCTION

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PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED [checkbox checked]

COMMENTS:

- CUL-DE-SAC OPTIONS WOULD PROVIDE ACCESS ISSUES FOR COTTAGE AND NSC GOLF COURSE THAT ARE ACCESSED OFF WHIPPOORWILL ROAD. LILAC LAKE WOULD BE ONLY OPTION & NOT SUITABLE FOR VEHICLE TRAFFIC (AND LILAC LAKE IS CULTURALLY SIGNIFICANT TO THE VILLAGE)
- HIGH VOLUME OF WINTER SNOWMOBILE TRAFFIC SHOULD BE CONSIDERED WHERE IT CROSSES AT CURRENT INTERSECTION
- HISTORIC HOME ON NE CORNER DOES HAVE A REAR DRIVEWAY THAT ENTERS FROM WHIPPOORWILL

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PREFERRED METHOD OF CONTACT: MAIL [checkbox] EMAIL [checkbox checked]

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MINISTRY OF TRANSPORTATION

Highway 15 at Perth Road Intersection Improvements

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PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED

COMMENTS: PLEASE FORWARD ALL INFO FROM THE SURVEY TO ME.

I HAVE QUESTIONS THAT I WILL SEND IN THE FUTURE.

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10/11



MINISTRY OF TRANSPORTATION

Highway 15 at Perth Road Intersection Improvements

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PLEASE CHECK HERE IF A RESPONSE IS NOT REQUIRED []

COMMENTS: Alternative 4 looks the most promising however loss of a home is not great. put a curve in perth rd to the away from franktown move the roundabout before the home and save someones home. Also, Basingstoke England is the capital of roundabouts. look @ that city & the planning. You can definitely find a better alternative than the removal of someone's home

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For more information, please visit the project website: www.hwy15perthroadintersection.com

11/11

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-02, 9:21:45 AM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

Flag Status: Flagged

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
I have already submitted my comments however what I do not see in the description of the project is the need for “pedestrian crossing” to ensure the children/teens walking to and from the Christian Calvary School are safe and a top priority for the community. I walk regularly on Perth Road and crossing at that intersection is tricky (as an adult); it’s last minute seeing cars turning right on to Perth Rd from Hwy 15, the increased traffic both on Perth Rd and Hwy 15. The speed is not adhered to most times on Hwy 15. Flashing crosswalk is needed for the community safety.

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Re: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 1 - Public and Property Owners
Sent: 2025-05-04, 5:48:52 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

Flag Status: Flagged

Definitely need traffic lights at Hwy 15 & Perth road. Traffic needs to be slowed down Round about would be more of a disaster. Need. Traffic lights!!!!

On Thu, May 1, 2025 at 3:37 PM <project-team@hwy15perthroadintersection.com> wrote:

Good Afternoon,

The Ontario Ministry of Transportation (MTO) has retained WSP Canada Inc. to undertake the Preliminary Design and Class Environmental Assessment (Class EA) Study for Highway 15 / Perth Road Intersection Improvements, located in Franktown, approximately 12 km south of Carleton Place, Ontario .

Please find attached a notice advising of the upcoming Public Information Centre for this study on May 22nd at Brunton Community Hall ([2022 Beckwith Pk Ln](#)) in Carleton Place. Further details are provided in the attached notice.

Sent on behalf of the Project Team

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-15, 10:33:29 AM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
No comments at this time, I'd like to be added to the mailing list please.

How would you like to receive study notices? Email

Do you need a response to your comment? No

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-15, 1:09:52 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
Please add me to the email list

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-15, 2:26:10 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
I travel through this intersection heading to Carlton Place from Gillies corners on a regular basis. At certain times of day. (Commuting time am and pm) I go the long way around down McLachlin to Highway 15 as it's too dangerous and takes too long to turn onto Highway 15 from the old Perth Road. Generally the traffic on Highway 15 does not travel at 60 km an hour through the village of Franktown. The line of site on the curve for traffic travelling at 80 km an hour has probably been the cause of most of the accidents at this dangerous intersection. I would like to see a traffic light that is triggered by traffic waiting to make a turn at this intersection just like the one on the Franktown Road at the other end of town. I have heard about talk of putting in a roundabout and although those work well there is a lot of large transport truck traffic along 15 so it would need to be a large roundabout to accommodate those vehicles.

