REPORT

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

PUBLIC INFORMATION CENTRE #2
SUMMARY REPORT

Submitted to:

Ontario Ministry of Transportation

Submitted by:

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GWP 4030-22-00

October 23, 2026



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) #2 held for the study on June 16, 2026, 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 #2 was to provide interested parties, Indigenous communities, and the public an opportunity to review and comment on the following elements of the project:

- Update on the study process;
- Present the evaluation of alternatives;
- The preliminary preferred plan;
- Anticipated environmental impacts and mitigation strategies; and
- Next steps.

3 LOCATION, DATE AND TIME

PIC #2 was held as follows:

Date Time	**Tuesday, June 16, 2026**
Time	4:00 to 8:00 p.m.
Location / Address	Brunton Community Hall, 2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9

The PIC was held as a drop-in style, open house format from 4:00 pm to 8:00 pm. A Preview session took place from 3:00pm to 4:00pm for Indigenous communities, local elected officials, external agency representatives, impacted property owners and interested stakeholders.

4 METHODS OF NOTIFICATION

Public Notification

A 'Notice of Public Information Centre #2' 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 – June 2-June 16, 2026
- Smith Falls Record News – June 2-June 16, 2026

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

Stakeholder Notification

On May 15, 2026, a 'Notice of Public Information Centre #2' was distributed via email to the local elected representatives. On May 12, 2026, the PIC materials were presented to the Municipal Advisory Committee, which consists of municipal, county, fire, education, and Conservation Authority representatives. The meeting with Lanark Council County is scheduled for August 26, 2026, to present the PIC materials and discuss the key comments and concerns expressed by the public. Indigenous communities were notified of the PIC by the MTO on May 20, 2026.

On May 27, 2026, notification letters and copy of the OGN 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, interested stakeholder groups, and members of the public. The impacted Property Owner letters and Permit Control Areas letters were sent through a registered mail on May 26, 2026.

A copy of the study contact list is provided in **Appendix B**. Copies of the notification 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
- Tarita Diczki – MTO, Project Delivery (Project Manager)
- Nathan Ellis – MTO, Senior Environmental Planner
- Chris Garlough – MTO, Traffic Specialist
- Erin Magilsen – MTO, Property Real Estate Officer
- Kerry Dale – MTO, Property Supervisor
- Tarique Kamal – MTO, Corridor Management
- Grace McAuley – MTO, Environmental
- Carmen Lapointe – WSP, Project Director
- David Gallimore – WSP, Project Manager

- Behnaz Bakhit – WSP, Senior Environmental Planner
- Michaela Jones – WSP, Highways

6 FORMAT AND MATERIAL DISPLAYED

PIC #2 was held in-person, as a drop-in style, open house format 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 update to the Class EA process and an opportunity for stakeholders to review and comment on the proposed intersection alternatives and the preferred design alternative to be undertaken for the study. Display materials included:

- Welcome (text and image)
- Study Overview (text and key map)
- Class Environmental Assessment Process (text and graphic)
- Overview of Public Information Centre #1 (text and graphic)
- Environmental Studies (text and graphic)
- Existing Natural Environment Conditions (text and image)
- Evaluation Process (text and graphic)
- Evaluation Criteria for Alternative Designs (text and table)
- Alternative Carried Forward to the Short-list of Alternatives:
  Alternative 1A – Four Leg Signalized Intersection
  (with Irvine Street open at Perth Road) (text and image)
- Alternative Carried Forward to the Short-list of Alternatives:
  Alternative 1A – Four Leg Signalized Intersection
  (with Irvine Street closed at Perth Road) (text and image)
- Alternative Carried Forward to the Short-list of Alternatives:
  Alternative 1B – Three Leg Signalized Intersection
  (with Irvine Street open at Perth Road) (text and image)
- Alternative Carried Forward to the Short-list of Alternatives:
  Alternative 1B – Three Leg Signalized Intersection
  (with Irvine Street closed at Perth Road) (text and image)
- Alternative Carried Forward to the Short-list of Alternatives:
  Alternative 3B – Four Leg Roundabout (text and image)
- Alternative Carried Forward to the Short-list of Alternatives:
  Alternative 4 – Three Leg Roundabout (text and image)
- Advantages / Disadvantages of Short List of Alternatives (text and table)

- Evaluation of the Short List of Alternatives (text and table)
- Summary of Preliminary Impacts and Proposed Mitigation for Preferred Alternative (text and table)
- Example of MTO Permit Control Areas: Controlled-Access Highways (CAH) (text and image)
- MTO Permit Control Areas for Current and Proposed Design (image)
- What's Next? (text and graphic)
- Contact Information and Invitation for Comments (text)
- MTO and WSP Logos (text and graphic)

The PIC displays materials were posted on the project website on June 17, 2026. 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 #2 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 preview session (3:00 PM – 4:00 PM) and the PIC (4:00 PM – 8:00 PM), a total of 37 individuals signed the register.

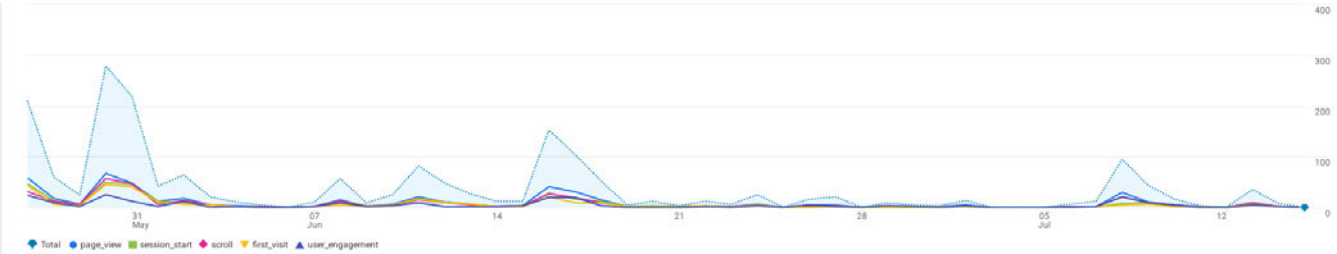
In addition to members of the public, the following elected official representatives, and external agencies and interest groups were present:

- Township of Beckwith Council (Reeve and Clerk)

8 WEBSITE

Following distribution of the Notices to the public on May 27, 2026 the project website (www.hwy15perthroadintersection.com) had approximately 478 visits. On May 30, 2026 the website had a peak in viewership with approximately 80 visits **(Figure 1)**. Twelve comments were received through the project website comment form during the PIC comment period.

Figure 1: Summary Website Visitors (May 2026 to July 2026)



9 SUMMARY OF COMMENTS

A total 8 comments were received during the comment period (June 16, 2026 to July 14, 2026 inclusive). In general, the comments received included:

- Presented alternatives and how/if there could be impacts to their property
- Timing of construction and implementation of intersection improvements
- Concerns regarding safety and speed in the study area
- Other general questions

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*.

10 NEXT STEPS

The next steps in the study process include:

- Incorporate any refinements into the Preferred Alternative based on public and agency input
- Prepare Transportation Environmental Study Reports (TESR) summarizing the environmental investigation findings, mitigation measures, and features of the Preferred Alternatives; and
- Anticipate filing TESR for a 30-day comment period in Fall 2026.

Table 1: Summary of Comments Received and Responses (June 16, 2026 to July 14, 2026)

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
Agency				
Public				
P.46	[redacted]	**Comment received via project team email on January 05, 2026** Hi, Joanna and David. My name is [redacted] and I'm a resident near [redacted] 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]		**Response sent via email on March 13, 2026** Hello [redacted] 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). 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. 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. 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.47	[redacted]	**Comment received via project team email on May 27, 2026** I received a mailing over a year ago regarding input on this and submitted a response in writing to the resurfacing of Highway 15 from Highway 7 to Franktown CR 10. I indicated it would be nice to pave the shoulders so that cyclists could have safe passage from Carlton Place to county Road 10 which already has a nice wide paved shoulder all the way into Perth and makes for a a safe bike ride. I was informed in writing via email that all the decisions had already been made and that there was no cycling infrastructure considered for the HWY 15 resurfacing. So my issue is why do a consultation after the fact when all the decisions have already been made? Essentially, you wasted an hour of my time. If you're going to send out a mailing, you should include that caveat in the content "that all decisions regarding the resurfacing of the highway have already been determined and we're simply doing this pseudo consultation to check off a box." To do a real true consultation you do it before, let me say that for emphasis, before, the decisions have already been decided with respect to the project. I may or may not attend the public meeting. Thank you.		**Response sent via email on June 2, 2026** Good Morning [redacted] Thank you for your email. The upcoming Public Information Centre is related to the Preliminary Design for intersection improvements at Highway 15 and Perth Road (County Road 10), south of the Highway 15 rehabilitation project limits. We invite you to attend the meeting to review the evaluation of alternatives and the preferred plan. For more information on the Highway 15/Perth Road Preliminary Design and Class EA, please visit https://hwy15perthroadintersection.com/ Regards, Dave

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		--- **Comment received via email on June 2, 2026** Terrible intersection. It's actually much worse than the Franktown Road, barely a kilometre to the north. The problem with County Road 10 to Perth, (which I note has very nicely paved shoulders on both sides of the road which cycle regularly, but I have driven to the park-and-ride parking lot at the corner of Franktown Road and Richmond Road for safety) is: Drivers coming north on Highway 15 are travelling typically over 100 km an hour if not faster around that blind corner that you can barely see if travelling east and you're stopped at the stop sign at the intersection of Hwy 15 & County Road 10 ……then you'll also have people coming from the north around a slight curve as well. Essentially, you have two blind corners …it's a disaster waiting to happen. The people coming from the north are usually going a little slower because they've been stopped by the previous stoplight at Franktown Road plus they're in the village of Franktown so there's a reduced speed limit there. The simple solution is to put a stoplight on the intersection of Highway 15 and County Road 10. if that's unaffordable put a three-way stop sign. This will also help the people who are now stopping at the delightful little bakery in Franktown and then need to pull out onto Highway 15 after getting their goodies. [redacted]		--- **Response sent via email on October 22, 2026** Hello [redacted] 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). We appreciate your support for this project and acknowledge your concerns about traffic safety at the Highway 15 intersection. During the second Public Information Centre, which took place on June 16, 2026, the shortlisted alternatives and the recommended plan for enhancing the intersection was presented, which involves the installing of traffic signals at the intersection. The displays from the PIC, including the preferred alternative, are available on the project website at www.hwy15perthroadintersection.com. The preferred option will be documented in the forthcoming Transportation Environmental Study Report (TESR). Notices will be posted online to the project website and published in local newspapers when the TESR is available for viewing. 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 activities and the notice of filing of the TESR for public review. Should you have any further questions or comments, please feel free to contact myself or Tarita Diczki. Regards, David Gallimore and the Project Team

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
P.48	[redacted]	**Comment received via the project team email on June 16, 2026** Oh dear me! I had my Covid shot yesterday and I'm too sleepy to attend, oh dear me! Please count me in as a supportive person even though I won't be attending. Plus, that corner is too frightening for me, I cannot see cars coming so it's best for me to stay home. Please ask the ALTO Team group for the money to correct that corner, please - as they have money to waste on a dinosaur train. We need roads fix, you have to do something to get this corner fixed asap, please - thanks! Sincerely, [redacted]		**Response sent via email on October 22, 2026** Hello [redacted] 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). We appreciate your support for this project and acknowledge your concerns about traffic safety at the Highway 15 intersection. Sightlines will be reviewed and improved where possible as part of these enhancements. The addition of traffic signals and a dedicated window of time for vehicles to turn onto Highway 15 will also help with this problem. During the second Public Information Centre, which took place on June 16, 2026, the shortlisted alternatives and the recommended plan for enhancing the intersection were presented. The displays from the PIC are available on the project website at www.hwy15perthroadintersection.com. The preferred option will be documented in the forthcoming Transportation Environmental Study Report (TESR). Notices will be posted online to the project website and published in local newspapers when the TESR is available for viewing. 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 activities and the notice of filing of the TESR for public review. Should you have any further questions or comments, please feel free to contact myself or Tarita Diczki. Regards, David Gallimore and the Project Team
P.49	[redacted]	**Comment received via a comment sheet at the PIC on June 16, 2026** Would a turning lane into the private school on Highway 15 make sense now that Irving Road is being proposed as closed off Would increasing the length on the 60 km speed limit zone make sense to allow people coming from Smith Falls to reduce their speed before coming to the new proposed stop lights? **Response: Not Required** **Preferred Method of Contact: Email**		None Required
P.50	[redacted]	**Comment received via a comment sheet at the PIC on June 16, 2026** My preference is alternative IA without closing Irvine Street. School traffic to/from Perth Rd is well served by Irvine Street and removes driveway turn hazard from the school onto Highway 15. I also wish to see traffic calming measures dealing with northbound traffic coming in at excess speeds. An offset should be considered in the highway south of the intersection forcing vehicles to weave left and right to reduce speed. A traffic warning light should be provided coming into the intersection so trucks have time to stop in anticipation of a light change. Paved shoulder/sidewalks are needed for pedestrians. **Response: blank**	Additional Comment received. Refer to Comment #53	**Response sent via email on October 22, 2026** Hello [redacted] On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #2 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 and acknowledge your input regarding traffic safety measures, pedestrian pathways, and shoulders. Your noted concerns will be reviewed and considered as the preferred alternative progresses in design. It is anticipated that the addition of traffic signals will improve the opportunities for turning at this location. MTO will commit to reviewing the operation at the Highway 15 to Irvine Street intersection following the installation of the new traffic signals and determining whether a left-turn lane is warranted.

#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		Preferred Method of Contact: Email		Regarding your concerns about pollution associated by the intersection, an Air Quality Assessment is being completed as part of the study. The findings will be documented in the forthcoming Transportation Environmental Study Report (TESR) along with the preferred option. We understand that vehicular noise may change with the installation of a new signalized intersection, as you have mentioned, and this concern will be reviewed for potential mitigation measures as the design progresses. During construction, noise mitigation measures will be implemented to minimize potential impacts, such as limiting unnecessary noise and idling of construction equipment, as well as ensuring that equipment is properly maintained. The preferred alternative was selected following consideration of a number of factors, including traffic operations, safety, property impacts, environmental considerations, and public feedback. Your concerns have been documented and will be included as part of the public consultation record for the study. Notices will be posted online to the project website and published in local newspapers when the TESR is available for viewing. 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 activities and the notice of filing of the TESR for public review. Should you have any further questions or comments, please feel free to contact myself or Tarita Diczki. Regards, David Gallimore and the Project Team
P.51	[redacted]	**Comment received via a comment sheet at the PIC on June 16, 2026** It was and is an expensive work project. The study is far more costly than the work! **Response: Blank** **Preferred Method of Contact: Email**		**Response sent via email on October 22, 2026** Hello [redacted] On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #2 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 concern regarding the cost of the study. The planning and environmental assessment process is a required step that helps ensure potential impacts, safety considerations, technical requirements, and stakeholder input are thoroughly evaluated before investing in construction. This work supports the selection of the most appropriate and cost-effective solution for the project. The preferred option will be documented in the forthcoming Transportation Environmental Study Report (TESR). Notices will be posted online to the project website and published in local newspapers when the TESR is available for viewing. 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 activities and the notice of filing of the TESR for public review. Should you have any further questions or comments, please feel free to contact myself or Tarita Diczki. Regards, David Gallimore and the Project Team
P.52	[redacted]	**Comment received via a comment sheet at the PIC on June 16, 2026** West of Highway 15 and County Road 10 is a long hedge, this causes a visual interference with traffic coming from the north. Until the road lights are initiated, I would suggest the northern part of the hedge be lowered/removed to improve line of sight.		None Required

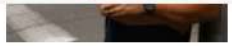
#	NAME / ADDRESS	COMMENT RECEIVED	ACTION / STATUS NOTES	RESPONSE
		Response: Not Required **Preferred Method of Contact: Blank**		
P. 53	[redacted]	**Comment received via a comment sheet at the PIC on June 16, 2026** ▪ Review pedestrian traffic walkability from the school to the town hall is essential. Crosswalk design. ▪ I need to be able to use the shoulder for backing up into my driveway. Make sure shoulder is wide enough for cars to pull off and back into driveways. ▪ I have a concern with noise and pollution. Truck lack brakes, heavy acceleration and brake squeal is problematic. Signilization of intersection forces cares to stop and generate brake dust. Acceleration and deceleration creates air pollution. **Response: Blank** **Preferred Method of Contact: Blank**		**Refer to Comment/Response #10**
P.54	[redacted]	**Comment received via a comment sheet at the PIC on June 16, 2026** I support your recommendation (preferred alternative). **Response: Not Required** **Preferred Method of Contact: Email**		None Required
P.55	[redacted]	**Comment received via a comment sheet at the PIC on June 16, 2026** I am very pleased with your preferred alternative. I as many just hope it's a smooth short process to implement! **Response: Not Required** **Preferred Method of Contact: Email**		None Required
Stakeholders/ Interested Group				
Indigenous Communities				

APPENDIX A

NEWSPAPER NOTICES







military report says

2 days ago

Military police leadership still battling civilian oversight, watchdog reports

Defence Watch



- Protesters out in force to demonstrate against CANSEC arms show

5 days ago

- Return of assigned seating for most public servants bucks private-sector trend

6 days ago

Q+A: Why is Ford government taking a 21-week break from Queen's Park?