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-19, 5:57:33 AM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]
[REDACTED]

Comments:
I have lived in this area since May of 2004 and this intersection has always been bad to try and go North onto highway 15 from Perth Rd . It has got so much worse over the years with more people moving to the country and more cars on the road in this area . I have seen a few accidents at this intersection over the years . The speed limit on highway 15 is 60 kms but most cars are traveling at 80 kms to 100 kms and the corner to the north is blind to see cars coming at high speeds . This intersection is even worse in winters when we have lots of snow as the snowbanks make it even harder to see the cars coming at high from both directions . This intersection has always needs a set of traffic lights to make it safer for everyone and cause less accidents and hopefully prevent any fatalities . This intersection is long overdue for a set of traffic lights and I don't understand why this has taken so long for the province to finally address as people have been complaining for years for this to be fixed .

Regards [REDACTED]

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--

This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-19, 3:54:05 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]
[REDACTED]

Comments:
My household is [REDACTED] m from the intersection. Can you add me to the emailed updates list?

Thank you.

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-21, 11:04:20 AM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]
[REDACTED]

Comments:
looking for information on the proposed changes to the intersection as I do live in the community and use these roads daily.

How would you like to receive study notices? Email

Do you need a response to your comment? No

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-21, 5:17:37 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address:

Comments:
This will be a great improvement for safety.

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-21, 6:09:06 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]
[REDACTED]

Comments:
No comments right now

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Presentation for May 22 Information Session
Sent: 2025-05-21, 5:40:43 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

Good afternoon,

The website for this project mentions a slide deck to be used at the info session on May 22 in Beckwith, and that it will be available afterwards. Is it possible to see that before the session?

Thanks,

[REDACTED]

Subject: Highway 15/Perth Road Intersection Improvement Web Contact

Sent: 2025-05-22, 6:50:23 PM

From: [REDACTED]

To: project-team@hwy15perthroadintersection.com

From: [REDACTED]

Email: [REDACTED]

Mailing Address: [REDACTED]

[REDACTED]

Comments:

I'm a parent to a child at Calvary Christian Academy and I'm concerned about how this project will impact traffic in front of CCA. I'm shocked that the speed limit is 80km in front of a school! It is recommended that the scope of the project is widened through this entire corridor. Given its a private school, it differs from a public school in that most children are driven to the school contrary to most children being bus in a publicly funded school. Increased growth and traffic in this area is only putting the children and families at greater risk. As a concerned parent who has witnessed near accidents, I would like to see the speed limit decreased to be more aligned with other school zones. I've discussed my concern with the principal who advised there's another school south of Smiths Falls in an 80 km limit area. I don't think any school should be in a 80 km zone when we have busses, parents driving kids, and kids walking home - this is just so wrong and needs to be fixed before people get hurt.

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--

This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Quick resolve, please - Thank!
Sent: 2025-05-22, 6:25:48 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com; 'Zhang, Joanna (MTO)'

Dear Joanna and Hwy 15 Team,

I appreciated the invitation and opportunity to drop-by Brunton Beckwith Community Hall. The format was easy to follow, everyone was accommodating and well-informed.

I'm still very stressed out over the timeline. I have two-years way too extreme and unacceptable. Perth and Smiths Falls are growing at rapid rates, people work in Kanata, others have doctor appointments in Ottawa, many trucks and so much more that keep the corner so very busy.

The corner is at its maximum of busy and must be address asap, please - thanks.

May I have the date, please, of the next Public Information Centre #2, please - thank you!

Sincerely,
[REDACTED]

Subject: Re: Quick resolve, please - Thank!
Sent: 2025-05-23, 7:42:51 AM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com; 'Zhang, Joanna (MTO)'

Dear Project-Team/Joanna,

This intersection is too dangerous to not have a quick safety resolve. Please just quickly put up 4-way STOP signs , plus, an overhead Flashing Lights.

This intersection cannot stay "as is" for one more day, one more minute, one more second.

I am so sorry to hear that all the people who use that intersection almost daily have been badly let down. I'm so disappointed

It seems to me that 'they' (council?) chose to look at only the most expensive and difficult options and so of course they would be disruptive to home owners. Surely there is a simpler choice that would simply direct the traffic flow from Perth Road 10 to meet Hwy 15 at a 90 degree angle, while reviewing/studying the final solution? I feel about disrupting home owners is tough but it is a dangerous situation and yes, a quick resolve is of utmost importance and let the long, slow solution keep on as well.

Doing nothing for the immediate future is unacceptable. Please, Please, Please!

Best regard,
[REDACTED]

From: [REDACTED]
Sent: May 22, 2025 6:25 PM
To: project-team@hwy15perthroadintersection.com <project-team@hwy15perthroadintersection.com>; 'Zhang, Joanna (MTO)' <joanna.zhang2@ontario.ca>
Subject: Quick resolve, please - Thank!

Dear Joanna and Hwy 15 Team,

I appreciated the invitation and opportunity to drop-by Brunton Beckwith Community Hall. The format was easy to follow, everyone was accommodating and well-informed.

I'm still very stressed out over the timeline. I have two-years way too extreme and unacceptable. Perth and Smiths Falls are growing at rapid rates, people work in Kanata, others have doctor appointments in Ottawa, many trucks and so much more that keep the corner so very busy.

The corner is at its maximum of busy and must be address asap, please - thanks.

May I have the date, please, of the next Public Information Centre #2, please - thank you!

Sincerely,
[REDACTED]

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-27, 1:27:28 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
As a resident near this intersection, I believe that converting Irvine St into a cul-de-sac and installing lights would be highly beneficial, with minimal impact on the surrounding residential homes. It would also aid in ensuring safe pedestrian traffic and improve safety at the school by reducing traffic speeds on Highway 15.

I am opposed to a roundabout as it would prohibit pedestrian access and significantly impact the current residents.

How would you like to receive study notices? Email

Do you need a response to your comment? No

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-05-31, 4:38:50 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:

Hi,
I had the opportunity to review your plans. I saw that you have Irvine as a cul-de-sac; perhaps an alternative could include making it one way going north (depending on what you opt to do with the hwy15/hwy10 intersection). Irving is really only single lane width. This could be a first step that would require minimal investment and help with the traffic both cutting across Irvine (we often see people cut through to expedite a right turn south on hwy 15 when left turning traffic is backed up at the end of hwy10 turning onto 15) and the immediate left turns requires to access Irvine when turning onto hwy 10 from hwy 15. This could be an immediate or temporary intervention while you sort out long term plans. It would also reduce the speeding traffic in front of the residences as three of us have active children playing in the area (one of whom has a developmental delay and impulse control/flight concerns). Feel free to email if you have further questions.

Thanks,
[REDACTED]

How would you like to receive study notices? Email

Do you need a response to your comment? No

--

This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://hwy15perthroadintersection.com>).

Subject: FW: HWY 15 and Perth Road Intesection
Sent: 2025-06-23, 10:44:31 AM
From: Dorton, Andrea<Andrea.Dorton@wsp.com>
To: Song, Min Seob
Cc: Garland, Jade; Gallimore, David

Morning Min,

Please track this comment, update the contact list and draft the response.

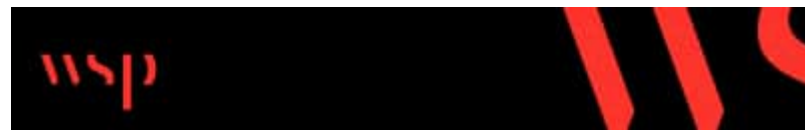
Thanks,
Andrea

Andrea Dorton
Environmental Planner
She / Her

M +1 416-644-0491

WSP
25 York St, Suite 700
Toronto, Ontario
M5J 2V5 Canada

wsp.com



From: [REDACTED]
Sent: June 22, 2025 10:06 AM
To: Project-team@hwy15perthroadintersection.com
Subject: HWY 15 and Perth Road Intesection

I wish to express my sincere appreciation to all individuals involved in this significant and long-awaited project. As a resident of [REDACTED] for over 25 years, I have observed substantial changes in our local area, most notably the considerable increase in traffic volume on Perth Road. This has, regrettably, led to numerous near-miss incidents at the intersection in question.