Local News



- 2,800 public servants already approved for Early Retirement Incentive program

6 days ago

STORIES CONTINUE BELOW

Notice of Public Information Centre #2
Highway 15/Perth Road Intersection Improvements
Learn More
Ontario

NEWS

FEATURED

- Local News
- Defence Watch

Stunt driving charges laid on Highway 417 after passenger caught riding in trunk with tailgate open

The driver's licence has been suspended for 30 days and he had his vehicle impounded for 30 days, OPP said on social...



TRENDING

1 

Is the Citizen restaurant critic out of touch with diners' palates?

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News



CRIME

UPDATED: Perth teen who pleaded guilty to 1st-degree murder to appear next in court on July 17 for sentencing submissions

What's New

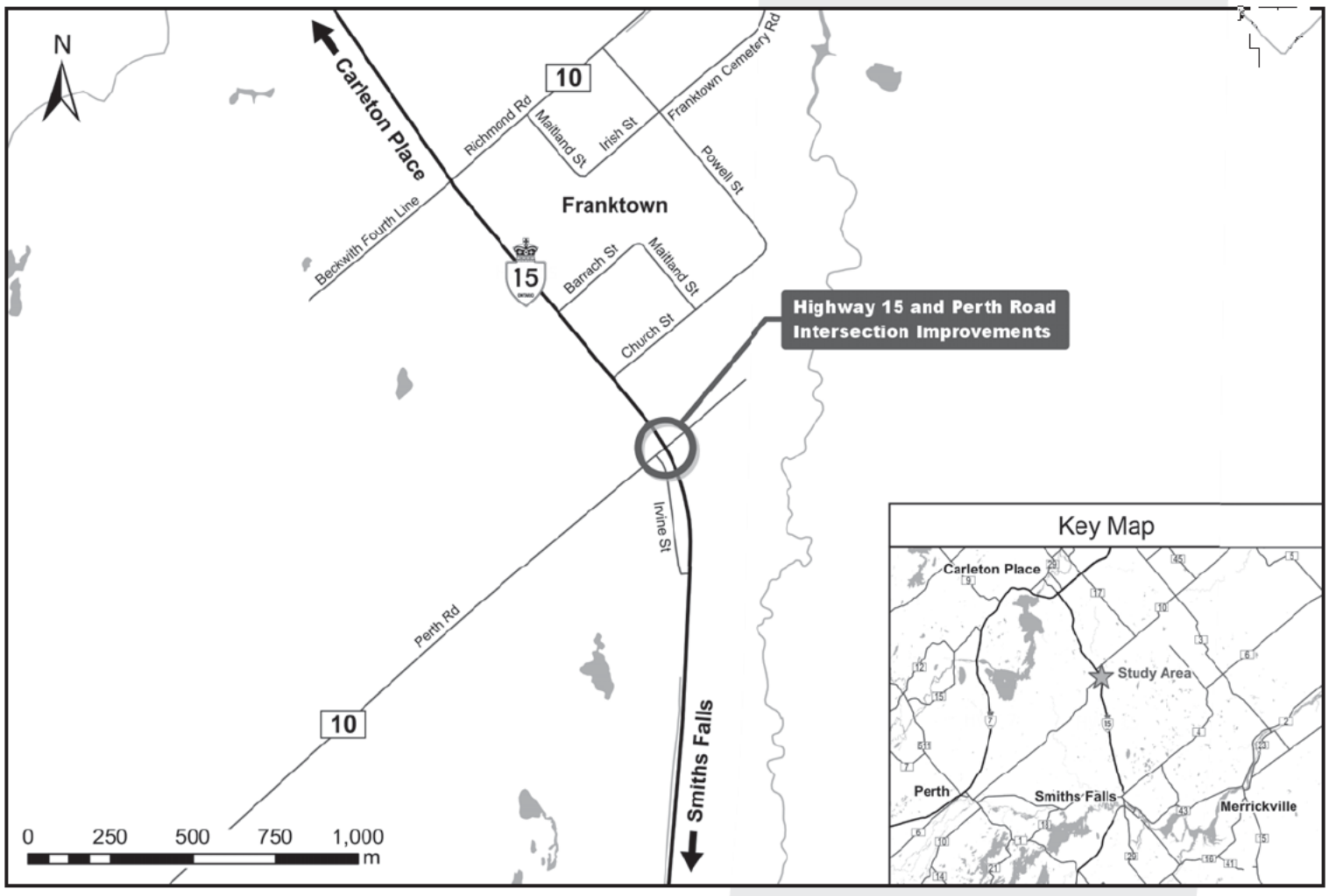
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Notice of Public Information Centre #2
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Notice of Public Information Centre #2

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 km 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). Upon completion of Preliminary Design, the Project Team will prepare a Transportation Environmental Study Report (TESR) that will document the evaluation and selection of the alternative methods, the development, evaluation and selection of alternative designs, preliminary preferred plan, environmental investigations, consultations, proposed mitigations, and future commitments. The TESR will be available for a 30-day comment period. Notices will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list when the TESR is available for viewing.

Once a Technically Preferred Alternative has been identified, the Ministry of Transportation may designate lands as highway and acquire property prior to EA process completion. A designation enables the Ministry to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands. For more information about highway corridor management, please visit: **https://www.ontario.ca/page/highway-corridor-management**

PUBLIC INFORMATION CENTRE 2

Public Information Centres (PICs) provide the community with an opportunity to share information and seek input regarding the project and the alternatives being considered. The first PIC (PIC#1) was held on May 22, 2025, to present the study background, existing study area conditions, preliminary alternatives, the evaluation criteria, the study process and next steps in the Class EA process. The purpose of PIC #2 is to provide an update on the study process, present the evaluation of alternatives, the preliminary preferred plan, anticipated environmental impacts and proposed mitigation strategies, and next steps.

PIC #2 will be held as a **drop-in-style, open house format.** Representatives of the Project Team from MTO and WSP will be in attendance to answer questions and receive comments. We encourage interested persons to attend to learn more and to provide input to ensure that concerns can be addressed by the project team as the study progresses. A slide deck of the materials presented at PIC #2 will also be available on the project website at **www.hwy15perthroadintersection.com** following PIC #2. Comments regarding PIC #2 are kindly requested by **July 14, 2026** and can be submitted through the online comment form available on the website or by contacting one of the project team members listed below.

PIC #2 will be held as follows:

Date: June 16, 2026
Time: 4:00 pm to 8:00 pm
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:

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.

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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.

Ontario

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

WSP to Mail

Salutation	First Name	Last Name	Organization	Department	Title	Email	Phone	Address	City	Prov	Postal Code	Preffered Contact Method
Federal Agencies												
												Removed per MTO comment
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	
Sir / Madam			Ministry of Agriculture, Food and Agribusiness		Not Applicable	omafra.eanotices@ontario.ca		1 Stone Road West	Guelph	ON	N1G 4Y2	Prefers electronic version of reports and notifications
	Chrinstina	Kwan	Ministry of the Solicitor General	Capital Planning Facilities and Capital Planning Branch	Senior Manager	christina.kwan@ontario.ca		25 Grosvenor Street	Toronto	ON	M7A 1Y6	email only
	Laura	Berazadi	Ministry of the Solicitor General	Capital Planning and Delivery Infrastructure Division	Manager	laura.berazadi@ontario.ca		25 Grosvenor Street	Toronto	ON	M7A 1Y6	
	Erika	Leclerc	Ministry of Citizenship and Multiculturalism	Heritage Planning Unit	Heritage Planner	erika.leclerc@ontario.ca	416-305-0757	400 University Ave, 5th 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	
			Ministry of Natural Resources	Land Use Planning and Strategic Issues Section		SR.Planning@ontario.ca		300 Water Street, Box 7000, 4th F	Peterborough	ON	K9J 8MS	Prefers electronic version of reports and notifications
	MECP EA Notification		Ministry of Environment, Conservation and Parks			eanotification.eregion@ontario.ca				ON		
	Katherine	Hotrum	Infrastructure Ontario	Environmental Projects	Director	katherine.hotrum@infrastructureontario.ca	647-264-4573	1 Dundas Street W., 20th Floor	Toronto	ON	M5G 1Z3	Electronic version only
Municipalities												
	Glenn	Rintoul	Township of Beckwith		Public Works Superintendent	publicworks@twp.beckwith.on.ca	613-257-1810	2022 Beckwith Park Lane		Carleton Place	ON	K7C 3P2
	Enam	Hoque	Township of Beckwith		Planning Administrator	planning@twp.beckwith.on.ca	613-257-1539 ext. 202	2022 Beckwith Park Lane		Carleton Place	ON	K7C 3P2
	Cassandra	McGregor	Township of Beckwith		CAO/Clerk, Recreation Director	cmcgregor@twp.beckwith.on.ca	613-257-1539 ext. 207	2022 Beckwith Park Lane		Carleton Place	ON	K7C 3P2
	Kurt	Greaves	Lanark County		CAO County of Lanark	kgreaves@lanarkcounty.ca	613-267-4225 ext. 1101	115 Christie Lake Rd		Perth	ON	K7H 3C6
	Sean	Deruin	Lanark County		Director of Public Works	sderouin@lanarkcounty.ca	613-267-4200 x3194	99 Christie Lake Road		Perth	ON	K7H 3C6
	Megan	Beson	Lanark County		Deputy Clerk	info@lanarkcounty.ca	613-267-4200 ext. 1102	99 Christie Lake Road		Perth	ON	K7H 3C6
Conservation Authorities												
	Dan	Cooper	Rideau Valley Conservation Authority (RVCA)	Conservation Lands and Stewardship	Director	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	Manager	communications@ucdsb.on.ca	613-342-0371	225 Central Ave W	Brockville	ON	K6V 5X1	
	Laurie	Corrigan	Catholic District School Board of Eastern Ontario (CD	Education	Director	director@cdsbeo.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 (CE	Education	Director of Education and Secretary-Treasurer of the CEP	info@cepeo.on.ca	613-742-8960	2445 St-Laurent Boulevard	Ottawa	ON	K1G 6C3	
	Marc	Bertrand	Conseil des écoles catholiques du Centre-Est (CECC	Education	Director of Education and Secretary-Treasurer	bertrma@ecolecatholique.ca	613 744-2555 (ext. 0)	4000 Labelle Street	Ottawa	ON	K1J 1A1	
	Tom	Bourne	Calvary Christian Academy		Principal/ CEO	tom.bourne@calvaryca.com	(613) 283- 5089	9749 Hwy 15, R.R. # 6	Smiths Falls	ON	K7A 4S7	
	Marc	Gosset	Student Transportation of Eastern Ontario (STEO)		Operations Manager	~~transportation@steo.ca~~ marc.gosset@steo.ca	(613) 925-0022	P.O. Box 1179, 104 Commerce Drive	Prescott	ON	K0E 1T0	
Emergency Services												
	Travis	Mellema	Lanark County Paramedic Service		Chief	info@lcps.care	613-205-1021	84 Lorne Street	Smiths Falls	ON	K7A 3K8	
			Ontario Provincial Police (OPP) - Lanark County Detachment			OPP.Lanark.County@opp.ca	888-310-1122	75 Dufferin St	Perth	ON	K7H 3A5	
MAC #2	Dion	Lougheet	OPP Sergeant			Dion.Lougheed@opp.ca						
	Ian	Jackson	Beckwith Township Fire Department	Beckwith Fire Department	Fire Chief	fire@twp.beckwith.on.ca	613-257-1749	1654 9th Line	Beckwith	ON	K7C 3P2	
Utilties - letter												
			Hydro One			EastZoneScheduling@hydroone.com						
	Jeffrey	Deans	Bell			jeffrey.deans@bell.ca						
			Enbridge			Mark-ups@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
	Abigale	Frank	HydroOne			Abigale.Frank@hydroone.com						To be cc'd on emails to original Utility Contact
	Mike	Dwyer				mdwyer@lanarkcounty.ca						

Highway 15 Perth Road Intersection Improvements - Indigenous Communities

MTO to send Notices via Email

Community / Company / Agency	Title	First Name	Last Name	Job Title	Address	City/Town	Prov	Postal Code	Phone	Email
Algonquins of Ontario		Jim	Meness	Executive Director	31 Riverside Drive, Suite 101	Pembroke	ON	K8A 8R6	(613) 735-3759	jmeness@tanakiwin.com
		Consultation Coordinator		Consultation Office	31 Riverside Drive, Suite 101	Pembroke	ON	K8A 8R6	(613) 735-3759	algonquins@tanakiwin.com;
		Melissa	Knight	Senior Project Development Manager	31 Riverside Drive, Suite 101	Pembroke	ON	K8A 8R6	343-999-8029	mknight@tanakiwin.com
		Haliegh	Cox	Consultation Advisor	31 Riverside Drive, Suite 101	Pembroke	ON	K8A 8R6	(613) 735-3759	hcox@tanakiwin.com
Algonquins of Pikwàkanagàn First Nation	Chief	Greg	Sarazin	Chief	1657A Mishomis Inamo	Pikwakanagan	ON	K0J 1X0	613-625-2800	consultation@pikwakanagan.ca
		Amanda	Two-Axe Kohoko	Consultation manager	1657A Mishomis Inamo	Pikwakanagan	ON	K0J 1X0	613-625-1551	consultation@pikwakanagan.ca
		Samantha	Galbraith	Consultation Coordinator	1657A Mishomis Inamo	Pikwakanagan	ON	K0J 1X0	(613) 625-4010 Ext: 203	coordinator.studies@pikwakanagan.ca
		Laura	Sarazin	Consultation Assistant	1657A Mishomis Inamo	Pikwakanagan	ON	K0J 1X0	(613) 625-4010	assistant.consultation@pikwakanagan.ca
		P.J.	Leroux	Communications Consultation	1657A Mishomis Inamo	Pikwakanagan	ON	K0J 1X0	Office: (613) 625-4010; Cell: (	communications.consultation@pikwakanagan.ca

APPENDIX C

NOTIFICATION MATERIALS

Ministry of Transportation

Regional Director's Office
East Region
1355 John Counter Boulevard
Kingston, Ontario K7L 5A3
Tel.: 613 483-2259

Ministère des Transports

Bureau du directeur régional
Opérations de l'est
1355 Boulevard John Counter
Kingston, Ontario K7L 5A3
Tél.: 613 483-2259

Ontario

May 20, 2026

Executive Director Jim Meness
Algonquins of Ontario Consultation Office
31 Riverside Drive, Suite 101
Pembroke, Ontario
K8A 8R6

RE: Notice of Public Information Centre #2
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study

Dear Executive Director Jim Meness,

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 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 Algonquins of Ontario that the second of two Public Information Centres (PICs) will be held **in-person** on June 16, 2026 at Brunton Community Hall (2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9). We invite you to attend the Preview Session for Indigenous Communities, external agencies 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 #2 displays will also be available in virtual format on the project website at **www.hwy15perthroadintersection.com** following the PIC.

The purpose of PIC #2 is to provide interested Indigenous Communities, stakeholders and the public with the opportunity to review and comment on the evaluation of alternatives and the preferred plan, along with presenting the anticipated environmental impacts, proposed mitigation strategies, and next steps in the study.

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*.

If you have any questions or comments, or if you require further information regarding this project, please feel free to contact me, Charlene Millett, Acting Regional Director, East Operations at Charlene.Millett@ontario.ca, or Peter Copping, Indigenous Liaison Specialist at peter.a.copping@ontario.ca. The MTO will continue to engage with you as this project progresses.