This intersection has consistently presented safety concerns. During winter months, obscured visibility due to snow banks poses a significant hazard. More recently, the heightened traffic volumes and the increased number of vehicles traveling from Smiths Falls through this intersection at 100km/hr have further exacerbated these concerns.

I would like to submit the following suggestions for your consideration:

- a) I recommend including Calvary Christian Academy within the designated study zone.
- b) Furthermore, I propose establishing this area as a school zone, which would result in a reduction in the speed limit. It is unclear to me why this hasn't been done before – is it because this is a private school and not public?
- c) Implementing these changes would consequently ensure that vehicles approaching Franktown do so at a reduced speed of 60 km/hr, as opposed to the current 100 km/hr.
- d) As a former [REDACTED] employee one of my jobs was educating Ottawa residents on how to use roundabouts as well as teaching students traffic safety to all 4 Ottawa schoolboards. I also grew up in Europe and have witnessed many advantages of roundabouts compared to traffic light signalization. As such, I would

suggest that a **roundabout option** be considered over traditional traffic lights for this intersection. Roundabouts offer a number of well-documented benefits that I believe would greatly improve the area for everyone.

From a traffic perspective, they generally lead to a **faster and smoother flow of vehicles**, which can significantly reduce congestion. This, in turn, often results in **less noise and gas pollution**, making them a more **environmentally friendly** choice. Additionally, roundabouts tend to minimize long lineups, and should a collision occur, they are typically **less severe**, often avoiding the more dangerous T-bone accidents commonly associated with signalized intersections.

I believe these advantages make roundabouts a compelling solution for enhancing both traffic efficiency and safety at this location.

Sincerely,

A solid black rectangular box used to redact the signature of the author.

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-07-06, 10:54:49 AM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
speed limits on 15 are ignored. Sight lines for turning from Perth Rd. on to 15 are limited and turning with ag. equipment or trailers is often dangerous.

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--

This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fhwy15perthroadintersection.com%2F&data=05%7C02%7Candrea.dorton%40wsp.com%7C8fff274684d74faa397208ddbc9d10ed%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638874104986603005%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIlwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbCIsIlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=z5eS5Kqz48GkEHVTHRlegfRPDUHvh3uBLEdlbgovRuU%3D&reserved=0>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-07-06, 11:43:00 AM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
I personally use this intersection 4-6 time a day.
Professionally I have at least 10 school buses that use that intersection

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--

This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fhwy15perthroadintersection.com%2F&data=05%7C02%7Candrea.dorton%40wsp.com%7C514961db1b9b479a4d4708ddbca3cc54%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638874133887172735%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiwlLjAuMDAwMCIslIAiOiJXaW4zMilslkFOljoiTWFpbClldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=Q4WQ82lv32zWcykCXlax13ntoXJ4Qy%2BALXmtt6drVkc%3D&reserved=0>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-07-06, 12:13:59 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
I would love to be informed on this project and updated on the direction taken and progress, as well as the timelines.

How would you like to receive study notices? Email

Do you need a response to your comment? No

--

This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fhwy15perthroadintersection.com%2F&data=05%7C02%7Candrea.dorton%40wsp.com%7Cdcc3e4c4c5bd4fac3b1808ddbca81f53%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638874152450837652%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOIjoiTWFPbClldUIjoyfQ%3D%3D%7C0%7C%7C&sdata=u4P0ZM3%2BH6Ez9KtDlcfikKoXQd78w%2FUTcfqwPkgWb58%3D&reserved=0>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-07-06, 3:42:26 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]
[REDACTED]

Comments:
Put traffic lights there. Also coming to the intersection from Perth to Franktown there is a large tree to the left making it hard to see oncoming traffic.

How would you like to receive study notices? Email

Do you need a response to your comment? Yes

--

This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fhwy15perthroadintersection.com%2F&data=05%7C02%7Candrea.dorton%40wsp.com%7Ce9cbf93156344b63387f08ddbcc53daa%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638874277515692616%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMCIslIAiOiJXaW4zMilslkFOIjoITWFpbClldUIjoyfQ%3D%3D%7C0%7C%7C%7C&sdata=NuJ1sWWcSjvRbM2IBnJ4UuJ6gs0IJ8dsY7SXPgyzkcE%3D&reserved=0>).