Sincerely,

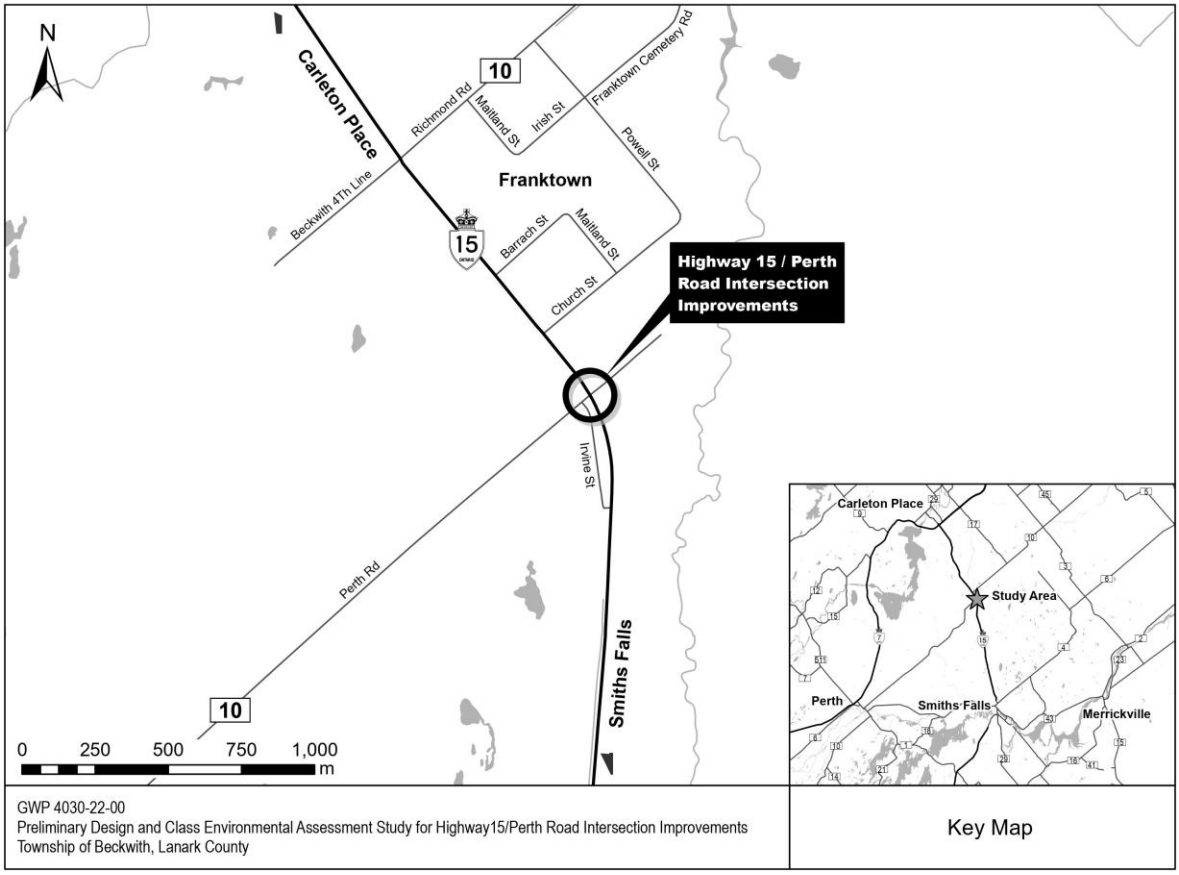


Charlene Millett
Acting Regional Director, East Operations

Cc: Joanna Zhang, MTO Project Manager, MTO
Nathan Ellis, MTO, Senior Environmental Planner
Peter A. Copping, MTO, Indigenous Liaison Specialist
Carmen Lapointe, WSP, Consultant Project Director
David Gallimore, WSP, Consultant Project Manager
Christine Vazz, WSP, Consultant Senior Environmental Planner
Behnaz Bakhit, WSP, Consultant Senior Environmental Planner

Encl. Key Map
Notice of Public Information Centre #2

Key Map



GWP 4030-22-00
Preliminary Design and Class Environmental Assessment Study for Highway15/Perth Road Intersection Improvements
Township of Beckwith, Lanark County

Key Map

Ministry of Transportation

Regional Director's Office
East Region
1355 John Counter Boulevard
Kingston, Ontario K7L 5A3
Tel.: 613 483-2259

Ministère des Transports

Bureau du directeur régional
Opérations de l'est
1355 Boulevard John Counter
Kingston, Ontario K7L 5A3
Tél.: 613 483-2259

Ontario

May 20, 2026

Chief Greg Sarazin
Algonquins of Pikwàkanagàn First Nation
PO Box 100
1657A Mishomis Inamo
Pikwàkanagàn, Ontario, K0J 1X0

RE: Notice of Public Information Centre #2
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study

Dear Chief Greg Sarazin,

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 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 Algonquins of Pikwàkanagàn First Nation that the second of two Public Information Centres (PICs) will be held **in-person** on June 16, 2026 at Brunton Community Hall (2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9). We invite you to attend the Preview Session for Indigenous Communities, external agencies 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 #2 displays will also be available in virtual format on the project website at **www.hwy15perthroadintersection.com** following the PIC.

The purpose of PIC #2 is to provide interested Indigenous Communities, stakeholders and the public with the opportunity to review and comment on the evaluation of alternatives and the preferred plan, along with presenting the anticipated environmental impacts, proposed mitigation strategies, and next steps in the study.

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*.

If you have any questions or comments, or if you require further information regarding this project, please feel free to contact me, Charlene Millett, Acting Regional Director, East Operations at Charlene.Millett@ontario.ca, or Peter Copping, Indigenous Liaison Specialist at peter.a.copping@ontario.ca. The MTO will continue to engage with you as this project progresses.

Sincerely,

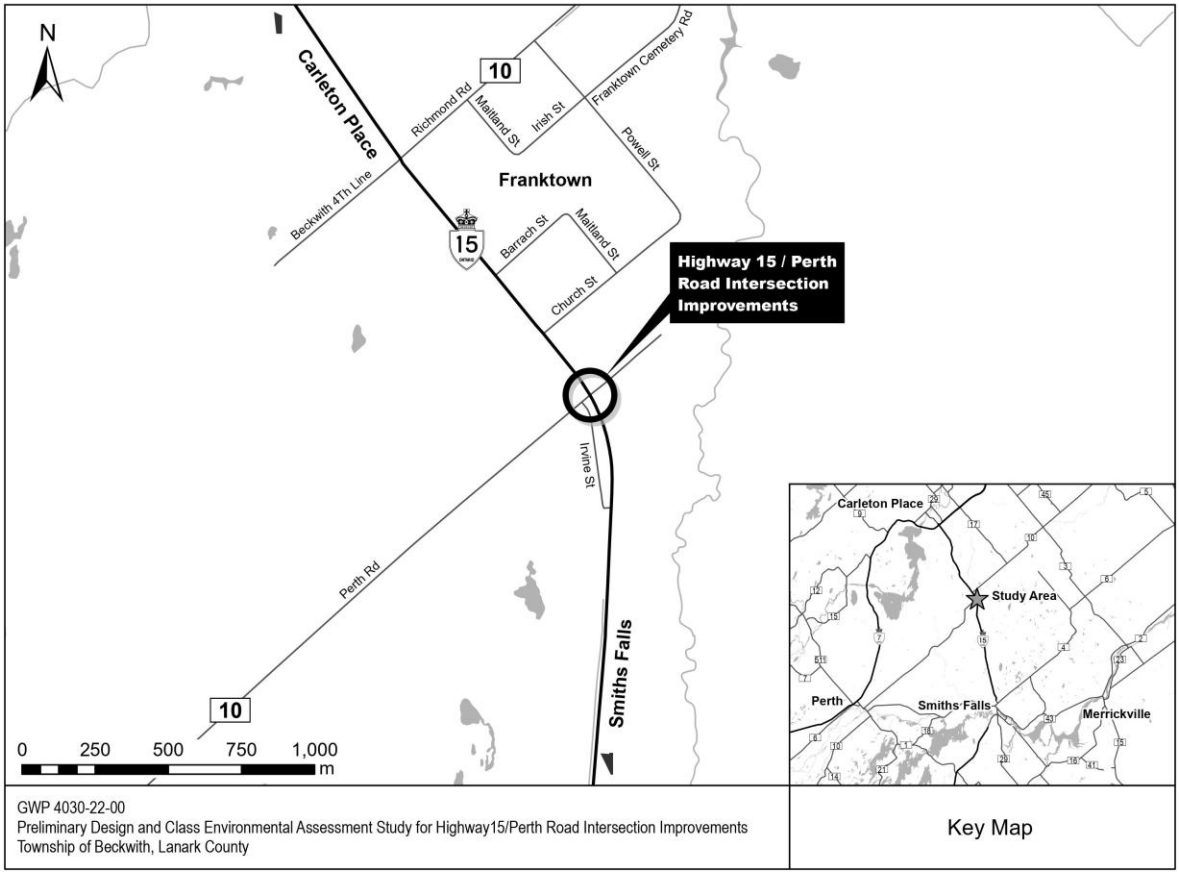


Charlene Millett
Acting Regional Director, East Operations

Cc: Joanna Zhang, MTO Project Manager, MTO
Nathan Ellis, MTO, Senior Environmental Planner
Peter A. Copping, MTO, Indigenous Liaison Specialist
Carmen Lapointe, WSP, Consultant Project Director
David Gallimore, WSP, Consultant Project Manager
Christine Vazz, WSP, Consultant Senior Environmental Planner
Behnaz Bakhit, WSP, Consultant Senior Environmental Planner

Encl. Key Map
Notice of Public Information Centre #2

Key Map



GWP 4030-22-00
Preliminary Design and Class Environmental Assessment Study for Highway15/Perth Road Intersection Improvements
Township of Beckwith, Lanark County

Key Map

Ministry of Transportation

Engineering Program Delivery East

Project Delivery East

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

Tel: 613-539-7564

Ministère des Transports

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

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

Tél : 613-539-7564

May 15, 2026

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

RE: Notice of Public Information Centre #2
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. An Ontario Government Notice (OGN) that will be available to the public is 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 second of two Public Information Centres (PICs) will be held **in-person** on **June 16, 2026,** 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 #2 displays will also be available in virtual format on the project website at **www.hwy15perthroadintersection.com** following the PIC.

The purpose of PIC #2 is to provide interested stakeholders, Indigenous Communities, and the public with an opportunity to review and comment on the evaluation of alternatives, the preferred plan for the intersection improvements, the anticipated environmental impacts and proposed mitigation strategies, and next steps in the study.

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

Please be advised that the enclosed OGN advertising PIC #2 will be published in the local online newspaper websites, the Ottawa Citizen and the Smith Falls Record News, on June 2, 2026.

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

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
Lead Engineer, Projects

Enclosures: Ontario Government Notice (OGN)

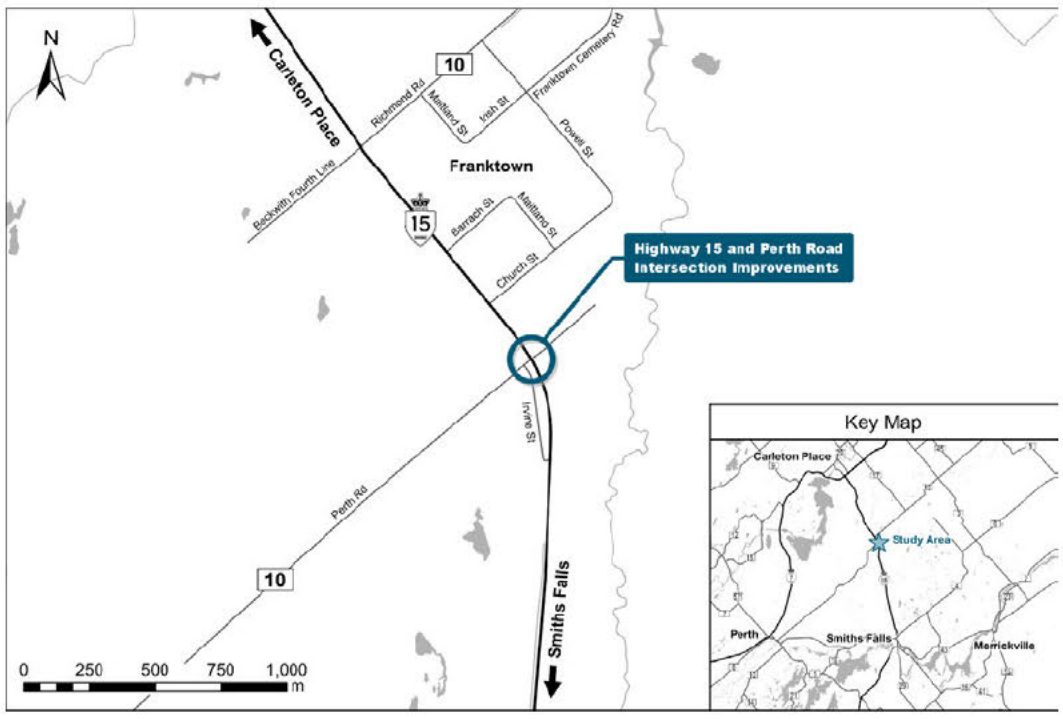
cc: Nathan Ellis, MTO, Senior Environmental Planner
David Gallimore, WSP, Consultant Project Manager
Carmen Lapointe, WSP, Consultant Project Director
Christine Vazz, WSP, Consultant Senior Environmental Planner
Behnaz Bakhit, WSP, Consultant Senior Environmental Planner

NOTICE OF PUBLIC INFORMATION CENTRE #2
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 km 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). Upon completion of Preliminary Design, the Project Team will prepare a Transportation Environmental Study Report (TESR) that will document the evaluation and selection of the alternative methods, the development, evaluation and selection of alternative designs, preliminary preferred plan, environmental investigations, consultations, proposed mitigations, and future commitments. The TESR will be available for a 30-day comment period. Notices will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list when the TESR is available for viewing.

Once a Technically Preferred Alternative has been identified, the Ministry of Transportation may designate lands as highway and acquire property prior to EA process completion. A designation enables the Ministry to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands. For more information about highway corridor management, please visit: https://www.ontario.ca/page/highway-corridor-management

PUBLIC INFORMATION CENTRE 2

Public Information Centres (PICs) provide the community with an opportunity to share information and seek input regarding the project and the alternatives being considered. The first PIC (PIC#1) was held on May 22, 2025, to present the study background, existing study area conditions, preliminary alternatives, the evaluation criteria, the study process and next steps in the Class EA process. The purpose of PIC #2 is to provide an update on the study process, present the evaluation of alternatives, the preliminary preferred plan, anticipated environmental impacts and proposed mitigation strategies, and next steps.

PIC #2 will be held as a **drop-in-style, open house format.** Representatives of the Project Team from MTO and WSP will be in attendance to answer questions and receive comments. We encourage interested persons to attend to learn more and to provide input to ensure that concerns can be addressed by the project team as the study progresses. A slide deck of the materials presented at PIC #2 will also be available on the project website at www.hwy15perthroadintersection.com following PIC #2. Comments regarding PIC #2 are kindly requested by **July 14, 2026** and can be submitted through the online comment form available on the website or by contacting one of the project team members listed below.

PIC #2 will be held as follows:

Date: June 16, 2026

Time: 4:00 pm to 8:00 pm

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:

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.

David Gallimore, P.Eng.
Consultant Project Manager
WSP Canada Inc.
2611 Queensview Drive, Suite 300
Ottawa, ON K2B 8K2
Tel: 613-690-1092
Email: project-team@hwy15perthroadintersection.com

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

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.

Ontario

May 27, 2026

RE: Notice of Public Information Centre #2
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study

Dear Sir/Madame,

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. Study details and a key plan showing the study area are available in the enclosed Notice of Public Information #2.

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 second of two Public Information Centres (PICs) will be held **in-person** on **June 16, 2026** 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 #2 displays will also be available in virtual format on the project website at **www.hwy15perthroadintersection.com** following the PIC.

The purpose of PIC #2 is to provide interested stakeholders, Indigenous Communities, and the public with the opportunity to review and comment on the evaluation of alternatives, the preferred plan for the intersection improvements, the anticipated environmental impacts and proposed mitigation strategies, and next steps in the study.

Please provide any information, comments or questions that you may have regarding PIC #2 by **July 14, 2026**.

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

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*.

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

wsp.com

Sincerely,



WSP Canada Inc.

David Gallimore, P.Eng.
Consultant 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, Lead Engineer, Projects
Nathan Ellis, MTO, Senior Environmental Planner
Carmen Lapointe, WSP, Consultant Project Director
Behnaz Bakhit, WSP, Consultant Senior Environmental Planner
Christine Vazz, WSP, Consultant Senior Environmental Planner

Encl. Notice of Public Information Centre #2

May 26, 2026

«Salutation»
«First_Name_1» «Last_Name_1», «First_Name_2» «Last_Name_2»
«Organization_»
«Mailing_Address_1»
«MunicipalityTownship_», «Province»
«Postal_Code_»

RE: Notice of Public Information Centre #2
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study

Dear «Salutation» «First_Name_1» and «First_Name_2»,

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 Notice of Public Information #2.

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).

Based on the findings of the evaluations, a preferred plan has been identified. The purpose of this letter is to notify you that your property may be impacted by the preferred plan. Please also note that the preferred plan also results in changes to the MTO Permit Control Area and Designation Area for your property.

The ministry will be registering a highway designation plan based on the future needs determined by this study. A designation enables the ministry to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands (e.g. setback requirements, access restrictions). For more information about highway corridor management, please visit: https://www.ontario.ca/page/highway-corridor-management.

This letter is also to advise you of the second Public Information Centre (PIC) planned for this study. As indicated within the attached notice, the in-person PIC#2 has been arranged for **June 16, 2026** at **Brunton Community Hall** (2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9) to seek public input regarding the project and the

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preferred plan. We invite you to attend the Preview Session of the PIC from **3:00 p.m. to 4:00 p.m.**, to discuss the project and any specific impacts on your property with the Project Team. You are also welcome to attend the separate public session drop-in, which will be held from **4:00 p.m. to 8:00 p.m.**

The information presented at the PIC will also be available on the project website at www.hwy15perthroadintersection.com following the PIC.

MTO is committed to working with property owners to ensure that they understand the future property acquisition process and their rights. If you would like to request a separate meeting with the project team to discuss this information and property impacts prior to PIC#2, please feel free to contact the project team members listed on the attached notice. You can also obtain additional information about the project or provide input at any point during the study by visiting the project website at www.hwy15perthroadintersection.com

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,

WSP

David Gallimore, P.Eng.
Consultant Project Manager

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

Encl. Notice of Public Information Centre #2

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May 25, 2026

«Salutation»
«First_Name_1» «Last_Name_1», «First_Name_2» «Last_Name_2»
«Organization_»
«Mailing_Address_1»
«MunicipalityTownship_», «Province»
«Postal_Code_»

RE: Notice of Changes to MTO's Permit Control Areas & Public Information Centre #2
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)
Preliminary Design and Class Environmental Assessment Study

Dear «Salutation»: «First_Name_1» and «First_Name_2»:

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 Notice of Public Information Centre #2.

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 that your property may be impacted by changes to the MTO Permit Control Area and Designation Area. A Preferred Plan for the above intersection improvements has been identified, which requires updates to the current highway designation limits. Once a Technically Preferred Alternative has been identified, the Ministry of Transportation may designate lands as highway and acquire property prior to EA process completion. This designation enables the Ministry to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands. For more information about highway corridor management, please visit: https://www.ontario.ca/page/highway-corridor-management.

A second Public Information Centre (PIC) has been arranged for June 16, 2026 at Brunton Community Hall (2022 Beckwith Pk Ln, Carleton Place, ON K7C 0V9) to

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seek public input regarding the project and the preferred plan, as well present the changes in MTO Permit Control Areas and Designation Area and what they represent. We invite you to attend the PIC, which will be held from **4:00 p.m. to 8:00 p.m.**, to discuss the project, designation limits, and any specific impacts with the Project Team.

The information presented at the PIC will also be available on the project website at www.hwy15perthroadintersection.com following the PIC.

MTO is committed to working with property owners to ensure that they understand the MTO permit control and designation process. If you wish to obtain additional information about the project or provide input at any point during the study, please visit the project website at www.hwy15perthroadintersection.com or reach out to Joanna or myself using the contact information provided in the enclosed notice.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. All comments will be maintained on file for use during the study and, with the exception of personal information, may be included in study documentation and become part of the public record.

If you have accessibility requirements in order to participate in this project, please contact the undersigned.

Thank you for taking the time to review this information, and we look forward to hearing from you.

Sincerely,

WSP

David Gallimore, P.Eng.
Consultant Project Manager

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

Encl. Notice of Public Information Centre #2

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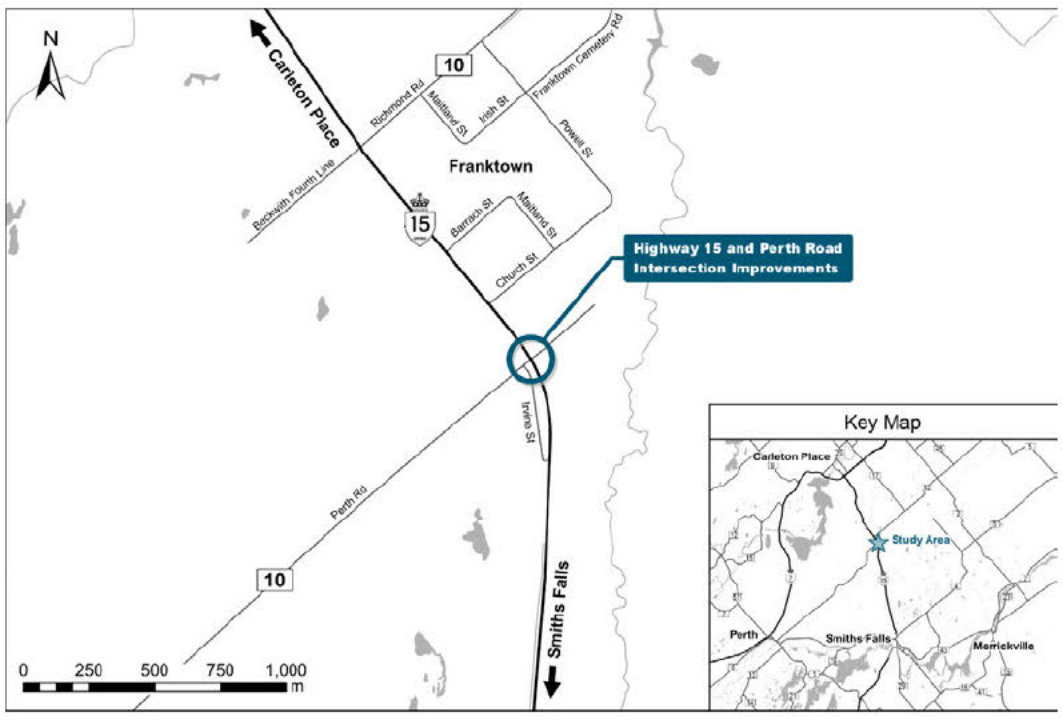
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NOTICE OF PUBLIC INFORMATION CENTRE #2
Preliminary Design and Class Environmental Assessment Study
Highway 15 / Perth Road Intersection Improvements (GWP 4030-22-00)

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 km 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). Upon completion of Preliminary Design, the Project Team will prepare a Transportation Environmental Study Report (TESR) that will document the evaluation and selection of the alternative methods, the development, evaluation and selection of alternative designs, preliminary preferred plan, environmental investigations, consultations, proposed mitigations, and future commitments. The TESR will be available for a 30-day comment period. Notices will be posted on the project website, published in local newspapers, and sent to persons on the project mailing list when the TESR is available for viewing.

Once a Technically Preferred Alternative has been identified, the Ministry of Transportation may designate lands as highway and acquire property prior to EA process completion. A designation enables the Ministry to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands. For more information about highway corridor management, please visit: https://www.ontario.ca/page/highway-corridor-management

PUBLIC INFORMATION CENTRE 2

Public Information Centres (PICs) provide the community with an opportunity to share information and seek input regarding the project and the alternatives being considered. The first PIC (PIC#1) was held on May 22, 2025, to present the study background, existing study area conditions, preliminary alternatives, the evaluation criteria, the study process and next steps in the Class EA process. The purpose of PIC #2 is to provide an update on the study process, present the evaluation of alternatives, the preliminary preferred plan, anticipated environmental impacts and proposed mitigation strategies, and next steps.

PIC #2 will be held as a **drop-in-style, open house format.** Representatives of the Project Team from MTO and WSP will be in attendance to answer questions and receive comments. We encourage interested persons to attend to learn more and to provide input to ensure that concerns can be addressed by the project team as the study progresses. A slide deck of the materials presented at PIC #2 will also be available on the project website at www.hwy15perthroadintersection.com following PIC #2. Comments regarding PIC #2 are kindly requested by **July 14, 2026** and can be submitted through the online comment form available on the website or by contacting one of the project team members listed below.

PIC #2 will be held as follows:

Date: June 16, 2026

Time: 4:00 pm to 8:00 pm

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:

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.

David Gallimore, P.Eng.
Consultant Project Manager
WSP Canada Inc.
2611 Queensview Drive, Suite 300
Ottawa, ON K2B 8K2
Tel: 613-690-1092
Email: project-team@hwy15perthroadintersection.com

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

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.

Ontario

APPENDIX D

PIC DISPLAY MATERIALS

Ontario

Highway 15 at Perth Road Intersection Improvements

Preliminary Design and Class Environmental Assessment Study

GWP 4030-22-00

Public Information Centre #2

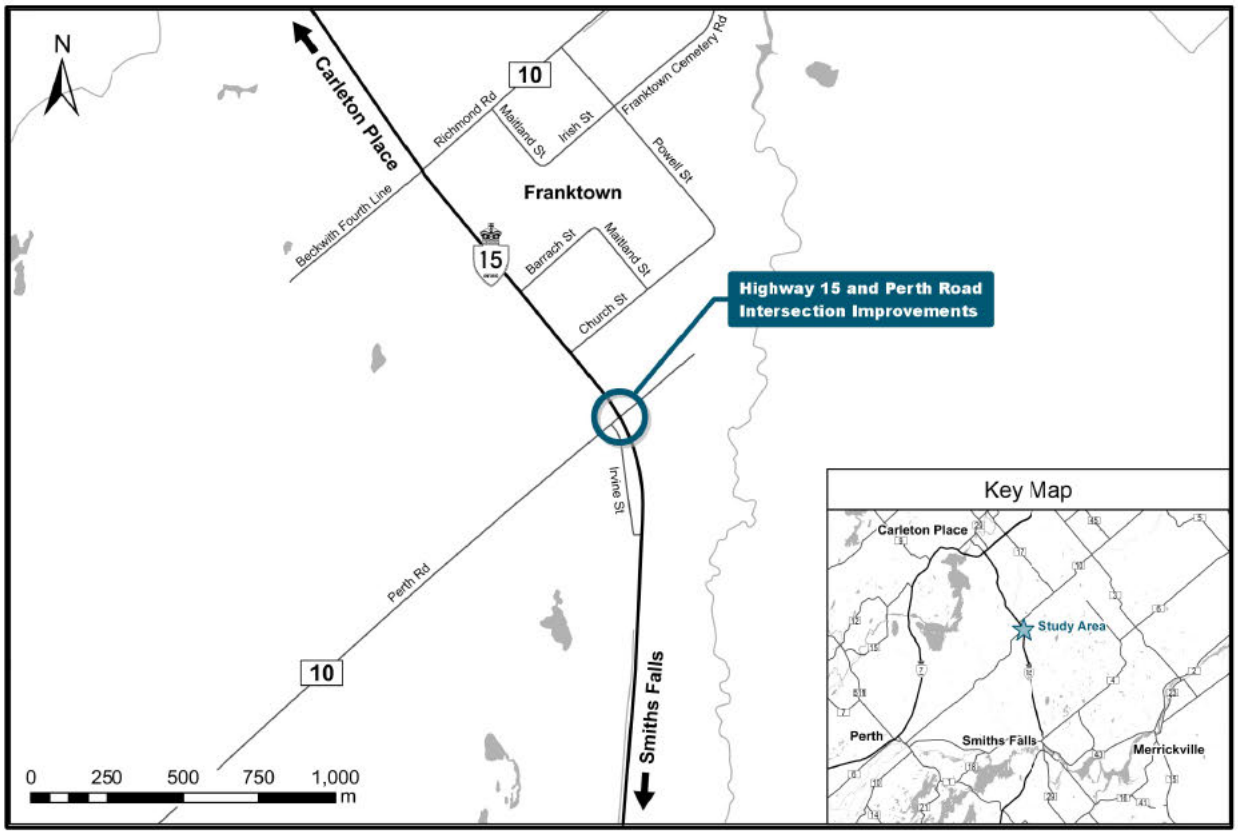
June 16, 2026



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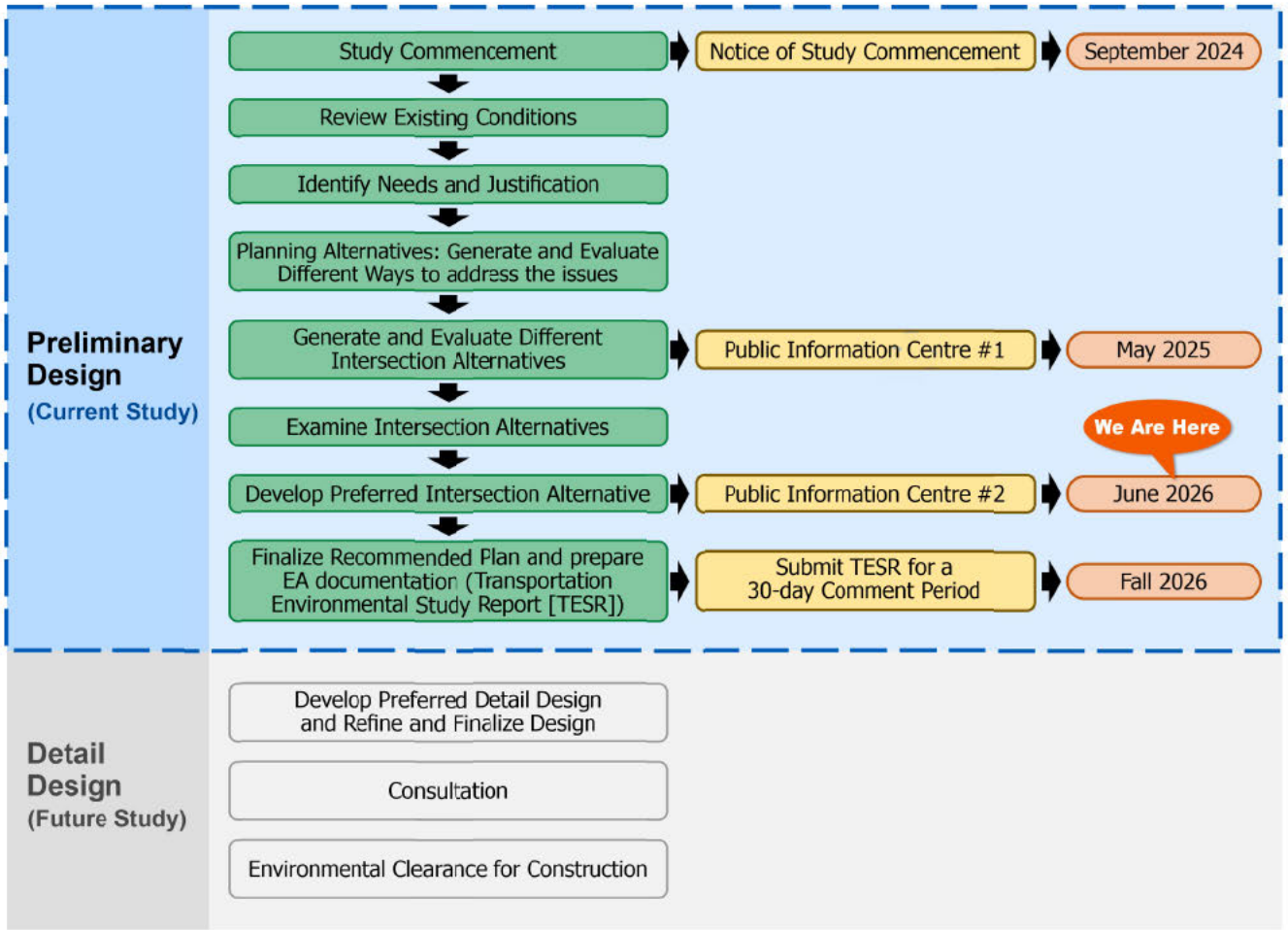
Study Overview

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 a separate adjacent project for which MTO has also retained WSP Canada Inc. to complete the Detail Design and Class Environmental Assessment (Class EA) Study for the rehabilitation of Highway 15 from Franktown to Carleton Place in Lanark County, covering approximately 10.8 km. This project has been completed, and construction is scheduled to begin in the spring of 2026.