Subject: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-07-06, 8:23:53 PM
From: [REDACTED]
To: project-team@hwy15perthroadintersection.com

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
We live on the North side of the village ,so much traffic now on this hyw it needs to be slowed down going into the villsg, and going out ,when trying to exit county rd onto hyw15 going North is life risking most of the time ,people need to slow down there ,

How would you like to receive study notices? Email

Do you need a response to your comment? No

--
This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fhwy15perthroadintersection.com%2F&data=05%7C02%7Candrea.dorton%40wsp.com%7C9ef4e87340254eff7a9108ddbcec8ec3%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638874446392365935%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUsIlYiOiIwLjAuMDAwMClzIlAiOiJXaW4zMilslkFOljoiTWFpbCIsIlldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=0%2BnReY%2BJxixNJ1Y875i%2FFbLFtbZPC1zBkjriHkNr0dY%3D&reserved=0>).

Subject: FW: Highway 15/Perth Road Intersection Improvement Web Contact
Sent: 2025-07-10, 2:51:02 PM
From: Dorton, Andrea<Andrea.Dorton@wsp.com>
To: Song, Min Seob

Hey Min, please could you track and draft a response for this one? And update the contact list.

Thanks,
Andrea

Andrea Dorton
Environmental Planner
She / Her

M +1 416-644-0491

WSP
25 York St, Suite 700
Toronto, Ontario
M5J 2V5 Canada

wsp.com

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

From: [REDACTED]
Sent: July 10, 2025 7:57 AM
To: project-team@hwy15perthroadintersection.com
Subject: Highway 15/Perth Road Intersection Improvement Web Contact

From: [REDACTED]
Email: [REDACTED]
Mailing Address: [REDACTED]

Comments:
I would like to be added to the mailing list for information on the project

How would you like to receive study notices? Email

Do you need a response to your comment? No

--

This is a notification that a contact form was submitted on your website (Highway 15 / Perth Road Intersection Improvements <https://eur02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fhwy15perthroadintersection.com%2F&data=05%7C02%7CMinSeob.Song%40wsp.com%7C5138bb6071404e350f5508ddbfe2b7ba%7C3d234255e20f420588a59658a402999b%7C1%7C0%7C638877702662510752%7CUnknown%7CTWFpbGZsb3d8eyJFbXB0eU1hcGkiOnRydWUslYiOilwLjAuMDAwMClslIAiOiJXaW4zMilslkFOljoiTWFpbClslldUljoyfQ%3D%3D%7C0%7C%7C%7C&sdata=c7HtXYhAAO6iWUbli9Jouiu3v6AUv%2FDrUqvCADXkerY%3D&reserved=0>).

From: [REDACTED]
Sent: January 5, 2026 9:59 AM
To: Project-team@hwy15perthroadintersection.com
Subject: Status update

Flag Status: Flagged

Hi, Joanna and David.

My name is [REDACTED] and I'm a resident near Gillies Corners Side Road and Highway 10/Perth Road.

My family and neighbours, etc., frequent the intersection of of Hwy 15 and Perth Road, daily, and have ongoing concerns with safety and wait times, especially turning north onto Hwy 15.

I've read through the study (Preliminary Design and Class Environmental Assessment Study GWP 4030-22-00) and agree with either signaling or a roundabout to help control the speed of cars on Hwy 15, provide opportunity to turn left onto Hwy 15 during peak hours.

Can you provide a status update, next steps and timelines for any improvements to be undertaken?

Thank you,
[REDACTED]

INDIGENOUS COMMUNITIES

May 20, 2025

**Franca Sacchetti
Regional Director, East Region**

Ministry of Transportation
Regional Director's Office
East Region
1355 John Counter Boulevard
Kingston, Ontario K7L 5A3
Tel.: 647-638-5359
Fax: 613-547-1777

RE: Notice of Public Information Centre #1 Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00) Preliminary Design and Class Environmental Assessment Study

Thank you for sharing information with the Algonquins of Ontario Consultation Office (AOO) on the Notice of **PIC #1** for Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00) **Preliminary Design and Class Environmental Assessment Study**.

The AOO has no immediate concerns with the Highway 15 / Perth Road Intersection Improvements as described in the letter.

The AOO wishes to be notified if there are any impacts or harm to Species at Risk or species of conservation concern, the AOO must be notified before applying any mitigation measures.

Since there is always the potential to miss important information in archaeological surveys (depending on the stage of the AA); we would request that if any stage 2 or greater archaeological assessment needs to be completed for the Highway 15 / Perth Road Intersection, located in Franktown, Lanark County, that the AOO must have field monitors present to participate.

If any artifacts of Indigenous interest or human remains are encountered during the Intersection Improvements Highway 15 / Perth Road Intersection, please contact:

Algonquins of Ontario Consultation Office
31 Riverside Drive, Suite 101
Pembroke, Ontario K8A 8R6
Tel: 613-735-3759
Fax: 613-735-6307
E-mail: algonquins@tanakiwin.com

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. Meness', is positioned above the typed name.

Jim Meness
Executive Director

Algonquins of Ontario Consultation Office

Phone: [613-219-6219](tel:613-219-6219)

Fax: [613-735-6307](tel:613-735-6307)

Email: jmeness@tanakiwin.com

General Inquiries: algonquins@tanakiwin.com

Website: www.tanakiwin.com

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Dorton, Andrea

From: Zhang, Joanna (MTO) <Joanna.Zhang2@ontario.ca>
Sent: June 2, 2025 8:57 AM
To: Gallimore, David
Cc: Garland, Jade; Lapointe, Carmen; Lagat, TJ (MTO); Copping, Peter A. (MTO); Dorton, Andrea
Subject: FW: Ministry of Transportation's Notice of Public Information Centre - GWP 4030-22-00
Attachments: AOO_MTO- Highway 15- Perth Road Intersection Improvements (GWP 4030-22-00).pdf

Hi Dave,

Please prepare a response for AOO.

Thanks,
Joanna Zhang, P. Eng.
Senior Project Engineer | Engineering Program Delivery East
Ministry of Transportation | Ontario Public Service
613-539-7564 | joanna.zhang2@ontario.ca



Taking pride in strengthening Ontario, its places, and its people

From: Copping, Peter A. (MTO) <Peter.A.Copping@ontario.ca>
Sent: Thursday, May 29, 2025 3:38 PM
To: Zhang, Joanna (MTO) <Joanna.Zhang2@ontario.ca>
Cc: Lagat, TJ (MTO) <TJ.Lagat@ontario.ca>; Ellis, Nathan (MTO) <Nathan.Ellis@ontario.ca>
Subject: FW: Ministry of Transportation's Notice of Public Information Centre - GWP 4030-22-00

Hi Joanna,

Please see the incoming response letter from AOO. Can you please review and provide initial wording in response to their comments. I am available to review and refine initial draft language prior to response back to AOO.

Thanks,

Peter

From: Algonquins of Ontario Consultation Office <algonquins@tanakiwin.com>
Sent: Tuesday, May 20, 2025 3:48 PM
To: Sacchetti, Franca (She/Her) (MTO) <Franca.Sacchetti@ontario.ca>
Cc: Li, Galvin (MTO) <Galvin.Li@ontario.ca>
Subject: RE: Ministry of Transportation's Notice of Public Information Centre - GWP 4030-22-00

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Dear Franca,

Please see the attached letter from the AOO regarding the Highway 15 / Perth Road intersection improvements.

If you have any questions, please reach out.

Thank you,

Sincerely,

Jim Meness
Executive Director

Algonquins of Ontario Consultation Office

Phone: [613-219-6219](tel:613-219-6219)

Fax: [613-735-6307](tel:613-735-6307)

Email: jmeness@tanakiwin.com

General Inquiries: algonquins@tanakiwin.com

Website: www.tanakiwin.com

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From: Li, Galvin (MTO) <Galvin.Li@ontario.ca> **On Behalf Of** Sacchetti, Franca (She/Her) (MTO)
Sent: Tuesday, April 15, 2025 2:38 PM
To: Meness, Jim (Algonquins Of Ontario) <jmeness@tanakiwin.com>
Cc: Algonquins of Ontario Consultation Office <algonquins@tanakiwin.com>; Huner, Ethan (Algonquins Of Ontario) <ehuner@tanakiwin.com>
Subject: Ministry of Transportation's Notice of Public Information Centre - GWP 4030-22-00

Dear Jim Meness,

Please see the attached notice of public information centre regarding Highway 15 / Perth Road intersection improvements.