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.

Overview of Public Information Centre #1

Public Information Centre (PIC) #1 was held as a drop-in style, open house format on May 22, 2025, at the Brunton Community Hall, and presented the following:



- An overview of the study purpose, study area, and study process;
- The Project Team's consultation and engagement efforts, including project timeline and consultation/engagement milestones;
- Overview of Environmental Studies;
- The existing conditions in the study area;
- Problems and opportunities;
- The proposed Highway 15 and Perth Road intersection improvement alternatives, including signalized intersection and roundabout;
- The preliminary screening of the long list of alternatives and the evaluation criteria that would be used to assess the short list of alternatives; and
- The next steps for the project and how to provide comments.

The Project Team received a total of twenty-eight (28) comments from the public, interested stakeholders, agencies and Indigenous Communities. Common themes expressed 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; and
- Event feedback.

Environmental Studies

Existing conditions reports were completed prior to the evaluation of alternatives and provided input into the evaluation. Further detailed technical analysis to assess impacts of the Preferred Alternatives will be completed as a part of the EA Study. This will confirm mitigation measures to address potential environmental impacts. This information will be included in the Transportation Environmental Study Report (TESR) and will be further refined during Detail Design. The below studies are being or will be completed:



Terrestrial Ecosystems



Cultural Heritage



Air Quality



Erosion and Sediment Control



Archaeology



Site Contamination



Groundwater



Landscape



Designated Substance Survey

These reports will be summarized as a part of the Transportation Environmental Study Reports (TESR) being completed.

Existing Natural Environment Conditions

Wild Parsnip:

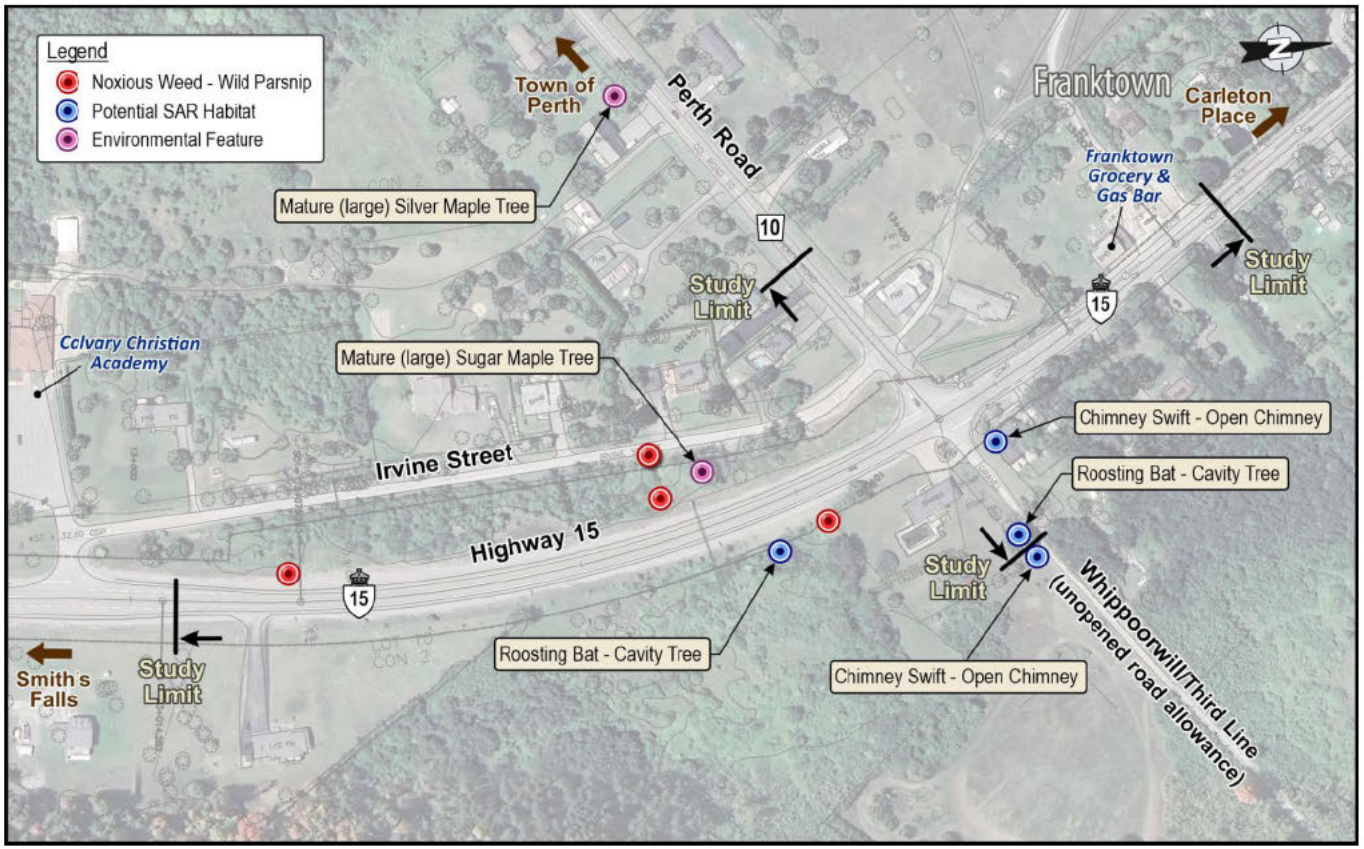
- Noxious weed harmful to agriculture, ecosystems, and humans/livestock.
- Produces sap that irritates human skin, especially when exposed to sunlight.
- Abundant along highway medians, ditches, and culverts within the ROW.

Chimney Swift (Threatened species under the ESA [Endangered Species Act])

- Chimney structures suitable for nesting/roosting were identified within the Study Area, particularly a heritage building at Highway 15 and Perth Road and a lone-standing chimney east of Whippoorwill Road.
- Avoid removal of historical houses and chimneys. If unavoidable, a due diligence species survey during detailed design is recommended.

SAR Tree-roosting Bats (Endangered under the ESA)

- Bats may roost in trees and historic buildings in the Study Area
- Avoid removal of historical buildings to protect SAR Bats. MECP consultation and acoustic surveys may be required if removal of these structures is necessary.



Mature Trees

- Large Silver Maple (Acer saccharinum) and Sugar Maple (Acer saccharum) with DBH > 50 cm.
- Avoidance/protection of mature trees is recommended during detailed design and active construction due to their value to the community residents

Evaluation Process

- Identified the Evaluation Criteria presented at PIC #1, established through public input, similar projects, provincial guidelines, and existing conditions. Refer to the following slide.
- Assigned a Weight Factor to Each Criterion that best reflects its relative importance.
- Evaluated the short-list of alternatives using a comparative evaluation process to understand their relative strengths and weaknesses, forming the basis for identifying the Preferred Plan.
- The alternative that demonstrated the most balanced performance and best alignment with project objectives was selected as the Preferred Plan.

The selection of the Preferred Plan included:

- Reviewing the results of the analysis and evaluation based on specialist work and input received during the study;
- Determining which criteria have the most influence on the outcome;
- Comparing positive/negative impacts for each alterative based on criteria;
- Considering public/stakeholder response to the alternatives and evaluation process.

Evaluation Criteria for Alternative Designs

Natural Environment

Terrestrial Ecosystems
Direct and/or indirect impacts on vegetation communities, significant wildlife, wildlife habitat, and movement patterns, including SAR

Designated Natural Features
Direct and/or indirect impacts on Designated Natural Areas, including Environmentally Sensitive Areas (ESAs), Areas of Natural and Scientific Interest (ANSI), and Provincially Significant Wetlands (PSWs)

Contamination
Number of potentially contaminated properties to be impacted.

Excess Soil Management
Quantity of excess soil subject to O.Reg. 406/19 (relative to other alternatives).

Erosion and Sediment Control
Qualitative measure of impacts to areas with Erosion and Sediment Control concern

Groundwater
Qualitative / quantitative assessment of impacts to groundwater. Static Water Levels: not deeper than 3 meters below the ground, Shallow Wells: no deeper than 15 meters below the ground



Cultural Environment

Archaeology
Impacts to known archaeological features or areas of archaeological potential.

Built Heritage Resources and Cultural Heritage Landscapes
Number of impacts to properties designated under the Ontario Heritage Act (OHA) or listed on municipal Heritage Registers; number of cultural heritage landscapes displaced or disrupted;

Potential Impacts to Indigenous Interests
The extent of Indigenous interests.



Socio-Economic Environment

Properties
Number of residential and commercial/industrial

Access
Number of property accesses requiring closure or reconfiguration. Number of municipal roadway access closures

Recreation and Tourism
Number of features including parks and trails that are directly impacted.

Climate Change Resilience
Qualitative assessment of resilience of the Project to potential effects from Climate Change

Air Quality and GHGs
Qualitative assessment of impacts to air quality and greenhouse gas emissions.
N.B. MTO Guide identifies 500 m as the distance 'to avoid the need for air quality impact mitigations' in most cases

Approved Local, Regional and Provincial Plans and Policies
Assessment of conformity with approved local, regional and provincial plan and policies



Transportation / Technical

Traffic Operations
Traffic operations through the intersection, highway geometry, impacts on emergency services response times

Safety
A comparative assessment of the relative differences in the expected road safety performance between the intersection design alternatives.

Utility Impacts
Utility relocation requirements.

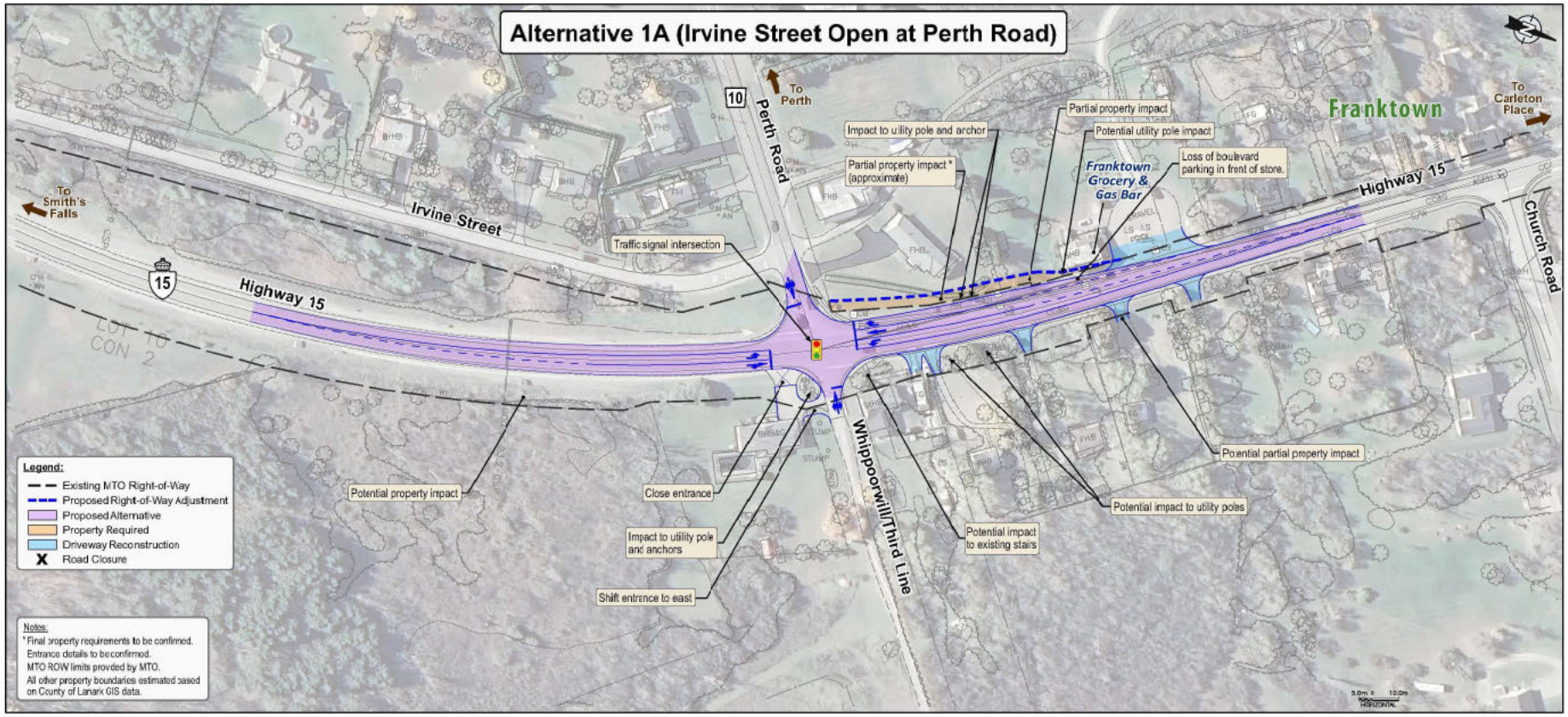
Construction Staging
Construction staging impacts and complexity, accommodation of traffic during construction, overbuilds and throwaway construction detour/out-of-way travel requirements, including impacts to emergency services response times.

Maintenance
Maintenance and serviceability of traffic signals, illumination, landscaping, snow clearing.



Alternative Carried Forward to the Short-list of Alternatives: Alternative 1A – Four Leg Signalized Intersection (with Irvine Street open at Perth Road)

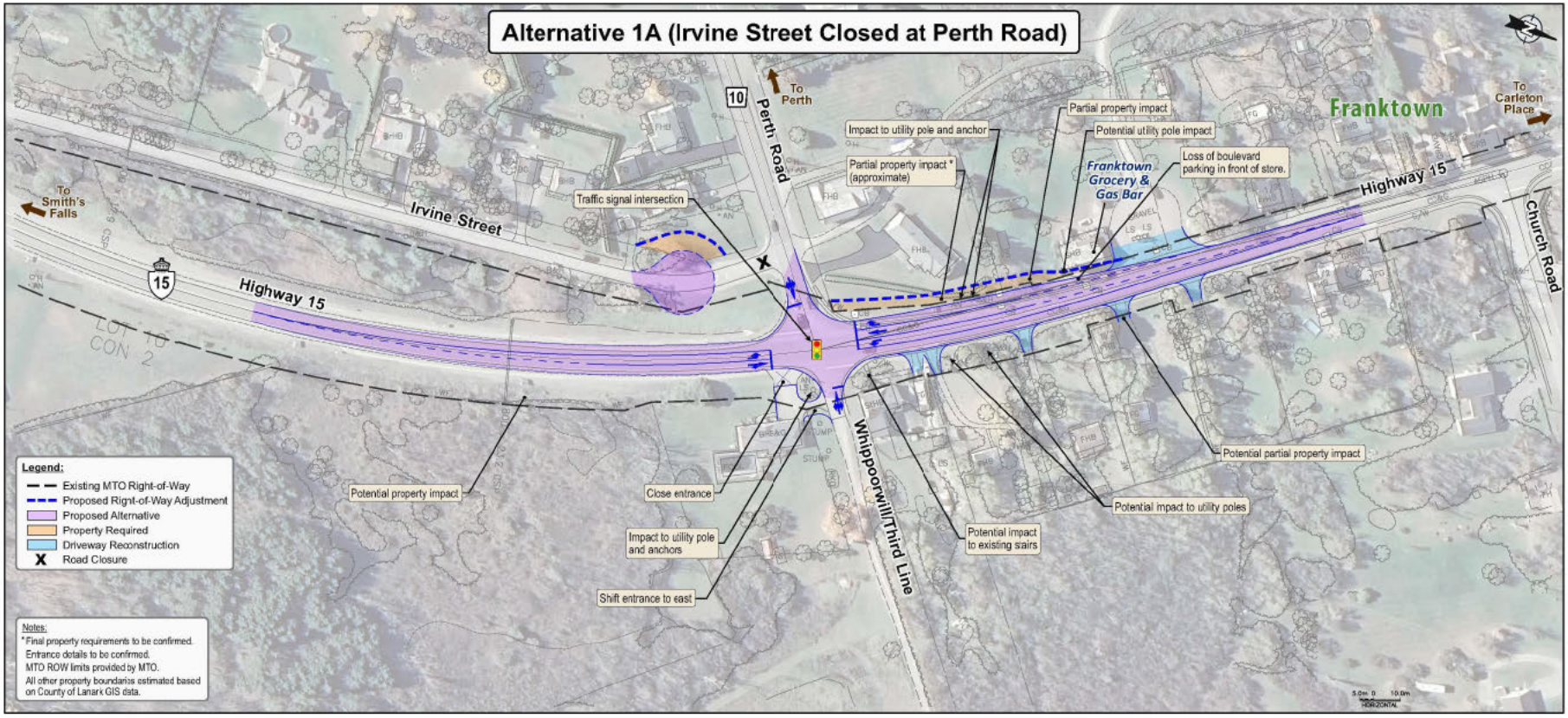
Four-legged signalized intersection with southbound and northbound left turn lanes and southbound right turn lane. Irvine Street is open at Perth Road.