Regards,

Franca Sacchetti
Regional Director, East Region
Operations Division
Ministry of Transportation | Ontario Public Service
647-638-5359, franca.sacchetti@ontario.ca



Taking pride in strengthening Ontario, its places and its people

Ministry of Transportation

Regional Director's Office
East Region
1355 John Counter Boulevard
Kingston, Ontario K7L 5A3
Tel.: 647-638-5359
Fax: 613-547-1777

Ministère des Transports

Bureau du directeur régional
Opérations de l'est
1355 Boulevard John Counter
Kingston, Ontario K7L 5A3
Tél.: 647-638-5359
Télééc.: 613-547-1777



June 24, 2025

Algonquins of Ontario Consultation Office
31 Riverside Drive, Suite 101
Pembroke, Ontario
K8A 8R6
algonquins@tanakiwin.com

**RE: Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study**

Dear Mr. Meness,

On behalf of the Ministry of Transportation, thank you for your comments regarding the Preliminary Design and Class Environmental Assessment (Class EA) study for the Highway 15/ Perth Road Intersection Improvements, located in Franktown, Ontario (GWP 4030-22-00). We would like to provide an overview of the environmental studies being completed as part of the study to address the Algonquins of Ontario (AOO) areas of interest mentioned in your letter, dated May 20, 2025.

Species at Risk

A Terrestrial Ecosystem Existing Conditions and Impact Assessment Report is being completed as part of the study to identify the existing environmental conditions, (including the potential presence of Species at Risk (SAR) and their habitat), identify potential impacts and determine mitigation measures to minimize and/or avoid impacts to the natural environment. The report will be appended to the Transportation Environmental Study Report (TESR) to be prepared for the study at the completion of Preliminary Design.

Field investigations for the study were conducted in Fall 2024. No SAR were observed during field investigations; however, based on the review of background information, 17 SARs have a moderate to high potential for occurrence within the study area. The potential for SAR species and their habitat to be impacted by the proposed works will be assessed once the full footprint of the project is known. AOO will continue to be notified as the project progresses and will be made aware of any proposed mitigation measures to minimize and/or avoid impacts to SAR, should any impacts be identified.

A summary of existing environmental conditions was presented during the Public Information Centre #1 held on May 22, 2025. For information sharing purposes, the materials shared at the PIC #1 have been attached to the corresponding email. They can be found on the project website at the following link: [Public Information Centre #1](#). The location of identified potential SAR habitat is shown on Slide 5 of the PIC #1 materials.

Archaeological Assessment

A Stage 1 Archaeological Assessment (AA) was completed for the study area in Fall 2024 and was entered into the Ontario Public Register of Archaeological Reports on February 6, 2025. The Stage 1 AA recommended a Stage 2 AA be completed within certain areas of the study area. The Stage 2 AA will be completed once the full extent of the project footprint is known. MTO will contact the AOO when further information regarding the completion of the Stage 2 AA and associated field work is known to ensure AOO can schedule field monitors to participate in the assessment.

The ministry will continue to engage Algonquins of Ontario on this project as it continues, including in advance of PIC #2 and the notice of filing of the TESR for review.

Should you have further questions or comments on this project, please do not hesitate to contact myself or Peter Copping, Indigenous Liaison Specialist.

Sincerely,



Franca Sacchetti
Director, East Operations

Cc: Joanna Zhang, Senior Project Engineer, MTO
Nathan Ellis, Environmental Planner, MTO
Peter A. Copping, Indigenous Liaison Specialist, MTO
Carmen Lapointe, Consultant Project Director, WSP
David Gallimore, Consultant Project Manager, WSP
Jade Garland, Consultant Environmental Planner, WSP



wsp.com