This Alternative was not carried forward as the Preferred Alternative.

Alternative Carried Forward to the Short-list of Alternatives: Alternative 1A – Four Leg Signalized Intersection (with Irvine Street closed at Perth Road)

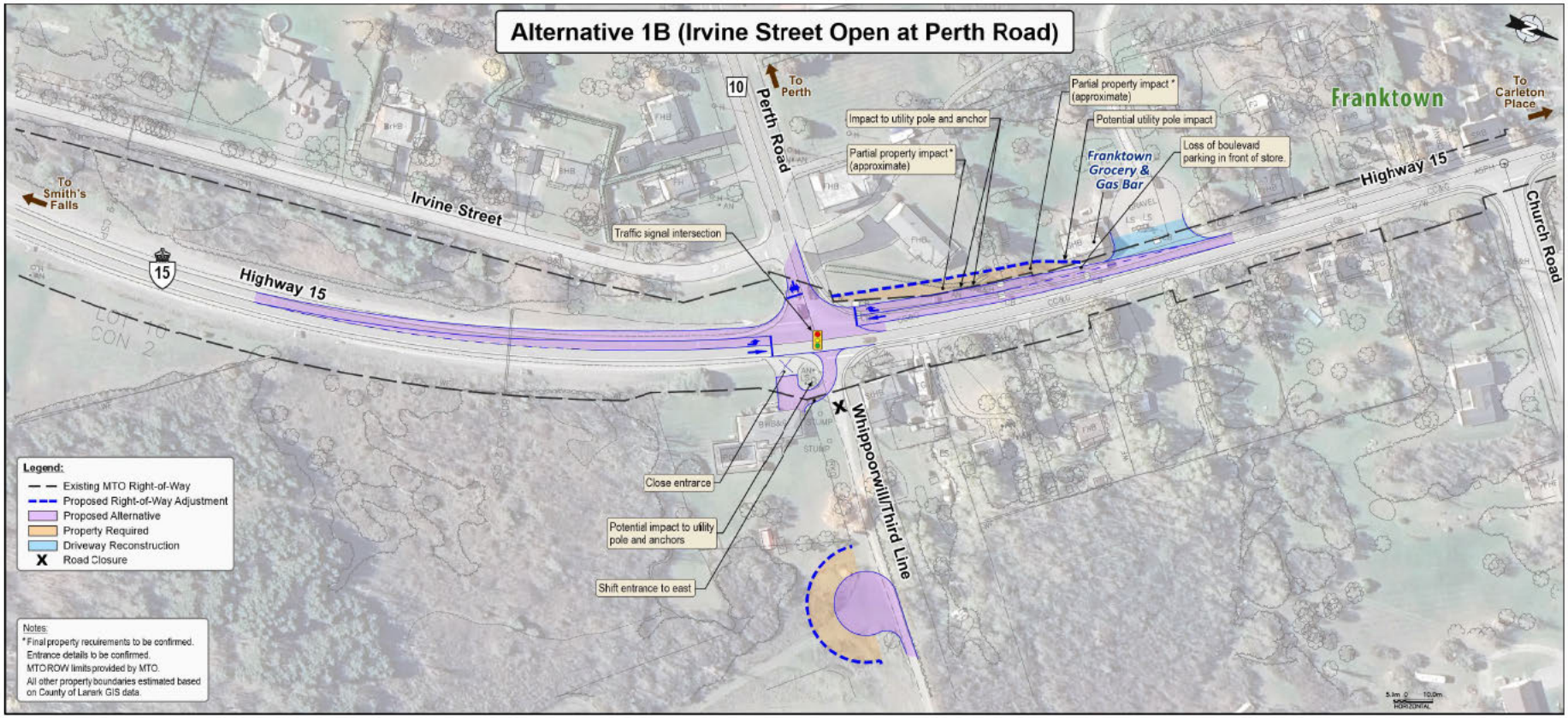
Four-legged signalized intersection with southbound and northbound left turn lanes and southbound right turn lane. Irvine Street is closed at Perth Road and ends as a cul-de-sac.



✓ This Alternative was carried forward as the Preferred Alternative.

Alternative Carried Forward to the Short-list of Alternatives: Alternative 1B – Three Leg Signalized Intersection (with Irvine Street open at Perth Road)

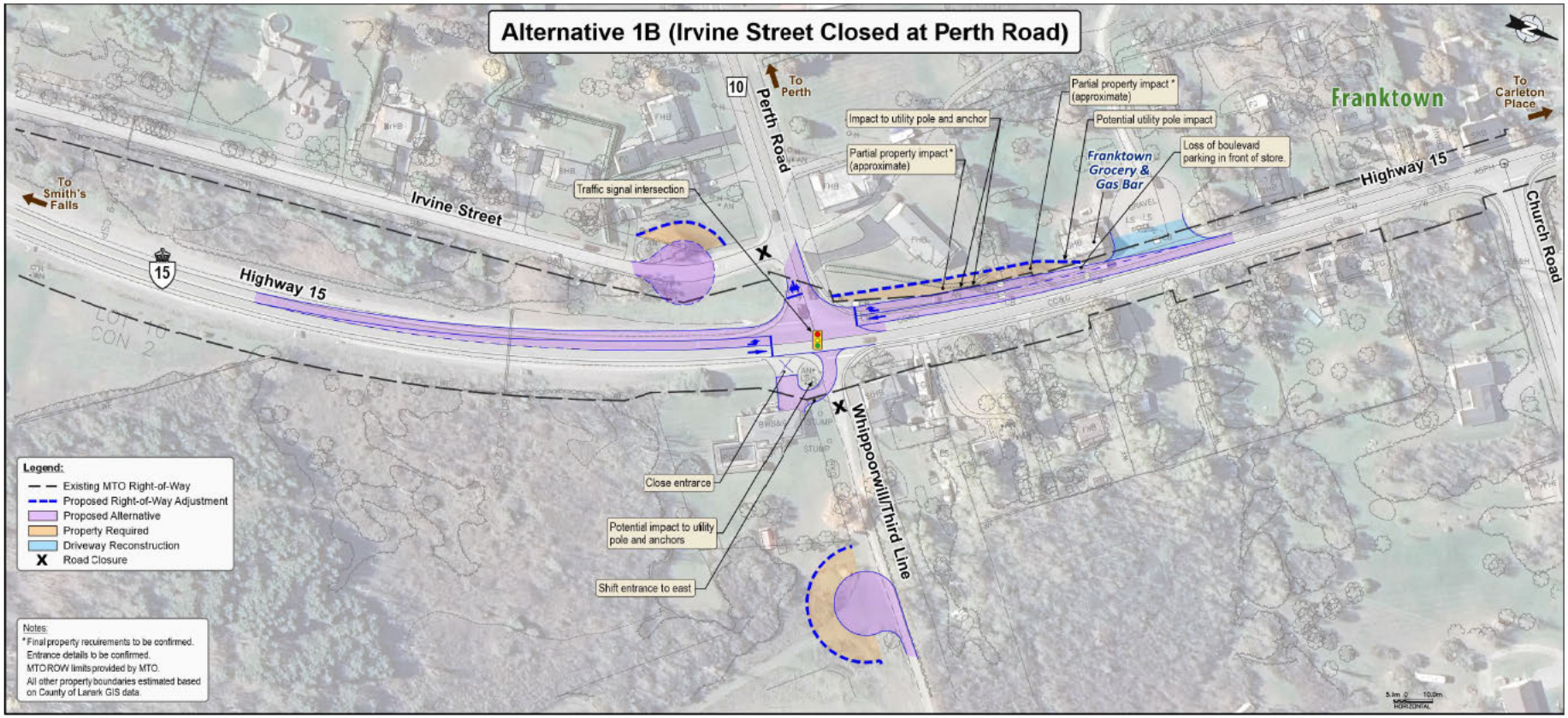
Three-legged signalized intersection with northbound left turn lane and southbound right turn lane.
Whippoorwill Road is not directly connected to Highway 15 and ends as a cul-de-sac at the west end.
Irvine Street is open at Perth Road.



This Alternative was not carried forward as the Preferred Alternative.

Alternative Carried Forward to the Short-list of Alternatives: Alternative 1B – Three Leg Signalized Intersection (with Irvine Street closed at Perth Road)

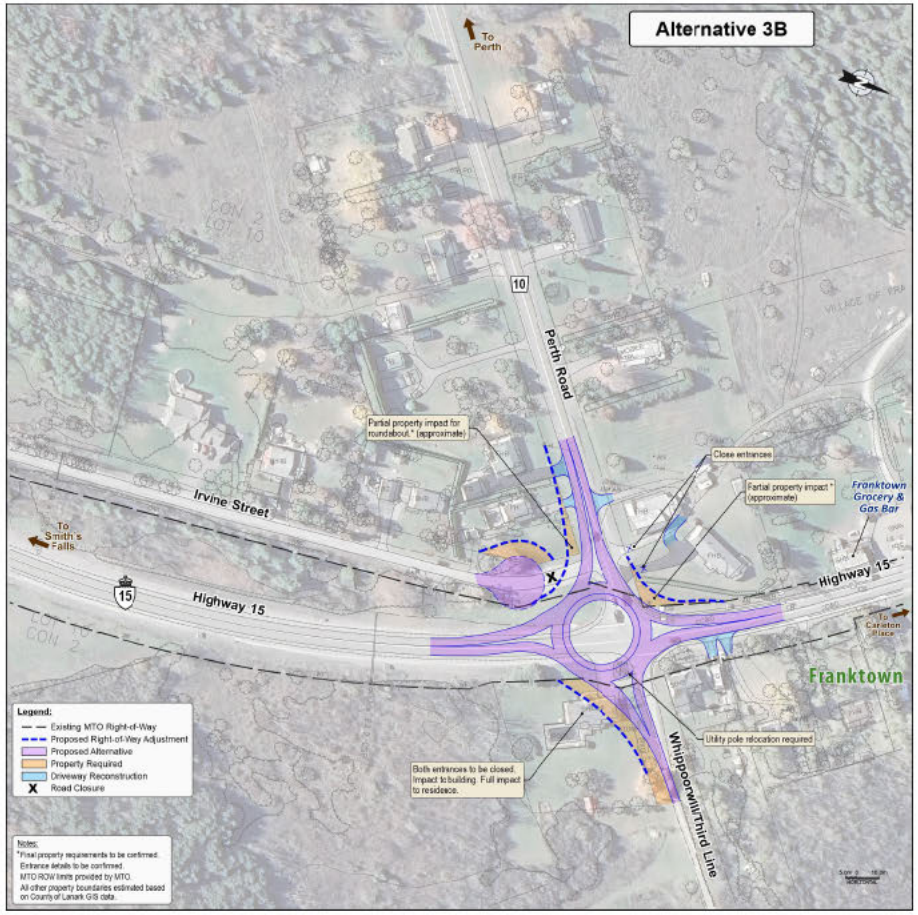
Three-legged signalized intersection with northbound left turn lane and southbound right turn lane.
Whippoorwill Road is not directly connected to Highway 15 and ends as a cul-de-sac at the west end.
Irvine Street is closed at Perth Road and ends as a cul-de-sac.



This Alternative was not carried forward as the Preferred Alternative.

Alternative Carried Forward to the Short-list of Alternatives: Alternative 3B – Four Leg Roundabout

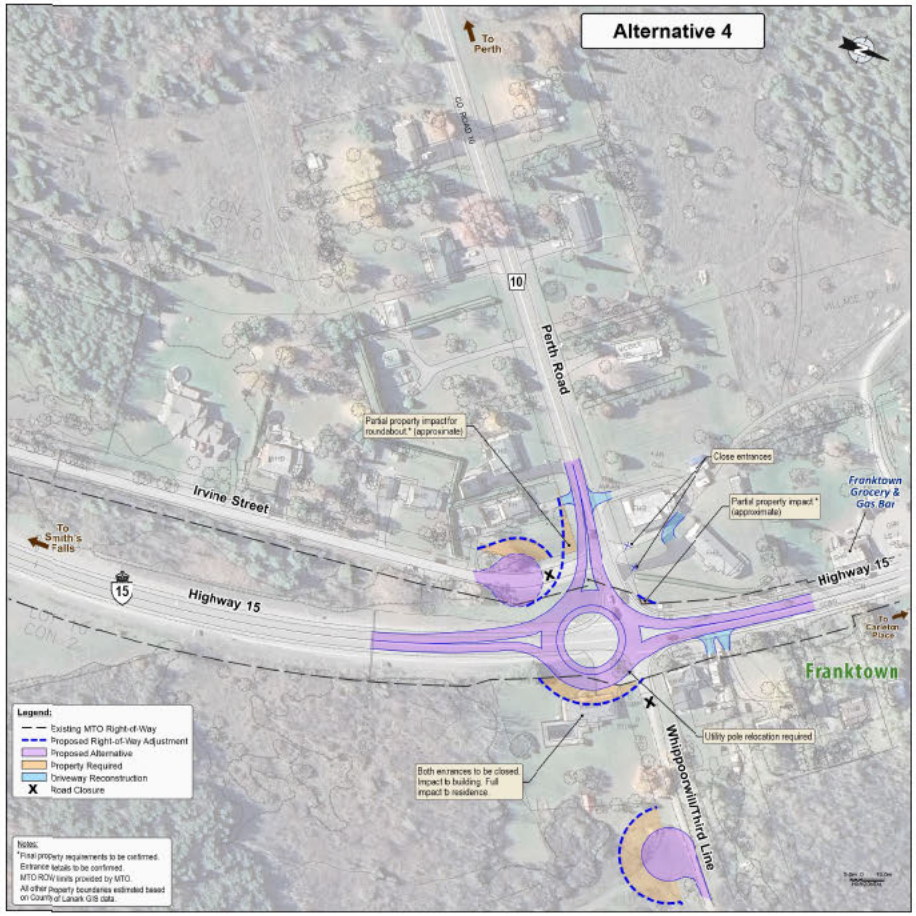
Four-legged roundabout shifted slightly to the south of the centre of the existing intersection. Irvine Street is closed at Perth Road and ends as a cul-de-sac.



This Alternative was not carried forward as the Preferred Alternative.

Alternative Carried Forward to the Short-list of Alternatives: Alternative 4 – Three Leg Roundabout

Three-legged roundabout shifted slightly to the south of the centre of the existing intersection.
Whippoorwill Road is not directly connected to Highway 15 and ends as a cul-de-sac at the west end.
Irvine Street is closed at Perth Road and ends as a cul-de-sac.



This Alternative was not carried forward as the Preferred Alternative.

Advantages / Disadvantages of Short List of Alternatives

Alternative 1A with Irvine "Do Nothing"	Alternative 1A with Irvine Street closed at Perth Road	Alternative 1B - with Irvine Street "Do Nothing"	Alternative 1B - With Irvine Street Closed at Perth Road	Alternative 3B	Alternative 4
Advantages • Smaller construction footprint resulting lower impacts to natural environment factors. • Partial property acquisition required. • Minor impacts to private entrances.	**Advantages** • Smaller construction footprint resulting in lower impacts to natural environment factors. • Partial property acquisition required. • Minor impacts to private entrances. • Improved traffic operations due to removed conflict with Irvine St.	**Advantages** • Smaller construction footprint resulting in lower impacts to natural environment factors. • Partial property acquisition required. • Minor impacts to private entrances.	**Advantages** • Smaller construction footprint resulting in lower impacts to natural environment factors. • Partial property acquisition required. • Minor impacts to private entrances. • Improved traffic operations for signalized intersection due to removed conflict with Irvine St and no fourth leg at Third Line/Whippoorwill Rd.	**Advantages** • Slightly greater traffic safety. and operational performance relative to a signalized intersection.	**Advantages** • Slightly greater traffic safety and operational performance relative to a signalized intersection.
Disadvantages • Potential Contaminated Soil Removal Required. • Irvine St. connection to Perth Rd. conflicts with the Perth Road/Hwy 15 intersection operation. • Slightly lower traffic safety and operational performance compared to a roundabout. • Utility relocations required.	**Disadvantages** • Potential Contaminated Soil Removal Required. • No access to Perth Road form Irvine Street. • Slightly lower traffic safety and operation performance compared to a roundabout. • Utility Relocations required.	**Disadvantages** • Potential Contaminated Soil Removal Required. • Closure of Hwy 15 access to Third Line/Whippoorwill Rd. • Irvine St. connection to Perth Rd. conflicts with the Perth Road/Hwy 15 intersection operation. • Slightly lower traffic safety and operation performance compared to a roundabout. • Utility relocations required.	**Disadvantages** • Potential Contaminated Soil Removal Required. • No access to Perth Road from Irvine Street. • Closure of Hwy 15 access to Third Line/Whippoorwill Rd. • Slightly lower traffic safety and operation performance compared to a roundabout. • Utility relocations required.	**Disadvantages** • Higher Excess soil generation, erosion control requirements, and groundwater impacts. • Full property purchase and building demolition. • Significant impact to private accesses. • No access to Perth Road form Irvine Street. • More impactful construction staging and maintenance requirements.	**Disadvantages** • Higher Excess soil generation, erosion control requirements, and groundwater impacts. • Full property purchase and building demolition (Socio-economic and Cultural Heritage criteria impacts). • Significant impact to private accesses. • No access to Perth Road from Irvine Street and closure of Hwy 15 access to Third Line/Whippoorwill Rd. • More impactful construction staging and maintenance requirements.
Recommendation Not Carry Forward ✗	**Recommendation** Carried Forward as preferred alternative ✓	**Recommendation** Not Carry Forward ✗	**Recommendation** Not Carry Forward ✗	**Recommendation** Not Carry Forward ✗	**Recommendation** Not Carry Forward ✗

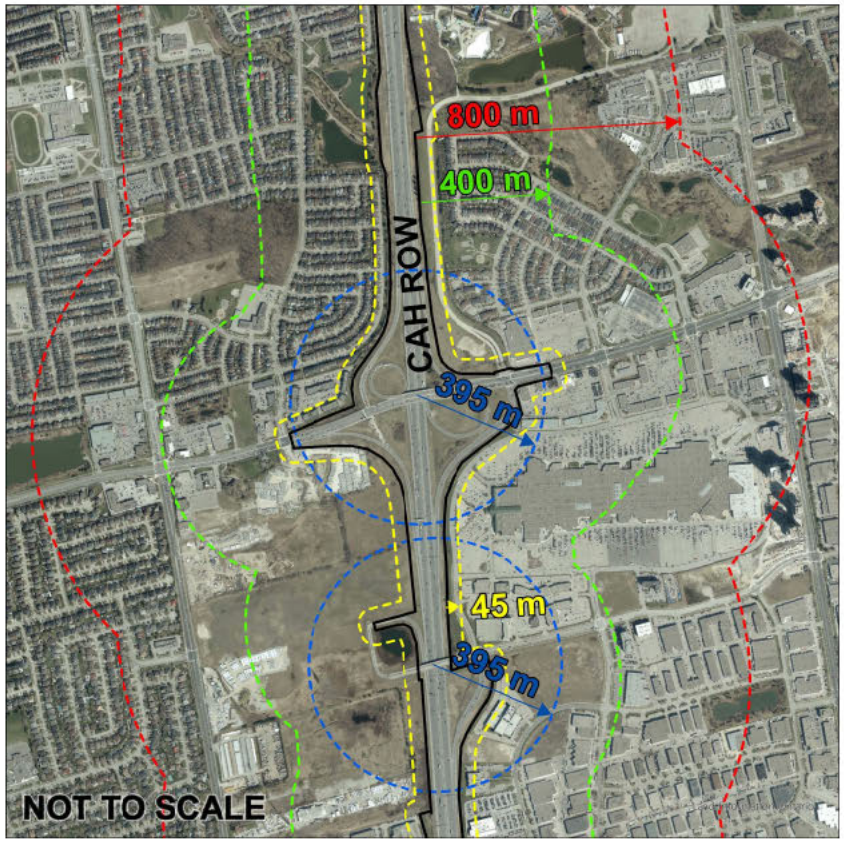
Evaluation of the Short List of Alternatives

Criterion	Alternative 1A with Irvine "Do Nothing"	Alternative 1A with Irvine Street closed at Perth Road	Alternative 1B - with Irvine Street "Do Nothing"	Alternative 1B - With Irvine Street Closed at Perth Road	Alternative 3B	Alternative 4	Key Benefit / Disadvantage
Natural Environment							All options for Alternatives 1A and Alternatives 1B are preferred as they are less impactful in terms of generation of excess soils, groundwater and private wells, and erosion and sediment generation; however, potential contaminated soil removal requirements are slightly more impactful.
Socio-Economic							All Alternative 1A options are preferred with regards to minimizing property impacts and impacts to existing accesses to Highway 15 and municipal roadways; however, there are minor air quality impacts anticipated due to the presence of idling vehicles at the signalized intersection.
Cultural							All options for Alternatives 1A and 1B are preferred as property acquisition associated with Alternative 3B and Alternative 4 will require demolition of a potential Cultural Heritage Resource (CHR). The possibility of impacts to Indigenous interests and recovering archaeological material is equal for all alternatives.
Transportation / Technical Considerations							Alternatives 3B and 4 are preferred for their improved traffic safety impacts associated with roundabout operations and the constructability benefits of not having to relocate the Hydro infrastructure in the area; however, construction staging and maintenance will be more impactful for these alternatives.
Recommendation	Not Carry Forward 	Carry Forward 	Not Carry Forward 	Not Carry Forward 	Not Carry Forward 	Not Carry Forward 	**Preferred Alternative: Alternative 1A – Four Leg Intersection (with Irvine Road Closed at Perth Road)**

Summary of Preliminary Impacts and Proposed Mitigation for Preferred Alternative

Environmental Factor	Proposed Mitigation Measures / Commitments to Future Work
Vegetation and Wildlife 	▪ Specific natural environment impacts will be determined once the detail design plan is developed. ▪ Vegetation removals will be minimized and the boundary for vegetation removals will be clearly marked in the field prior to clearing to protect trees not slated for removal. Vegetation removals will only be to the extent required for construction purposes. ▪ Appropriate timing constraints will be applied to vegetation removals to protect breeding migratory birds and their nests (in accordance with the Migratory Birds Convention Act (MBCA 1994)), and other wildlife (e.g. bats). ▪ The requirements of the *Species Conservation Act (SCA)* will be met to address impacts SAR species/habitat identified. Species that have the potential to be present will be further assessed in detail design. ▪ Temporary erosion and sediment control measures will be installed prior to construction and maintained during construction.
Archaeology 	▪ A Stage 1 Archaeological Assessment was completed. A Stage 2 Archaeological Assessment will be carried out in required areas. ▪ All impacted areas will be environmentally cleared of archaeological potential prior to the start of construction. ▪ During construction there is always a risk of encountering archaeological artifacts. If this occurs, all work in the area will stop and appropriate government authorities and Indigenous Communities will be contacted.
Cultural Heritage 	▪ A Cultural Heritage Resource Assessment Report (CHRAR) was completed. There were impacted properties by the preferred plan that were identified as Cultural Heritage Resources (CHR) having potential cultural heritage value. Cultural Heritage Evaluation Report(s) (CHER) will be required to be completed to determine the cultural heritage value or interest of identified CHR properties.
Groundwater 	▪ All necessary ground water impacts, if required, will be registered with the Ministry of Environment, Conservation and Parks (MECP) prior to start of construction.
Landscape 	▪ A preliminary landscape plan will be completed which documents anticipated impacts (current proposed grading limits) and proposed restoration through edge management, replanting and seeding.
Noise 	▪ Noise mitigation measures will be implemented on construction equipment/activities, such as limiting unnecessary noise and idling of construction equipment , and equipment to be properly maintained.
Property 	▪ MTO will negotiate with individual owners for property purchase in accordance with standard MTO procedures. ▪ Access to private properties will be maintained during construction
Traffic Operations 	▪ Timing restrictions for construction activities will be determined using traffic analysis and minimizing impacts to traffic. ▪ Traffic operations and lanes will be controlled by temporary flag persons.

Example of MTO Permit Control Areas: Controlled-Access Highways (CAH)



NOTE: limit of CAH ROW (show above) is for illustrative purposes only.
For more details on the requirements for permits, please visit:
https://www.ontario.ca/page/highway-corridor-management

Or make an inquiry regarding a specific property:
https://www.hcms.mto.gov.on.ca/

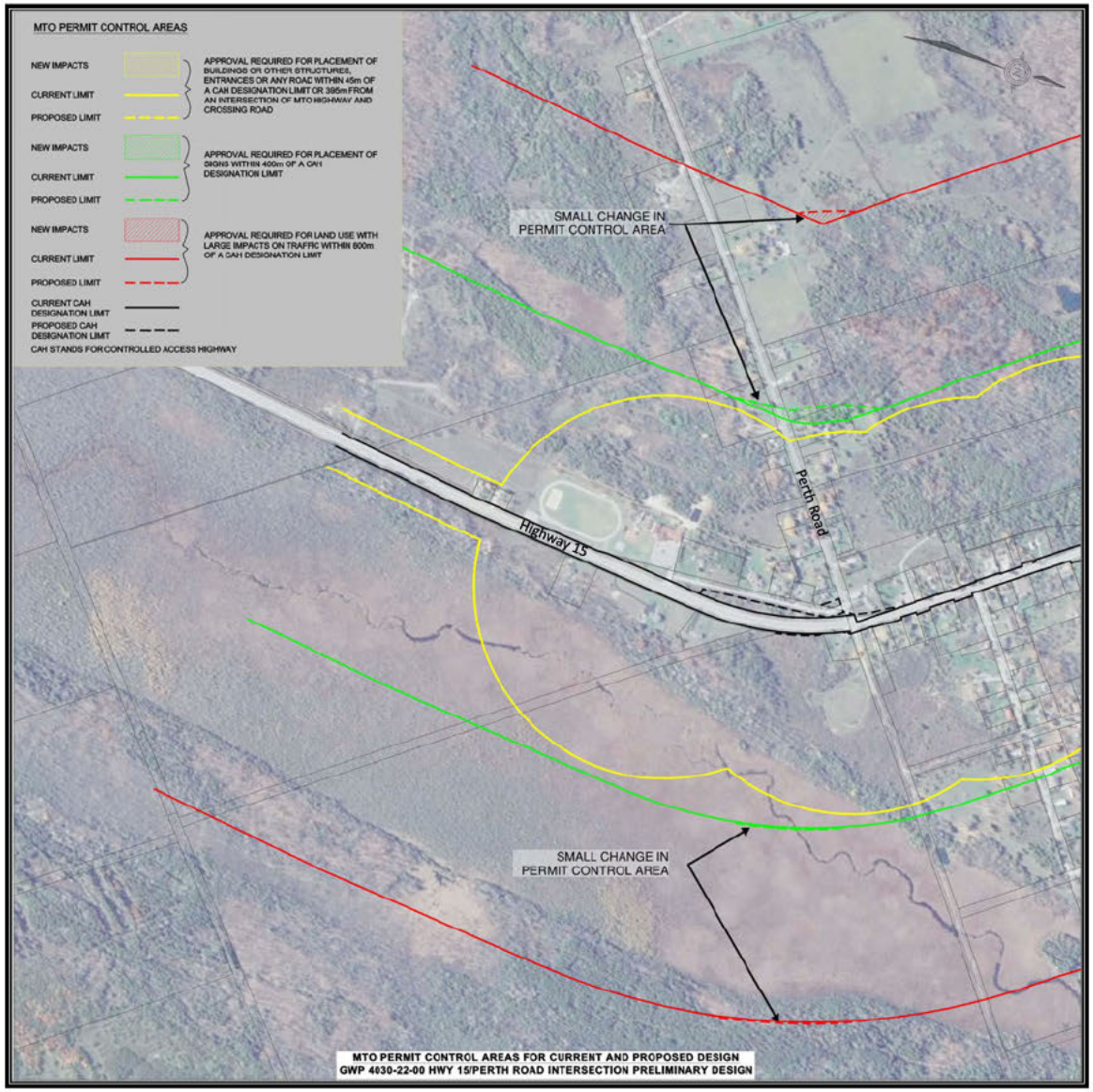
Changes to MTO's existing permit control area may result from highway improvements. At the completion of the study, a recommended plan for the highway will be confirmed and designated (i.e. protected). A designation enables the Ministry to provide route/corridor protection through the application of development control measures along the corridor and in the vicinity of the designated lands.

Any work on private property that is within 45 meters of the highway property or 395 meters from the centre-point of an intersection/interchange requires approval from the MTO.

Any placement of a sign on private property that is within 400 meters of the highway property requires approval from the MTO.

Any work on private property that is within 800 meters of the highway property, and that may have a large impact on traffic, is also subject to approval from MTO.

MTO PERMIT CONTROL AREAS FOR CURRENT AND PROPOSED DESIGN
GWP 4030-22-00 HIGHWAY 15/PERTH ROAD INTERSECTION PRELIMINARY DESIGN



What's Next?



Review the comments received following PIC #2 and respond to comments;



Incorporate any refinements into the Preferred Alternative based on public and agency input;



Complete technical reports;



Prepare Transportation Environmental Study Reports (TESR) summarizing the environmental investigation findings, mitigation measures, and features of the Preferred Alternatives; and,



Anticipate filing TESR for a 30-day comment period in Fall 2026.

Thank you for attending this Public Information Centre!

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 July 14, 2026.

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

Joanna Zhang, P.Eng.
MTO Project Engineer
Ministry of Transportation (MTO)
1355 John Counter Blvd, PO Box 4000
Kingston, ON K7L 5A3
Tel: 613-539-7564

Please complete a comment sheet or we ask that comments are submitted to the project team at:
Email: Project-team@hwy15perthroadintersection.com

Information presented today will be available online at the study website:
www.hwy15perthroadintersection.com


Ontario


wsp

APPENDIX E

COMMENTS RECEIVED

GWP 4030-22-00

PUBLIC INFORMATION CENTRE #2 – 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, fax it or send an email by **July 14, 2026** to:

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WSP Canada Inc.
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Ottawa, ON K2B 8K2
Tel: 613-690-1091
Email: Project-team@hwy15perthroadintersection.com

Joanna Zhang, P.Eng.
Lead 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: → Would a turning lane into the private school on Hwy 15 make sense now that ~~the~~ Irving Rd is being proposed as closed off.

→ Would increasing the length on the 100 km speed limit zone make sense to allow people ~~from~~ coming from Smiths Falls to reduce their speed before coming to the new proposed stop lights?

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:		POSTAL CODE:	[redacted]
EMAIL:			

PREFERRED METHOD OF CONTACT: MAIL ☐ EMAIL ☒

GWP 4030-22-00

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COMMENTS: My preferance is Alternative 1A without closing Irvine Street. School traffic to/from Perth is well served by Irvine Street and removes driveway turn hazard from the school onto highway 15.

I also wish to see traffic calming measures dealing with northbound traffic coming in at excess speeds. An offset should be considered in the highway south of the intersection forcing vehicles to weave left and right to reduce speed.

A traffic warning light should be provided coming into the intersection so trucks have time to stop in anticipation of a light change.

Paved shoulders/sidewalks are needed for pedestrians.

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:	
EMAIL:	

☐ MAIL ☒ EMAIL

Environmental Assessment Study
GWP 4030-22-00

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PLEASE CHECK HERE IF A RESPONSE *IS NOT* REQUIRED ☐

COMMENTS:

IT WAS AND IS AN EXPENSIVE WORK PROJECT
THE STUDY IS FAR MORE COSTLY THAN THE WORK!

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NAME:	[redacted]		
ADDRESS:		POSTAL CODE:	

Environmental Assessment Study
GWP 4030-22-00

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PLEASE CHECK HERE IF A RESPONSE *IS NOT* REQUIRED ☑

COMMENTS: West of Hwy 15 + Con. 10 is a long hedge. This causes a visual interference with traffic coming from the north. Until the road lights are initiated I would suggest the northern part of the hedge be lowered / removed to improve line of sight.

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:	POSTAL CODE: [redacted]

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:

- Review Pedestrian traffic. Walkability from the school to the town hall is essential. Crosswalk design.

- I need to be able to use the shoulder for backing up into my driveway. Make sure shoulder is wide enough for cars to pull off and back into driveways.

- I have a concern with noise & pollution. Truck jack brakes, heavy acceleration and brake squeel is problematic. Signalization of intersection forces cars to stop and generate brake dust. Acceleration & deceleration creates more air pollution.

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]

GWP 4030-22-00

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COMMENTS: I SUPPORT YOUR RECOMMENDATION (PREFERED ALTERNATIVE)

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]

GWP 4030-22-00

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COMMENTS:

I am very pleased with your prefered alternative. I as many just hope its a smooth short process to implement..!!!

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]

Subject: RE: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 2 - Public
Sent: 2026-10-22, 4:45:54 PM
From: project-team@hwy15perthroadintersection.com<project-team@hwy15perthroadintersection.com>
To: [redacted]
Cc: Diczki, Tarita (MTO); Ellis, Nathan (MTO); Lapointe, Carmen; Gallimore, David; Bakhit, Behnaz

---

Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted],

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).

We appreciate your support for this project and acknowledge your concerns about traffic safety at the Highway 15 intersection. Sightlines will be reviewed and improved where possible as part of these enhancements. The addition of traffic signals and a dedicated window of time for vehicles to turn onto Highway 15 will also help with this problem.

During the second Public Information Centre, which took place on June 16, 2026, the shortlisted alternatives and the recommended plan for enhancing the intersection were presented. The displays from the PIC are available on the project website at www.hwy15perthroadintersection.com.

The preferred option will be documented in the forthcoming Transportation Environmental Study Report (TESR). Notices will be posted online to the project website and published in local newspapers when the TESR is available for viewing.

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 activities and the notice of filing of the TESR for public review.

Should you have any further questions or comments, please feel free to contact myself or Tarita Diczki.

Regards,

David Gallimore and the Project Team

From: [redacted]
Sent: June 16, 2026 4:18 PM
To: project-team@hwy15perthroadintersection.com
Cc: Zhang, Joanna (MTO) <Joanna.zhang2@ontario.ca>; nathan.ellis <nathan.ellis@ontario.ca>; Gallimore, David <David.Gallimore@wsp.com>; Lapointe, Carmen <Carmen.Lapointe@wsp.com>; Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: Re: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 2 - Public

Oh dear me! I had my Covid shot yesterday and I'm too sleepy to attend, oh dear me! Please count me in as a supportive person even though I won't be attending. Plus, that corner is too frightening for me, I cannot see cars coming so it's best for me to stay home.

Please ask the ALTO Team group for the money to correct that corner, please - as they have money to waste on a dinosaur train. We need roads fix, you have to do something to get this corner fixed asap, please - thanks!

Sincerely,
[redacted]

From: project-team@hwy15perthroadintersection.com <project-team@hwy15perthroadintersection.com>
Sent: May 27, 2026 3:58 PM
Cc: joanna.zhang2@ontario.ca <joanna.zhang2@ontario.ca>; nathan.ellis@ontario.ca <nathan.ellis@ontario.ca>; Gallimore, David <David.Gallimore@wsp.com>; Lapointe, Carmen <Carmen.Lapointe@wsp.com>; Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>
Subject: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 2 - Public

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 second Public Information Centre for this study on **Tuesday, June 16th** 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

Subject: RE: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 2 - Public
Sent: 2026-10-22, 4:48:46 PM
From: project-team@hwy15perthroadintersection.com<project-team@hwy15perthroadintersection.com>
To: [redacted]
Cc: Diczki, Tarita (MTO); Ellis, Nathan (MTO); Lapointe, Carmen; Gallimore, David; Bakhit, Behnaz

---

Follow Up Flag: Follow up
Flag Status: Flagged

Hello T[redacted]

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).

We appreciate your support for this project and acknowledge your concerns about traffic safety at the Highway 15 intersection.

During the second Public Information Centre, which took place on June 16, 2026, the shortlisted alternatives and the recommended plan for enhancing the intersection was presented, which involves the installing of traffic signals at the intersection. The displays from the PIC, including the preferred alternative, are available on the project website at www.hwy15perthroadintersection.com

The preferred option will be documented in the forthcoming Transportation Environmental Study Report (TESR). Notices will be posted online to the project website and published in local newspapers when the TESR is available for viewing.

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 activities and the notice of filing of the TESR for public review.

Should you have any further questions or comments, please feel free to contact myself or Tarita Diczki.

Regards,

David Gallimore and the Project Team

From: [redacted]
Sent: June 2, 2026 9:29 AM
To: Gallimore, David <David.Gallimore@wsp.com>
Cc: Zhang, Joanna (MTO) <Joanna.zhang2@ontario.ca>; nathan.ellis <nathan.ellis@ontario.ca>; Lapointe, Carmen <Carmen.Lapointe@wsp.com>; Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>; project-team@hwy15perthroadintersection.com
Subject: Re: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 2 - Public

Terrible intersection. It's actually much worse than the Franktown Road, barely a kilometre to the north.

The problem with County Road 10 to Perth, (which I note has very nicely paved shoulders on both sides of the road which cycle regularly, but I have driven to the park-and-ride parking lot at the corner of Franktown Road and Richmond Road for safety) is:

Drivers coming north on Highway 15 are travelling typically over 100 km an hour if not faster around that blind corner that you can barely see if travelling east and you're stopped at the stop sign at the intersection of Hwy 15 & County Road 10 ……then you'll also have people coming from the north around a slight curve as well. Essentially, you have two blind corners …it's a disaster waiting to happen.

The people coming from the north are usually going a little slower because they've been stopped by the previous stoplight at Franktown Road plus they're in the village of Franktown so there's a reduced speed limit there.

The simple solution is to put a stoplight on the intersection of Highway 15 and County Road 10.

if that's unaffordable put a three-way stop sign.

This will also help the people who are now stopping at the delightful little bakery in Franktown and then need to pull out onto Highway 15 after getting their goodies.

TT

On Tue, Jun 2, 2026 at 8:03 AM Gallimore, David <David.Gallimore@wsp.com> wrote:

> Good Morning [redacted],
>
> Thank you for your email.
>
> The upcoming Public Information Centre is related to the Preliminary Design for intersection improvements at Highway 15 and Perth Road (County Road 10), south of the Highway 15 rehabilitation project limits. We invite you to attend the meeting to review the evaluation of alternatives and the preferred plan.
>
> For more information on the Highway 15/Perth Road Preliminary Design and Class EA, please visit https://hwy15perthroadintersection.com/
>
> Regards,
> Dave
>
> **David Gallimore, P.Eng.**
> Lead Engineer
> Transportation Ontario - Highways
>
> T+ 1 613-690-1091
>
> ---
>
> **From:** [redacted]
> **Sent:** Wednesday, May 27, 2026 4:58 PM
> **To:** project-team@hwy15perthroadintersection.com
> **Cc:** Zhang, Joanna (MTO) <Joanna.zhang2@ontario.ca>; nathan.ellis <nathan.ellis@ontario.ca>; Gallimore, David <David.Gallimore@wsp.com>; Lapointe, Carmen <Carmen.Lapointe@wsp.com>; Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>
> **Subject:** Re: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 2 - Public
>
> I received a mailing over a year ago regarding input on this and submitted a response in writing to the resurfacing of Highway 15 from Highway 7 to Franktown CR 10.
>
> I indicated it would be nice to pave the shoulders so that cyclists could have safe passage from Carlton Place to county Road 10 which already has a nice wide paved shoulder all the way into Perth and makes for a a safe bike ride.
>
> I was informed in writing via email that all the decisions had already been made and that there was no cycling infrastructure considered for the HWY 15 resurfacing.
>
> So my issue is why do a consultation after the fact when all the decisions have already been made? Essentially, you wasted an hour of my time. If you're going to send out a mailing, you should include that caveat in the content "that all decisions regarding the resurfacing of the highway have already been determined and we're simply doing this pseudo consultation to check off a box."
>
> To do a real true consultation you do it before, let me say that for emphasis, before, the decisions have already been decided with respect to the project.
>
> I may or may not attend the public meeting.
>
> Thank you.

On Wed, May 27, 2026 at 3:58 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 second Public Information Centre for this study on **Tuesday, June 16th** at Brunton Community Hall (2022 Beckwith Pk Ln) in Carleton Place. Further details are provided in the attached letter.
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> Sent on behalf of the Project Team

NOTICE This communication and any attachments ("this message") may contain information which is privileged, confidential, proprietary or otherwise subject to restricted disclosure under applicable law. This message is for the sole use of the intended recipient(s). Any unauthorized use, disclosure, viewing, copying, alteration, dissemination or distribution of, or reliance on, this message is strictly prohibited If you have received this message in error, or you are not an authorized or intended recipient, please notify the sender immediately by replying to this message, delete this message and all copies from your e-mail system and destroy any printed copies. You are receiving this communication because you are listed as a current WSP contact Should you have any questions regarding WSP's electronic communications policy, please consult our Anti Spam Commitment at www.wsp.com/casl. For any concern or if you believe you should not be receiving this message, please forward this message to caslcompliance@wsp com so that we can promptly address your request Note that not all messages sent by WSP qualify as commercial electronic messages

AVIS Ce message, incluant tout fichier l'accompagnant (« le message »), peut contenir des renseignements ou de l'information privilégiés, confidentiels, propriétaires ou à divulgation restreinte en vertu de la loi. Ce message est destiné à l'usage exclusif du/des destinataire(s) voulu(s). Toute utilisation non permise, divulgation, lecture, reproduction, modification, diffusion ou distribution est interdite Si vous avez reçu ce message par erreur, ou que vous n'êtes pas un destinataire autorisé ou voulu, veuillez en aviser l'expéditeur immédiatement et détruire le message et toute copie électronique ou imprimée. Vous recevez cette communication car vous faites partie des contacts de WSP. Si vous avez des questions concernant la politique de communications électroniques de WSP, veuillez consulter notre Engagement anti pourriel au www wsp com/lcap Pour toute question ou si vous croyez que vous ne devriez pas recevoir ce message, prière de le transférer au conformitelcap@wsp.com afin que nous puissions rapidement traiter votre demande Notez que ce ne sont pas tous les messages transmis par WSP qui constituent des messages electroniques commerciau

Outlook

RE: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 2 - Public

From Gallimore, David <David.Gallimore@wsp.com>
Date Tue 6/2/2026 8:03 AM
To [redacted]
Cc Zhang, Joanna (MTO) <Joanna.zhang2@ontario.ca>; nathan.ellis <nathan.ellis@ontario.ca>; Lapointe, Carmen <Carmen.Lapointe@wsp.com>; Bakhit, Behnaz <Behnaz.Bakhit@wsp.com>; Vazz, Christine <Christine.Vazz@wsp.com>; project-team@hwy15perthroadintersection.com <project-team@hwy15perthroadintersection.com>

1 attachment (899 bytes)
image001.png;

Good Morning [redacted],

Thank you for your email.

The upcoming Public Information Centre is related to the Preliminary Design for intersection improvements at Highway 15 and Perth Road (County Road 10), south of the Highway 15 rehabilitation project limits. We invite you to attend the meeting to review the evaluation of alternatives and the preferred plan.

For more information on the Highway 15/Perth Road Preliminary Design and Class EA, please visit https://hwy15perthroadintersection.com/

Regards,

Dave

David Gallimore, P.Eng.

Lead Engineer

Transportation Ontario - Highways

T+ 1 613-690-1091

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Sent: Wednesday, May 27, 2026 4:58 PM
To: project-team@hwy15perthroadintersection.com
Cc: Zhang, Joanna (MTO) <Joanna.zhang2@ontario.ca >; nathan.ellis <nathan.ellis@ontario.ca >; Gallimore, David <David.Gallimore@wsp.com >; Lapointe, Carmen <Carmen.Lapointe@wsp.com >; Bakhit, Behnaz <Behnaz.Bakhit@wsp.com >; Vazz, Christine <Christine.Vazz@wsp.com >
Subject: Re: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - Notice of PIC 2 - Public

I received a mailing over a year ago regarding input on this and submitted a response in writing to the resurfacing of Highway 15 from Highway 7 to Franktown CR 10.

I indicated it would be nice to pave the shoulders so that cyclists could have safe passage from Carlton Place to county Road 10 which already has a nice wide paved shoulder all the way into Perth and makes for a a safe bike ride.

I was informed in writing via email that all the decisions had already been made and that there was no cycling infrastructure considered for the HWY 15 resurfacing.

So my issue is why do a consultation after the fact when all the decisions have already been made?

Essentially, you wasted an hour of my time. If you're going to send out a mailing, you should include that caveat in the content "that all decisions regarding the resurfacing of the highway have already been determined and we're simply doing this pseudo consultation to check off a box."

To do a real true consultation you do it before, let me say that for emphasis, before, the decisions have already been decided with respect to the project.

I may or may not attend the public meeting.

Thank you.

On Wed, May 27, 2026 at 3:58 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 second Public Information Centre for this study on **Tuesday, June 16th** 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

Subject: RE: Status update
Sent: 2026-03-13, 3:09:02 PM
From: project-team@hwy15perthroadintersection.com<project-team@hwy15perthroadintersection.com>
To: [redacted]
Cc: Zhang, Joanna (MTO); nathan.ellis; Lapointe, Carmen; Gallimore, David

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Follow Up Flag: Follow up
Flag Status: Completed

Hello [redacted],

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).

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.

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.

Should you have any further questions or comments, please feel free to contact myself or Joanna Zhang.

Regards,
David Gallimore and the Project Team

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

Hi, Joanna and David.

My name is [redacted] and I'm a resident near [redacted] 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]

Subject: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - PIC 2 Comments
Sent: 2026-10-22, 4:50:31 PM
From: project-team@hwy15perthroadintersection.com<project-team@hwy15perthroadintersection.com>
To: [redacted]
Cc: Diczki, Tarita (MTO); Ellis, Nathan (MTO); Lapointe, Carmen; Gallimore, David; Bakhit, Behnaz

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Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted],

On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #2 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 concern regarding the cost of the study. The planning and environmental assessment process is a required step that helps ensure potential impacts, safety considerations, technical requirements, and stakeholder input are thoroughly evaluated before investing in construction. This work supports the selection of the most appropriate and cost-effective solution for the project.

The preferred option will be documented in the forthcoming Transportation Environmental Study Report (TESR). Notices will be posted online to the project website and published in local newspapers when the TESR is available for viewing.

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 activities and the notice of filing of the TESR for public review.

Should you have any further questions or comments, please feel free to contact myself or Tarita Diczki.

Regards,

David Gallimore and the Project Team

Subject: GWP 4030-22-00 - Highway 15 / Perth Road Intersection Improvements - PIC 2 Comments
Sent: 2026-10-22, 4:52:05 PM
From: project-team@hwy15perthroadintersection.com<project-team@hwy15perthroadintersection.com>
To: [redacted]
Cc: Diczki, Tarita (MTO); Ellis, Nathan (MTO); Lapointe, Carmen; Gallimore, David; Bakhit, Behnaz

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Follow Up Flag: Follow up
Flag Status: Flagged

Hello [redacted],

On behalf of the Ministry of Transportation, thank you for attending Public Information Centre (PIC) #2 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 and acknowledge your input regarding traffic safety measures, pedestrian pathways, and shoulders. Your noted concerns will be reviewed and considered as the preferred alternative progresses in design.

It is anticipated that the addition of traffic signals will improve the opportunities for turning at this location. MTO will commit to reviewing the operation at the Highway 15 to Irvine Street intersection following the installation of the new traffic signals and determining whether a left-turn lane is warranted.

Regarding your concerns about pollution associated by the intersection, an Air Quality Assessment is being completed as part of the study. The findings will be documented in the forthcoming Transportation Environmental Study Report (TESR) along with the preferred option.

We understand that vehicular noise may change with the installation of a new signalized intersection, as you have mentioned, and this concern will be reviewed for potential mitigation measures as the design progresses. During construction, noise mitigation measures will be implemented to minimize potential impacts, such as limiting unnecessary noise and idling of construction equipment, as well as ensuring that equipment is properly maintained. The preferred alternative was selected following consideration of a number of factors, including traffic operations, safety, property impacts, environmental considerations, and public feedback. Your concerns have been documented and will be included as part of the public consultation record for the study.

Notices will be posted online to the project website and published in local newspapers when the TESR is available for viewing.

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 activities and the notice of filing of the TESR for public review.

Should you have any further questions or comments, please feel free to contact myself or Tarita Diczki.

Regards,

David Gallimore and the Project Team



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